

TABLE ES.1 – TECHNICAL RANKINGS OF REVENUE SOURCES

| REVENUE SOURCE | LONG TERM FUNDING CAPACITY ⁽¹⁾ | POTENTIAL TO ALSO SATISFY 2013 FUNDING NEEDS ⁽²⁾ |
|---|---|---|
| Road Pricing | \$100-200 million | |
| Fuel Tax | \$30-100 million | ✓ |
| New Regional Carbon Tax | > \$200 million | ✓ |
| Portion of New Provincial Carbon Tax ⁽³⁾ | > \$200 million | |
| Vehicle Registration Fee | \$100-200 million | ✓ |
| Value Capture- Benefiting Area Tax | \$30-100 million | |
| Transit Fares | \$30-100 million | |
| Additional Property Tax | \$100-200 million | ✓ |
| Project Tolls | \$100-200 million | |
| Parking Sales Tax | \$10-30 million | PARTIAL |
| Value Capture- Tax Increment Funding | \$10-30 million | |
| Flat Levy Per Property | \$10-30 million | PARTIAL |
| Employer Payroll Tax | \$30-100 million | |
| Parking Levy | \$10-30 million | |
| Value Capture- Development Cost Charges | \$10-30 million | |
| Goods Movement Fee | \$30-100 million | |
| Vehicle Sales Tax | \$10-30 million | |
| Hotel Tax | \$10-30 million | |
| Rental Car Tax | < \$10 million | |

(1) Net of operating and administrative costs, but does not include capital start-up costs

(2) 2013 Funding needs are defined as a \$30 M/yr replacement to the two-year time-limited property tax

(3) Depends on Provincial direction regarding future Carbon Tax rates

Higher ranking
based on
technical
evaluation

Lower ranking
based on
technical
evaluation

The results of the weighted sensitivity test, described previously, generally reinforced the results in Table ES 1. Although the rankings derived from the evaluation results and the sensitivity analyses differ slightly, the rankings are similar enough that it is reasonable to place the potential revenue sources into high, medium and low performing groups as shown in Table ES.2.