

Other options for new transportation revenue include special tax districts, economic development corridors, and innovative infrastructure development. One regional example is the Union Station Redevelopment Corporation, established to leverage the redevelopment potential of the historic downtown train station and air-rights on the railroad lines to raise revenues for upkeep and investment in the station. Another strategy, action to promote transit-oriented community (TOC) projects around Metrorail and other high-capacity transit (HCT) stations, not only provides direct revenues for transportation but also leads to more transit ridership and revenues.

In support of the 2010 long-range transportation plan financial analysis, an exhaustive review of potential revenue sources, innovative financing techniques, and relevant factors was conducted and is still very relevant. This report is available at:

http://www1.mwcog.org/store/item.asp?PUBLICATION_ID=391

ACTIONS NEEDED TO ACHIEVE NEW OR ENHANCED REVENUE SOURCES

The National Capital Region still needs additional revenues and new revenue sources in order to support critical needs for expansion of the surface transportation network. As in previous financial analyses, the vast majority of available future transportation revenues are already dedicated to the maintenance and operations of the current transit and highway systems. Many unfunded but desirable projects are proposed that cannot be included in the long-range transportation plan under the funding constraints.

One of the more significant challenges to the region is the existence of multiple jurisdictions at several levels, each with its own tax base, tax structure, and tax policy. This leads to varying priorities and funding for regional or inter-jurisdictional coordination, connections, and interoperability, particularly for public transportation services and bicycle/pedestrian facilities. There are opportunities in each jurisdiction to develop new or enhanced revenue sources that can be part of an overall regional solution. There also is the potential for developing metropolitan-level funding sources for planning and implementing regional transportation projects.

Recent analyses have indicated that fuel taxes will remain a viable base for funding in the near term, both for the region and the nation. The recent indexing of state motor fuels taxes to inflation, and the automatic adjustment of dedicated sales taxes, is the most promising development in ensuring that at least a basic level of funding continues to flow to the region's highway and transit systems in the future. The next step would be for federal motor fuel taxes to also be indexed to inflation, along with a rise to incorporate inflation since last adjusted in 1993. In addition to the indexing of revenue sources, recent developments in the region with regard to tolling and pricing mechanisms suggest that their application could be expanded in the shorter term.

PUBLIC SUPPORT FOR ADDITIONAL TRANSPORTATION REVENUES

In the region and across the nation, there is considerable political and popular resistance to increased tolling and to the introduction of additional pricing mechanisms. In 2013, the TPB completed *A Study of the Public Acceptability of Congestion Pricing Through a Deliberative Dialogue with Residents of Metropolitan Washington*². The study found that participants agreed that congestion resonates as a critical problem facing the region, with significant personal impacts.

² http://www1.mwcog.org/store/item.asp?PUBLICATION_ID=470

