



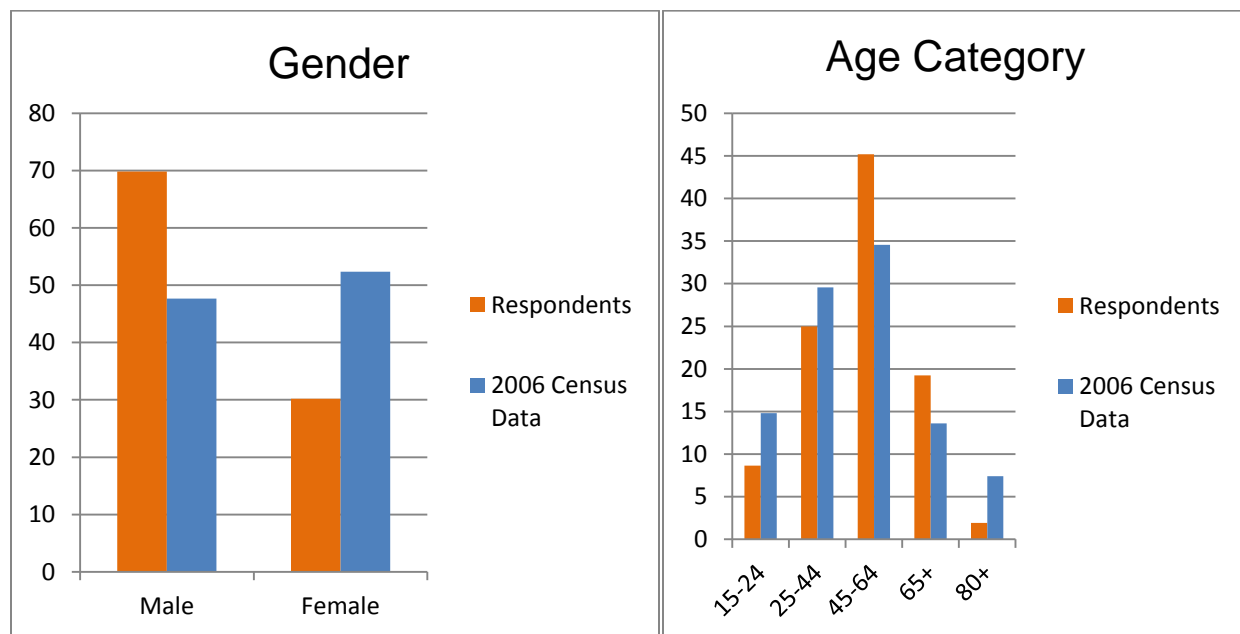
Through the LRT Local Funding Taskforce, a web-based survey was developed to capture public opinion on their various funding options being considered. Run from January 17 to February 5, some 144 responses were captured, representing a wide range of views, across most demographics. While analysis was not rigorous, a few conclusions can be drawn from the survey responses.

Survey Design

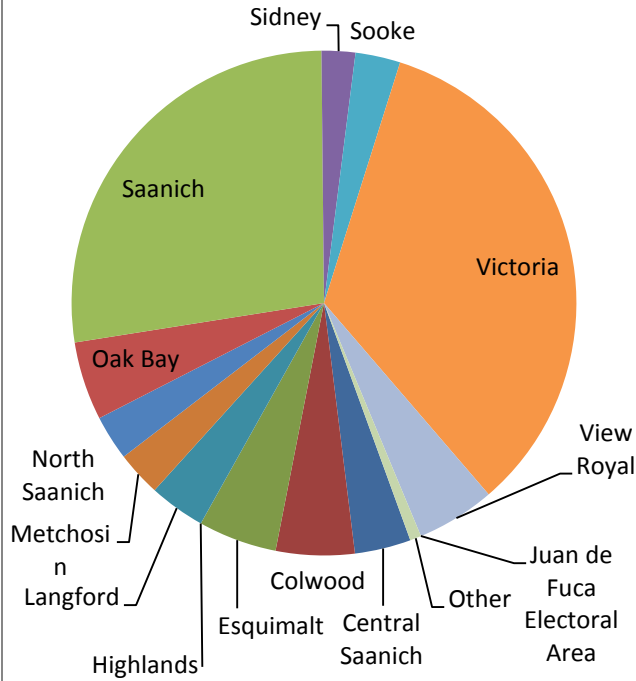
The survey consisted of 3 main questions about funding options. Not all respondents answered all these questions. A high level summary is provided for each question, as well as basic demographic breakdown.

Data Caveats & Respondent Demographics

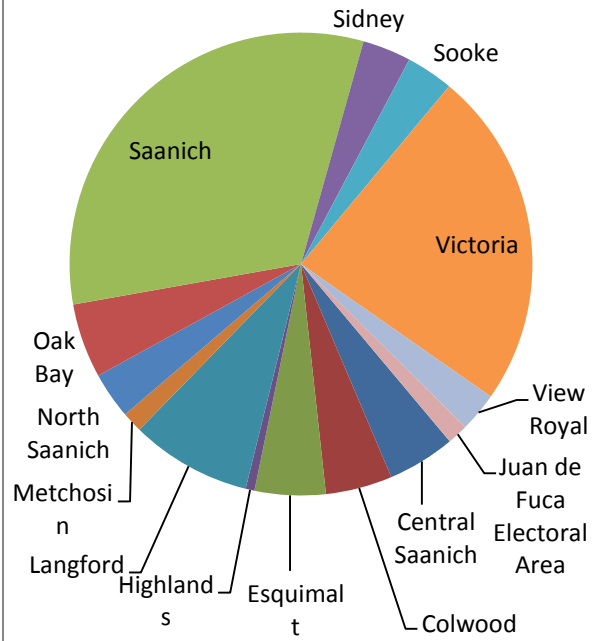
A major caveat to this survey is the respondent demographics, which are unrepresentative of the CRD as whole. In general, the average LRT respondent is more likely to be male and retired than the CRD as a whole. Further, residents of Saanich and Langford are somewhat under-represented, while City of Victoria residents are somewhat over-represented. Where data was available, 2006 Census data is shown alongside the LRT survey demographics to show skew.



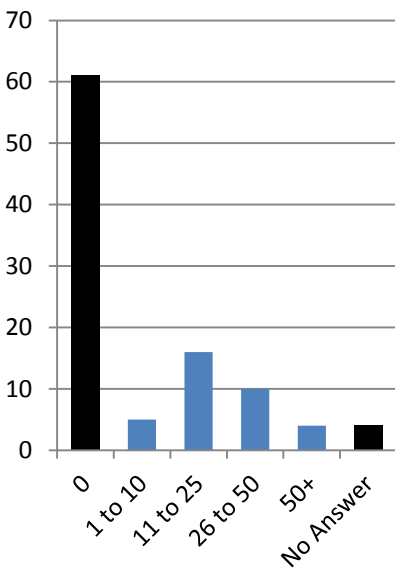
Municipality of Residence (Respondents)



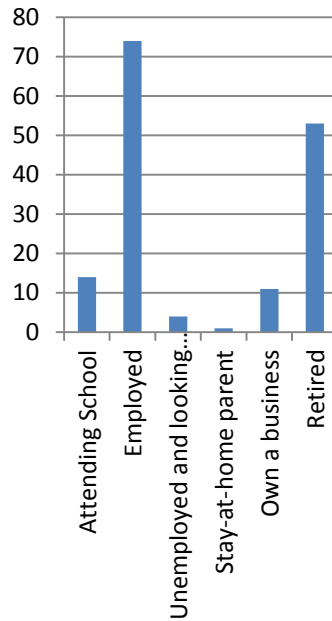
Municipality (2011 Estimates)



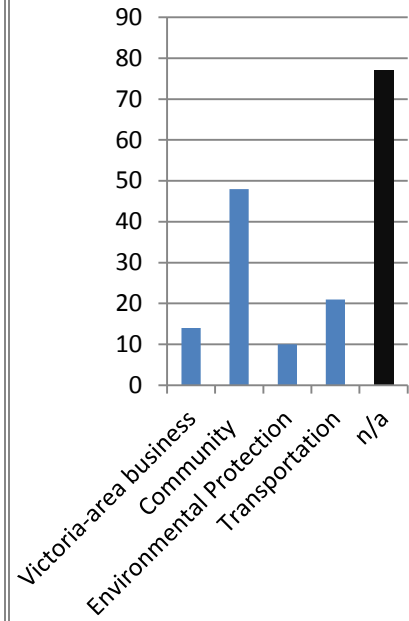
Number of times riding bus per month



Employment Status



Community Involvement



Question 1: Are there any other funding options that you think should be added to this list?

Respondents were very creative in their brainstorming of additional types of funding, covering many different options. A matrix of the various funding options that more than 3 respondents suggested is below:

Fund through public/private partnership	10
Fund through congestion charges	4
Fund through distance-based land-value tax (higher further from core)	4
Fund through bond sales	4
Fund through savings/service rationalization	3
Fund through charging car drivers/manufacturers	3
Fund through fares/user fees	3

The first question also captured a number of ideas that were not new funding ideas:

Fund through building parking garages/parking tax	7
Fund through sponsorship/advertising	3
Fund through toll roads	3
Fund through carbon tax/off-sets	3
Fund through sales tax	2
Fund through higher LRT fare	3
Fund through vehicle usage (gas tax or VKT)	4
Fund through HOT lanes	2
Fund only by user fees	4
Limit Taxes to service area	6
Need provincial/federal funding	5
Do not build LRT	15
No other options	36
No Answer	17

Question 2: What are your comments about the various funding options identified?

These results are displayed below, ranked by order of their support.

	Support	Don't Support
Fuel /Gas Tax	40	12
Road tolls	36	15
Carbon Tax	34	5
Advertising/sponsorship	33	3
Station rents	32	3
Parking tax	32	11
Development cost charges	30	8
Station air rights	29	3
Vehicle usage (VKT)	29	13
Vehicle registration fee	28	11
Fares/User Fees	28	25
Land value capture	23	5
Property Tax	18	28
Utility levy	11	13
Sales Tax	10	17

Beyond the simple support/don't support matrix, respondents identified a number of items, led by "Don't build LRT". Most respondents who mentioned limiting cost to service area explicitly mentioned the West Shore, but some mentioned Uptown or the Douglas St. Corridor.

Fund through limiting costs to service area	12
Fund only by user fees	11
Concern about taxpayer impact	8
Concern about linking funding impact to benefit	4
Don't build LRT	15
None / No comment	7

Question 3: What issues do you think are most important to consider when evaluating funding options?

The issues and concerns raised can be roughly broken into two groups: respondents who wished to minimize financial impact on a single group or groups, and those who were concerned about environmental and social concerns.

The largest numbers of responses were concerned about financial impact on taxpayers and non-users of the system. Interestingly, the demographics of the survey seem to show a higher percentage of transit users than census data, so this feedback does not appear to be coming exclusively from non-transit users. Another major concern of respondents was that financial impacts should fall primarily within the LRT service area, most of whom explicitly mentioned the West Shore, although some mentioned Uptown or the Douglas St. corridor. Conversely, a smaller number of were concerned about spreading the costs equitably throughout the region, even those areas that would not directly benefit from the introduction of LRT initially.

Another major pair of linked concerns was affordability (of the system to the region) and equality (of the funding options). Many of the respondents who mentioned equality or affordability explicitly mentioned the impact on lower-income or disabled people, especially those who are transit-dependent.

Lastly, another common concern was the need to impact of other major capital projects, including but not limited to the CRD's sewage treatment plans, especially if several are built at once. A few felt that money should be redirected from sewage treatment to the LRT.

Funding issues:

Minimize taxpayer impact	24
Apply the funding options only within service area	20
Minimize impact on non-users	18
Funding should impact mostly automobile drivers	13
Concern about equality of funding options	11
Concern about affordability of the funding options	10
Funding should be chosen by amount of vehicle travel reduction	10
Minimize impact on users	8
Concern about cost of other major capital projects (ex. Sewage)	8
Apply funding options equitably across whole region	5

Funding should be chosen by public acceptance of the funding options	5
Funding must take into account environmental sustainability of the LRT system	5
Concern about effect on transit users of funding options	4
Concern about ability to get funding from provincial/federal sources	4
Funding should be chosen by ability of each option to generate revenue	4
Funding should be chosen by cost of collecting various types of funding	4
Funding should come from existing transit revenues	4
Funding should impact mostly on businesses that benefit	4
Funding should be spread funding over many options	3
Funding must take into account reduction of pollution	3

Suggestions:

Uncertain if cost/benefit analysis is accurate	5
Build on E&N	6
Don't build LRT	19
No answer	4