

Analysis of Potential New Transportation Revenue Alternatives

draft Nov. 8, 2012

	1. County Vehicle Registration Fee	2. Raise Meter Rates (Index to Inflation)	3. County Gas Tax	4. Street Light Levy	5. Street Maintenance & Improvement Fee	6. Performance Priced Parking	7. Utility License Fee (ULF)	8. General Obligation Bonds	9. Transportation System Development Charge (TSDC)	10. Vehicle Rental Tax	11. Commercial Parking Tax	12. Bus Impact Surcharge (TriMet cost sharing)	13. Tolling or pricing options	14. Real Estate Transfer Tax	15. City Gas Tax	16. Vehicle Miles Traveled Tax (VMT)	17. Emission Fees (Carbon charge)
Legal Issues	●	●	●	◐	●	●	●	●	●	◐	◐	●	◐	◐	◐	◐	◐
Revenue Adequacy	◐	○	◐	●	●	◐	◐	●	◐	○	◐	◐	●	◐	◐	◐	○
Fairness	◐	●	◐	◐	●	◐	●	○	◐	●	◐	●	●	○	◐	●	◐
Public Acceptance	○	○	○	◐	◐	◐	◐	○	◐	◐	○	○	○	○	○	○	○
Ease of Administration	◐	●	●	●	◐	◐	●	●	●	●	◐	◐	◐	○	◐	○	○
Ease of Implementation	●	●	●	◐	◐	◐	◐	○	●	○	◐	○	○	○	○	○	○
Flexibility of Funds	●	●	●	●	●	◐	●	◐	○	●	●	●	◐	●	●	●	◐
Implementing Agency	County	City	County	City	City	City	City	City	City	City	City	City	City	State Legislature	City	State	State/Region/City

Legend

●	High level, or has positives
◐	Medium level, or has some drawbacks, but some positives
○	Low level, or has drawbacks

Definitions:

Ease of Administration:
Measures the complexity of carrying out the long-term operations of the proposed measure.

Ease of Implementation:
Measures the complexity of launching the proposed measure, including obtaining buy-in from partners (if needed), updating physical infrastructure, passing a proposal through government, etc.

■	Short-Term potential
■	Long-Term Potential