

Multnomah County – Department of Community Services
Potential Revenue Sources

Recommended for further consideration

Local Vehicle Registration Fee (VRF)

County Gas Tax

Transportation Utility Fee (TUF)

Rental Car Tax

Not recommended for further consideration

Tolling

System Development Charge (SDC)

Service Districts

Vehicle Miles Traveled Tax

Congestion Pricing

Property Tax Local Option Levy

Urban Renewal/Tax Increment Financing

Public/Private Partnerships

Local Vehicle Registration Fee (VRF)

Pros: County can enact without a vote
If dedicated to bridges, it is not subject to the revenue sharing agreements with Portland and Gresham

Cons: County VRF would be twice that of any other county in the State
Cities receive 40% of total revenue
Portion of this revenue also subject to Portland and Gresham revenue sharing agreement

County Gas Tax

Pros: True user fee for gas-consuming (ICE) vehicles
1 cent gas tax raises approximately \$2.5M per year

Cons: Public vote is required for enactment
Subject to Portland revenue sharing agreement
Subject to Gresham revenue sharing agreement unless dedicated to specific projects

Transportation Utility Fee (TUF)

Pros: Not subject to revenue sharing agreements with Portland and Gresham
Dedicated to maintenance of road system
Collected annually with property tax
May be implemented without a vote

Cons: In urban areas, assessments to commercial sites can be costly
Can be controversial
Not applicable to Willamette River Bridges

Rental Car Tax

Pros: If dedicated to bridges, would not be subject to revenue sharing agreements with Portland and Gresham
Generally would not impact citizens of Multnomah County
Can be enacted without a vote

Cons: County recently raised rental car tax 2.5% in 2009 (total 17%)
One of the highest rental car taxes in nation