

Public Opinion Research

The Federal Role in Public Transit Greater Toronto Area



environmental
defence

Methodology

Sample Design & Demographics

Methodology

Innovative Research Group (**INNOVATIVE**) was commissioned by **Environmental Defence** to conduct an online survey to identify opinions and attitudes towards the federal role in public transit.



Method: This online survey was conducted using Léger and Lucid, leading providers of online panel samples. The survey is administered to selected panel respondents to reflect a demographically balanced sample and weighted to ensure that the overall sample's composition is representative of the GTA population.

Sample Size: This survey includes n=2,282 valid survey responses from those aged 18 years or older. The sample has been weighted by age, gender, region (Census Division), educational attainment, and 2021 federal vote.

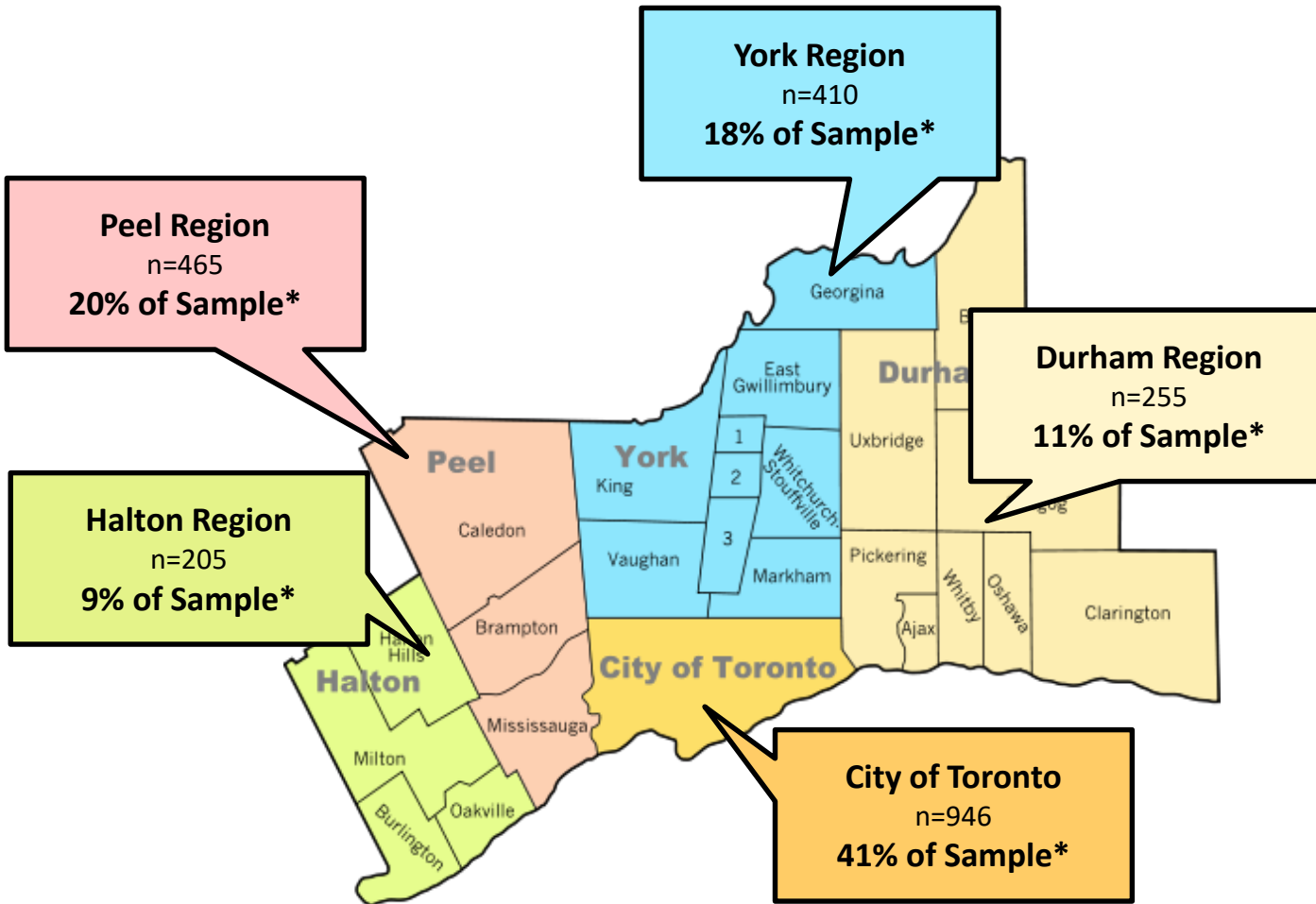
Field Dates: August 12th to August 14th, 2024

Weighting: Results for the GTA are weighted by age, gender, region (Census Division), educational attainment, and 2021 federal vote.

Margin of Error: This is a demographically representative sample. Targets were set to ensure a proper reflection of key regional and demographic distribution and then weights were used to ensure an accurate reflection of the target populations. However, since the online survey was not a probability-based sample, a margin of sampling error cannot be calculated. It is not statistically valid to apply margins of error to most online panel samples.

Note: *Graphs may not always total 100% due to rounding values rather than any error in data.
Sums are added before rounding numbers.*

Regional Distribution

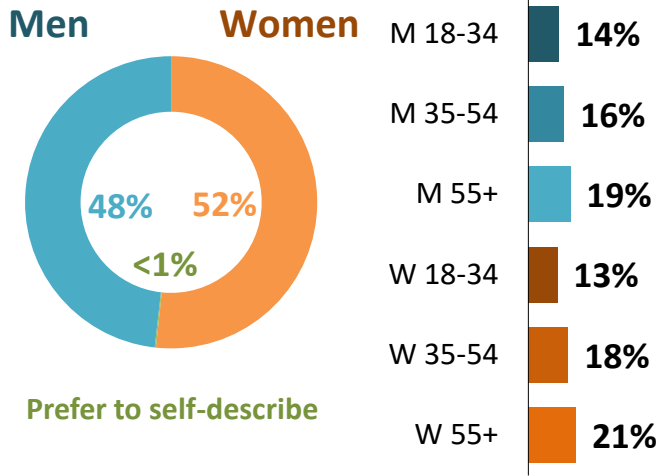


	GTA Sample Distribution			
	Unweighted (n)	Unweighted (%)	Weighted (n)	Weighted (%)
Toronto	942	41.3%	946	41.5%
Peel	444	19.5%	465	20.4%
York	380	16.7%	410	18.0%
Durham	321	14.1%	255	11.2%
Halton	195	8.5%	205	9.0%
Total	n=2,282	100%	n=2,282	100%

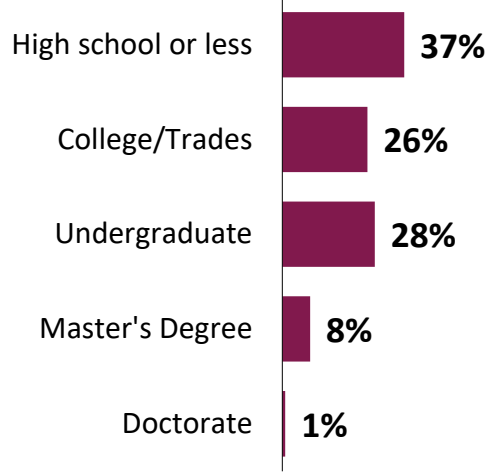
Note: *Refers to weighted sample distribution.

Demographics: GTA Respondent Profile

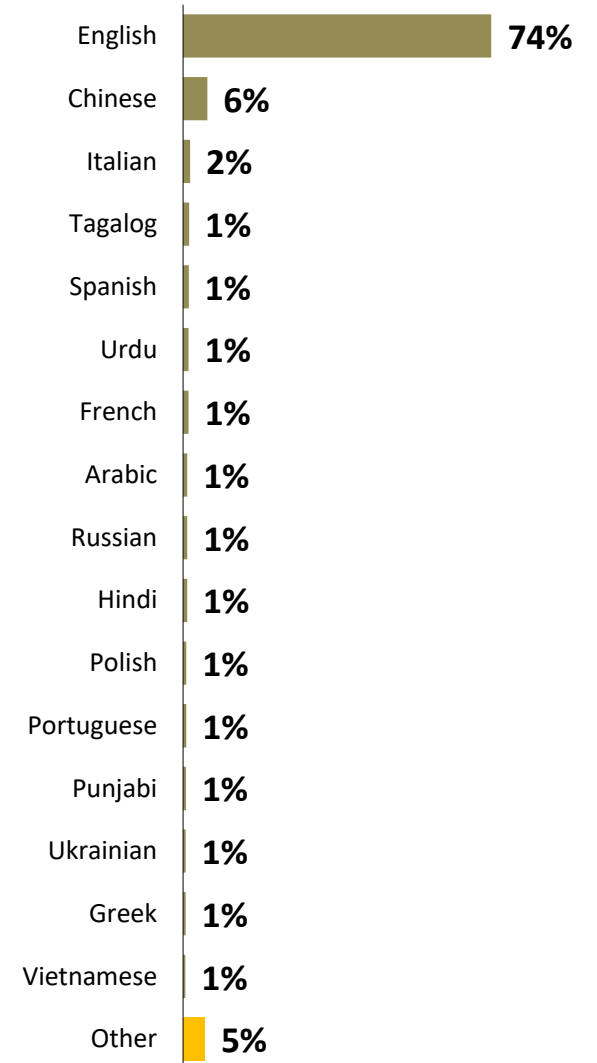
Gender & Age



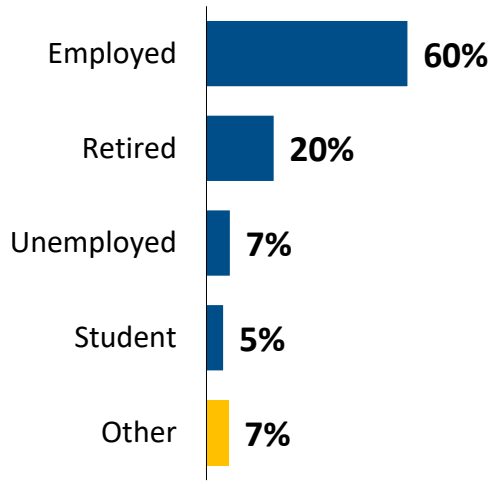
Education



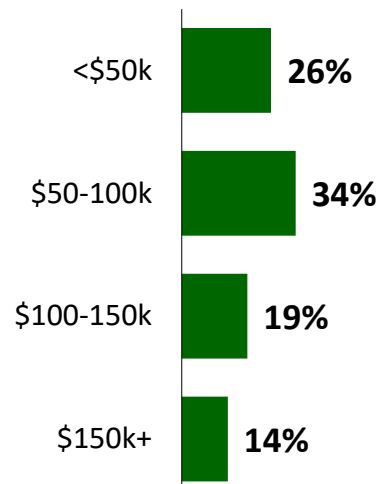
Mother Tongue



Employment



Household Income



Note: 'Don't know' and 'Prefer not to say' not shown.

Public Transit Policy

Public Transit System Investment Insights

Funding Limitations

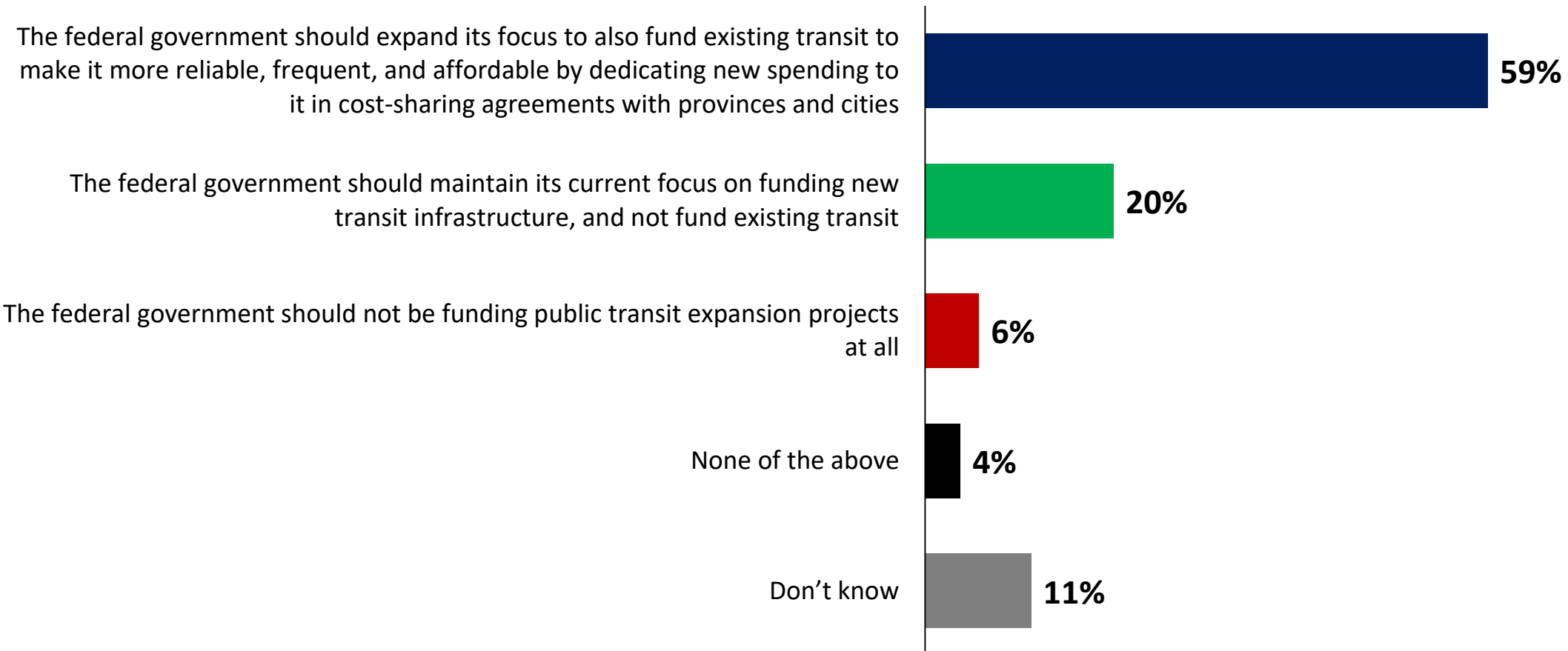
3-in-5 (59%) believe funds should be for existing transit to make it more reliable, frequent, and affordable.



The federal government currently funds public transit expansion projects with cost-sharing agreements with provincial governments and cities. But the funding the federal government provides is **limited to building new subway or light rail infrastructure or buying new buses**. This funding is not allowed to be used towards making existing transit more reliable by increasing service hours and frequencies or making fares more affordable.

Which of the following statements is closer to your point of view?

[asked of all respondents; n=2,282]



Funding Limitations by Segmentation

Agreement with expanding existing transit is high, and highest among NDP voters and in NDP competitive ridings.

	Federal Combined Vote							Riding Segments			
	Overall	CPC	LPC	NDP	Green	Other	Undecided	Solid LPC	Solid CPC	LPC-CPC Swing	NDP Competitive
The federal government should expand its focus to also fund existing transit	59%	57%	64%	72%	56%	68%	44%	61%	54%	55%	77%
The federal government should maintain its current focus on funding new transit infrastructure, and not fund existing transit	20%	23%	23%	14%	24%	13%	14%	20%	18%	24%	9%
The federal government should not be funding public transit expansion projects at all	6%	7%	5%	3%	5%	7%	5%	5%	7%	7%	6%
None of the above	4%	4%	2%	3%	7%	1%	5%	4%	4%	4%	1%
Don't know	11%	8%	6%	8%	8%	12%	32%	11%	18%	10%	7%

Note: Response labels have been shortened for brevity. See slide 43 for full label text.

Funding Limitations by Segmentation

Support towards expanding existing transit is high, and highest among women, and those in Halton and Toronto.

	Age-Gender							Region				
	Overall	M 18-34	M 35-54	M 55+	W 18-34	W 35-54	W 55+	Halton	Peel	York	Toronto	Durham
The federal government should expand its focus to also fund existing transit	59%	53%	54%	60%	69%	60%	59%	64%	54%	52%	65%	55%
The federal government should maintain its current focus on funding new transit infrastructure, and not fund existing transit	20%	29%	22%	21%	17%	14%	19%	16%	22%	25%	17%	21%
The federal government should not be funding public transit expansion projects at all	6%	5%	9%	6%	2%	3%	7%	7%	8%	6%	4%	5%
None of the above	4%	2%	6%	5%	4%	3%	2%	1%	4%	5%	3%	3%
Don't know	11%	10%	9%	7%	8%	19%	13%	11%	11%	12%	10%	16%

Note: Response labels have been shortened for brevity. See slide 43 for full label text.

Financial Challenges

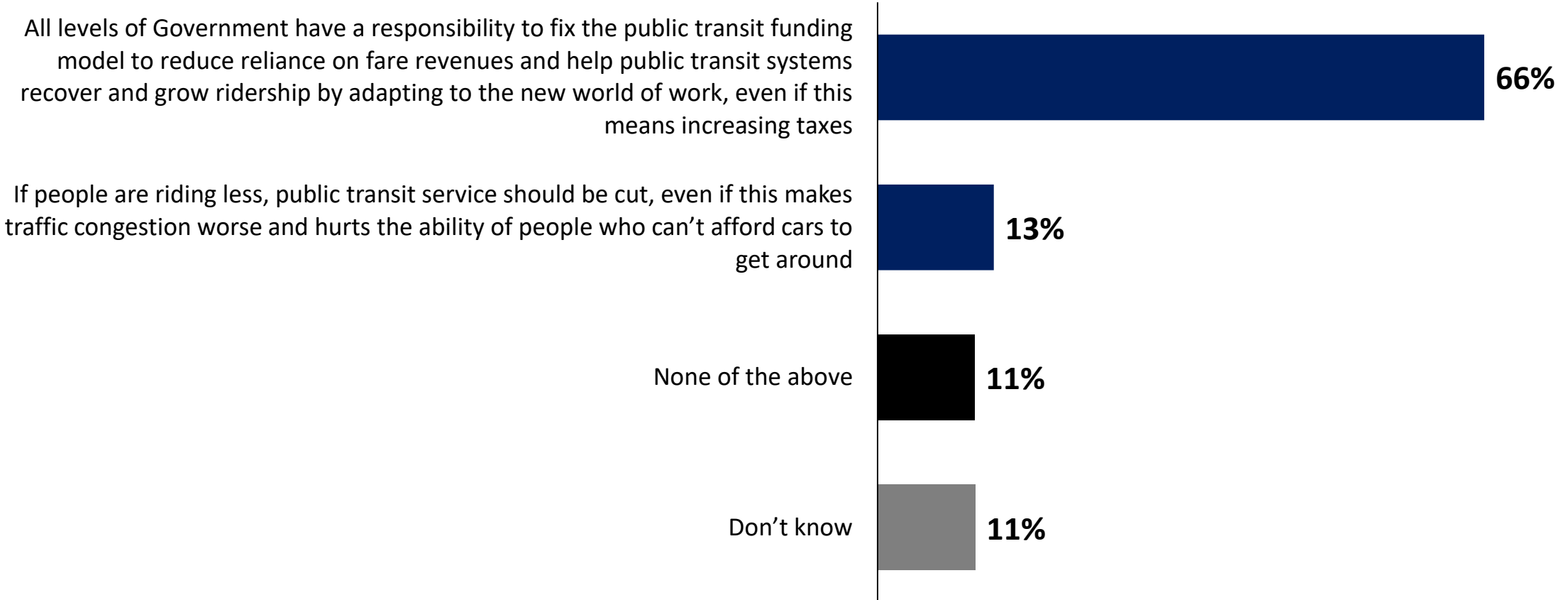
Two out of three (66%) believe that the government should address the reliance of public transit on fare revenues.



Public transit systems across Canada continue to face financial challenges as a result of reduced ridership because more people are working from home. If these financial challenges aren't addressed, this may lead to public transit service cuts and fare hikes, resulting in lowering ridership further and creating a vicious cycle known as the 'downward spiral'.

Which of the following statements is closer to your point of view?

[asked of all respondents; n=2,282]



Financial Challenges by Segmentation

All groups share similar views on addressing public transit's reliance on fare revenue.

	Federal Combined Vote							Riding Segments			
	Overall	CPC	LPC	NDP	Green	Other	Undecided	Solid LPC	Solid CPC	LPC-CPC Swing	NDP Competitive
All levels of Government have a responsibility to fix the public transit funding model	66%	62%	74%	75%	65%	78%	56%	66%	64%	66%	69%
If people are riding less, public transit service should be cut	13%	16%	13%	11%	14%	14%	4%	13%	11%	12%	14%
None of the above	11%	13%	6%	6%	15%	3%	15%	10%	11%	12%	9%
Don't know	11%	9%	7%	8%	6%	5%	26%	10%	15%	10%	8%

Note: Response labels have been shortened for brevity. See slide 46 for full label text.

Financial Challenges by Segmentation

Reliance of public transit on fare revenues is strong across the board; highest among young men & those in Toronto.

	Age-Gender							Region				
	Overall	M 18-34	M 35-54	M 55+	W 18-34	W 35-54	W 55+	Halton	Peel	York	Toronto	Durham
All levels of Government have a responsibility to fix the public transit funding model	66%	71%	69%	68%	69%	61%	62%	61%	63%	65%	70%	65%
If people are riding less, public transit service should be cut	13%	20%	14%	13%	13%	10%	10%	16%	14%	14%	12%	9%
None of the above	11%	3%	12%	9%	10%	11%	16%	11%	13%	11%	9%	12%
Don't know	11%	6%	5%	10%	9%	18%	13%	13%	10%	10%	10%	14%

Note: Response labels have been shortened for brevity. See slide 46 for full label text.

EV Targets vs. Public Transit Goal

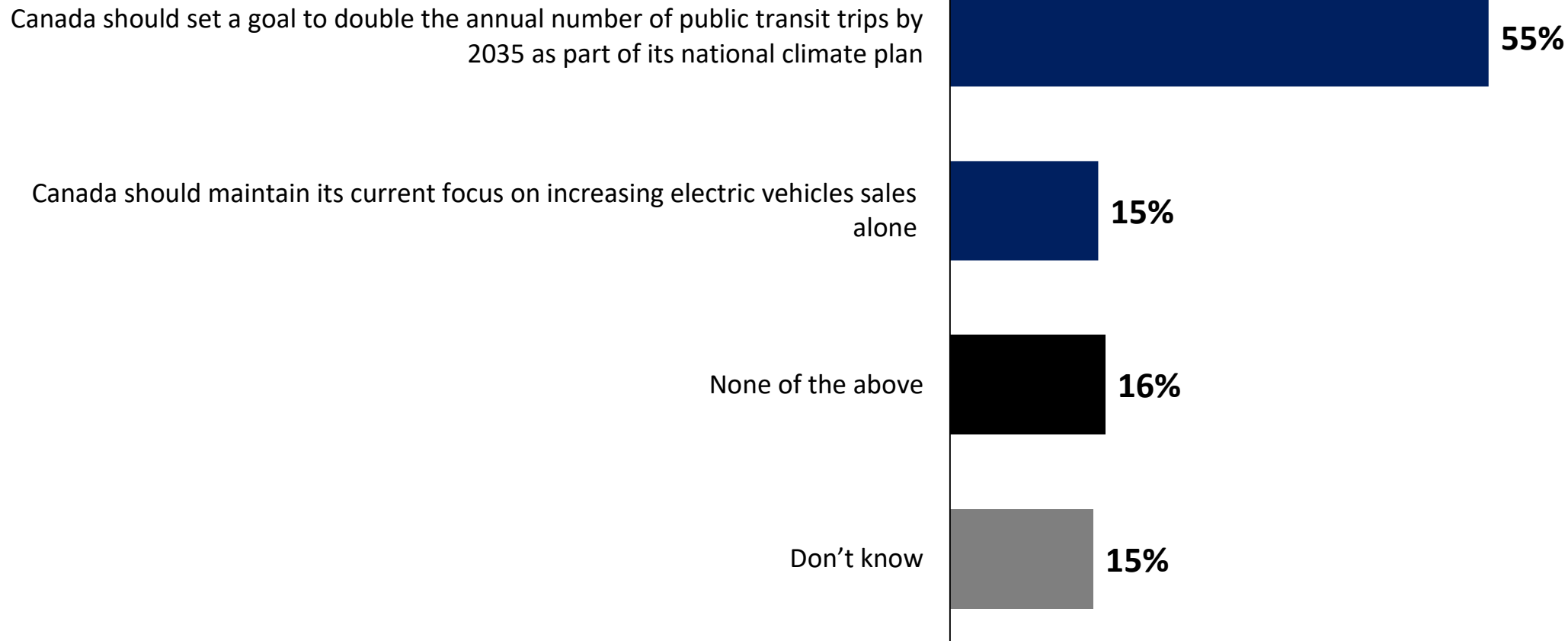
Over half (55%) respondents believe that transit trips should double by 2035 as part of its national climate plan.



The federal government has targets to increase the sales of electric vehicles by 2035 as part of its national climate plan. However, it **does not have targets to increase the use of public transportation.**

Which of the following statements is closer to your point of view?

[asked of all respondents; n=2,282]



EV Targets vs. Public Transit Goal by Segmentation

Support for having transit trips being doubled by 2035 is high expect for the Conservative voters and the Undecided.

	Federal Combined Vote							Riding Segments			
	Overall	CPC	LPC	NDP	Green	Other	Undecided	Solid LPC	Solid CPC	LPC-CPC Swing	NDP Competitive
Canada should set a goal to double the annual number of public transit trips by 2035 as part of its national climate plan	55%	51%	62%	64%	61%	65%	41%	56%	48%	54%	54%
Canada should maintain its current focus on increasing electric vehicles sales alone	15%	15%	19%	15%	21%	20%	6%	16%	13%	15%	16%
None of the above	16%	21%	8%	10%	11%	9%	22%	14%	20%	20%	15%
Don't know	15%	13%	11%	11%	7%	6%	31%	14%	20%	12%	15%

EV Targets vs. Public Transit Goal by Segmentation

Younger women are most likely to support doubling the transit usage by 2035 to support the national climate plan.

	Age-Gender							Region				
	Overall	M 18-34	M 35-54	M 55+	W 18-34	W 35-54	W 55+	Halton	Peel	York	Toronto	Durham
Canada should set a goal to double the annual number of public transit trips by 2035 as part of its national climate plan	55%	52%	53%	58%	62%	48%	56%	53%	54%	55%	56%	49%
Canada should maintain its current focus on increasing electric vehicles sales alone	15%	29%	18%	12%	15%	14%	7%	13%	16%	12%	17%	13%
None of the above	16%	12%	16%	19%	11%	13%	20%	18%	16%	20%	11%	23%
Don't know	15%	8%	12%	11%	12%	25%	17%	16%	13%	12%	16%	14%