INFRASTRUCTURE FUNDING

Gaps for all modes

Especially transit

1.3 BILLION EXPECTED SHORTFALL BY 2040

WITHOUT A PLAN TO SECURE MORE LOCAL FUNDING, OUR INFRASTRUCTURE WILL CONTINUE TO DECLINE

INVESTING IN INFRASTRUCTURE BRINGS MANY BENEFITS TO OUR REGION

WORKFORCE RETENTION

IMPROVED QUALITY OF LIFE

ECONOMIC DEVELOPMENT

ACCESS TO OPPORTUNITY

Next Steps

1. Prioritize maintenance of existing infrastructure
2. Reach consensus on regional needs
3. Coordinate efforts to secure local funds
POTENTIAL SOURCES

Examples of alternatives/options that have proven successful

FEDERAL
Increase in Federal Gas Tax
Conversion of Federal Gas Tax to Vehicle Miles Travelled (VMT) Tax

STATE
Repeal of Sales Tax Exemptions
Increase in State Gas Tax
Conversion of State Gas Tax to VMT Tax
Modify Linkage of Gas Tax to Wholesale Price
Modify Gas Tax Allocation Formulas
Transfer Local Streets to State Highway System
General Fund Reallocations

LOCAL
Increased Bonding
Bonding for Bike/Pedestrian and Streetscapes
Sales Tax Increase
Increase Wheel Tax
Expand Wheel Tax to Extraterritorial Jurisdiction
General Fund Reallocations
Development Fees
Increase in Parking Revenue
Shift Gas Tax Revenue Currently Used to Pay OPPD Street Light Charges
Expanded Redevelopment Incentives, i.e. Transportation Districts
Public-Private Partnerships, i.e. Sale of Public Assets
Philanthropy

REGIONAL
Create Regional Transportation Authority with Taxing Power