

## Long Term Revenue Sources

Highway System Tolling	Emissions Fee
<p><i>Options:</i> Dynamic, congestion-related variable toll (T2040 approach). Significant highway delay reduction and emissions reduction benefits possible, especially with congestion-related variable toll.</p> <p>Trip costs: Potentially high rates – peak times average \$0.40/mi. on freeways.</p> <p>Major assumption: revenues available for uses beyond specific tolled facilities and general “highway purposes.”</p> <p>Highway tolling focus means diversion onto arterials.</p> <p>Tolling is currently unpopular with the general public; only feasible in the long term (with technology and political acceptance).</p>	<p><i>Options:</i> Carbon tax; cap and trade.</p> <p>Could have major—or minor—impact on transportation behavior and revenue generation, depending upon how fee system is implemented and who pays.</p> <p>Trip costs analyzed range from \$0.03/mi to \$0.06/mi on all roads.</p> <p>Revenues generated through general carbon fees could have a wide variety of uses beyond transportation.</p> <p>Of the long-term approaches, potential for rapid deployment.</p>
Flat-rate Pay Per Mile Charge	Peak/Off Peak Pay Per Mile Charge
<p><i>Options:</i> Odometer self reporting; in-car mileage or GPS-based system; in-vehicle transponders.</p> <p>Allows both low- and high-tech implementation options. Impact on travel behavior and emissions reduction reduced with flat rate approach.</p> <p>Trip costs average \$0.05/mi.</p> <p>Flat rates may not influence travel behavior.</p> <p>Low-tech annual reporting option simple, non-invasive, but potential for large annual payment. Higher tech allows for monthly payments based on travel.</p> <p>Design could allow for different rates for user types, exemptions, subsidies, and phasing.</p>	<p><i>Options:</i> In-car per mile recording GPS-based system.</p> <p>High tech approach required to manage variable rates to best impact travel behavior and emissions reduction.</p> <p>Trip costs average \$0.06/\$0.04 per mi in considered scenarios.</p> <p>Higher tech approach raises privacy issues. GPS-based system allows credits for miles driven outside region or state.</p> <p>Design could allow for different rates for user types, exemptions, subsidies, and phasing.</p> <p>Technology selected could influence implementation and public acceptance.</p>

## Short Term Revenue Sources

Transportation Utility Districts	Impact Fees
<p>Most transportation utility district fees are used for local roadway needs.</p> <p>Revenues might also be used to support transit or other transportation modes.</p> <p>Implementation will be challenging due to past legal rulings.</p>	<p>Could be implemented immediately through existing authority.</p> <p>Local jurisdictions hesitant to implement impact fees.</p> <p>Depending on structure, can influence development choices to promote density, tie development to transportation, and influence travel behavior.</p>
Fuel Taxes	Fees and Fares
<p>Possible to dedicate additional revenues to local jurisdictions.</p> <p>Well understood and accepted by public.</p> <p>Established collection and distribution system.</p> <p>Source losing purchasing power due to vehicle efficiency and inflation.</p>	<p>Well understood and accepted by public.</p> <p>Easy to collect and distribute.</p> <p>Recent motor vehicle fee and transit fare increases could make this politically difficult.</p>