



PBOT Fees and Charges

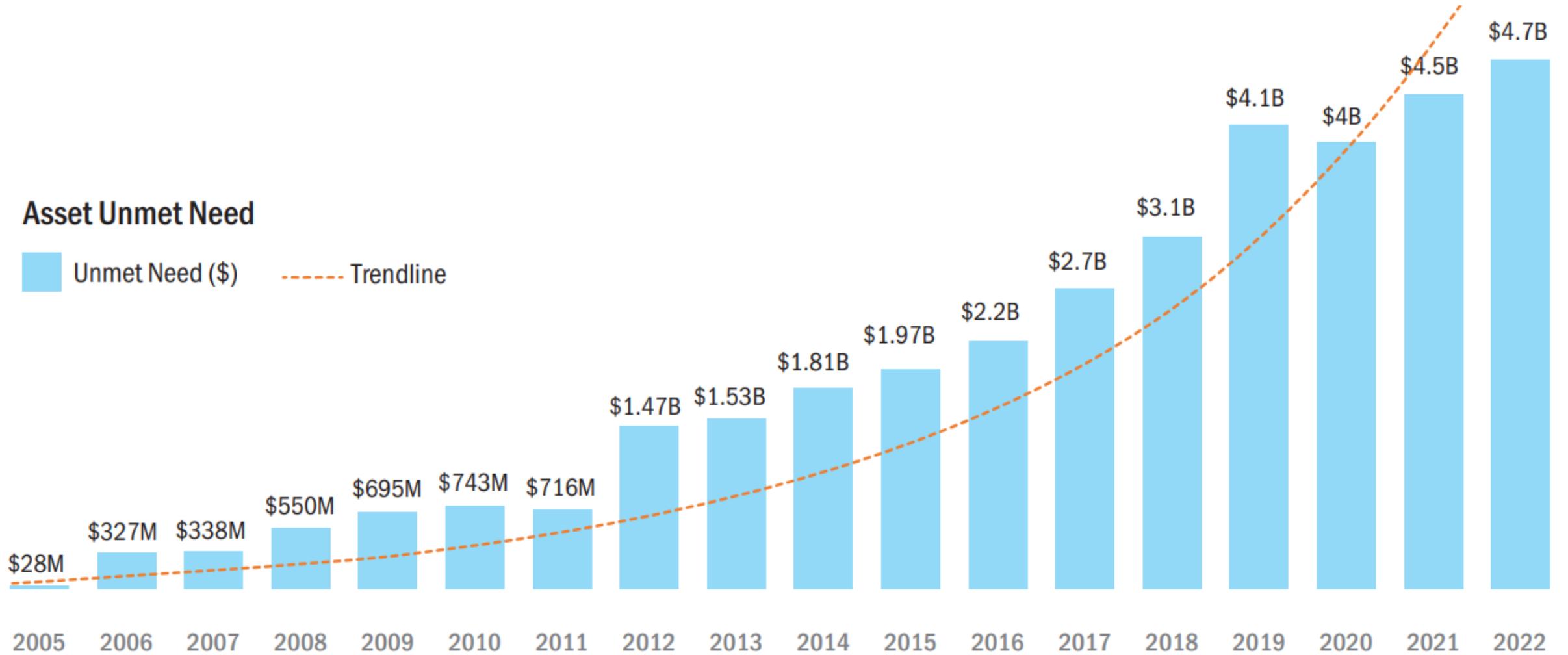


What does the revenue buy?

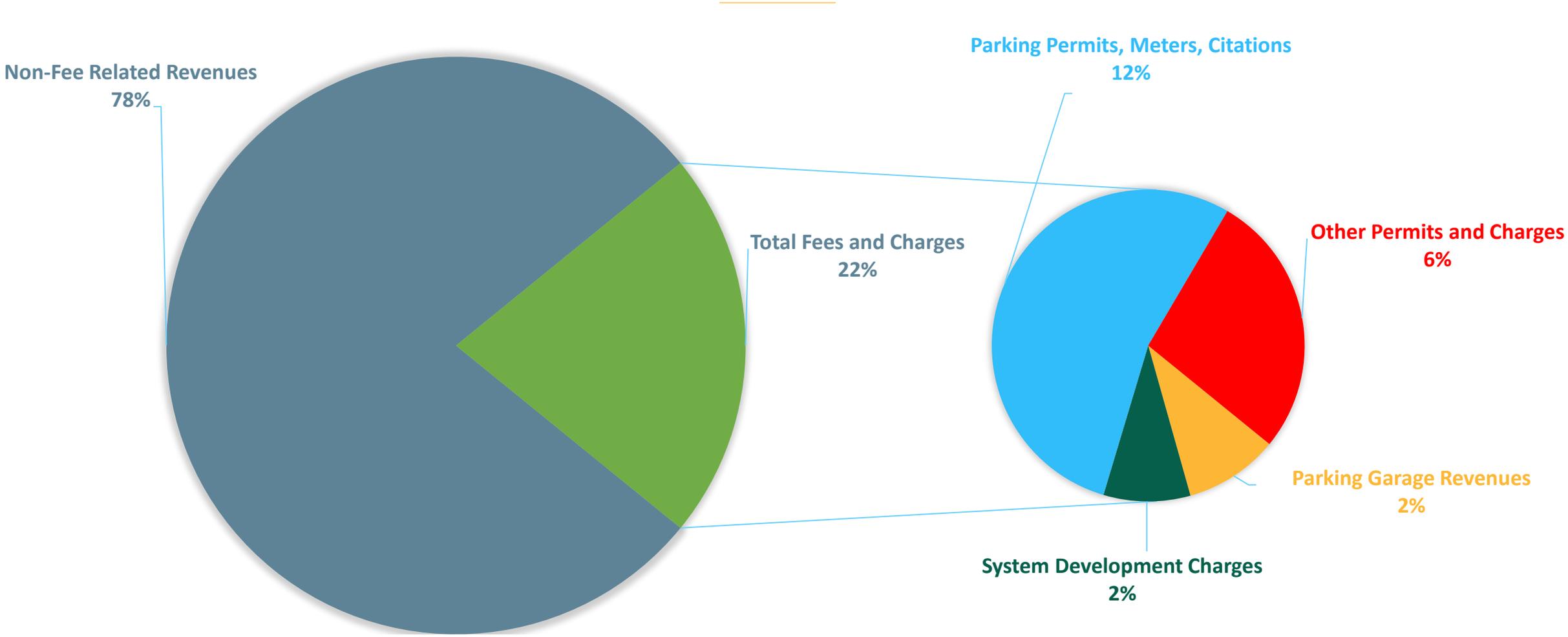
- **Preservation & Maintenance**
 - *Investments toward our asset needs*
- **Operations**
 - *Operating a safe system that gets people where they need to go*
- **Safety**
 - *Investments and programming to prevent fatalities & serious injuries*
- **Mobility/Livability**
 - *Strategic investments supporting Portland as it grows and recovers*



PBOT's Unmet Need for Asset Management



PBOT Total Revenues: \$513.7 million



Transportation Fees and Charges

- **Exhibit A** **Parking Services**
- **Exhibit B** **Transportation Land Use Services**
- **Exhibit C** **Development and Street Systems Services**
- **Exhibit D** **Transportation Temporary Use Services**
- **Exhibit E** **Other Transportation Services**
- **Exhibit F** **Regulatory Services**
- **Exhibit G** **Code Enforcement Services**
- **Exhibit H** **Community Events**

FY 2023-24 Fee Updates - Highlights

- **Most fee changes reflect rising costs for staff and materials**
- **Development review fees include a phased, multi-year approach to achieve cost recovery and minimize permitting delays**
- **Transportation System Development Charges are frozen at the FY 2022-23 rates (\$400,000 budget reduction for PBOT)**
- **Street parking meter rates increase by \$0.20 per decisions made in the FY 2023-24 Approved Budget (\$4.15M budget reduction for PBOT)**

FY 2023-24 Fee Updates - Highlights

- **Special event traffic control device rental program – programmatic adjustments to reduce costs to community groups for events (Exhibit E)**
- **Non-profit discount for community events in right of way – reduces charges for metered parking space use from \$18 per day to \$9 per day for non-profits (Exhibit H)**
- **Financial hardship subsidy for towing and storage services (Exhibit F)**
- **Electrical vehicle charging stations in right of way and on city infrastructure – as per Council Ordinance 191187 passed on March 1, 2023 (Exhibit C)**



Questions?

