

PBOT Funding 2014-15: At a Glance

Prepared June 27, 2014

Funding Source	City General Fund	Fees	City Agencies	Grants	Parking	Gas Tax	Bonds & Notes Proceeds
FY14-15 % in Budget	4%	11%	12%	9%	20%	24%	20%
Description	<ul style="list-style-type: none"> Property taxes, business licenses, and utility license and franchise fees PBOT receives less than two percent of the City General Fund 	<ul style="list-style-type: none"> Permits issued to builders, developers and private citizens using public space Transportation System Development Charges 	<ul style="list-style-type: none"> Transportation and parking services provided to other city bureaus <ul style="list-style-type: none"> PBOT Maintenance contracts with Bureau of Environmental Services, Bureau of Parks & Recreation, and Water Bureau PBOT Parking contracts with Police Bureau 	<ul style="list-style-type: none"> Federal, state and local grants Portland Development Commission 	<ul style="list-style-type: none"> Parking meters Parking permits Parking citations SmartPark garages SmartPark garage commercial space leases 	<ul style="list-style-type: none"> Gasoline, diesel and other fuel taxes, motor carrier weight-mile charges, and driver and motor vehicle registration and titling fees Three sources: <ul style="list-style-type: none"> Oregon's gas tax based on city population Multnomah County's share of Oregon's gas tax based on vehicle registrations Multnomah County's local gas tax 	<ul style="list-style-type: none"> City of Portland bond sales are one-time revenue sources that are paid back with interest over time
Restrictions for Use	<ul style="list-style-type: none"> Streetlights, per City Council decision 	<ul style="list-style-type: none"> Full cost recovery for services charged a fee Transportation System Development Charges fund projects approved by City Council 	<ul style="list-style-type: none"> Full cost recovery for services authorized in intergovernmental agreements 	<ul style="list-style-type: none"> Specific programs or projects authorized by grant agreements 	<ul style="list-style-type: none"> On-street parking revenues are unrestricted and spent at the discretion of PBOT as approved by City Council Off-street parking revenues pay SmartPark costs first; then additional revenues are spent bureau-wide 	<ul style="list-style-type: none"> Cannot be spent on mass transit and enforcement One percent must be spent on alternative transportation modes 	<ul style="list-style-type: none"> For 2014-15, a \$48.6 million bond will primarily pay: <ul style="list-style-type: none"> \$36m to Multnomah County for Sellwood Bridge \$6.5m for LED Street Lighting Replacement Also, \$2.4m in loan proceeds, an internal loan repayment from the Grants Fund
Modes Allowed for Use							

\$59.3m in beginning fund balance is excluded from the funding table, since beginning fund balance comprises of contingencies, replacement funds and carryovers.

\$6.4m in internal cash transfers within PBOT are excluded to avoid double counting [\$3.2m from Parking Facilities Fund to Trans Op Fund + \$2.5m from Trans Op Fund to Gas Tax Bond Redemption + \$0.7m from Trans Op Fund to Trans Reserve Fund]