

	<u>Workable Options for Additional Revenue</u>	<u>Additional Funding Areas</u>	<u>Top Two Revenue Enhancement Ideas</u>
1	Money diverted from motor vehicle registration returned to Highway Trust Fund; in favor of bonding with dedicated revenue; fee for electric and natural gas vehicles; design-build	Private investment; interlocal agreements and Transportation Districts	<i>Fuel Tax increase; motor vehicle registration</i>
2	Federal Fund Exchange; Fuel Tax	Private Investor funding with guaranteed Rate of Return	
3	Increase gas tax as a user fee; vehicle registration fees needs to go to roads; list the projects that will be improved; bonding has to have revenue source	Heavy vehicle tax; \$.25 sales tax to fund a bond	<i>Federal buyback; bonding with dedicated revenue stream</i>
4	Increase user fees on fuel by 10 cents a gallon; bonding with new source from sales tax; tolls for new roads; protect Highway Trust Fund	Projects around state, not just based on traffic volumes; local funding options	<i>Raise user fee on fuel indexed to Consumer Price Index; new sales tax option for specific roads projects</i>
5	Indexing gas tax; Bonding and identify what projects will be funded through the bonds; Safe and Sound bridge program	Vehicle Mile Tax; fee on fuel efficiency vehicles;	<i>Indexed gas fee; one time General Fund shift</i>
6	Bonding with revenue source; Kansas model of heavy-vehicle fee increase; private participation in costs; revenue exchange	User fees for targeted for specific projects; transportation improvement districts; Large county valuation	<i>Design-build; state-funding exchange; practical design; heavy vehicle fees</i>
7	Specify what new revenue would build in order to get state-wide buy-in	Infrastructure banks	<i>Increase gas tax at least \$.10; heavy vehicle use tax</i>
8	Gas and diesel user fee increase; increase heavy truck registration dedicated to Highway Trust Fund; Federal/State Fund Exchange Program; Bonding with a dedicated revenue stream	Transportation Improvement Districts; Increase sales tax-possible to replace shifting Motor Vehicle registration to Highway Trust Fund; Push Congress to increase federal funding; initial funding stream for project planning and engineering to have projects ready for increased program funding	<i>Gas and diesel user fee increase; Federal/State Fund Exchange program</i>
9	Bonding; Increase fuel tax	Increase fees based on road damage potential	<i>Increase fees and increase gas tax; Issue bonds, using existing fuel tax to service debt</i>

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10	Increase gas tax and index it to inflation; Vehicle Miles Traveled in the long term	Vehicle Miles Traveled tax; Transportation Improvement Districts; Federal funds exchange - tied to option for locals to fund with local fuel or sales tax	<b><i>Gas tax and VMT; Federal/State Fund Exchange program</i></b>
11	Raise gas tax (fuel user fee); differentiate fuel used on field v. fuel used on road; designate funding for roads repair; privatization	Economic development projects create long term payoffs for transportation improvements	<b><i>Bonding</i></b>
12	Bonding; raise revenue on fuel	Local option funding sources; take schools out of MV registration and replace their revenue with sales tax	<b><i>Increase fuel tax; allow variable to work as intended</i></b>
13	Motor vehicle tax-cap at existing levels for schools, then increase and give increased revenue to Highway Trust Fund; Missouri bonding concept; Federal fund exchange	Internet sales tax; legalize gaming	<b><i>Fuel user fee increase; use the state's ability to bond an existing stream to benefit from low interest rates now</i></b>
14	Increase gas tax and index toward inflation; bonding tied to new revenue source	Fully dedicate motor vehicle fees toward transportation; option to redirect property tax rebate toward transportation	

Funding Option:	Bonding	Increase Gas Tax	Public/Private	TIDs	Tolling	Local Option Taxes	Increase Vehicle Registration	Electric Vehicle Fee	Increase Base MV Fees	Sales Tax on Food/ Soda	VMT	Fuel Tax to Inflation	Rec Vehicle Registration	MV Tax on new and old vehicles
Rank:	2	1	4	5		6	6	6				3		
	3	1	4		5		7	6	2					
	2	1		6		3	4		5			1		
	1	3	6	4					8		9	5		7
		1		5			3				4	2		
	2	1				6	3						3	3
	7	1	8	5	9	4	10	14	11	16	3	2	12	13
	x	x	x	x			x		x			x		
	9	1			5		7			8	4	10	6	
	x	x		x							x			
	2	1		5		3		4		4		6	1	4
Average Rank:	<b>4</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>7</b>