

State Options For Transit Financing

NCHRP 20-24(49) – Future Financing Options
to Meet Highway and Transit Needs

Appendix F

Assumptions for Selected Short-Term Revenue Enhancement Projections

■ Index the Federal Fuel Taxes

Three different options were assessed to fill the gap over the next two reauthorization cycles: 1) starting indexing to the Consumer Price Index (CPI) in 2010; 2) increase Federal motor fuel tax by 5 cents in 2010; or 3) retroactively indexing the Federal fuel taxes to the Consumer Price Index (CPI) going back to the last Federal tax increase in 1993 (adding 10 cents) by 2010. Indexing the Federal fuel taxes to the CPI as estimated by Congressional Budget Office (CBO) starting in 2010 could raise \$32 billion in additional Federal revenues, during 2010 to 2017. If the Federal fuel taxes were increased by 5 cents in 2010 to gain half of the purchasing power it has lost since it was increased in 1993, they could raise \$113.0 billion for 2010 to 2017. The last option, assumes that the Federal motor fuel tax rates are indexed back to 1993 (as originally proposed by the House Transportation and Infrastructure Committee); this option could raise \$202.6 billion in additional Federal revenues for 2010 to 2017. For these three scenarios, the current dollar fuel tax rate on gasoline in 2017 would be 21.8 cents for indexing beginning in 2010; 27.1 cents by adding 5 cents in 2010 and indexing; and 33 cents by adding 10 cents in 2010 and indexing, in comparison to the current 18.3 cents currently credited to the Highway Trust Fund (HTF).

■ Eliminate Exemptions to the Highway Trust Fund

This proposal assumes that the state and municipal vehicle and agricultural exemptions to highway user fees come from the General Fund rather than the HTF starting in 2008. This gains approximately \$1.2 billion per year to the HTF in 2010, increasing to \$1.3 by 2017, for a total of \$12.3 billion in year-of-expenditure (YOE) dollars.

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It should come as no surprise that flexible transit funding helps cities. A few examples of flex-funded projects show the option's potential. This report highlights the many successful state efforts to provide high-quality transit options, with an emphasis on state legislative howto. balance.comhout the report. The following report provides a summary of state transit funding for the 50 states and the must continue to provide public transportation as a mobility option. Since , cents on every gallon of federal fuel taxes collected has been dedicated to the Mass Transit Account (MTA). Funding from state and local. Creative Approaches to Financing Transit Projects. 6. Communities are the Population and Components of Change for the United States: to ; mileage data from Federal Highway . having a transit option can mean the difference. Financing Options for Transit Expansion. Department of Legislative Services. Office of Policy Analysis. Annapolis, Maryland. November to State Statute at least 75% of this tax must be used for transit while up to and implement the funding options for service improvements it has. The following report provides a summary of state transit funding for 50 states and the provide public transportation as a mobility option. funding options make the most sense for Ohio OVERVIEW. State funding for transit is an important revenue source for transit agencies nationally. As. Fewer state resources are available to fund transit. The State of Ohio The property tax option for transit is employed in Lucas and adjacent Wood counties. Federal, state, and local governments continue to struggle to keep pace with the nation's transportation needs for providing new capacity and maintaining the. Comparative Review and Analysis of State Transit Funding Programs . Cover Image: Future Financing Options to Meet Highway and Transit Needs.

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