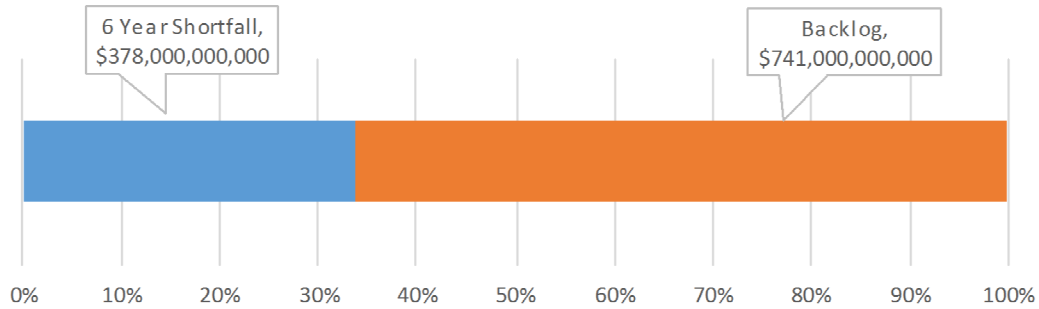


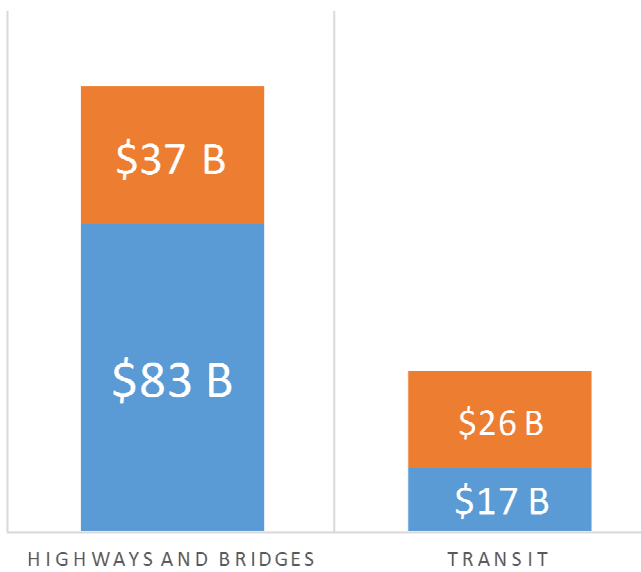
REVENUE OPTIONS FOR THE HIGHWAY TRUST FUND

Total Needs: \$1.19 T

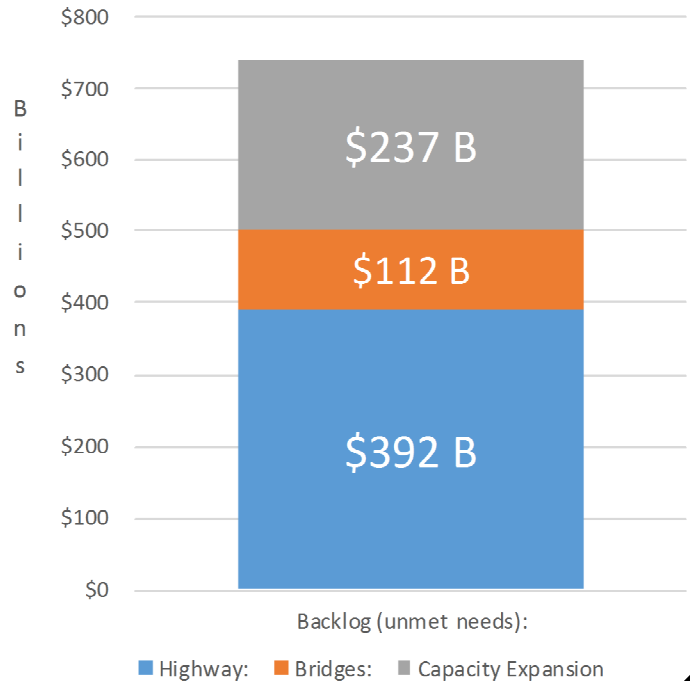


SOURCES OF THE SHORTFALL

■ Current Levels of Investment ■ Unmet Investment Needs



SOURCES OF THE BACKLOG

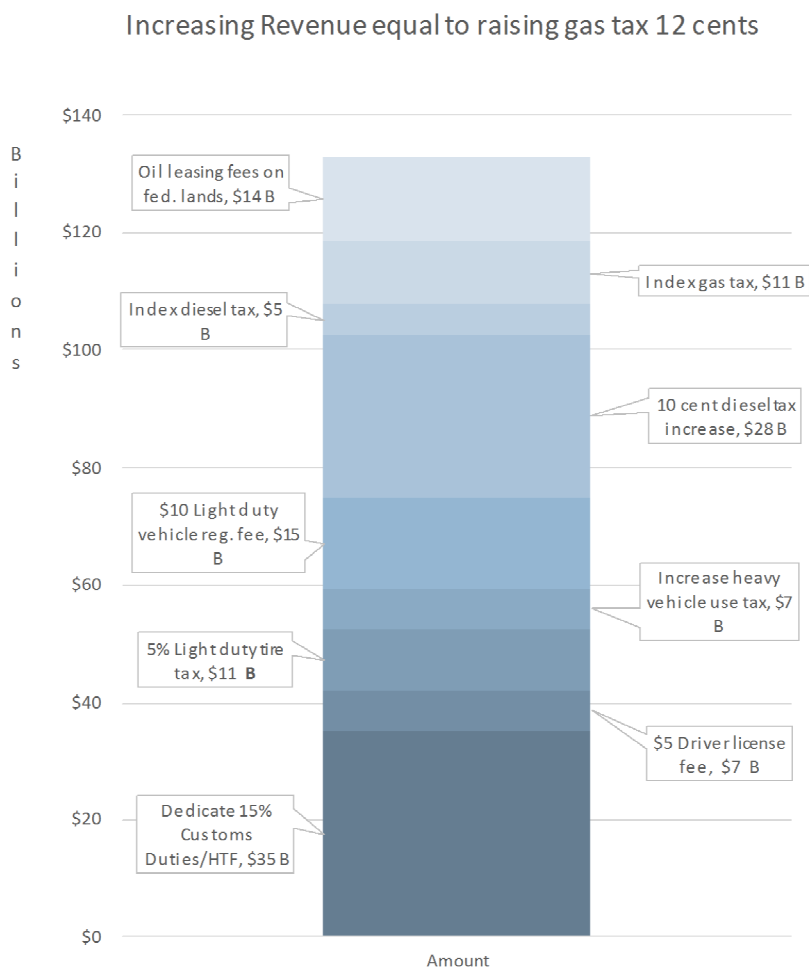


Existing Highway Trust Fund (HTF) levels are unable to support current levels of investment. The FAST act temporarily stabilized federal investment, supplementing an estimated \$208 billion with an additional \$70 Billion from the federal General Fund. However, this transfer does not solve underlying solvency issues.

Although the FAST Act provides slight increases for the HTF, once FY 2021 begins on October 1, 2020, the gap between incoming HTF revenues and the amount needed to preserve surface transportation funding levels will average nearly \$18 billion annually, compounding infrastructure problems.

Looking Forward: The Next 15 Years

Addressing the Federal Annual Revenue Gap (maintain current levels next 6 years)



Revenue Options:

The Gas Tax and Beyond

The options on the left represent a diverse range of revenue streams that *together* raise the similar amounts of money as increasing the gas tax by 12 cents.

Increasing the federal motor tax by 12 cents would raise approximately \$120.00 B, while instituting all 9 proposed revenue sources on the left would raise \$126.91 B

A 12c raise in the gas tax, or all the measures listed here, increases funding slightly over levels provided by the FAST act. It does not, however, address meeting the backlog of transportation needs.

A full analysis of revenue projections and economic impacts of revenue sources can be found at:

<http://downloads.transportation.org/TranspoRevenueMatrix2015.pdf>

2021-2036

Once the FAST Act ends, Congress will need to look at next generation revenue options to fund growth that addresses actual system needs.

Potential Future Revenue Options:

- Distance Traveled Fee
- Energy Extraction Fee
- Energy Transmission Fee
- Freight Fee (such as container fee)
- Gas equivalent fee for electric vehicles
- LNG export fee
- Repatriation of corporate profits
- Per barrel oil fee
- Transit fee

Sources:

<http://bottomline.transportation.org/Documents/Bottom%20Line%202015%20Executive%20Version%20FINAL.pdf>

<http://downloads.transportation.org/TranspoRevenueMatrix2015.pdf>