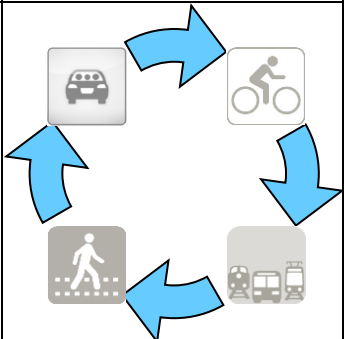
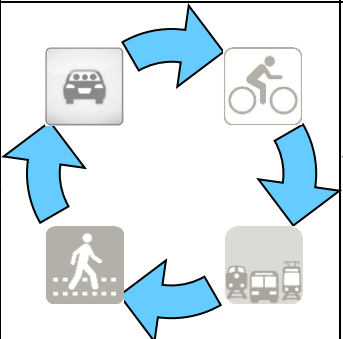
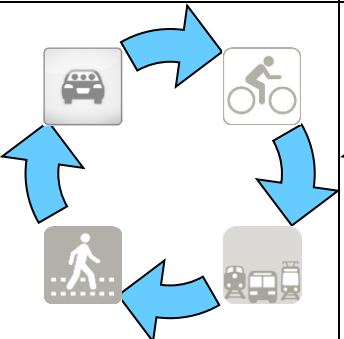
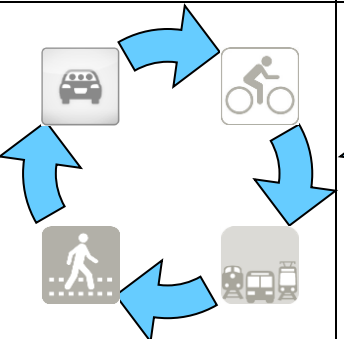
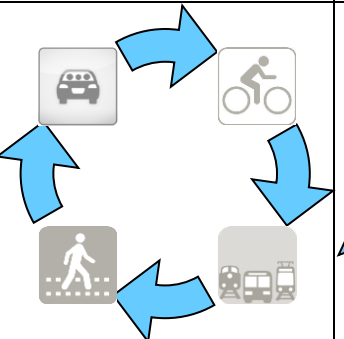
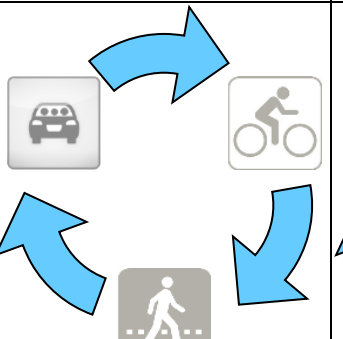
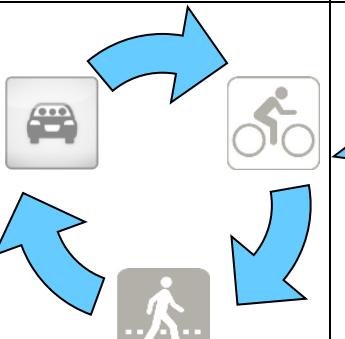
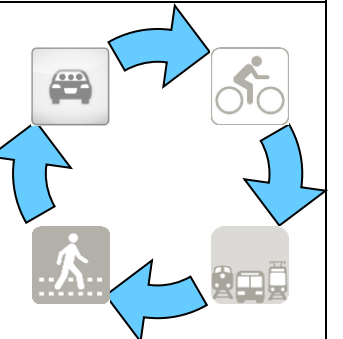


PBOT Funding 2016-17: At a Glance

Prepared July 27, 2016

Funding Source	City General Fund	Fees	City Agencies	Grants + Donations	Parking	Gas Tax	Fixing Our Streets	Bonds + Notes Proceeds
FY 16-17 Adopted Budget	\$14.6m 5%	\$40.4m 14%	\$35.0m 12%	\$32.2m 11%	\$60.2m 21%	\$63.4m 22%	\$13.2m 4%	\$31.0m 11%
Description	<ul style="list-style-type: none"> Property taxes, business licenses, and utility license and franchise fees PBOT receives about two percent of the City General Fund 	<ul style="list-style-type: none"> Primarily consists of permits issued to builders, developers and private citizens using public space Transportation System Development Charges <i>are one-time fees assessed to new development and changes in use. The fee covers part of the cost of transportation facilities needed to serve new development and the people who occupy or use the new development.</i> 	<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 Partnership between PBOT and businesses /agencies 	<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"> Two sources of temporary funding that sunsets after four years: <ul style="list-style-type: none"> Ten cent local motor fuels tax which includes gasoline, diesel and other fuel taxes for vehicles under 26,000 pounds Heavy Vehicle Use Tax (HVUT) on businesses with vehicles over 26,000 pounds that are subject to Oregon's weight-mile tax and also have a City of Portland Business License 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 City Council approved a policy that calls for 50 percent of all unforeseen "one-time" General Fund to be allocated to maintenance projects related to transportation, parks and emergency preparedness 	<ul style="list-style-type: none"> Cost recovery for services charged a fee Transportation System Development Charges fund projects approved by City Council 	<ul style="list-style-type: none"> Cost recovery for services authorized in intergovernmental agreements 	<ul style="list-style-type: none"> Specific programs or projects authorized by grant agreements Specific programs from private donations 	<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"> Local motor fuels tax & HVUT shall be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, and streets in Portland per 3(b) of Article IX of the Oregon Constitution 	<ul style="list-style-type: none"> For 2016-17, a \$21.5 million bond will primarily pay: <ul style="list-style-type: none"> \$16m to Multnomah County for Sellwood Bridge \$5.5m for LED Street Lighting Replacement Also, \$9.5m in loan proceeds, an internal loan payment from the Grants Fund
Modes Allowed for Use								

\$81.1m in beginning fund balance is excluded from the funding table, since beginning fund balance comprises of contingencies, replacement funds and carryovers.

\$4.9m in internal cash transfers within PBOT are excluded to avoid double counting [\$2.2m from Parking Facilities Fund to Trans Op Fund + \$2m from Trans Op Fund to Gas Tax Bond Redemption + \$0.7m from Trans Op Fund to Trans Reserve Fund]