

PBOT Funding 2017-18: At a Glance

Prepared October 13, 2017

Funding Source	City General Fund	Fees	City Agencies	Grants + Donations	Parking	Gas Tax	Fixing Our Streets	Rec Marijuana Tax	Bonds + Notes Proceeds
FY 17-18 Adopted Budget	\$18.0m 6%	\$41.3m 14%	\$39.1m 13%	\$40.2m 13%	\$63.2m 21%	\$63.4m 21%	\$18.5m 6%	\$1.6m 1%	\$16.9m 5%
Description	<ul style="list-style-type: none"> Property taxes, business licenses, and utility license and franchise fees PBOT receives about three percent of the City General Fund <p>\$7.8m in ongoing General Fund Support: \$6.3m Street Light Program \$93k Sustainability Initiative \$110k Sunday Parkways \$828k Street Cleaning \$464k Out of the Mud \$36k Director Park</p> <p>\$10.2m in one-time General Fund Support: \$330k Snow and Ice Weather Response \$7.2m Major Maintenance \$426k Smart Cities – AT& T Nodes \$250k Downtown Mktg \$2m Utility License Fee</p>	<ul style="list-style-type: none"> Primarily consists of permits issued to builders, developers and private citizens using public space Transportation System Development Charges (SDC) are one-time fees assessed to new development and changes in use. <p>Primarily:</p> <ul style="list-style-type: none"> \$10.6m permit fees \$10.2m SDC \$9m Streetcar funded by Trimet and fares \$4.3m regulatory fees cover the cost of enforcing City regulations for private-for-hire-transportation and towing 	<ul style="list-style-type: none"> Transportation and parking services provided to other city bureaus. <p>Primarily:</p> <ul style="list-style-type: none"> BES pays \$23m mainly for sewer system maintenance and street patching, while also providing some support for street cleaning. BES pays \$3.8m for engineering services, mostly survey work for their capital projects. \$7.1m in Local Improvement Districts assessments through the Auditor's Office Water Bureau pays \$2.1m for street patching. Police and other bureaus pay \$1.1m for space at SmartPark Garage, 1st & Jefferson. 	<ul style="list-style-type: none"> \$37.9m Federal, state and local grants + Prosper Portland \$2.3m Partnership between PBOT and businesses/agencies 	<ul style="list-style-type: none"> \$33.8m Parking meters \$7m Parking permits \$8.1m Parking citations \$14.3m SmartPark garages + commercial space leases 	<ul style="list-style-type: none"> \$36.5m Gasoline, diesel and other fuel taxes, motor carrier weight-mile charges, and driver and motor vehicle registration and titling fees \$26.8m 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"> \$16m Ten cent local motor fuels tax which includes gasoline, diesel and other fuel taxes for vehicles under 26,000 pounds \$2.5m 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 tax on recreational marijuana sales 	<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 	<p>Funds dedicated to;</p> <ul style="list-style-type: none"> Drug and alcohol treatment programs Public safety investments Support for neighborhood small businesses, and economic opportunity and education. 	<ul style="list-style-type: none"> For FY 2017-18, a \$7.1 million bond will pay for Street Light LED Efficiency Project Also, \$9.8m in loan proceeds, an internal loan payment from the Grants Fund
Modes Allowed for Use									

\$124.0m in beginning fund balance is excluded from the funding table, since beginning fund balance comprises of contingencies, replacement funds and carryovers.
 \$2.7m in internal cash transfers within PBOT are excluded to avoid double counting [\$2m from Trans Op Fund to Gas Tax Bond Redemption + \$0.7m from Trans Op Fund to Trans Reserve Fund]