| Mechanism | Tax rate | $\begin{gathered} \hline \text { Financial } \\ \text { sustainability }{ }^{1} \end{gathered}$ | Sufficiency ${ }^{2}$ | User equity | Social equity | Flexibility | $\begin{gathered} \text { GHG } \\ \text { emissions } \end{gathered}$ | Transparency | Efficiency |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1. Increase flat rate of per-gallon excise tax (gasoline and diesel) | \$0.072 per gallon | -89 | 1.253 |  |  |  |  |  |  |
| 2.Add inflation index to flat per-gallon excise tax rate | $\$ 0.072$ per gallon indexed at $2 \%$ per year ends at $\$ 0.104$ | -47 | 1.496 |  |  |  |  |  |  |
| 3.Add fuel efficiency index to flat per-gallon excise tax | \$0.094 per gallone indexed at avg of 4\% per year | 22 | 1.888 |  |  |  |  |  |  |
| 4.Add sales tax based on price of fuel | 2.3\% of spot price in Dec 2021 | -87 | 1.112 |  |  |  |  |  |  |
| 5.Add variable-rate excise tax based on price of fuel | 2.9\% of 2021 annual avg price | -66 | 1.364 |  |  |  |  |  |  |
| 6. Increase basic license fee | \$40 per vehicle per year | -17 | 1.665 |  |  |  |  |  |  |
| 7.Increase value-based rate of governmental services tax | Additional $0.12 \%$ of vehicle value (current average is around $0.7 \%$ ) | 81 | 2.129 |  |  |  |  |  |  |
| 8.Add fee based on vehicle weight | Approximately 30\% increase in existing rates | -4 | 1.727 |  |  |  |  |  |  |
| 9.Add fee based on vehicle fuel economy rating | $\begin{aligned} & \$ 100 \text { per } 50+\mathrm{MPG} \\ & \$ 60 \text { for } 40-50 \mathrm{MPG} \\ & \$ 50 \text { for } 30-40 \mathrm{MPG} \\ & \$ 4020-30 \mathrm{MPG} \\ & \$ 30<20 \mathrm{MPG} \end{aligned}$ | -25 | 1.6 |  |  |  |  |  |  |
| 10.Add fee based on vehicle engine type | \$100 per EV plus \$ 39.13 for all others per year | 43 | 1.87 |  |  |  |  |  |  |
| 11.Add fee based on vehicle age | $\$ 55<5$ yrs old $\$ 455-9$ yrs old $\$ 35 \quad 10-14$ yrs old $\$ 2515-19$ yrs old | -13 | 1.702 |  |  |  |  |  |  |
| 12.Add a distance-based charge for light-duty vehicles | \$0.004 per mile driven | -1 | 1.744 |  |  |  |  |  |  |
| 13.Add a weight-distance-based charge for medium- and heavyduty vehicles | \$0.061 per mile driven | 16 | 1.829 |  |  |  |  |  |  |
| 14.Add a tax on EV batteries | \$2 per kWh battery capacity per year | N/A | 0.635 |  |  |  |  |  |  |
| 15.Add a tax on tires | \$50 per tire | -17 | 1.665 |  |  |  |  |  |  |
| 16.Add a tax on EV electricity consumed | \$0.02 per kWh consumed | N/A | 0.254 |  |  |  |  |  |  |
| 17.Value added tax on goods movement | 2\% on all trucking costs | 16 | 1.829 |  |  |  |  |  |  |
| 18.Parcel delivery fees | \$0.74 per delivery | 27 | 2.04 |  |  |  |  |  |  |
| 19.Ride-share surcharges | 11\% | -20 | 1.608 |  |  |  |  |  |  |
| 20. Cordon charges in urban areas | \$1.37 per trip (LV downtown only) | -80 | 1.313 |  |  |  |  |  |  |
| 21.Carbon tax | \$38 per ton CO2 | -95 | 1.242 |  |  |  |  |  |  |
| 22.Street utility fee | \$80 per household | 29 | 1.881 |  |  |  |  |  |  |
| 23.Payroll tax | 2\% of gross wages | -28 | 1.637 |  |  |  |  |  |  |
| 24.Land use impact fees | $1 \%$ of development value | 37 | 1.952 |  |  |  |  |  |  |
| 25.General funds | N/A | N/A | N/A |  |  |  |  |  |  |
|  |  | 1 Figures for financial sustainability reflect the difference between VMT growth and revenue growth in 2040, indexed to 100 in 2021. <br> 2 Figures for sufficiency reflect net present value of the revenue mechanism discounted at $4 \%$ for the period 2021-2040. Relative assessments for sufficiency also take into account tax rates. |  |  |  |  |  |  |  |

