



Appendix G

Alternative Funding Analysis

Description	Page No.
Table G-1: Alternative Funding Scoring Matrix	G-3

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Table G-1 **Alternative Funding Scoring Matrix**

Alternative Funding Source	Key=	2 = Better Yes	1 = Yes	0.5 = Partial	0 No Impact				
	Add	Add	Add	Add	Add	Subtract	Subtract	Subtract	
	Similar or Existing Tax/Fee - Yes/No	Ability to use existing tax/fee infrastructure	Research shows Favorable Outcome	Ability of MPO/counties to Implement	Input from non-residents (travelers, conventions, etc.)	Impacted likely impacted by inflation	Deemed a Regressive tax?	Susceptible to general market trends	Sum
Local Option Sales Tax	1	1	2	2	1	0	0.5	0.5	6
Property Tax	1	1	2	2	0	0	0.5	0	5.5
Additional Vehicle Purchase/Rental Tax	1	1	2	2	1	1	0.5	0.5	5
License Fee	1	1	2	2	0	0	1	0	5
Vehicle Registration Fee	1	1	2	2	0	1	0.5	0	4.5
Promote PPPs	1	1	2	0	0	0	0	0	4
Fuel Tax Modification	1	1	2	0	1	0	1	0.5	3.5
Local Infrastructure Bank	1	1	0.5	2	0	1	0	0	3.5
Tolled Express Lanes/Highways	1	1	2	0.5	1	1	1	0	3.5
Transportation Development Credits	0	0	1	2	1	1	0	0	3
MPO Membership Fees (Per Capita)	1	1	0	2	0	1	0	0	3
Regional Business Improvement District	1	0.5	1	1	0	0	0	0.5	3
Modify Highway Use Tax	1	1	2	0	1	1	0.5	0.5	3
Transportation Bond	1	1	1	2	0	1	0	1	3
Increased Tolling	1	1	1	1	1	1	1	0	3
State Infrastructure Bank	1	1	2	0	0	1	0	0	3
Modify State Sales Tax	1	1	1	0	1	0	0.5	0.5	3
Regionally Established Transportation as a Utility	0	0	1	2	0	1	0	0	2
Toll Agreements (One-off agreements to shift funding)	0	0	1	1	0	1	0	0	1
Mileage Based User Fee	0	0	2	0	0.5	1	1	0	0.5
Congestion Pricing	0	0	1	1	0.5	1	1	0	0.5
Cordon Pricing	0	0	0	1	0.5	1	1	0	-0.5

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