

Survey of Montrealers in the
context of the 2024 pre-budget
consultation

PRESENTED TO

Montréal 

RESEARCH REPORT
May 2023

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Background, objectives, and methodology

Background, objectives, and methodology



BACKGROUND AND OBJECTIVES

The firm BIP Recherche has been mandated by the **City of Montreal** to conduct a **survey of its citizens**. The study's primary objective is to allow the adult population of the agglomeration of Montreal to **express themselves on budgetary matters** and to assist the administration of the City of Montreal in **establishing its major budget guidelines for 2024**.



METHOD OF DATA COLLECTION

The survey was conducted from **March 22nd to April 23rd 2023**, and was divided into **two sections**:

*1- **Dual-mode survey (online and telephone)** representative of the Montreal agglomeration's adult population;*

*2- **Survey among citizens, conducted online on the City of Montreal's website**. Note that this survey is not representative of the adult population of the agglomeration of Montreal and the results are presented solely for comparison.*



SAMPLE

A total of **1,000 citizens aged 18 and over from the Montreal agglomeration** took part in the representative study either **online or over the telephone**. The **margin of error** associated with this sample size is $\pm 3.1\%$, 19 times out of 20. As for the unrepresentative survey, **1,529 citizens** were interviewed.



COLLECTION TOOL AND RESULTS

The **questionnaire** was available in both **English and French** and consisted of **34 variables**, including **3 open-ended questions**.

The study's results were weighted according to **age, gender, household type (homeowner or tenant), and respondents' mother tongue**, for a more **accurate representation of the Montreal agglomeration**. Weighting data was sourced from **Statistics Canada's most recent census from 2021**.

Statistically **significant** and relevant **differences** are shown in the graphs and tables either in **red** (overrepresented) or in **blue** (underrepresented).

Additionally, totals may not always precisely add up to the sum of their parts, either due to rounding of data, non-response, or multiple choice answers.

Portrait of interviewed citizens

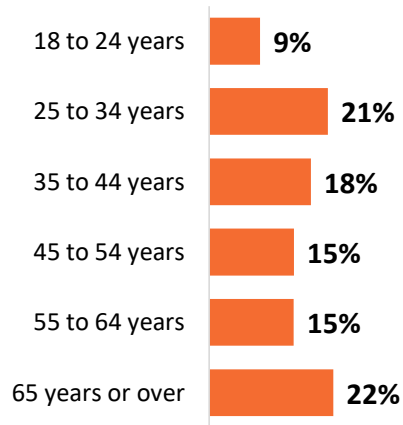
Demographic profile

Representative survey

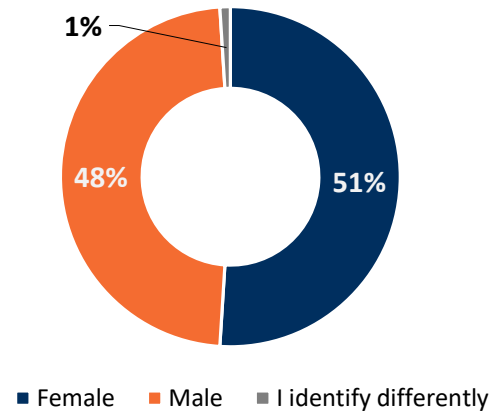
Demographic portrait – Representative survey



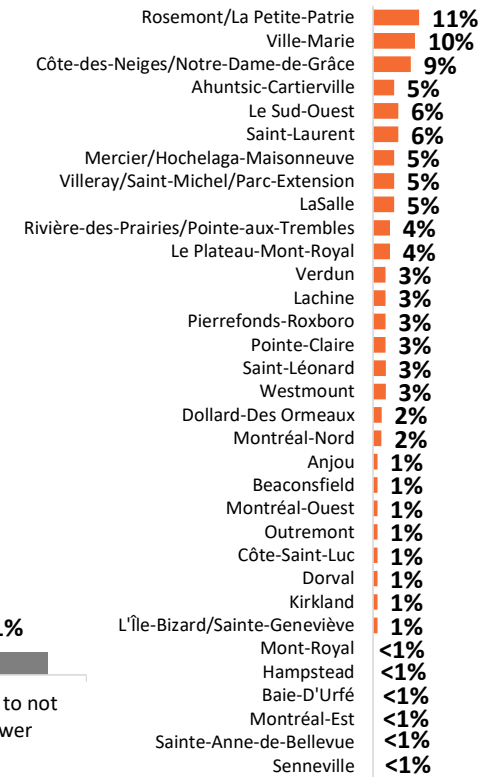
Age groups



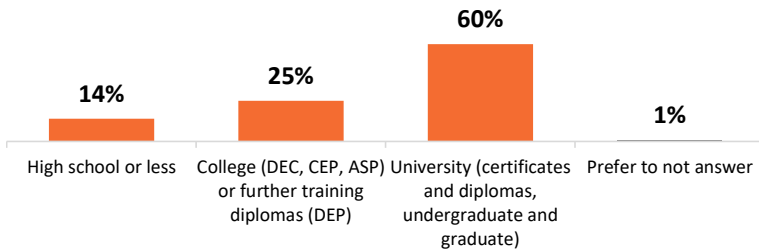
Gender



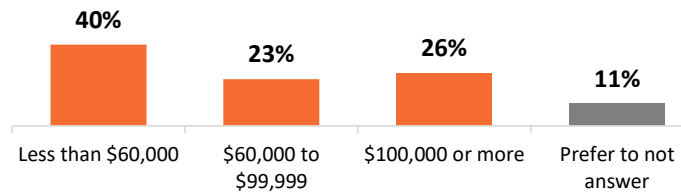
Residential municipalities / boroughs



Educational level



Household income



Q1. What is your postal code? / AGE) Can you tell me what age category you belong to, is it between...? / GENRE) Is your gender...? / SCOL) What is the level of the final year of schooling that you completed? Is it...? / REV) Which category includes your household's total gross annual income for the year 2022? Is it...?

All representative survey respondents (n=1,000)

Demographic portrait – Representative survey

Average number of household members

2.2
members

Households with children aged 12 or younger

19%

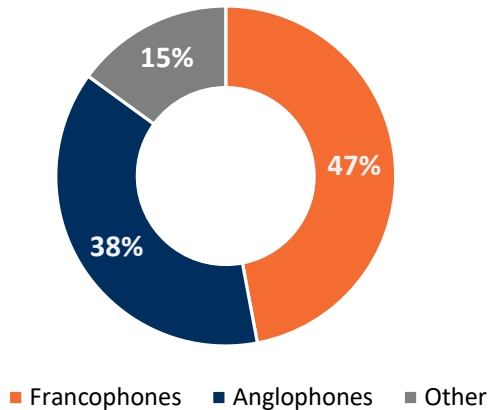
Households with teenagers aged 13 to 17

13%

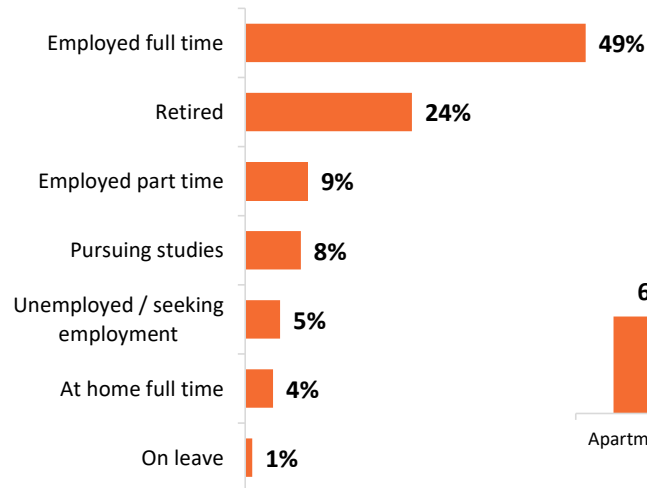
Proportion of Canadian-born respondents

76%

Mother tongue



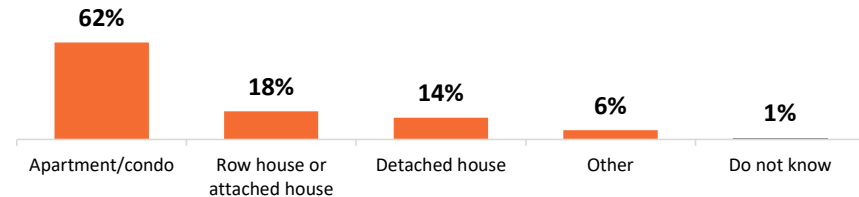
Occupation



Primary residence

Homeowner 40%
Tenant 58%
Other / Do not know 2%

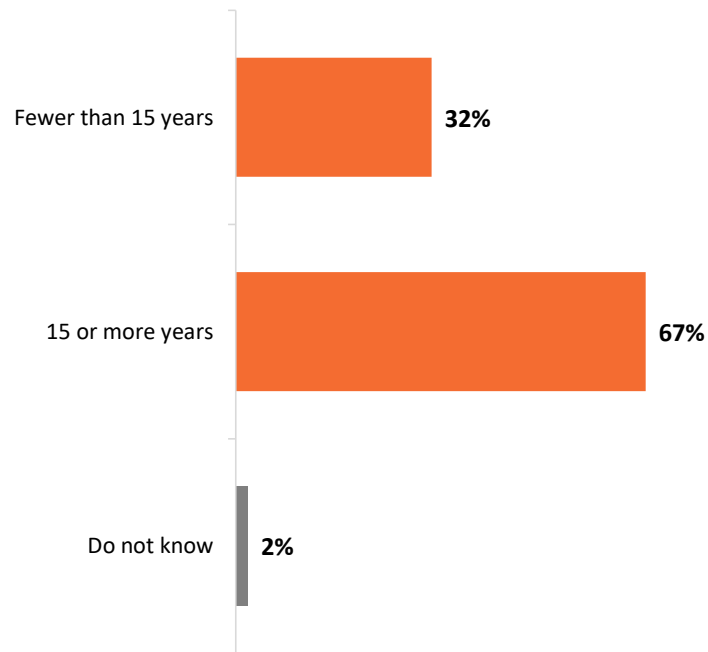
Type of residence



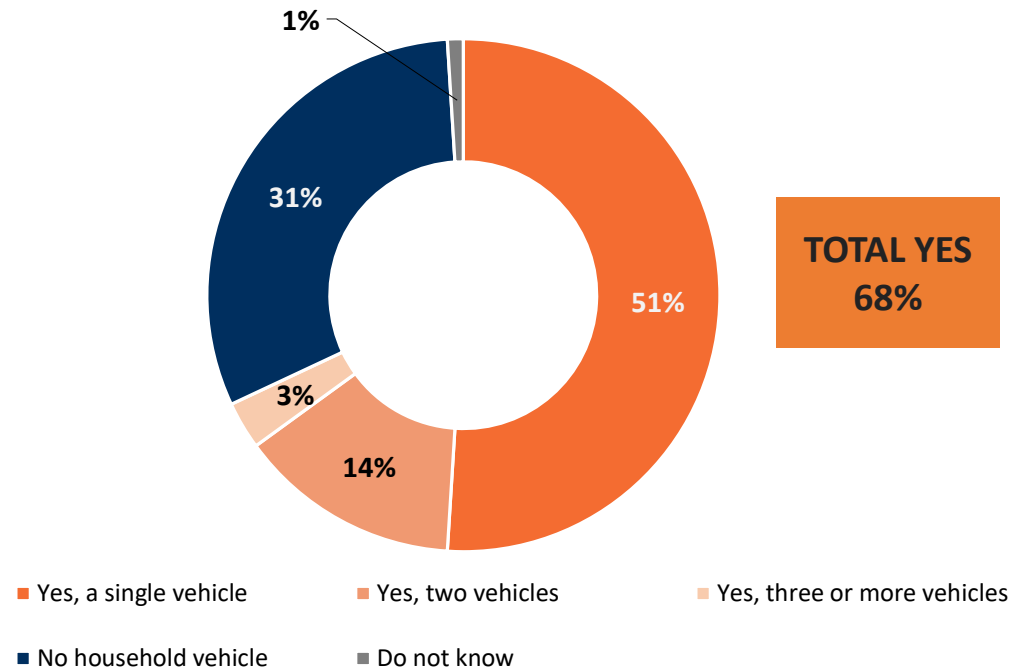
ENFA/B) (How many people under the age of 18 live with you at home?) a) Children aged 12 or UNDER / b) Adolescents aged 13 to 17 / Among representative survey respondents with several household members (n=661) / MENA) How many people usually reside at your primary residence, including you? / OCC) Are you currently...? / LAN) What is the language that you first learned at home as a child and that you still understand? Q4) Regarding your primary place of residence, are you or is a member of your household the...? Q5) Is your primary place of residence of the type...? All representative survey respondents (n=1,000)

Demographic portrait – Representative survey

Number of years of Montreal agglomeration residence



Household motor vehicle



Q2) For how many years have you been a resident of the Montreal agglomeration? Q3) At home, do you or does another member of your household own a motor vehicle?
All representative survey respondents (n=1,000)

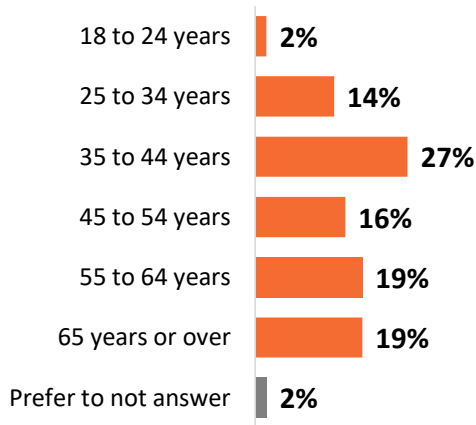
Demographic profile

Non-representative survey

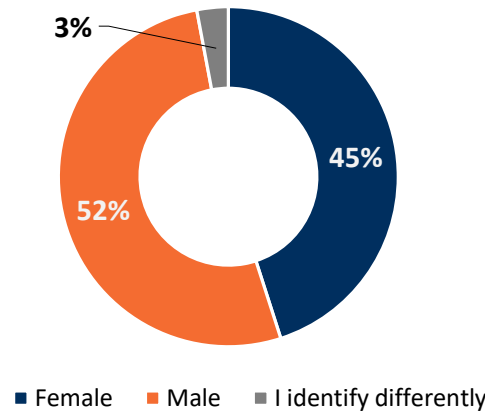
Demographic portrait – Non-representative survey



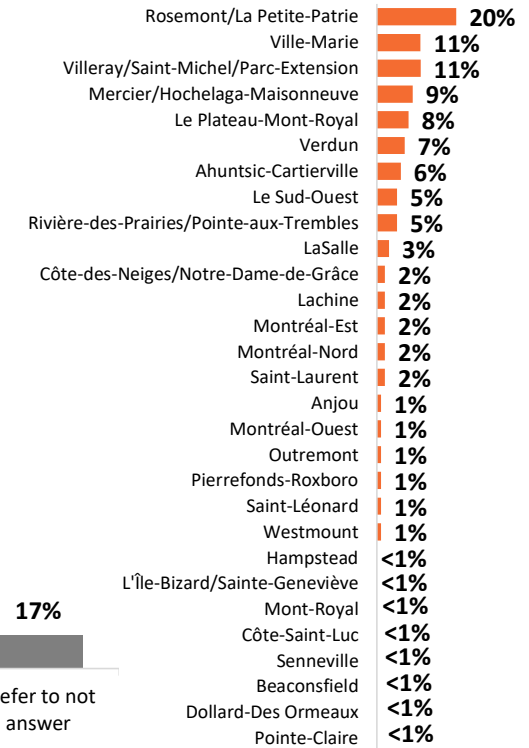
Age groups



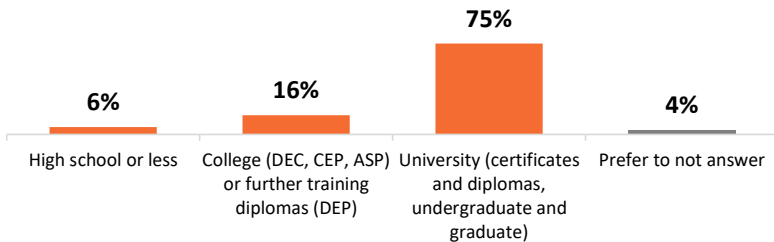
Gender



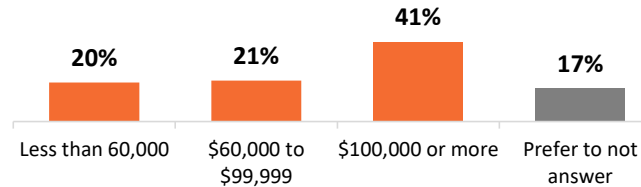
Residential municipalities / boroughs



Educational level



Household income



Q1. What is your postal code? / AGE) Can you tell me what age category you belong to, is it between...? / GENRE) Is your gender...? / SCOL) What is the level of the final year of schooling that you completed? Is it...? / REV) Which category includes your household's total gross annual income for the year 2022? Is it...?

All non-representative survey respondents (n=1,529)

Demographic portrait – Non-representative survey

Average number of household members

2.4
members

Households with children aged 12 or younger

31%

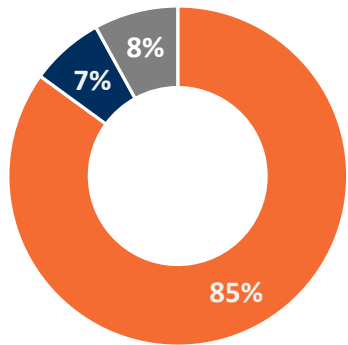
Households with teenagers aged 13 to 17

12%

Proportion of Canadian-born respondents

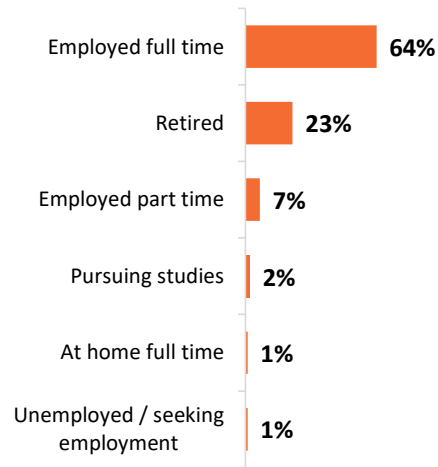
76%

Mother tongue



■ Francophones ■ Anglophones ■ Other

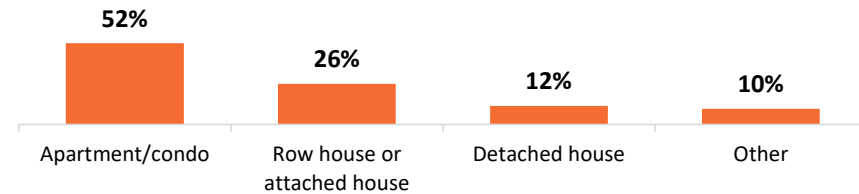
Occupation



Primary residence

Homeowner 71%
Tenant 28%
Other 1%

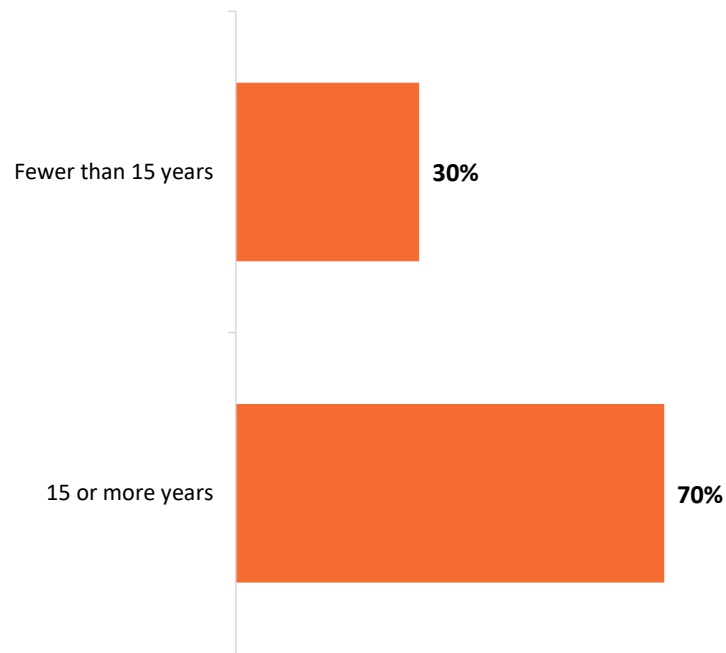
Type of residence



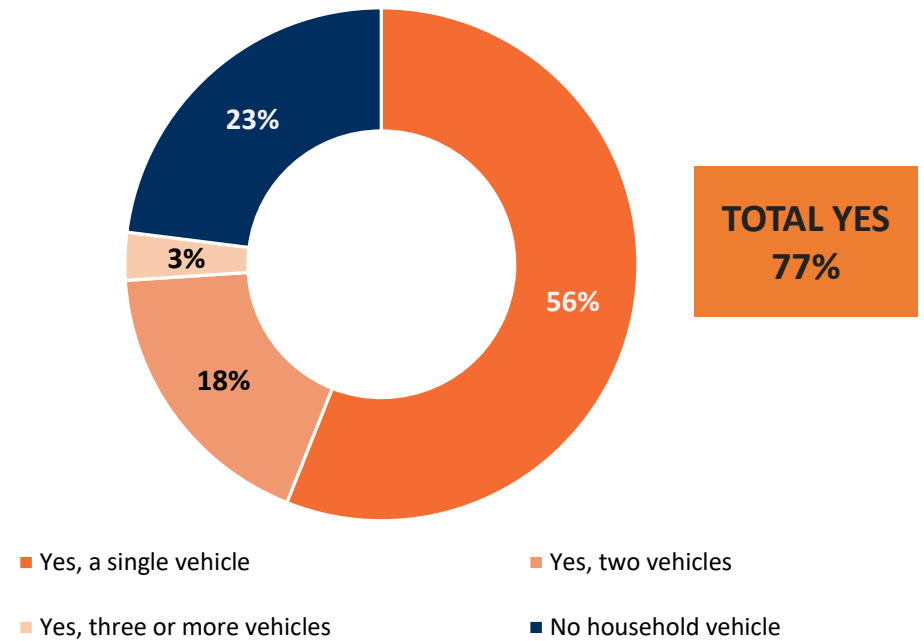
ENFA/B) (How many people under the age of 18 live with you at home?) a) Children aged 12 or UNDER / b) Adolescents aged 13 to 17 / Among non-representative survey respondents with several household members (n=1,189) / MENA) How many people usually reside at your primary residence, including you? / OCC) Are you currently...? / LAN) What is the language that you first learned at home as a child and that you still understand? Q4) Regarding your primary place of residence, are you or is a member of your household the...? Q5) Is your primary place of residence of the type...? All non-representative survey respondents (n=1,529)

Demographic portrait – Non-representative survey

Number of years of Montreal agglomeration residence



Household motor vehicle

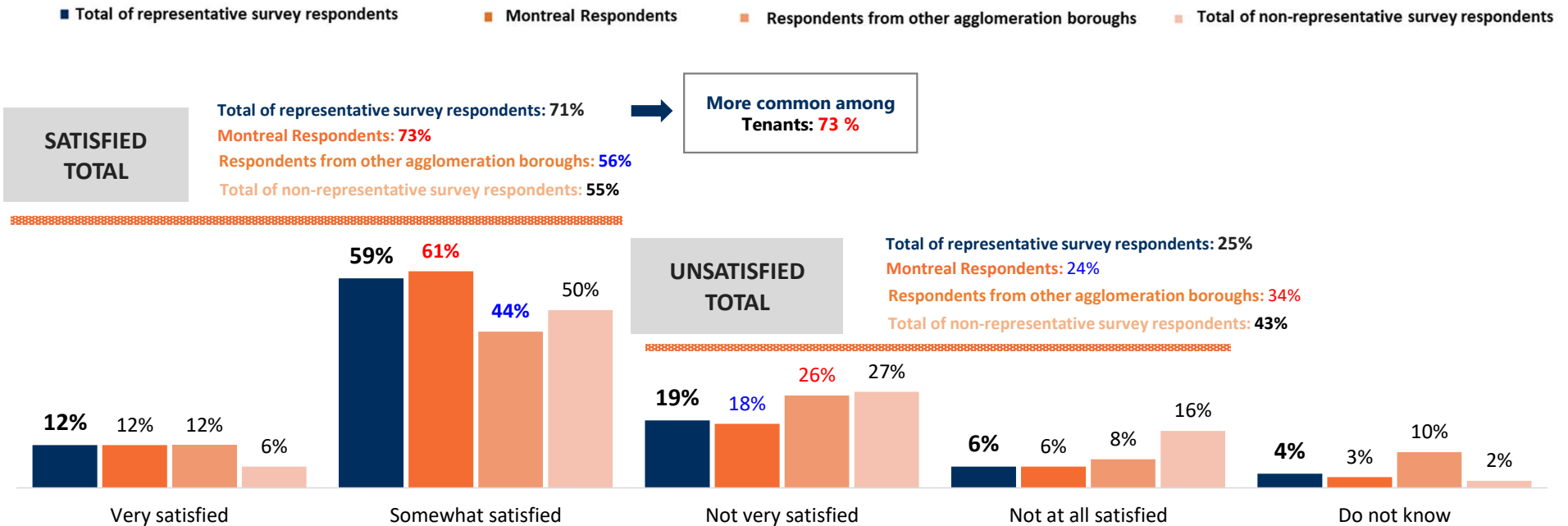


Q2) For how many years have you been a resident of the Montreal agglomeration? Q3) At home, do you or does another member of your household own a motor vehicle?
All non-representative survey respondents (n=1,529)

Overall satisfaction with the services provided by the City of Montreal

Overall satisfaction with the services provided by the City of Montreal

Nearly three-quarters (71%) of surveyed citizens are **satisfied with the services they receive** from the City of Montreal. This proportion is significantly **higher** among **Montreal residents (73%)** compared with residents of **other boroughs within the Montreal agglomeration (56%)**.



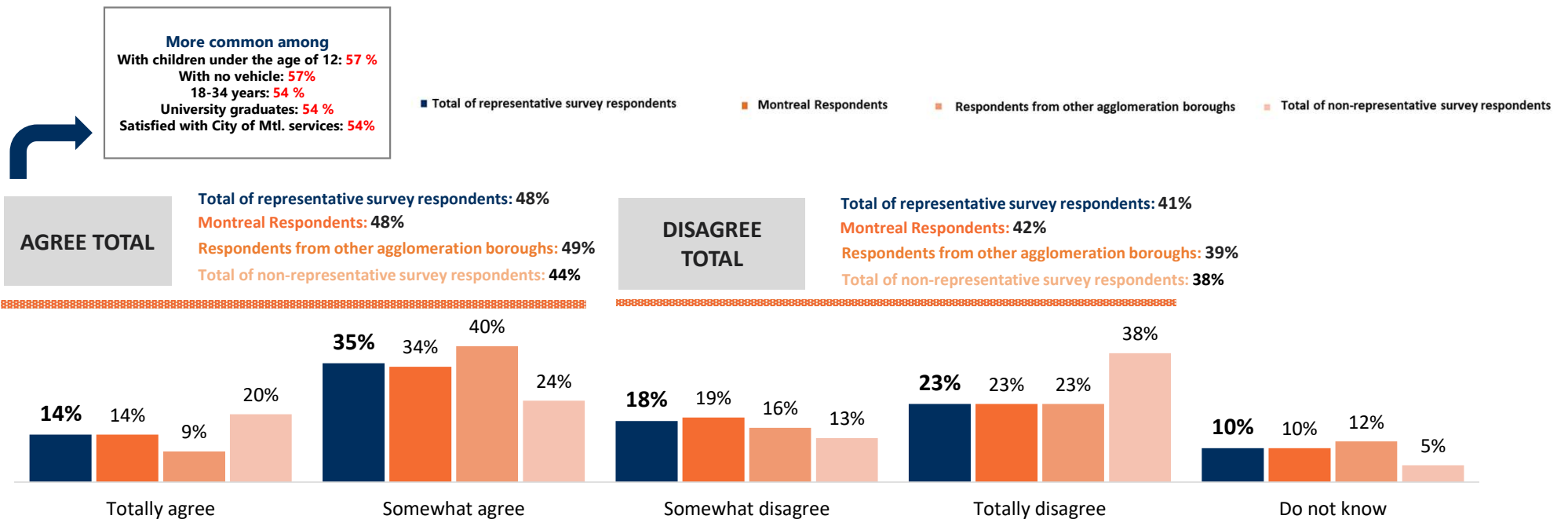
Q6) Overall, how satisfied are you with the services you receive from the City of Montreal?
 All representative survey respondents (n=1,000)
 All non-representative survey respondents (n=1,529)

**Opinions about issues
related to the City of
Montreal's 2024 pre-
budget consultation**

Dynamic street parking pricing

Dynamic street parking pricing

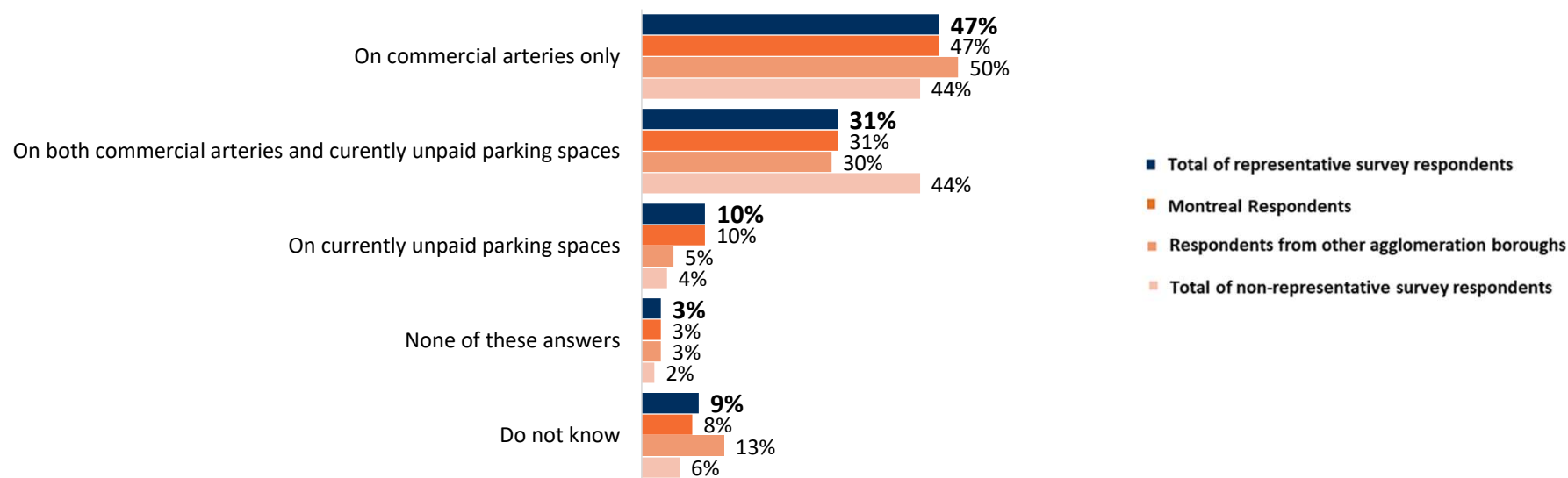
We can see that **dynamic street parking pricing** is a **divisive** issue among surveyed citizens. Indeed, it turns out that **48% agree** with the implementation of this form of pricing in Montreal, while **41% disagree** with this approach. It should be noted that **those who do not own a motor vehicle (57%)** are **more likely to agree** with this type of pricing.



Q7) The first issue is the dynamic pricing of street parking. (...) In this context, to what extent would you agree or disagree with the implementation of dynamic street parking pricing in Montreal? All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Preferred sectors for the application of dynamic street parking pricing

Among those surveyed citizens who are **in favour** of implementing **dynamic street parking pricing** on the territory of Montreal, **nearly half (47%)** believe that it should be implemented **only on commercial arteries**. It should also be noted that about **a third (31%)** of respondents would like it to be applied **both on commercial arteries and on parking spaces that are currently unpaid**. Finally, **only one citizen out of ten (10%)** believe that it should **only be implemented for parking spaces that are currently unpaid**.



Q8) In which of the following sectors or zones would you be most likely to apply dynamic street parking pricing in Montreal? Among representative survey respondents who agree that dynamic street parking pricing should be implemented in Montreal (n=483) / Among non-representative survey respondents who agree that dynamic street parking pricing should be implemented in Montreal (n=670)

Suggestions to help improve parking occupancy in Montreal

In total, **just over a third (35%)** of surveyed citizens made **suggestions to improve and optimize parking space occupancy in Montreal**. They are detailed in the table below:

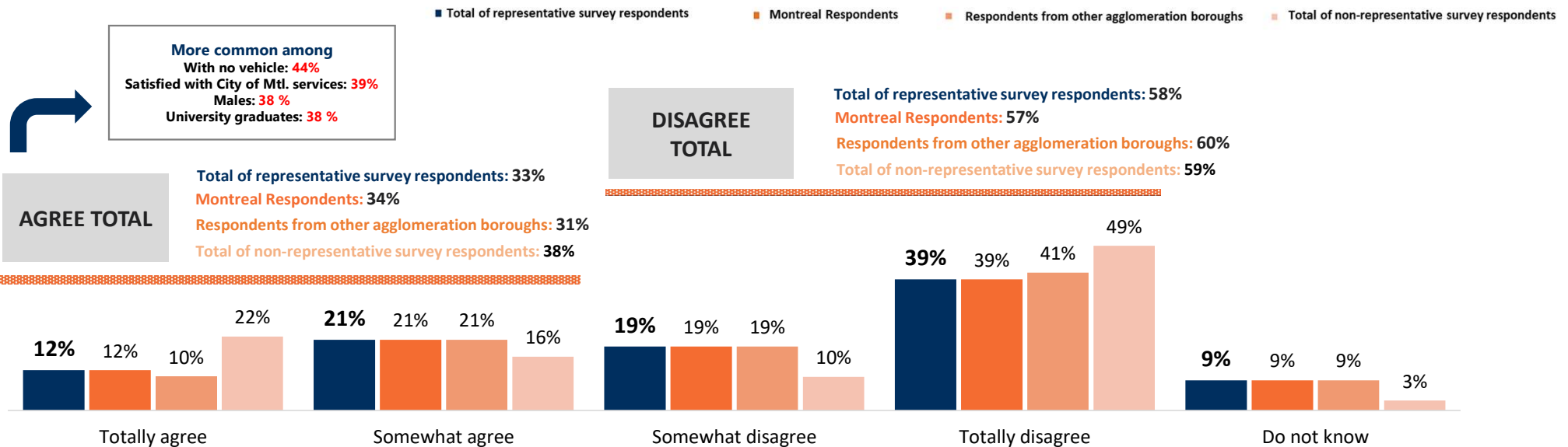
SUGGESTIONS TO HELP IMPROVE AND OPTIMIZE PARKING SPACE OCCUPANCY IN MONTREAL	REPRESENTATIVE SURVEY RESPONDENTS (n=1,000)	Montreal respondents (n=852)	Respondents from other boroughs (n=148)	NON-REPRESENTATIVE SURVEY RESPONDENTS (n=1,529)
TOTAL OF RESPONDENTS THAT SUBMITTED SUGGESTIONS TO IMPROVE PARKING SPACE OCCUPANCY IN MONTREAL	35%	36%	27%	54%
Increase the number of parking paces / more incentivizing spaces / community spaces	5%	5%	6%	4%
Reduce / eliminate cycle paths, BIXI, bike parking	3%	3%	3%	5%
Make parking free	3%	3%	3%	2%
Reduce rates	3%	4%	0%	2%
Improve / promote public transit	2%	3%	0%	5%
Stop removing parking spaces	2%	2%	0%	4%
Create a mobile application that shows free spaces in real time	2%	2%	1%	2%
Implement parking stickers / more stickers	1%	1%	0%	2%
Stop the war on vehicle owners	1%	1%	0%	2%
Improve signage / posting	1%	1%	2%	1%
Reduce the number of vehicles / war on vehicles	1%	1%	0%	2%
Build multi-storey parking lots	1%	1%	3%	1%
Implement pricing for non-residents	1%	1%	0%	2%
Set pricing according to use (duration, time, location ...)	1%	1%	2%	2%
Reduce parking restrictions	1%	1%	0%	1%
Don't increase taxes / citizens already pay enough	1%	0%	2%	1%
Collaborate with businesses / schools / commercial properties / shopping centres for the use of parking spaces	1%	1%	0%	1%
Improve city management / poor administration by Valérie Plante	1%	1%	0%	1%
Increase the number of parking officers / patrols / enforce regulations	1%	1%	1%	1%
Improve management of available spaces	1%	1%	0%	1%
Avoid implementing dynamic pricing for parking	1%	1%	1%	1%
Make it possible to purchase special permits (annual permits, weekly or weekend permits)	1%	1%	2%	0%
Other	4%	6%	4%	27%
DO NOT KNOW	65%	64%	73%	46%

Q9) Do you have any other suggestions to help improve and optimize parking space occupancy in Montreal? All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Kilometric tax

Kilometric tax

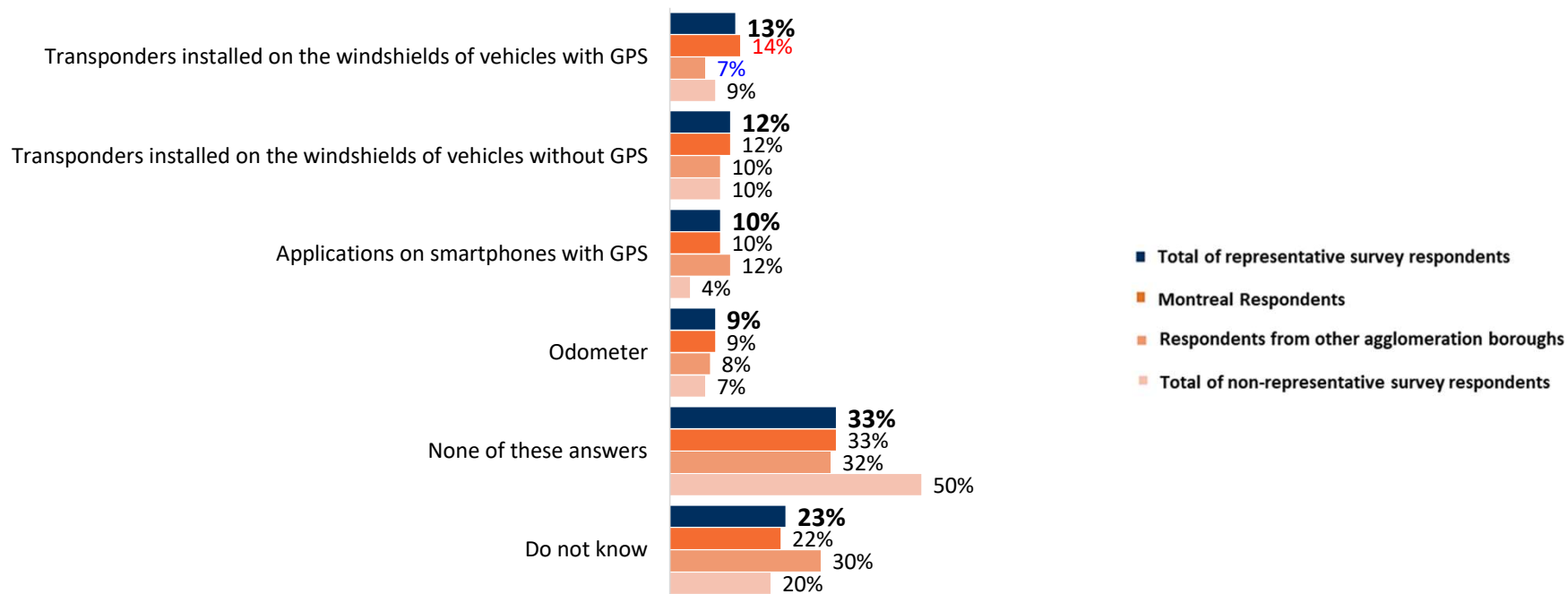
More than half (58%) of respondents **disagree** with the implementation of a **kilometric tax** for all vehicles in the Montreal agglomeration. Note that this is the opinion shared by both **Montreal residents** (57%) and **residents of other boroughs in the Montreal agglomeration** (60%). Note that those who **do not own a vehicle** are **more likely to agree** with the implementation of a **kilometric tax applicable to all vehicles** in the agglomeration of Montreal..



Q10) The second issue is the kilometric tax. (...) In this context, to what extent would you agree or disagree with the implementation of a kilometric tax for all vehicles in the Montreal agglomeration? All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Favoured technological means of calculating the kilometric tax

A **quarter** (25%) of surveyed citizens would be more likely to favour **transponders installed on the windshields of vehicles with GPS** (13%) or **without GPS** (12%) as a technological means of calculating the **kilometric tax**.

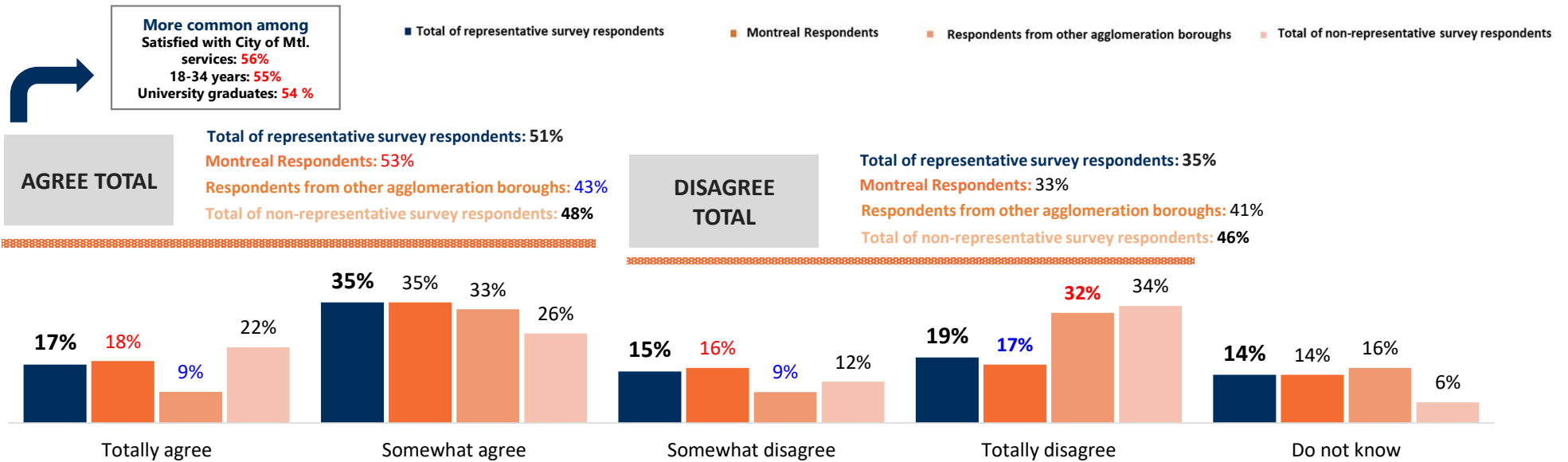


Q11) Which of the following technological means would you be most likely to prescribe for measuring the kilometre tax?
 All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Ecofiscal measures for managing rainwater runoff

Ecofiscal measures for managing rainwater runoff

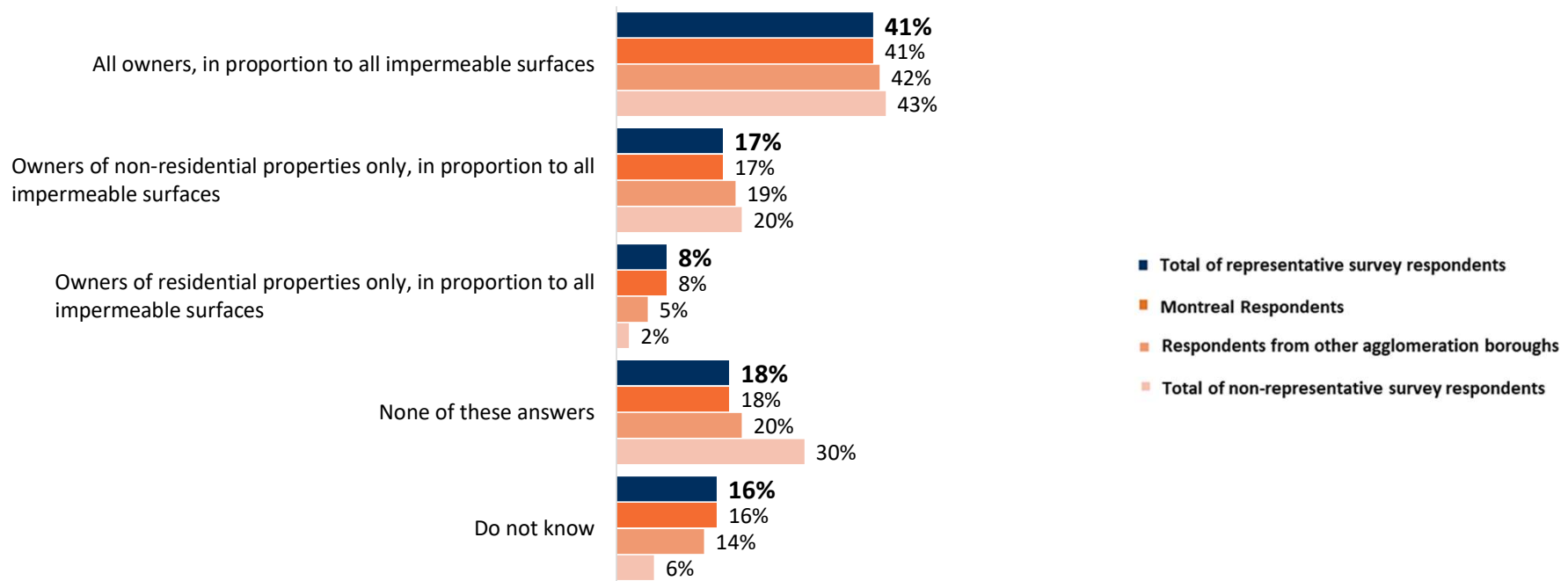
Half (51%) of respondents agree that the City of Montreal should implement an **ecofiscal measure** such as a tax, a tariff, or a rebate to encourage homeowners to manage rainwater runoff from their properties. Moreover, we have noted that **Montreal residents** (53%) are **more likely** to have this opinion than residents of **other boroughs in the Montreal agglomeration** (43%). It should also be noted that **more than a third (35%) disagree** with this measure and **more than one citizen out of ten (14%) did not express an opinion** on the issue.



Q12) The third issue is water runoff. (...) In this context, to what extent would you agree or disagree with the City of Montreal studying the possibility of implementing an ecofiscal measure such as a tax, a tariff, or a rebate to encourage homeowners to manage rainwater runoff from their properties?
 All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Target groups for ecofiscal rainwater management

Nearly half (41%) of respondents think that ecofiscal measures for improving rainwater runoff management should apply to all homeowners, in proportion to impermeable surfaces.



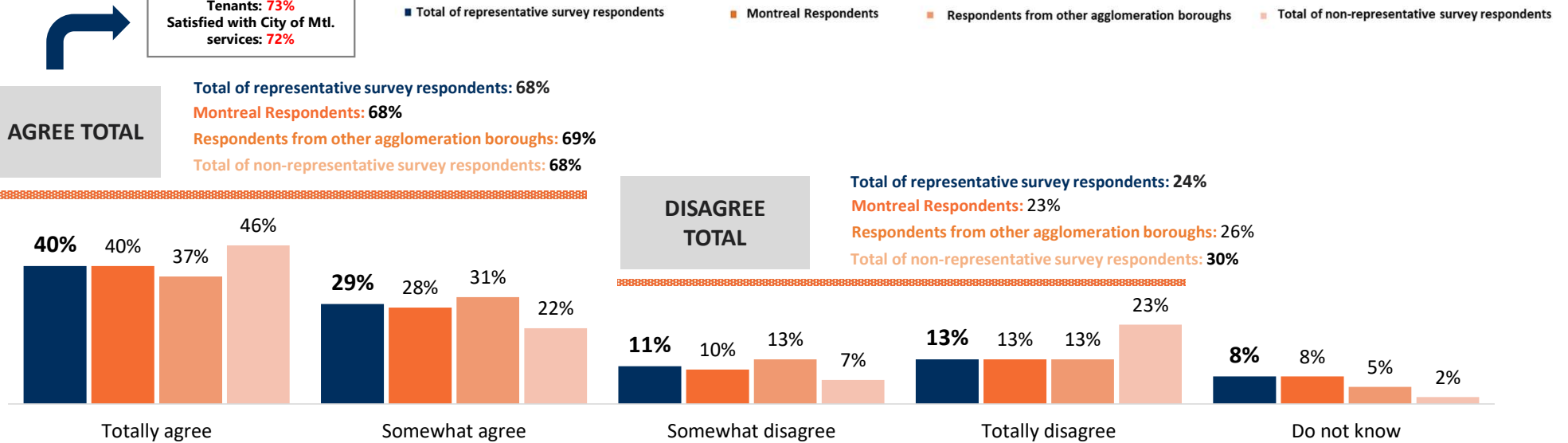
Q13) If the City of Montreal decided to implement an ecofiscal measure to improve rainwater runoff management, which of the following groups should it apply to the most?
 All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Underused housing tax

Underused housing tax

Just over two-thirds (68%) of citizens surveyed **agree** that the City of Montreal should impose an **underused housing tax** on **owners of dwellings** that are not considered to be their primary residence or the primary residence of **any authorized occupant**, or that had been left unoccupied for **at least six months** during the previous calendar year.

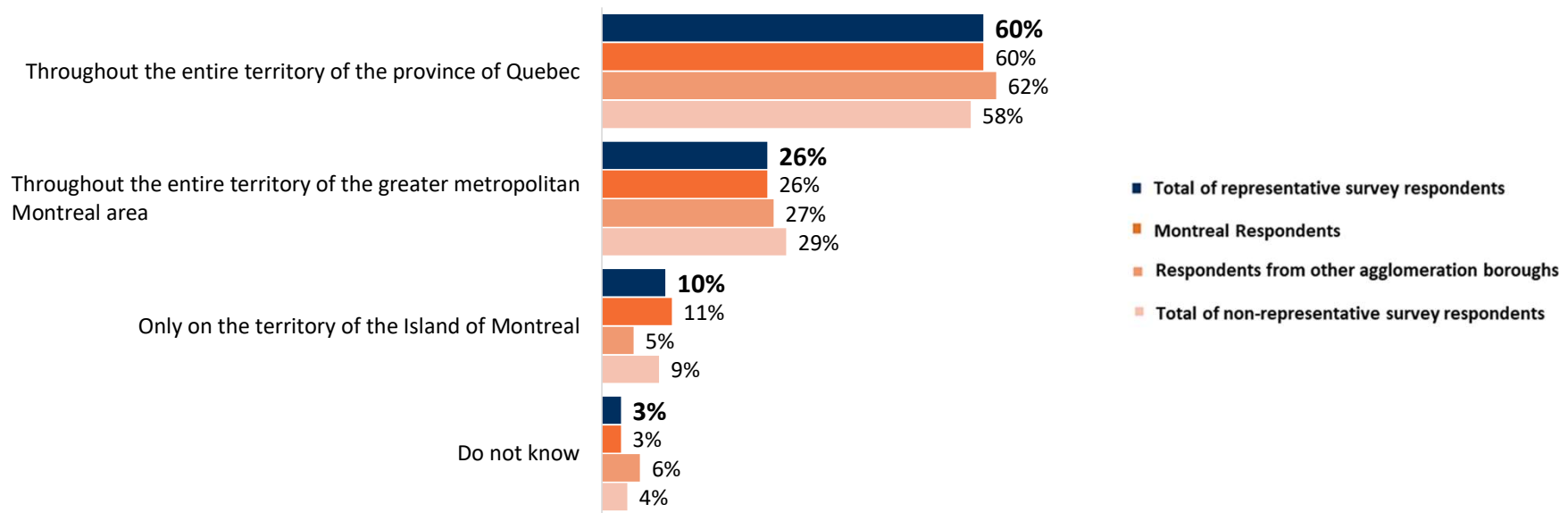
More common among
 Retirees: **79 %**
 55+ year olds: **76%**
 Tenants: **73%**
 Satisfied with City of Mtl. services: **72%**



Q14) The fourth issue is the underused housing tax. (...) In this context, to what extent would you agree or disagree with the City of Montreal imposing an underused housing tax on these owners? All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Locations to apply the underused housing tax

Among the surveyed citizens who **agree** with the implementation of an **underused housing tax**, nearly **two-thirds** (60%) think that it should apply **throughout the entire territory of the province of Quebec**. Nevertheless, it should be noted that nearly a third (26%) of surveyed citizens still believe that this tax should be implemented **throughout the greater metropolitan Montreal area**, while **only one citizen out of ten** (10%) would prefer for it to be implemented **only on the territory of the Island of Montreal**.

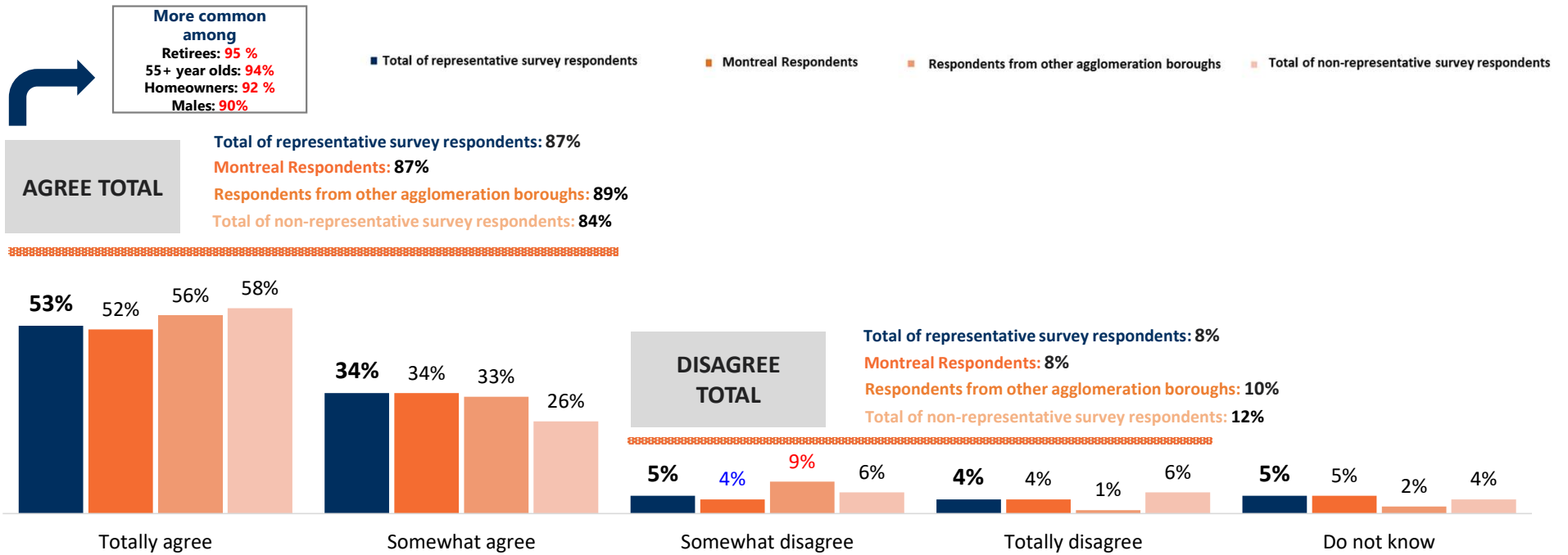


Q15) In your opinion, should this underused housing tax apply...
 Representative survey respondents who agree with the City of Montreal imposing an underused housing tax on homeowners (n=665) /
 Non-representative survey respondents who agree with the City of Montreal imposing an underused housing tax on homeowners (n=1,041)

Application of the underused housing tax

Permanent residents versus foreign owners

The vast majority (87%) of respondents would agree that the City of Montreal should apply variable rates for the underused housing tax to permanent residents versus foreign owners.



Q16) In British Columbia, variable vacancy tax rates are applied to citizens or permanent residents and to foreign owners. To what extent would you agree or disagree with the City of Montreal applying this same method on its territory?

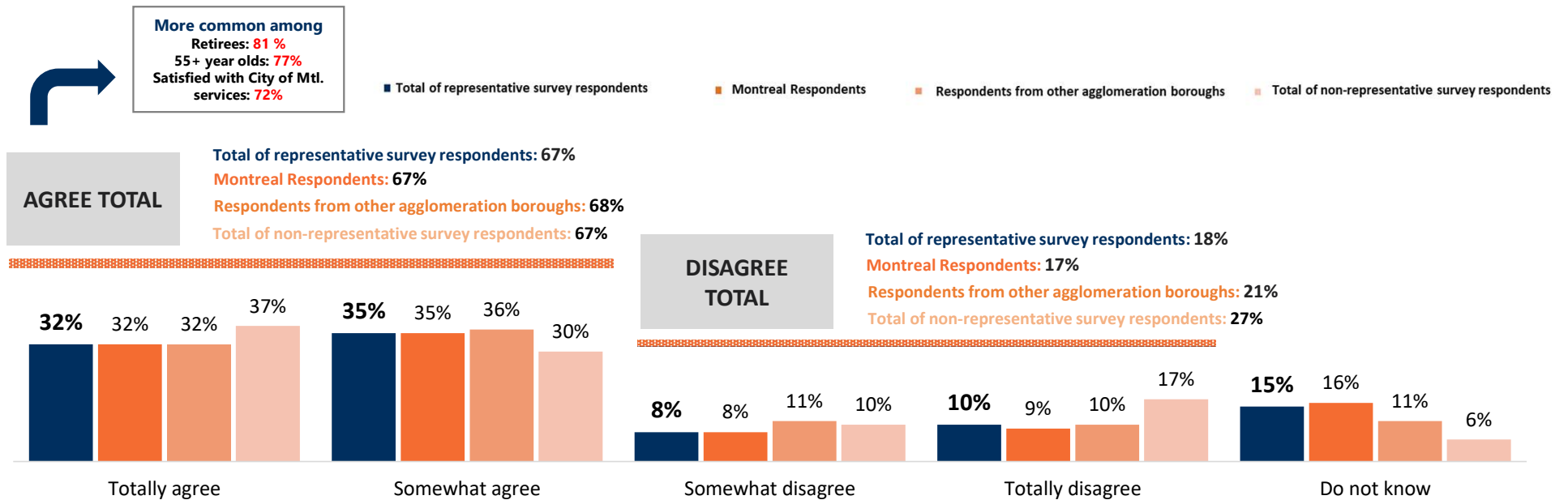
Representative survey respondents who agree with the City of Montreal imposing an underused housing tax on homeowners (n=665) /

Non-representative survey respondents who agree with the City of Montreal imposing an underused housing tax on homeowners (n=1,041)

Financing the costs of new housing unit development

Financing the costs of new housing unit development

More than two-thirds (67%) of respondents agree that the City of Montreal should implement **development charges on its territory to finance the costs of developing new housing units.**



Q17) The fifth issue is related to the financing of costs for the development of new housing units on the territory of the City of Montreal. (...) In this context, to what extent would you agree or disagree with the City of Montreal implementing development charges on its territory to finance the development costs of new housing units? All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Other fiscal measures to be analyzed by the City of Montreal

In total, **nearly a quarter (22%)** of surveyed citizens **identified other fiscal measures** that the City of Montreal should be analyzing. Here are the **other measures cited** by these respondents:

OTHER FISCAL MEASURES TO BE ANALYZED BY THE CITY OF MONTREAL	REPRESENTATIVE SURVEY RESPONDENTS (n=1,000)	Montreal respondents (n=852)	Respondents from other boroughs (n=148)	NON-REPRESENTATIVE SURVEY RESPONDENTS (n=1,529)
TOTAL OF RESPONDENTS WHO EXPRESSED OPINIONS	22%	22%	23%	48%
Reduce taxes / stop taxing citizens / citizens are already sufficiently taxed	4%	4%	5%	6%
Tax cyclists / bicycle permits and plates / reduce bike lanes	2%	2%	2%	5%
Tax water / install water meters	1%	1%	0%	3%
Decrease / cut expenses	1%	1%	0%	5%
Improve city management / mismanagement	1%	1%	0%	5%
Offer / promote free or reduced-price public transit	1%	1%	0%	2%
Promote social housing	1%	1%	0%	1%
Implement toll roads / tax bridges / tax non-residents	1%	1%	2%	3%
Tax AirBnbs / improve AirBnb controls	1%	1%	0%	2%
Manage waste / tax waste / implement fines for non-compliant trash	1%	1%	0%	2%
Reduce the number of municipal employees / officials / elected officials	1%	0%	2%	2%
Tax polluters / heavy vehicles	1%	1%	0%	2%
Tax the wealthy	1%	1%	2%	0%
Tax tenants	1%	1%	0%	0%
Other	6%	7%	10%	24%
DO NOT KNOW	78%	78%	77%	52%

Q19) In your opinion, what other fiscal measures should be analyzed by the City of Montreal?
All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

City of Montreal service prioritization

Activities for which the City of Montreal should review its service level

Here are the **main activities** for which respondents think that the City of Montreal should review its **level of service**:

ACTIVITIES FOR WHICH THE CITY OF MONTREAL SHOULD REVIEW ITS SERVICE LEVEL	REPRESENTATIVE SURVEY RESPONDENTS (n=1,000)	Montreal respondents (n=852)	Respondents from other boroughs (n=148)	NON-REPRESENTATIVE SURVEY RESPONDENTS (n=1,529)
Road network maintenance	29%	28%	33%	20%
Waste collection and disposal, and environmental issues	24%	25%	22%	21%
Public safety	23%	22%	26%	18%
Snow removal	22%	23%	20%	21%
Land use planning and urban planning	21%	21%	22%	22%
Recreation (sports centres, arenas and outdoor skating rinks, etc.)	20%	20%	19%	14%
Support for businesses and commercial arteries	19%	20%	17%	24%
Culture (libraries, cultural houses, cultural events, etc.)	18%	19%	15%	16%
Water and sewage	16%	16%	17%	7%
Fewer cycle paths / reduce maintenance	1%	1%	0%	3%
Improved planning / administrative management	1%	0%	3%	2%
Reduction in the number of municipal officials / employees	1%	1%	1%	1%
Improved police force management	1%	1%	0%	1%
Public transit optimization	1%	1%	0%	1%
Employee salary review	0%	0%	0%	1%
Reduction in the number of elected representatives	0%	0%	0%	1%
Funding/Expenditure Review	0%	0%	0%	2%
Review of social / community measures	0%	0%	0%	1%
Other	1%	1%	1%	3%
Would not reduce any level of service	29%	29%	32%	29%
Do not know	6%	6%	1%	3%

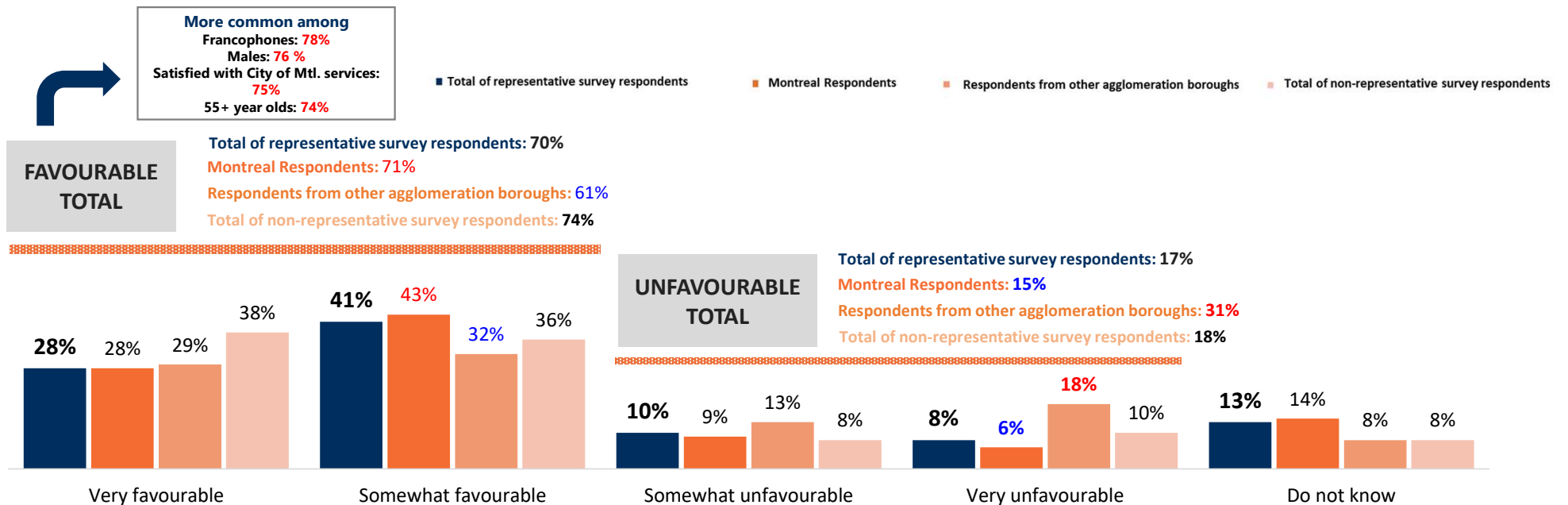
Q18) In recent years, the City of Montreal has been committed to optimizing its services with the primary objective of reducing expenses while maintaining services provided to the population. To further reduce its expenses and achieve its objectives, particularly with regard to ecological transitioning, the City may have to review the level of certain services. When you think of the following activities by the City of Montreal, for which activities do you think the City could review its level of service?

All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529). Options highlighted in blue were presented to survey respondents.

Optimization of City of Montreal services, equipment, and infrastructure

Pooling of services, equipment, and infrastructure between City of Montreal boroughs

Nearly three-quarters (70%) of citizens are **in favour** of the approach suggested by the City of Montreal to **pool certain services, equipment, and infrastructure between the City's boroughs** in order to reduce expenses and increase efficiency. Moreover, **Montreal residents (71%)** are **more likely** to have this opinion than those of **other boroughs in the Montreal agglomeration (61%)**.



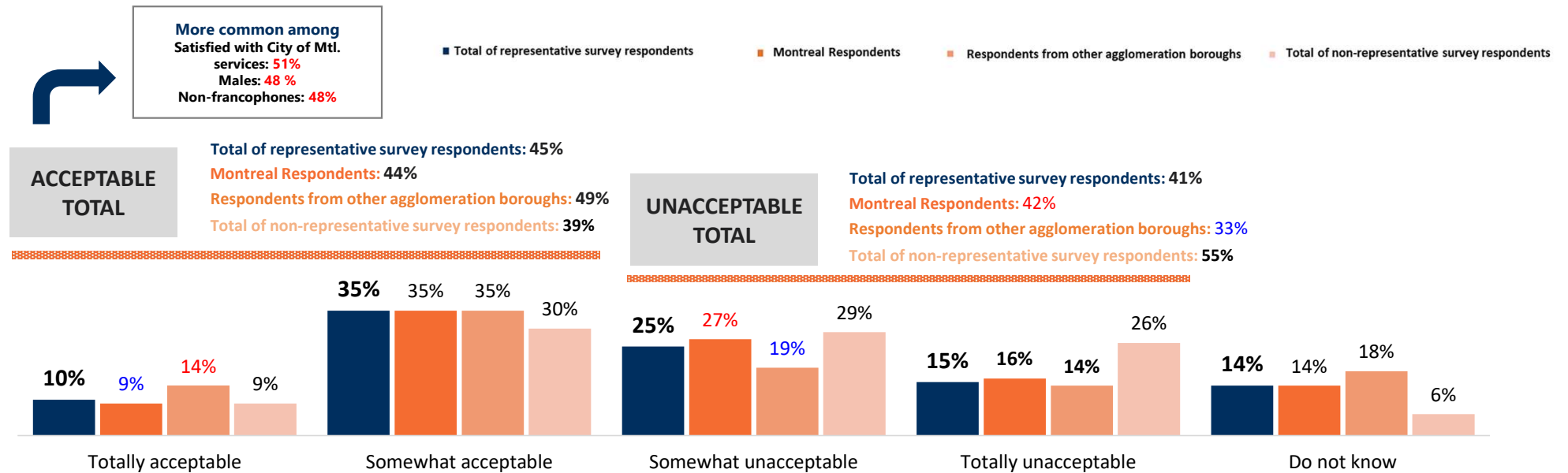
Q20) For a number of years now, the City of Montreal and its boroughs have been exploring the option of pooling their services, equipment, and infrastructure in order to reduce expenses and increase efficiency. Each borough has a borough council that is accountable to the population and responsible for delivering the services within its purview. (...)

To what extent would you be in favour of this approach of pooling services, equipment, and infrastructure between boroughs?

All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Level of acceptability of longer delays in exchange for pooling services between boroughs to reduce expenses

We note that respondents are **divided with regard to the approach of offering longer response and access times in exchange for sharing certain services** (e.g. de-ignition or recreational activities) between the boroughs of the City of Montreal to generate savings and efficiency gains. Indeed, 45% find this approach acceptable while 41% have an opposite opinion..

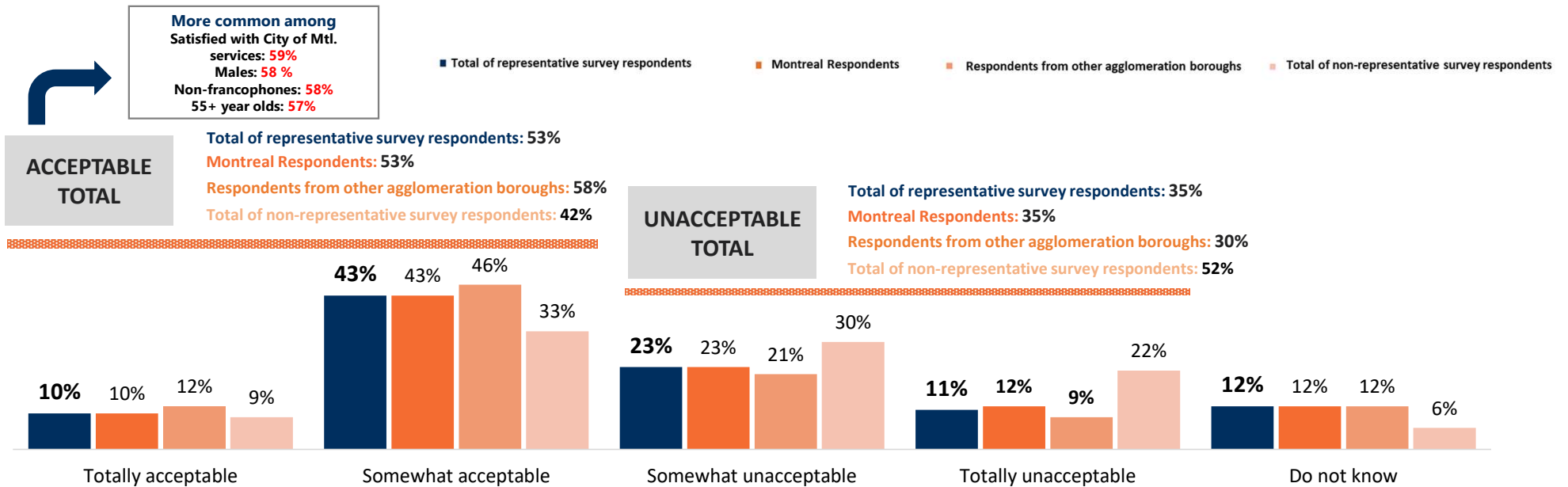


Q21) To what extent would it be acceptable for response times and access times for local services to increase from the pooling of certain services (e.g. snow removal, recreational activities) between City of Montreal boroughs in order to generate savings and efficiency gains?

All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Level of acceptability of longer delays in exchange for sharing equipment or infrastructure between boroughs to generate savings

Just over half (53%) of respondents believe that it is acceptable for response and access times to be longer if sharing certain equipment or infrastructure between the boroughs of the City of Montreal would generate savings and efficiency gains. However, it should be noted that just over a third (35%) of citizens surveyed find this approach unacceptable..



Q22) To what extent would it be acceptable for response times and access times for local services to increase from the pooling of certain equipment or infrastructure (e.g. street painting equipment, libraries, sports centres, etc.) between City of Montreal boroughs in order to reduce expenses and increase efficiency?
All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Types of services and equipment to be shared between City of Montreal boroughs

Approximately **one quarter** (24%) of surveyed citizens recommended **services and facilities that should be pooled** between boroughs. They are detailed in the table below:

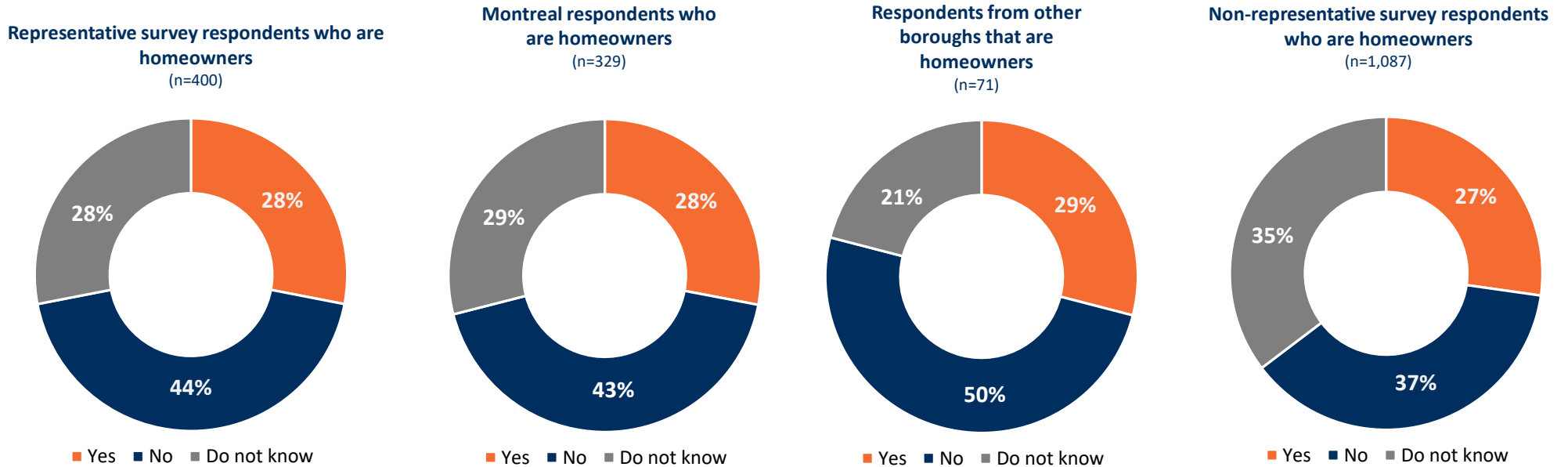
TYPES OF SERVICES AND FACILITIES TO BE SHARED BETWEEN BOROUGHS	REPRESENTATIVE SURVEY RESPONDENTS (n=1,000)	Montreal respondents (n=852)	Respondents from other boroughs (n=148)	NON-REPRESENTATIVE SURVEY RESPONDENTS (n=1,529)
TOTAL RESPONDENTS WHO RECOMMENDED SERVICES AND FACILITIES TO BE SHARED	24%	25%	17%	37%
Snow removal service and equipment	8%	9%	4%	10%
Sanitation services	5%	5%	1%	9%
Recreational services	3%	2%	4%	4%
Cultural activities	3%	3%	3%	4%
Collection services	2%	3%	0%	5%
Urbanism	2%	2%	0%	3%
Emergency and security services	1%	1%	2%	1%
Water utilities	1%	1%	0%	1%
Social services	1%	1%	0%	0%
Public transit	0%	0%	0%	1%
Administrative services	0%	0%	0%	2%
Heavy / specialized machinery	0%	0%	0%	1%
Services / common permit management rules	0%	0%	0%	1%
All services and equipment	4%	4%	2%	6%
Other	3%	2%	4%	4%
No services or equipment	3%	3%	4%	5%
DO NOT KNOW	76%	75%	83%	63%

Q23) For what types of services and equipment would you be in favour of this pooling between boroughs?
All representative survey respondents (n=1,000) / All non-representative survey respondents (n=1,529)

Agglomeration taxation

Homeowners' opinions on agglomeration taxation via a distinct tax bill

Nearly one-third (28%) of surveyed homeowners believe that the City of Montreal should submit a **distinct tax invoice to all homeowners** for the financing of agglomeration expenses instead of the **current quota method**.



Q24) In your opinion, should the City of Montreal submit a distinct tax invoice to all homeowners for the financing of agglomeration expenses, instead of the current quota method? Representative survey respondents who are homeowners (n=400) / Non-representative survey respondents who are homeowners (n=1,087)

Appendix

Questionnaire

Appendix - Questionnaire

Survey of Montrealers as part of the 2024 pre-budget consultation Questionnaire

INTRODUCTION

WEB INTRO.

BIP Research has been mandated by the City of Montreal to conduct a survey of its citizens. The objective of the study is to allow the population of the Montreal agglomeration to express themselves on **budgetary** issues. The administration of the City of Montreal will take your opinions and proposals into account when establishing its **2024 budget guidelines**.

Completing this survey will take **approximately 10 minutes**. We would like to assure you that all information you provide will remain **strictly confidential**. You are free to interrupt your session at any time, either by clicking on "Exit" or on the "X" button located at the top right of your screen. All your answers will be **saved** and you will be able to pick up where you left off using the unique link provided to you.

Thank you in advance for your participation!

TELEPHONE INTRO

Hello (good afternoon, good evening), my name is ____, and I am calling you from BIP Research. We are currently conducting a major study on behalf of the City of Montreal. The objective of this study is to allow the population of the Montreal agglomeration to express themselves on budgetary issues. The administration of the City of Montreal will take your opinions and proposals into account when establishing its 2024 budget guidelines. Completing this survey will take **approximately 10 minutes**. We would like to assure you that all information you provide will remain **strictly confidential**.

Do you agree to participate?

Yes 01
No 02 **TERMINER**

Thank you for your participation!

PROFILE OF MONTREAL AGGLOMERATION CITIZENS

MESS. Let's start with a few questions to establish your profile as a resident of the Montreal agglomeration.

Q1. What is your postal code?

NOTE: If you prefer, you may also enter only the first 3 digits of your postal code.

POSTAL CODE: _____

Q2. For how many years have you been a resident of the Montreal agglomeration?

Less than one year	01
1 to 3 years	02
4 to 6 years	03
7 to 9 years	04
10 to 14 years	05
15 years or more	06
Do not know	99

Q3. At home, do you or does another member of your household own a motor vehicle?

Yes, only one vehicle	01
Yes, two vehicles	02
Yes, three or more vehicles	03
No, there are no vehicles in the household	04
Do not know	99

Q4. Regarding your primary residence, are you or is another member of your household the...?

Owner	01
Tenant	02
Other	96
Do not know	99

Q5. What type of property is your primary residence...?

Apartment / condominium	01
Detached house	02
Townhouse or attached house	03
Other	96
Do not know	99

Q6. What is your overall level of satisfaction with the **services** you receive from the City of Montreal?

Very satisfactory	01
Somewhat satisfactory	02
Not very satisfactory	03
Not at all satisfactory	04
Do not know	99

Appendix - Questionnaire

OPINION ON CERTAIN ISSUES RELATED TO THE CITY OF MONTREAL'S 2024 PRE-BUDGET CONSULTATION

MESS2. As part of its pre-budget consultation process, the City of Montreal is seeking the opinions of its population and taxpayers on a number of issues it will be facing in 2024. The following questions will be used to measure your perception of these issues.

DYNAMIC STREET PARKING PRICING

Q7. The first issue is the **dynamic pricing of street parking**.

When applied to street parking, **dynamic pricing** consists of varying the cost of street parking based on supply and demand. When rates are too high, occupancy remains at much lower levels. A significant number of paid spaces remain empty, which leads to a loss of economic activity. Conversely, when rates are too low, open space becomes too scarce, which leads to frustration for individuals struggling to park, lost economic activity, traffic congestion, unnecessary fuel consumption, and pollution. The ideal parking meter rate would therefore be the minimum amount required to achieve the optimal occupancy rate.

In this context, to what extent do you agree or disagree with the implementation of **dynamic street parking pricing** in Montreal?

Totally agree	01
Somewhat agree	02
Somewhat disagree	03
Totally disagree	04
Do not know	99

POSER SI Q7=D1 QU_02

Q8. In which of the following **sectors or zones** would you be most likely to apply **dynamic street parking pricing** in Montreal?

Only one mention possible

Commercial thoroughfares only	01
Parking spaces that are currently unpaid	02
Both commercial thoroughfares and currently unpaid parking spaces	03
None of these answers	04
Do not know	99

Q9. Do you have any **other suggestions(s)** to help improve and optimize **parking space occupancy** in Montreal?

Please specify	96 0
Do not know	99

KILOMETRE TAX

Q10. The second issue is the **kilometre tax**.

The **kilometre tax** (also called *kilometre tariff*) consists of pricing applied for the use of a road. An amount is thus levied for each kilometre travelled on that road by a vehicle, whether it is a private passenger car or a heavy transport. On the basis of the user-pays principle, this tax would, among other things, encourage greater use of public and active transport, reduce traffic congestion, reduce pollution associated with fuel consumption and vehicle production, and limit urban sprawl. In addition, the end of new gasoline-powered vehicle sales in 2035 also portends the end of the fuel tax as a major source of funding, especially since the Corporation Métropolitaine de Montréal (CMM) has launched a mandate to study just such a measure.

In this context, to what extent do you agree or disagree with the introduction of a **kilometre tax** for all vehicles in the Montreal agglomeration?

Totally agree	01
Somewhat agree	02
Somewhat disagree	03
Totally disagree	04
Do not know	99

Q11. Which of the following technological means would you be most likely to recommend for calculating a **kilometre tax**?

Only one answer possible

Transponders installed on the windshields of cars with GPS	01
Transponders installed on the windshields of cars without GPS	02
Smartphone apps with GPS	03
Odometer	04
None of these answers	03
Do not know	99

ECOFISCAL MEASURES TO MANAGE RAINWATER AND RUNOFF

Q12. The third issue is water **runoff**.

More specifically, water **runoff** is when excess water flows aboveground when it is unable to evaporate or penetrate into the ground.

During heavy rainfall, many cities have to contend with water runoff issues. Significant precipitation events, which are becoming more and more frequent, can thus lead to undesirable situations related to the attainment or even exceeding of a municipal drainage network's maximum capacity. To encourage homeowners to better manage rainwater on their properties, some cities have implemented ecofiscal measures to fund rainwater management expenditures. Some examples include:

- Sampling that varies in relation to the proportion of impermeable surfaces measured on a property;
- A discount based on a building's implemented rainwater retention measures (e.g. rainwater recovery tank).

These ecofiscal measures could, for example, finance certain infrastructures to help improve rainwater management.

Appendix - Questionnaire

In this context, to what extent do you agree or disagree with the **City of Montreal** studying the possibility of implementing an **ecofiscal measure** such as a tax, a tariff, or a rebate, **in order to encourage homeowner management of rainwater runoff** on their property?

Totally agree	01
Somewhat agree	02
Somewhat disagree	03
Totally disagree	04
Do not know	99

Q13. If the **City of Montreal** decided to implement an **ecofiscal measure** meant to improve rainwater management, **which of the following** groups should it apply to the most?

Only one answer possible	
Owners of residential buildings only, in proportion to impermeable surfaces	01
Owners of non-residential buildings only, in proportion to impermeable surfaces	02
All owners, in proportion to impermeable surfaces	03
None of these answers	98
Do not know	99

TAX ON VACANT DWELLINGS

Q14. The fourth issue is the **tax on vacant dwellings**.

The **City of Montreal**, like all of Quebec, is experiencing a housing crisis that is being exacerbated by certain phenomena such as speculation and short-term leasing. The vacant property tax would be imposed on any owner(s) of a dwelling that is not considered their primary residence or that of any authorized occupant, or that has been unoccupied for at least six months of the previous calendar year. The amount of the tax would normally be a percentage of the dwelling's value on the property assessment roll.

In this context, to what extent do you agree or disagree with the **City of Montreal** imposing a **tax on vacant dwellings** on these owners?

Totally agree	01
Somewhat agree	02
Somewhat disagree	03
Totally disagree	04
Do not know	99

POSER SI Q15=01,02

Q15. In your opinion, should this **tax on vacant dwellings** apply...

Only one answer possible	
Only on the island of Montreal	01
Throughout the Greater Montreal Area	02
Throughout the province of Quebec	03
Do not know	99

POSER SI Q15=01,02

Q16. In British Columbia, varying vacancy tax rates are applied to both **citizens or permanent residents and foreign owners**.

To what extent do you agree or disagree with the **City of Montreal** applying this method on its territory?

Totally agree	01
Somewhat agree	02
Somewhat disagree	03
Totally disagree	04
Do not know	99

FINANCING THE COSTS OF NEW HOUSING DEVELOPMENT

Q17. The fifth issue relates to the **financing of costs for the development of new housing units** on **City of Montreal** territory.

For several years, a number of Quebec municipalities have been using a funding mechanism for this type of activity called **development royalties**. This mechanism consists of a fee paid by developers and builders to help finance the municipal infrastructure necessary for their projects, such as new water mains, local parks, and any other community equipment. Development fees ensure that certain costs are not financed by all owners via property taxes, but instead paid only by those who are responsible for expenses.

In this context, to what extent do you agree or disagree with the **City of Montreal** implementing **development charges** on its territory to finance the development costs of new housing units?

Totally agree	01
Somewhat agree	02
Somewhat disagree	03
Totally disagree	04
Do not know	99

Q19. In your opinion, what **other tax measure(s)** should be analyzed by the **City of Montreal**?

Please specify	96 <input type="radio"/>
Do not know	99

CITY SERVICE PRIORITIZATION

Q18. In recent years, the **City of Montreal** has committed to **optimizing its services**, with the primary objective of reducing expenses while ensuring continuation of services to the population. To further reduce expenses and achieve its objectives, particularly in terms of ecological transition, the City may have to revise the level of certain services it provides.

When you think about the following activities offered by the **City of Montreal**, for which of these activities do you think the **City** could **review its level of service**?

Please select all applicable answers

Waste collection, disposal, and environment	01
Snow removal	02
Urban planning and development	03
Recreation (sports centres, arenas and outdoor skating rinks, etc.)	04
Culture (libraries, Maisons de la Culture, cultural events, etc.)	05
Road network maintenance	06
Support for businesses and commercial thoroughfares	07
Water and sewage	08
Public Safety	09

Appendix - Questionnaire

Other (please specify)	96
I would not reduce the level of any service	98
Do not know	99

OPTIMIZATION OF CITY SERVICES AND FACILITIES

Q20. For several years now, the City of Montreal and its boroughs have been exploring the possibility of pooling their services, equipment, and infrastructure in order to save money and increase efficiency. Each borough has its own borough council accountable to the population and responsible for delivering the services for which it is mandated. To fulfill this mandate, each borough has its own equipment and employees, which are financed by central transfers, but also by autonomous revenues, such as local taxation.

While this autonomy for the boroughs enables a great correlation between the needs expressed by the population and the level of services provided locally, it can nevertheless give rise to a certain redundancy in equipment and staff between boroughs and central services. The pooling of resources could therefore be an avenue worthy of further exploration in the context of an ongoing search for savings and efficiencies for the City as a whole.

How favourably do you feel about this approach to pooling services, equipment, and infrastructure between boroughs?

Very favourable	01
Somewhat favourable	02
Somewhat unfavourable	03
Very unfavourable	04
Do not know	99

Q21. To what extent would it be acceptable for response times and access times for some local services to increase if the sharing of certain services (e.g. snow removal, leisure activities), between the boroughs of the City of Montreal could lead to savings and efficiency gains?

Totally acceptable	01
Somewhat acceptable	02
Somewhat unacceptable	03
Totally unacceptable	04
Do not know	99

Q22. To what extent would it be acceptable for response times and access times for some local services to increase if the sharing of certain equipment or infrastructure (e.g. street marking equipment, libraries, sports centres, etc.), between the boroughs of the City of Montreal could lead to savings and efficiency gains?

Totally acceptable	01
Somewhat acceptable	02
Somewhat unacceptable	03
Totally unacceptable	04
Do not know	99

Q23. For what types of services and equipment would you be in favour of this sort of pooling between boroughs?

Please specify	96
Do not know	99

AGGLOMERATION TAXATION

**** A forum on the agglomeration of Montreal's financing and expenditures is currently open.**

*This component of the pre-budget consultation is mainly intended to survey public opinion and encourage the participation of citizens from the agglomeration's municipalities, in order to enrich this ongoing discussion. All responses will be shared with all stakeholders involved in this process. ***

The agglomeration of Montreal is composed of 16 municipalities located on the island of Montreal. Expenses for jurisdictions common to all 16 related towns (public safety, water, public transit, waste management, etc.) are shared between these municipalities.

These expenses, financed by the assessed quotas required of each municipality, were previously financed by agglomeration taxation. Thus, the City of Montreal would submit an agglomeration tax bill to all owners in the agglomeration.

Agglomeration taxation allowed owners to more clearly understand the portion of their taxes used to finance expenses common to all connected cities.

Q24. In your opinion, should the City of Montreal send a separate tax bill to all property owners to help finance agglomeration expenses, instead of the current co-payment mechanism?

Yes	01
No	02
Do not know	99

SOCIO-DEMOGRAPHIC PROFILE

In order to classify data, we require some additional statistical information.

GENDER. Is your gender...?

Female	01
Male	02
You identify differently	99

AGE. What age category are you in? Is it...?

18 to 24 years	01
25 to 34 years	02
35 to 44 years	03
45 to 54 years	04
55 to 64 years	05
65 to 74 years	06
75 years and over	07
Prefer to not answer	99

Appendix - Questionnaire

MENA. How many people usually live at your primary residence, including yourself?

Count all the people whose primary residence is at this address, even if they are temporarily absent. This includes children for whom you have shared or full-time custody, or students who are away from home.

Please specify the number 96

POSER SI PLUS QU'UNE PERSONNE À LA QMENA

NFE. How many people under the age of 18 live with you at home?

a) Children 12 years of age or younger

(b) Adolescents aged 13 to 17

Please specify the number 96

OCC. Currently, are you...?

Employed full time (35 hours/week or more)	01
Employed part time (fewer than 35 hours/week)	02
Pursuing studies	03
Unemployed / seeking employment	04
At home full time	05
Retired	06
Other (please specify)	96

LAN. What is the language you first learned at home as a child that you still understand?

French	01
English	02
Other (please specify)	96

ORI. Were you born in Canada?

Yes	01
No	02

SCOL. What is the level of the last year of schooling you completed? Is it...?

Grade school (7 years or less)	01
High school general education DES or professional (8 to 12 years)	02
College DEC pre-university training, technical training, or certificates (CEP), attestations (ASP), or professional development diplomas (DEP)	03
Academic Certificates and Diplomas	04
University undergraduate Baccalaureate (including classical courses)	05
University graduate <u>Masters</u>	06
University postgraduate Doctorate	07
Prefer to not answer	99

REV. What category includes your family's total annual income, before taxes, for the year 2022? Is it...?

Less than \$20,000	01
\$20,000 to \$39,999	02
\$40,000 to \$59,999	03
\$60,000 to \$79,999	04
\$80,000 to \$99,999	05
\$100,000 to \$149,999	06
\$150,000 to \$199,999	07
\$200,000 and over	08
Prefer to not answer	99

Thank you for your participation!



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