Vehicle Registration Fee	Gas Tax
Pros	Pros
 Efficient to administer – tax is collected by the state; minimal administration costs Second highest level of support in recent county community surveys Considered fair – it is a user fee, correlated to use of roads; taxes those with vehicles that use the roads More likely to gain support from city residents since city would also receive revenue Reliable revenue stream, which grows with population Less likely to be opposed by business groups 	 Efficient to administer – tax is collected by the state; minimal administration costs Highest level of support in recent county community surveys Considered fair – amount of tax paid is proportional to amount of fuel used; taxes direct beneficiaries of road maintenance Collects revenue from outside the county
Pro/Con	Pro/Con
 County required to split revenue with the cities (60/40) Funding can be used for capital construction or maintenance Certain vehicles are exempt, including buses, farm trailers, light trailers, campers, government, etc. 	 County may split revenue with cities Funding can be used for capital construction or maintenance Washington & Multnomah counties, Milwaukie, Canby and Portland, already have local gas taxes
Cons	Cons
 Since funds will go to the county and 16 cities, public could be confused about how the funds will be used If state talks about increasing the state VRF, it could reduce public support for a county VRF 	 May be more opposition by residents of cities that have or plan to have their own gas tax If state talks about increasing the state gas tax, it could reduce public support for a county gas tax Likely to be opposed by petroleum industry Unreliable revenue stream as amount of revenue is limited by changes in consumer spending and increased fuel-efficiency