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**Victoria Regional Rapid Transit: Local Funding Options
Focus Group Report**

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Table of Contents

1	Background.....	1
2	Methodology	1
3	Usual travel mode.....	2
4	Perceptions of Traffic Congestion Costs & Public Transit Benefits.....	2
5	Response to Four Aggregate Funding Categories	3
5.1	User Pay	3
5.2	Transportation Related Funding Sources	4
5.3	Community related.....	4
5.4	Development/Business	4
5.5	All four.....	4
6	Detailed Potential Funding Sources.....	4
6.1	Individual ratings	4
6.2	New Sources.....	7
7	Suitability of Evaluation Criteria	7
8	Other.....	9
Appendix A	Participant Handout 1: Local Source Categories.....	10
Appendix B	Category Acceptability Verbatim Responses	11
Appendix C	Participant Handout 2: Potential Local Sources	15
Appendix D	Participant Handout 3: Potential Evaluation Criteria.....	16



1 Background

In 2011, and as part of the larger regional planning effort, BC Transit completed its comprehensive *Transit Future Plan* to guide development of an integrated network of public transit routes. This plan identifies a proposed Rapid Transit Network that includes the Victoria Regional Rapid Transit Project (VRRTP) that will connect downtown Victoria and Saanich with West Shore communities, a Frequent Transit Network, and an improved Local Transit Network. Implementing the *Transit Future Plan* will require additional funding. Federal and provincial governments may supply a portion of the funding, but a local share will probably be needed. In 2011 BC Transit and the Capital Regional District (CRD) Boards formed a joint task force to identify and evaluate potential local funding options for public transit service improvements. The task force is using a web survey, focus groups and public meetings to consult with stakeholders and the general public.

This report discusses the findings from focus groups held in February 2012.

2 Methodology

Three focus groups were conducted with Capital Regional District residents on 14, 15 and 16 February 2012. These focus groups explored participants' preferences and concerns towards 16 potential local funding sources for major transit projects, and the suitability of four evaluation criteria.

This was done through a combination of unaided responses as well as through the use of information handouts and ranking and weighting exercises. Participants were also asked to propose potential new local sources and alternative evaluation criteria. In addition, the focus group sessions touched on perceived costs of traffic congestion and benefits of transit to communities, businesses and individuals.

As with all qualitative projects, the findings are considered exploratory in nature and cannot be extrapolated to the overall population.

Findings from the focus groups will be used as inputs to the Taskforce Technical Report on local funding options.

The Participants

A total of 33 participants took part in the three focus group sessions. Each session lasted from 90 minutes to two hours. Participants each received a thank you gift valued at \$10 for their attendance.

The participants were individuals who had completed the web survey through the lrtlocalfunding.ca website, and had indicated their willingness to participate in a focus group on the topic.

The three groups were segmented as follows:

- Adults and Young Adults, 18-44 years
- Boomers, 45-64 years
- Seniors 65+ years

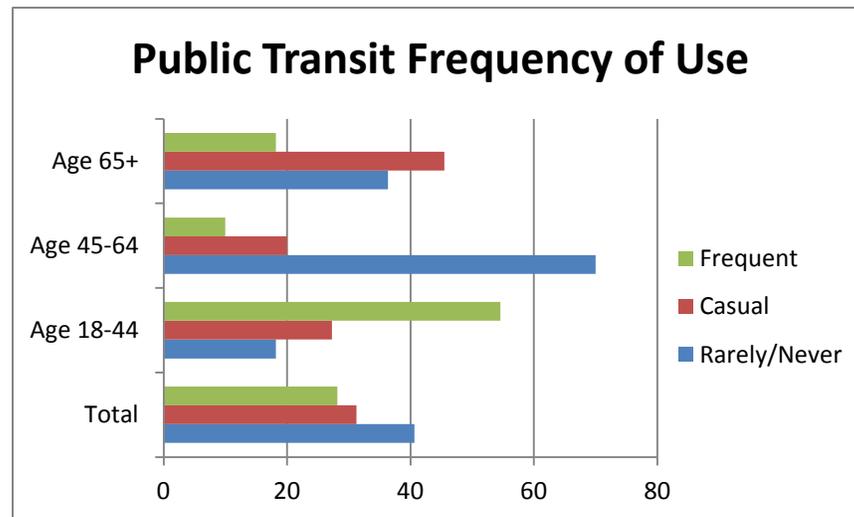
To the extent possible, groups were balanced by gender, location of residence, and predominant transportation mode (transit users/car drivers). Only Capital Regional District residents were included. All agreed to participate as individuals rather than as representatives of any business, community or environmental group to which they may belong.



The February 14th group was held at the CRD offices, and the groups on the 15th and 16th took place at the BC Transit regional office.

3 Usual travel mode

Transit use (see Figure 1) was highest amongst the Adult/Young Adult group and lowest amongst the Boomers group. Access to a pass (UPass, ProPass) appeared to positively influence transit ridership in all three groups; the corollary being that the loss of a pass encouraged a return to driving. Cycling was mentioned in all three groups – and particularly by male participants was described as an important health activity.



N=33 Total Focus Group Participants

Figure 1: Public Transit Frequency of Use

4 Perceptions of Traffic Congestion Costs & Public Transit Benefits

Traffic congestion

Participants in all three groups agreed that traffic congestion is a problem in the region during rush hour, with some areas of the region affected more than others. Some participants mentioned they were considering moving in order to avoid the time costs of congestion – others volunteered that they had chosen their current residence to avoid congestion. A number of the Seniors group participants said they scheduled their travel time to avoid traffic congestion.

Commonly noted costs of traffic congestion were: uncertainty of travel time, increased travel time, impact on air quality, noise pollution, road rage/accidents, reduced quality of life (due to time lost in traffic –away from family), and puts pressure on to build more infrastructure (costly).

Transit Benefits

Key benefits of transit included: affordability, reliability (particularly on snow days), avoidance of expensive downtown parking charges, social benefits – creates community, increased safety, increased independence for non-drivers, time to do other activities – e.g., read, work, and sleep. Also mentioned were the ability to shape demand and deliver customers to businesses, and the



health benefits of the walking portion of each transit trip. As one participant put it a regular transit route, “creates a moving small town”, as strangers become familiar faces.

5 Response to Four Aggregate Funding Categories

Participants received a brief overview of the Transit Future Plan and current funding sources of the Victoria Regional Transit System; and were asked to consider four broad categories of local funding sources. See Appendix A - Participant Handout 1: Local Source Categories.

1. **User Pay¹**

Fares

2. **Transportation related** taxes, fees or tolls

Fuel tax, carbon tax, vehicle fee, road tolls, vehicle –km tax, parking tax

3. **Community related** taxes

Property tax, sales tax, utility levy

4. **Development/ Business benefiting** taxes or charges

Development cost charges, land value capture, station air rights, advertising, station rents

After some discussion it was clarified that participants were evaluating categories for capital expenditures only (not operating). If desired in future, a discussion of operating costs funding options should be explored in a separate process.

Category 2 (Transportation Related) and Category 4 (Development/Business) were generally considered ‘more appropriate’ by participants in all three groups. Some participants felt that all four categories should be used – “to spread the impact”.

Participants in the Adult/Young Adult group were more likely to consider Category 3 (Community Related) ‘acceptable’ than those in the Seniors’ group. There was concern voiced in all three groups over the disproportionate impact of Fare increases on vulnerable populations i.e., seniors, students, limited means; Category 1 (User Pay).

Following the group discussion, bubble diagrams were used in order to capture the particular reasons why participants felt that one or more of the categories ‘acceptable’ or ‘unacceptable’ as potential local funding sources. See Appendix B - Category Acceptability Verbatim Responses.

5.1 User Pay

Increased User Pay/Fares were generally regarded as an unacceptable local funding source for transit capital costs. The main reasons centered around the need for accessibility and the impact on those with least ability to pay. Other reasons included potential decreases in ridership and fairness “Vehicle drivers are not charged ‘fares’ (to cover the capital cost of the asset i.e. the road) when they make use of the capital asset. So why should bus passengers pay fares to cover the capital cost of the asset they are using?” said one participant. Another participant suggested that User Pay does not address the fact that non-users also benefit from the social, community and traffic management benefits of public transit.

¹ Note – in the course of the first focus group it became apparent that Advertising and Station rents are not really “user” fees, and were moved to category 4.



5.2 Transportation Related Funding Sources

The Transportation Related category was generally well accepted as a local funding source by all three groups. Frequently mentioned reasons for acceptance were that they are directly related, e.g., there is a direct cause and effect, and they create an incentive to take transit (not drive or drive less). One participant put it this way, “it is about creating incentives – with community related sources everyone pays; with those in the transportation category you have a choice; by modifying your behaviour you can pay less.”

5.3 Community related

Community related sources were least acceptable to Boomers and most acceptable to Seniors, and only marginally more acceptable than User Pay sources. The main reason given for acceptability was the concept of community benefits which all should contribute to. Reasons this source was judged to be unacceptable included the perception that it not directly related (to transit), taxes are already too high and are considered a burden for fixed-income home owners. A number of participants made the point that their communities do not contribute to congestion and therefore using sources from this category would be unfair. Another point of view is that quality transit increases property values (for all) and therefore some form of community source funding appropriate.

5.4 Development/Business

This was the most uniformly accepted category of local funding with some participants mentioning the links between development on “less expensive land” now requiring transit infrastructure spending, the cost of sprawl and the collection of DDCs for building roads. A number of participants mentioned other jurisdictions where this funding source has been very successful including Portland and Hong Kong. However, one participant cautioned that, “we can’t offload all costs on new suburbs; need to balance sharing of costs”.

5.5 All four

Several participants in each of the three groups felt all four categories are acceptable. Users have the benefit of the service, Transportation sources reduce traffic, Community has less traffic and pollution, and Developers/businesses benefit from more customers and more revenue.

6 Detailed Potential Funding Sources

6.1 Individual ratings

Following the group discussion, participants were asked to rate each of the sixteen potential local funding sources as unacceptable, somewhat acceptable, neutral, somewhat acceptable or acceptable. See Appendix C - Participant Handout 2: Potential Local Sources.

Ratings collected at the individual funding source level mirrored a higher level of general support for Category 2 (Transportation Related) and Category 4 (Development/Business) sources. There is a level of variability around the acceptability of the 16 individual sources within the four categories.

In the Transportation Related Category fuel tax, carbon tax and the two parking sources were rated more acceptable than vehicle fees, road tolls and vehicle/km charges. One participant enquired how a vehicle/km charge could be collected. Vehicle fees were significantly less acceptable to the Adults/Young Adults group than the other two groups.

Within Community Related sources a utility levy was uniformly the least acceptable across all three groups. Support for Property tax was highest among the Seniors group, however this category overall was rated less acceptable than either Transportation Related or Developer/Business.

Developer/Business sources Adults/Young Adults had the highest tolerance for Advertising as a local source, and Seniors the lowest. One participant in the Seniors group described advertising on the exterior of the buses as an “abomination”.

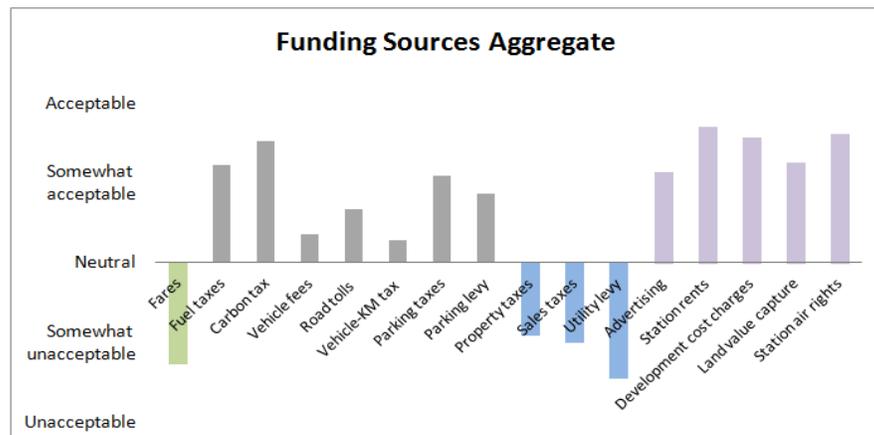


Figure 2: Funding Sources Aggregate



In aggregate (see Figure 2), Transportation related and Development/Business sources were found to be most acceptable by the focus group participants as sources of funding for local share of significant transit development capital costs.

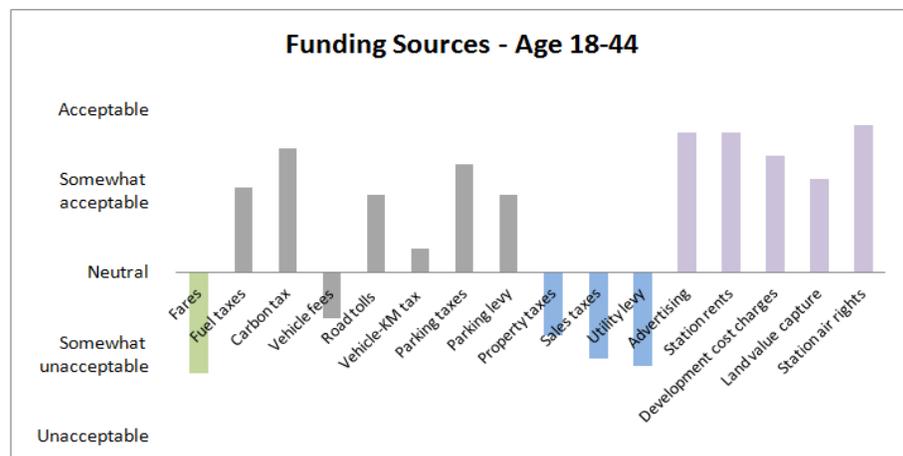


Figure 3: Funding Sources Age 18-44

Adults/Young Adults (see Figure 3) rated vehicle fees significantly less acceptable than the other two groups. One participant said, “I disagree with the vehicle fee because someone who drives infrequently should pay less; fuel tax impacts people based on how much they drive and is more equitable.”

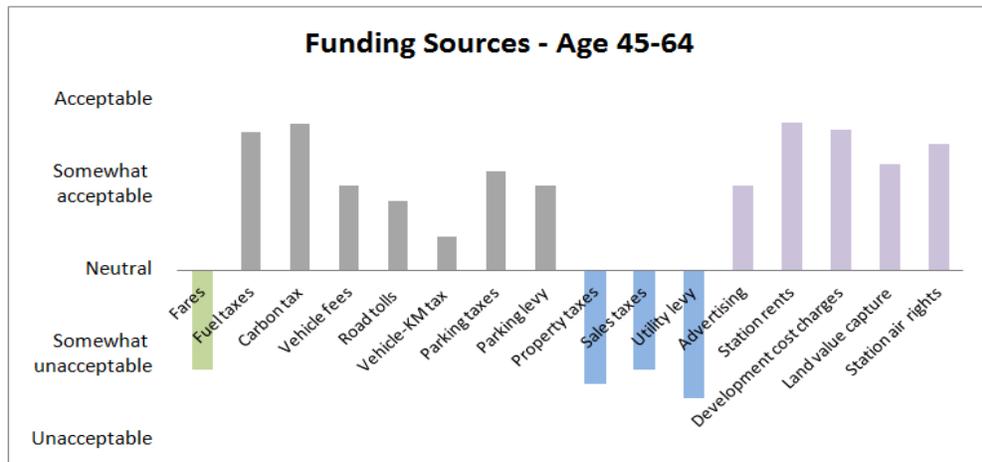


Figure 4: Funding Sources Age 45-64

Support for Community related sources was lowest among the Boomers (see Figure 4). One participant suggested, “have to find another way to deal with property taxes without adding to them; need policy changes, perhaps like UPass ... if every household had to buy a transit pass, what would it cost and how much revenue would it generate?”

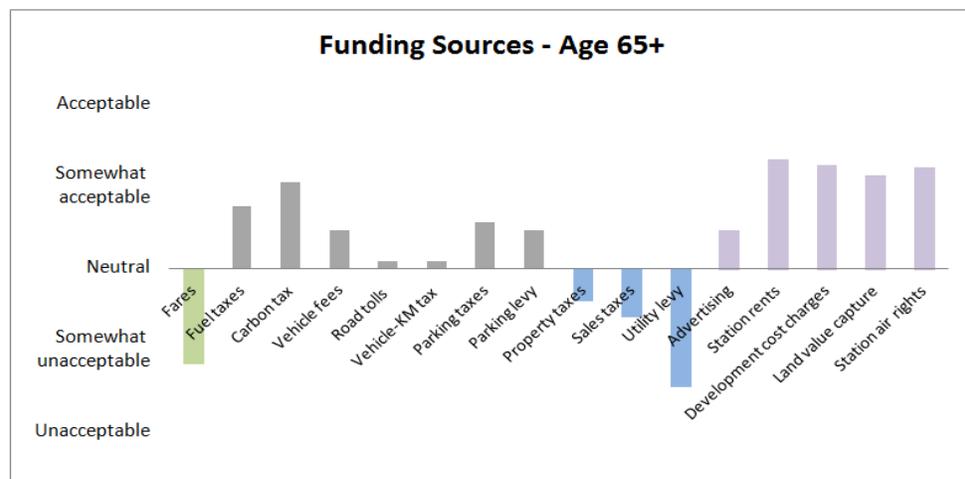


Figure 5: Funding Sources Age 65+

Road tolls and vehicle-km tax were found to be less acceptable to Seniors (see Figure 5) than the five other Transportation related sources. One participant expressed support for Community related sources as follows, “Benefit of transit system is to a community as a whole, everyone benefits when there is a smoothly functioning transit system – so could defend community related taxes for capital because it increases property values.”

Participants wanted to know how much revenue might be generated by each of the potential local funding sources.



6.2 New Sources

Participants in the Adults/Young adults group suggested the following potential local funding sources:

- Block purchase of passes from BC Transit for employees by employers
- Privatization
- Lease parking spaces at Park & Ride
- Joint pass with BC Ferries
- Other levels of passes – for businesses
- Sell roads; if no buyer, then close lane and stop maintaining it
- Look at debt financing and deal with MFA – addresses intergenerational equity; younger people will enjoy benefits for longer so shouldn't load it all onto property taxes

Participants in the Boomer group suggested the following potential local funding sources:

- Federal tax breaks to oil companies should be cancelled and tax revenues thereby resulting transferred to transit
- Formula related to distance system goes; those travelling further, pay more
- In next 10 years will have to build another 2 lanes of highway if continue as usual; instead build transit and divert that avoided cost to transit improvements
- Have designated green roads – only allowed to access them if you're an electric vehicle, hybrid, bike, multi-occupancy vehicle; single occupant vehicles have to pay a fee
- Tax incentives to employers who provide flex time or teleworking; impose broad tax and then provide breaks to those employers who provide flex time or teleworking
- Naming rights for buses, bus stops and bus routes
- Any new road construction has to be matched by transit infrastructure improvements
- City income tax paid by those who worked in the City; is done in Philadelphia for example

Participants in the Seniors group suggested the following potential local funding sources:

- Sell carbon offsets
- Road congestion charges
- Parking fees for free parking
- Local bond – could be very attractive in this economy

7 Suitability of Evaluation Criteria

Participants were next asked to review and then to weight the relative importance of four potential evaluation criteria. See Table 1 and Appendix D - Participant Handout 3: Potential Evaluation Criteria.

'Fairness' was suggested in all three groups as an additional evaluation criterion, although quite a few participants felt that this was covered by the third bullet under Financial "equitable and not regressive." One participant wondered if equitable and not regressive extended to ability to pay for seniors and low income. Another linked equitable with the "people/source of congestion paying for service: car drivers, VGH, suburb/property developers". Other suggested criteria were Transparency and <impact on> Urban Sprawl.

A number of participants found this exercise difficult. Some participants felt that the criteria were too broad i.e. they had too many components and that some of them could be contradictory. An example given was in the Financial criteria, wherein a potential funding source might have the



ability to raise funds, but not be a stable revenue source. One participant commented that, “Too much is left to the interpreter who will summarize [the] survey”.

One participant expressed that the Implementation and Administration criteria were “outcomes of the right decisions or must-haves (transparency); and not weighting factors”

The distinction between acceptable sources for capital vs. operating costs was raised again in this section; participants were directed to consider capital costs only in developing their weightings.² As one participant remarked, “Operating costs should be more fare based than capital”.

Of the four proposed evaluation criteria Sustainable had the highest average weighting across all three groups, and received the most number of weightings of 50 points or more amongst the Adults/Young Adults and Boomers. The second highest average weighting was for Financial.

Table 1: Evaluation Criteria

Criteria	18-44	45-64	65+
Financial	23	32	24
Investment Return	16	19	21
Sustainable	38	40	29
Implementation & Admin	18	16	25

It was suggested that Investment return should include sustainability returns e.g., return from reduced health care costs, ICBC costs, reduced investment in the road network – in other words a full multiple accounts analysis.

The use of the term Sustainable was questioned by a number of participants. Alternate suggestions were “Policy and Social Objectives”, “Congruence with Social Goals” and “Environmental and Social Returns”. However, the importance of Sustainability was overwhelming for one participant who said, “Without sustainability we are lost (or our grandchildren are)”.

In general, a more granular set of evaluation criteria is desirable – perhaps to disaggregate the subcomponents of the four proposed criteria.

One group suggested expanding the grouping as follows:

1. Practical financial
2. Return on Investment
 - a. Financial ROI
 - b. Other ROI – i.e. health
3. Environmental and Social Returns
4. Implementation & Administration
5. Equitability & Fairness

² Participants in all three groups made it clear that their views on funding sources were not the same for operating vs. capital costs. There were a number of references to operating funding in the Criteria handout – however, all participants responses in this section of the report are in respect to capital costs only.



8 Other

Many participants wanted to know how much revenue could be raised from each potential source. One participant said, “There is a difference between acceptable and defensible, and that agreeing that a source is acceptable does not necessarily mean that there is agreement with spending the money on this project.” Another participant expressed the view that “A referendum should be held before any binding decision to proceed with major transit infrastructure project in the region.”



Appendix A Participant Handout 1: Local Source Categories

In 2011, and as part of the larger regional planning effort, BC Transit completed a comprehensive Transit Future Plan to guide development of an integrated network of public transit routes. This plan identifies a proposed Rapid Transit Network, a Frequent Transit Network and a Local Transit Network.

If successfully implemented the Transit Future Plan is expected to provide these benefits:

- Reduced traffic and parking congestion
- Roadway cost savings to governments
- Parking cost savings to businesses
- Improved user convenience and comfort
- Improved mobility options for non-drivers
- Increased traffic safety, and improved public fitness and health
- Consumer savings and affordability
- Support for more compact, accessible development (smart growth)
- Energy conservation and emission reductions
- Reduced local street traffic volumes, increasing liveability

Public transit services in the Capital Regional District are provided by the Victoria Regional Transit System. Their current funding sources are:

VRTS Funding Sources	Percentage of Total	Amount (\$ millions)
Fares	34.9%	\$34.8
Provincial Funding	34.5%	\$34.4
Property Taxes	18.5%	\$18.5
Fuel Taxes	11.5%	\$11.4
Advertising [transit vehicles, stop and stations]	0.6%	\$5
Total	100%	\$99.6

New projects and improvements may be eligible for some provincial and federal funding but typically there is a requirement for a local share as well. Local funding sources can be broadly grouped into four categories:

1. **User Pay & Advertising**
Fares, Advertising, Station rents
2. **Transportation related** taxes, fees or tolls
Fuel tax, carbon tax, vehicle fee, road tolls, vehicle –km tax, parking tax
3. **Community related** taxes
Property tax, sales tax, utility levy
4. **Development/benefiting** taxes or charges
Development cost charges, land value capture, station air rights



Appendix B Category Acceptability Verbatim Responses

User Pay

Reasons why acceptable local funding source

- “Funding should be related to the function and form of the transport system. Transportation costs should be paid by transport users, and those who benefit from significant investments in transit.”
- “User charges with subsidies for low income.”

Reasons why unacceptable local funding source

- “Because transit should be accessible to all. Increasing fares reduces ridership and encourages people to drive more.”
- “<lack of> fairness according to income level, fairness compared to amount spent subsidizing car usage”
- “I feel like raising fares will disproportionately affect those least able to pay.”
- “If fares continue to increase, ridership will drop and some segments of society will be disadvantaged. There is a tipping point where the consumer will not bear increased fares.”
- “User fares for low income individuals”
- “Public transit should be affordable and accessible”
- Has to be affordable, needs to be incentives”
- Users, often the less well off should not have to pay (almost) essential services.”
- Discourages use of transit, places unfair burden on one group.”
- “Not realistic in terms of affordability and likelihood of increasing ridership. Corporations can be required to subsidize user area.”
- Vehicle drivers are not charged “fares” (to cover the capital cost of the asset i.e. the road) when they make use of the capital asset. So why should bus passengers pay fares to cover the capital cost of the asset they are using? Fares should only cover the operating cost (or part of it).”
- Fares should be very small portion of infrastructure funding. They are far more useful as a ridership incentive and fares should be reserved for that goal.”
- User pay means non-users can avoid social/community costs associated with congestion, infrastructure deterioration and community distortion (planning impact of travel times, etc)
- Counterproductive reduces ridership without reducing costs or increasing revenues enough to make up for ridership loss.”
- If fares are increased more than other sources, then ridership will decrease. The balance between sources is critical. Transportation costs increase, ridership increases, unless fares increase. #1 and 2 are social engineering.”
- Lower fares mean more people will ride and the pressure to spend capital on roads will be reduced. Also less land removed from community use.”
- “Fares are needed <as funding source> for operation, we want to shift people into transit and major capital cost of riders is zero once system is built.”



Transportation Related

Reasons why acceptable local funding source

- “Current spending seems disproportionately weighted towards supporting cars – why not reverse this? It’s a direct way of encouraging the thing being funded: transit use.”
- “I support transportation related taxes, fees or tolls because tax payers understand this category to be a directly related source of funding. It is easily justified and allows transportation to thrive without it having a negative frame of reference in people’s minds.”
- “Because drivers should pay the costs of pollution they create, and help fund cleaner transit alternatives.”
- “Because vehicle traffic is the anti-thesis of public transit. By working to make it more beneficial – financially and environmentally – to take public transit, vehicle traffic will go down, ridership will go up. This stream of funding is a more direct cause/effect relationship. It’s logical.”
- “Transportation related taxes would help get more people riding the buses and other transit service. Therefore, increasing ridership and have less cars on roads. More riders in long run would eventually decrease environment pollution and cost of transit fares.”
- “It’s incentive driven. You drive more, you contribute more to the problem, and you pay more.”
- “Transportation related but not parking. Those using the roads, no matter what should be paying lions share. Do not want to punish those who have paid their way to a smaller footprint by paying more for accommodations that permits them to walk.”
- “It would be an incentive to reduce car/truck travel and start taking public transit more.”
- “Cars are causing the congestion. Car drivers need to pony up to be the key player in creating the solution – faster more frequent transit. Levies on vehicles, road tolls, and mall parking taxes will raise the funds necessary to get where we need to go.”
- “People won’t change their behaviour (e.g. take transit) unless it costs them money.”

Reasons why unacceptable local funding source

- “A person who rarely uses their vehicle should not be required to pay the same fee as someone who uses their vehicle frequently.”



Community Related

Reasons why acceptable local funding source

- “Because new infrastructure is an investment (should be weighted) like the roads, hospitals or schools, everyone should contribute to build and maintain it.”
- “If the recipients of benefits can be identified, that part of the community should pay more. E.g. If sales business benefits, then a local sales tax should be applied.”
- “Because the community benefits and burden is more bearable, especially if sales taxes are included with property tax.”

Reasons why unacceptable local funding source

- “Property taxes are flat rates and ignore fixed income property owners and after-effects on low income renters”
- “This funding source is not directly related and with other options available it doesn’t make sense.
- Regional property tax increases to solve relatively local issues of road congestion is wrong. People choose to live where they do. Some have chosen larger, newer homes far from their daily activities, others have selected different priorities. Why should these people pay more for the others to have bigger, better homes and short commutes?
- The Victoria area is already such an expensive area in which to live. To tax residents further would discourage citizens, embitter those who don’t take transit and make the middle class extinct in this city.
- “Property taxes to those areas underserved and with no plans to be served”
- Community taxes, such as property or utility fees, have very little or no relation to how often transit service is used, or not. Also, property taxes are dedicated and most suited to other forms of infrastructure: sewers, parks, water, utilities, etc.
- This is just taxation without representation for poor service. It’s unfair to seniors on fixed incomes.
- Are not directly related to the problem, the issues. Why should the property owner who already subsidizes infrastructure (roads) through taxes have to bear a heavier property tax to subsidize those who choose to live in wide suburban sprawl? Sales taxes and utilities are unrelated. Surcharging these items would totally counter either user pay or polluter pay.
- We already pay a lot of money in taxes for transit. Property tax has increased above the inflation rate for many years and the public won’t be able to pay much more.
- Cities already have a huge infrastructure deficit. Property taxes are rising every year. It’s too onerous to burden home owners with a transportation tax.
- Many communities within the CRD do not contribute to the congestion and do not experience congestion (e.g. OB, Fairfield, JB, etc). Perhaps Langford/Metchosin should be required to pay VGH?
- “The least desirable because they have the ability to harm non-transit users the most.”
- “Carte blanche increase in property tax. Private homes on limited income, plus age should be considered.”
- “We are on fixed income and too many unknowns to come! Don’t load property taxes because there is too much to be added already – sewerage, infrastructure.”



Development/Business

Reasons why acceptable local funding source

- “Sprawl and resulting congestion are resulting from a development of under valued (or ‘less valued’) land in the Western Communities. Charges for transit infrastructure will help service the demand created and may equalize land values to encourage development in Victoria & Saanich instead.”
- “Those who benefit from transit (e.g. LRT should pay more for it)”
- “Can be used as a tool to concentrate residential/ commercial development encouraging both better use of the system and reduce inefficient sprawl.”
- “Developers and businesses that are profiting from increased density in outlying areas bear a responsibility to assist in finding solutions to the traffic congestion.”
- “If you allow sprawl, pay for the remedy. E.g. Langford should pay a large amount so that they can move those people they attracted, to and from their jobs.”
- “Developers spend a lot of money providing parking for cars (e.g. Roads are wide to allow parking). Municipalities can collect DCCs for building roads – so why is transit left out of this? Transit should be given the right to levy DCCs just like School Districts, etc. Also land value capture is important for same reasons.”
- “It allows those who will benefit the most to pay the most (in terms of property value)”
- “Win/win. More transit, land value increases, business opportunities, social opportunities, multi-task opportunities.”
- Those who will benefit from land use will be paying for it, or for a large part of it.
- The potential is significant, judging by Portland’s vision for the Pearl District. We think of the Douglas Street corridor.
- “I am impressed by Hong Kong’s ability to monetize this source of funds.”

All Four

Reasons why acceptable local funding source

- “User pay: self-explanatory. They are using the system. Transportation: incentive to use – traffic. Community related: more robust, dependable systems for the community to use with reduced traffic. Development: surrounding businesses will earn more revenue, they will benefit”
- “I support all four because the benefits of transit are spread out over the entire community. Users get benefits, road users get less traffic, the community gets less pollution, and developers get higher sales.”
- Tapping all 4 types of sources will result in “stable” funding over time. I’d accept all, but community based sources can be defended.
- All 4 mix. In Portland, some financing is based on property value increases along the line. Property values have increased 3-5 times.
- Mix. Community – property tax only, sales taxes and utility levies not relevant, except for utility levies for systems using electricity. Transportation – need to shift consciousness towards sustainable transportation. Development – direct benefit.



Appendix C Participant Handout 2: Potential Local Sources

	unacceptable	somewhat unacceptable	neutral	somewhat acceptable	acceptable
User Pay					
Fares Increase transit fares or change the fare structure to increase revenues					
Advertising Additional advertising on vehicles and stations					
Transportation Related					
Fuel taxes Add an additional fuel tax in the region					
Carbon tax Use a portion of the provincial carbon tax, instead of its current uses offsetting other provincial taxes					
Vehicle fees Apply an additional vehicle registration fee in the region					
Road tolls Charge tolls on some roads, with a portion of revenues used to finance transit					
Vehicle-KM tax Charge a distance-based fee on vehicles registered in the region					
Parking taxes Apply a special tax on commercial parking transactions (when parking is priced)					
Parking levy Apply a special property tax on parking spaces throughout the region					
Community Related					
Property taxes Increased local property taxes					
Sales taxes Apply a special local sales tax					
Utility levy Apply a levy to all utility accounts in the region					
Development Related					
Station rents Collect revenues from public-private developments near transit stations					
Development cost charges (DCCs) Apply a fee on new development to help fund infrastructure costs Allow existing development fees to be used for public transit infrastructure investments					
Land value capture Apply special taxes on property that benefits from the rapid transit service					
Station air rights Sell the rights to build over transit stations					
Demographics					
How frequently do you use public transit?	√ please check one				
8-10 one-way trips per week					
4-8 one-way trips per week					
1-4 one-way trips per week					
1-2 times per month					
A couple of times in the past year					
Do not use public transit					



Appendix D Participant Handout 3: Potential Evaluation Criteria

Each proposed funding source is to be evaluated against a set of criteria. These criteria could include:

Financial

- Ability to raise funds. How large a portion of the local share can the measure generate?
- Stable revenue source. Would not just generate funds on 'one-time only' basis, but would maintain a level of funding for future operating and capital costs.
- Equitable and not regressive.

Investment Return

- Ability to capture a portion of the lift in land value and dedicate those funds to the LRT capital and operating costs.
- Relative risk and rate of return associated with ownership of transit station lands.

Sustainable

- Supports the greater use of walking, cycling, public transit and other options to driving alone.
- Encourages more efficient use of transportation networks. Eases congestion during congested periods and on congested roads.
- Supports transit oriented development. Encourages compact mixed use development, with facilities supporting walking and cycling, at regional and village centres and frequent transit stations and corridors.
- Supports an affordable and accessible range of travel alternatives. Making sure the cost of any measure does not place an unfair financial burden on residents by decreasing access to affordable alternatives to automobile travel.

Implementation & Administration

- Public support and acceptance
- Ease of implementation
- Use existing authorities delegated to CRD or VRTC or does it require changes to provincial legislation
- Transparency. Whether clear benefits are perceived by individuals paying the cost.

Are there other criteria that should be included? Add them to the table below

Divide 100 points between the Proposed Criteria in the table below.

Financial	
Investment Return	
Sustainable	
Implementation & Administration	
Total	100