

Exercise: Aligning Funding Mechanisms with Unfunded Needs

Participants	Funding Scenario	What activities are included in your funding scenario? Are there any changes or additions to the initial highlighted activities?	Estimated cost	Fully funded?	Which funding mechanisms are best suited for funding your scenario?	If more than one, describe how the mechanisms work together to fund the scenario.
Ken Calomino, Mary Ann Mahoney, Andrea Meneghel	Local and Regional Transit	Green pavement, corridor plans, bike/ped low stress network or bike/ped program	\$46.5 M	Yes, for what we identified	Utility fee, vehicle efficiency fee, county-wide tax, dynamic cordon pricing	County-wide tax = Local/Regional Transit. Core services (routine maintenance /cap. maintenance/eug) = Utility fee and vehicle efficiency fee
Johnny, Alex	Vision Zero		\$7.9 M	Yes	Parking and road usage fees	Introduce escalating parking fees. Over time, capture roadway usage cordon fees/longterm parking
Mark McIntyre, Matt Meir	Advanced Mobility/TMP/Climate		\$42,200,012.76	No, we cut \$1 M	TMF- love service; TLEF project-specific CIP MTA- Regional Transit, HOP, and Multimodal VVT and Congestion Pricing- CIP Ongoing/core planning	
			\$10,050,000			
Tim Oshea, Bryant Battenfelder, Bill Rigles	Core Services	Vision Zero implementation/emphasis. Drop 3 unused, unfunded needs.		No	RTA, Congestion/cordon, TM/VF	RTA is idealized and would take a diplomatic, collaboration, regional approach. Congestion balances the cost of operating and implementing the system/CIP and future. TM/VF places more (potential) burden on businesses/commercial

Issues or Concerns

Incidence of payment: Which segments of the population are paying?

Meeting TMP/Climate Goals

Incenting Behavior Change

Social Equity

Economic Vitality

Community Receptivity

Residents/property owners in COB, all property owners in the county, commuters at peak hours

Users of vehicles, retailers to all consumers

Discourages driving, improves active transportation

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Some concerns

Realistic

Depends on implementation speed/costs

Everybody, city and county

Incrementally

Yes

Yes. V.V.T. portion-reduction in sales tax

Possible reduction in sales tax

Problematic due to many new funding systems and possible elimination/reduction of sales tax

RTA- broad, multi-county base
Congestion- use based/time based
TM/VF- potentially disproportionate to businesses