



What Canadians expect from the Government of Canada on public transit.

National Survey | Summary
Conducted by Nanos for the Canadian Urban Transit Association (CUTA)
Field: January 24th to February 4th, 2026
Submission 2026-2998



The research gauged the opinions among Canadians on public transit funding and the state of public transit.

Nanos conducted an RDD dual frame (land- and cell-lines) hybrid telephone and online random survey of 1558 Canadians, 18 years of age or older, between January 24th and February 4th, 2026. Participants were randomly recruited by telephone using live agents and administered a survey online. The results were statistically checked and weighted by age and gender using the latest Census information and the sample is geographically stratified to be representative of Canada.

Individuals were randomly called using random digit dialing with a maximum of five call backs.

The margin of error for a random survey of 1558 Canadians is ± 2.5 percentage points, 19 times out of 20.

The research was commissioned by the Canadian Urban Transit Association (CUTA) and was conducted by Nanos Research.

Full data tables with weighted and unweighted number of interviews is here: [by region age and gender](#); [by vote](#); [by community size](#).

Note: Charts may not add up to 100 due to rounding.



1

CANADIANS OVERWHELMINGLY LINK TRANSIT TO QUALITY OF LIFE

The data shows that public transit is viewed as a core part of community well-being. With 87 percent saying transit is important, the public is sending a clear signal that transit is part of the fabric of the country.

2

THERE IS A NATIONAL EXPECTATION THAT THE FEDERAL GOVERNMENT MUST SUPPORT TRANSIT FUNDING

**With an importance rating of 8.1 out of 10,
Canadians see federal investment as a baseline
requirement. This expectation is consistent
across all regions, age groups and genders.**

3

REDUCED FEDERAL INVESTMENT IN TRANSIT IS SEEN AS HARMFUL ACROSS THE ENTIRE SYSTEM

Three-quarters of Canadians anticipate negative impacts on essential elements of transit including replacing aging vehicles (78%) to service frequency (73%) and fares (75%). For policymakers, the takeaway is possible funding cuts will reverberate across transit networks.

4

CANADIANS ARE UNAWARE OF FEDERAL FUNDING CHANGES – BUT REACT STRONGLY ONCE INFORMED

Although nine in ten Canadians had not heard about funding changes, once briefed, 77 percent express concern. This awareness-reaction gap suggests that governments face a political risk if funding becomes unstable.

5

THERE IS A STRONG APPETITE FOR RESTORING PROTECTED, DEDICATED TRANSIT FUNDING

Roughly seven in ten Canadians support the federal government reversing course and reinstating a dedicated funding stream.

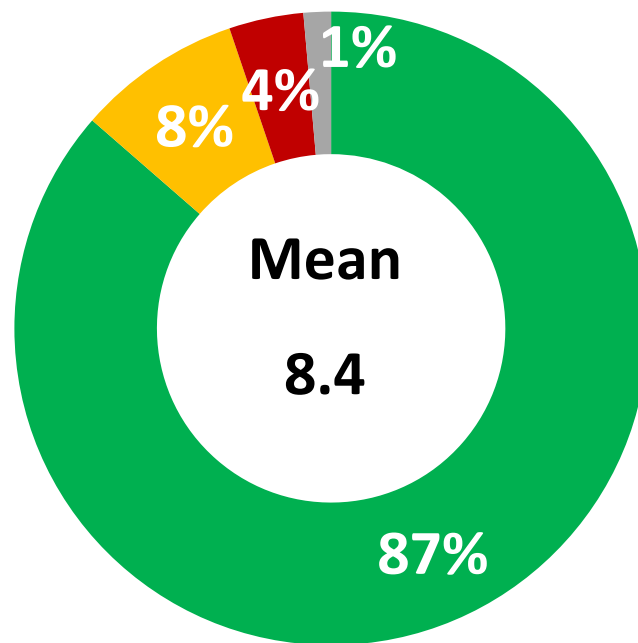
6

SAFETY AND RELIABILITY REMAIN FOUNDATIONAL EXPECTATIONS FOR TRANSIT USERS

Canadians rank transit safety at 8.8 out of 10 in importance, and two-thirds say they feel safe using transit. Investments that support reliability, safety and visible staff presence align directly with the public's needs.

Importance of public transit to quality of life in Canadian communities

Q – On a scale of 0 to 10 where 0 is not at all important and 10 is extremely important, how important is public transit to the quality of life in Canadian communities?



■ Important (7-10) ■ Neutral (4-6) ■ Not important (0-3) ■ Unsure

*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

87% of Canadians

rate public transit as important to the quality of life in Canadian communities. Residents of Quebec rate this higher than the Canadian average with a mean score of 8.7 out of 10 while residents of the Prairies gave a mean score of 7.9 out of 10.

Importance of public transit to quality of life in Canadian communities – by demographics

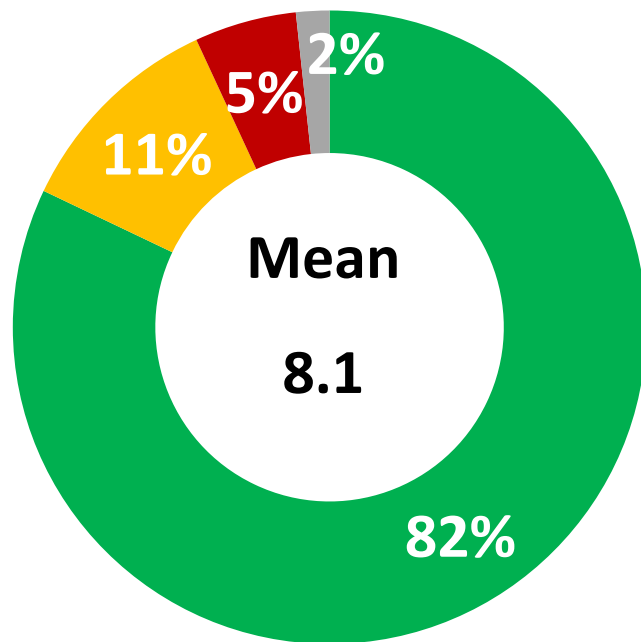
Q – On a scale of 0 to 10 where 0 is not at all important and 10 is extremely important, how important is public transit to the quality of life in Canadian communities?

2026-02 (n=1554)	Mean										
	ATL (n=149)	QC (n=380)	ON (n=471)	PR (n=318)	BC (n=236)	Men (n=794)	Women (n=755)	18-34 (n=294)	35-54 (n=422)	55-64 (n=362)	65 plus (n=476)
	8.4	8.7	8.4	7.9	8.5	8.0	8.8	8.2	8.4	8.5	8.4
8.4	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=264)	Medium pop. centre with a pop. of between 30K and 99,999 (n=210)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=493)	Voted LPC in 2025 ELXN (n=626)	Voted CPC in 2025 ELXN (n=541)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)
	7.6	7.9	8.1	8.1	8.4	9.0	8.7	7.8	9.1	8.8	8.4

Women (mean score of 8.8 out of 10) provide a higher importance rating than men (8.0 out of 10) when it comes to the importance of public transit to quality of life in Canadian communities. This is also the case for NDP voters (9.1 out of 10) relative to Conservative voters (7.8 out of 10) and for respondents in major urban centres with populations of one million or more (9.0 out of 10) relative to rural respondents (7.6 out of 10).

Importance for federal government to invest in public transit infrastructure

Q – On a scale of 0 to 10 where 0 is not at all important and 10 is extremely important, how important is it for the federal government to invest in public transit infrastructure in Canada?



4 in 5 Canadians

report that it is important for the federal government to invest in public transit. Respondents from the Prairies rated it lower than the Canadian average with a mean score of 7.3 out of 10.

■ Important (7-10) ■ Neutral (4-6) ■ Not important (0-3) ■ Unsure

*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

Source: Nanos Research, RDD dual frame hybrid telephone and online random survey, January 24th to February 4th, 2026, n=1554, accurate 2.5 percentage points plus or minus, 19 times out of 20.

Importance for federal government to invest in public transit infrastructure – by demographics

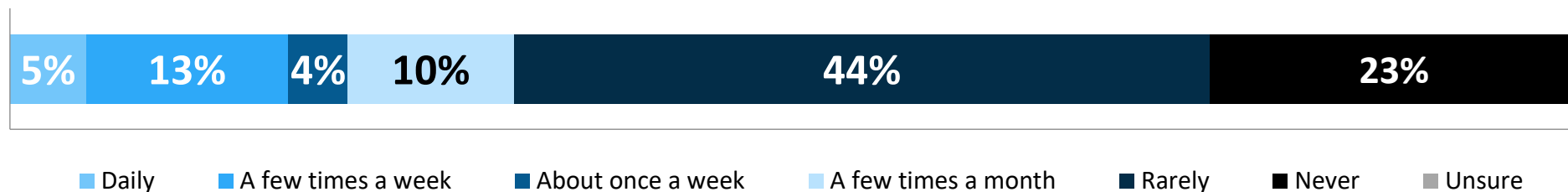
Q – On a scale of 0 to 10 where 0 is not at all important and 10 is extremely important, how important is it for the federal government to invest in public transit infrastructure in Canada?

2026-02 (n=1554)	Mean										
	ATL (n=148)	QC (n=381)	ON (n=471)	PR (n=317)	BC (n=237)	Men (n=797)	Women (n=752)	18-34 (n=293)	35-54 (n=421)	55-64 (n=363)	65 plus (n=477)
	8.2	8.3	8.2	7.3	8.4	7.8	8.4	8.0	8.0	8.3	8.1
8.1	Rural area with a pop. of up to and including 999 (n=99)	Small pop. centre with a pop. of between 1K and 29,999 (n=264)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=324)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=494)	Voted LPC in 2025 ELXN (n=628)				
	7.2	7.8	7.9	7.9	8.3	8.5	8.6	7.3	9.0	8.7	8.5

Respondents in major urban centres with a population of one million or more (8.5 on a 0-10 scale) record a higher mean importance score than respondents in rural areas (7.2 on a 0-10 scale) when it comes to the importance of the federal government investing in public transit infrastructure. NDP voters also report a higher mean importance score (9.0 on a 0-10 scale) than Conservative voters (7.3 on a 0-10 scale) on the issue.

Frequency of public transit use

Q – How often do you personally use public transit (bus, subway, LRT, commuter rail, ferry, etc.)?



*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

2 in 3 Canadians

report rarely (44%) or never (23%) using any form of public transit. Residents of Quebec and Ontario are the most frequent users of public transit with about one in four residents (27% for Quebec, 24% for Ontario) using public transit at least once a week.

Frequency of public transit use – by region age and gender

Q – How often do you personally use public transit (bus, subway, LRT, commuter rail, ferry, etc.)?

	2026-02 (n=1549)	Atlantic (n=149)	Quebec (n=379)	Ontario (n=469)	Prairies (n=316)	BC (n=236)	Men (n=792)	Women (n=752)	18-34 (n=293)	35-54 (n=421)	55 to 64 (n=361)	65 plus (n=474)
Daily	4.8%	-	6.3%	5.1%	5.9%	2.6%	5.0%	4.4%	10.4%	3.7%	2.4%	1.8%
A few times a week	12.9%	3.5%	17.4%	15.2%	5.9%	12.4%	11.5%	14.1%	19.7%	11.7%	8.7%	9.8%
About once a week	3.8%	3.0%	3.5%	3.8%	2.6%	6.3%	3.9%	3.7%	3.7%	5.1%	4.2%	1.8%
A few times a month	10.5%	4.9%	10.8%	12.5%	5.4%	13.7%	10.0%	11.1%	8.9%	11.1%	11.4%	11.0%
Rarely	44.3%	51.2%	40.4%	42.5%	45.7%	50.6%	44.1%	44.8%	37.6%	46.4%	47.6%	46.6%
Never	23.3%	37.4%	21.2%	20.3%	34.5%	14.5%	25.6%	21.3%	19.6%	21.3%	25.7%	28.7%
Unsure	0.3%	-	0.4%	0.5%	-	-	-	0.6%	-	0.6%	-	0.4%

Source: Nanos Research, RDD dual frame hybrid telephone and online random survey, January 24th to February 4th, 2026, n=1549, accurate 2.5 percentage points plus or minus, 19 times out of 20.

Frequency of public transit use – by community size and vote

Q – How often do you personally use public transit (bus, subway, LRT, commuter rail, ferry, etc.)?

	2026-02 (n=1549)	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=264)	Medium pop. centre with a pop. of between 30K and 99,999 (n=209)	Urban pop. centre with a pop. of 100K to 499,999 (n=322)	Urban pop. centre with a pop. of 500K to 999,999 (n=152)	Major urban centre with a pop. of 1M or more (n=494)	Voted LPC in 2025 ELXN (n=624)	Voted CPC in 2025 ELXN (n=538)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)
Daily	4.8%	3.1%	1.7%	1.7%	1.7%	7.6%	8.7%	3.4%	4.5%	12.6%	-	4.0%
A few times a week	12.9%	2.5%	2.7%	3.0%	13.0%	14.3%	22.3%	14.8%	8.0%	25.5%	9.3%	11.2%
About once a week	3.8%	-	2.6%	1.4%	2.6%	7.2%	5.6%	3.8%	3.6%	6.9%	4.8%	1.5%
A few times a month	10.5%	3.0%	5.0%	8.2%	9.1%	12.2%	15.5%	13.1%	7.8%	8.1%	17.0%	3.4%
Rarely	44.3%	45.0%	49.4%	52.7%	47.6%	41.1%	37.8%	46.0%	45.5%	35.0%	38.2%	46.2%
Never	23.3%	46.3%	38.6%	32.2%	26.0%	17.6%	9.4%	18.9%	30.5%	11.9%	30.6%	29.9%
Unsure	0.3%	-	-	0.8%	-	-	0.6%	-	-	-	-	3.8%

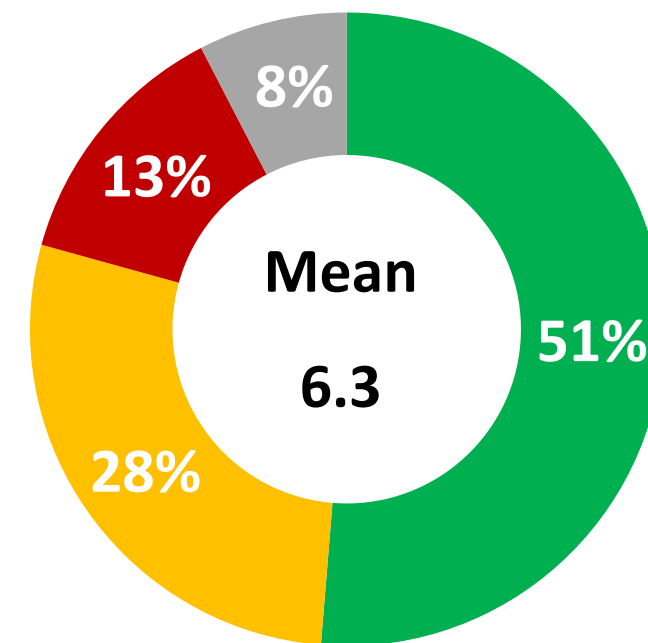
Source: Nanos Research, RDD dual frame hybrid telephone and online random survey, January 24th to February 4th, 2026, n=1549, accurate 2.5 percentage points plus or minus, 19 times out of 20.

Reliability of public transit in communities

1 in 2 Canadians

rate the public transit in their community as reliable. Residents of British Columbia and Quebec rate the reliability of the public transit in their communities highest with a mean score of 6.8 and 6.7 out of 10 respectively, residents of the Atlantic provinces rate their public transit's reliability the lowest with a mean score of 5.3 out of 10.

Q - [TRANSIT USERS ONLY] On a scale of 0 to 10 where 0 is completely unreliable and 10 is completely reliable, how would you rate the reliability of public transit in your community?



■ Reliable (7-10)

■ Neutral (4-6)

■ Unreliable (0-3)

■ Unsure

*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

Reliability of public transit in communities – by demographics

Q – [TRANSIT USERS ONLY] On a scale of 0 to 10 where 0 is completely unreliable and 10 is completely reliable, how would you rate the reliability of public transit in your community?

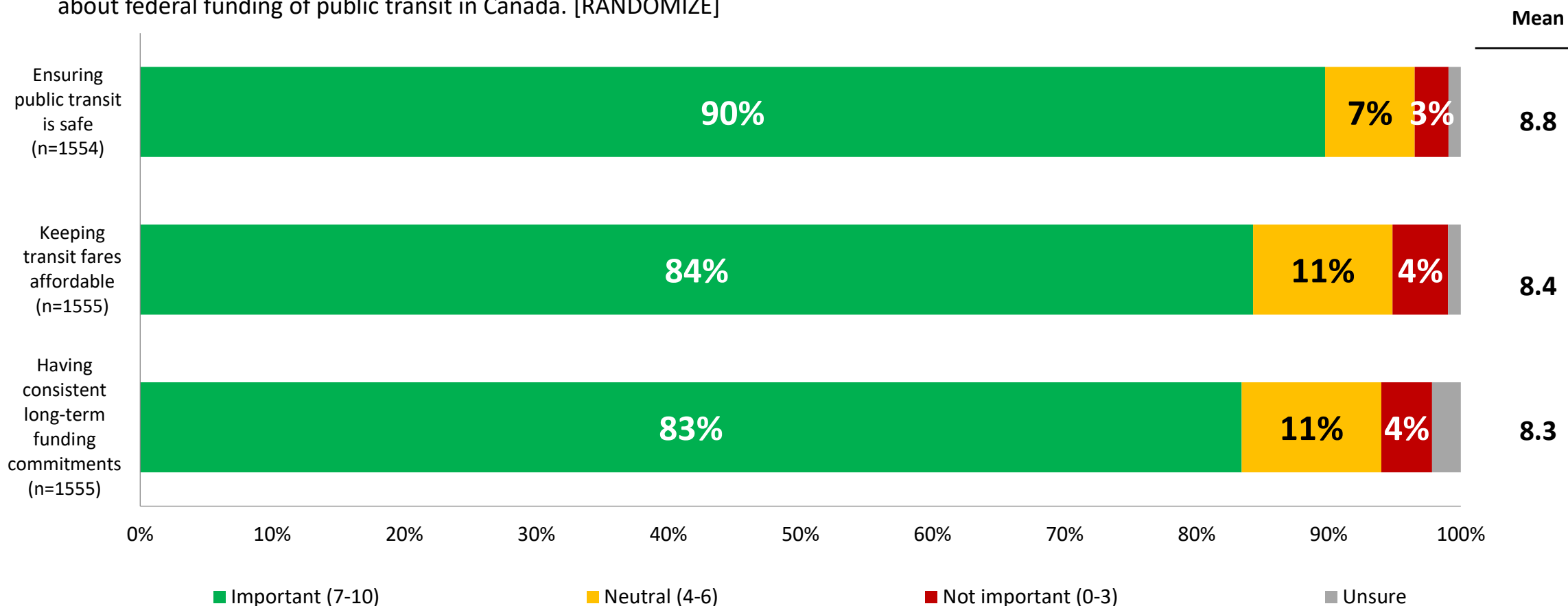
2026-02 (n=1146)	Mean										
	ATL (n=91)	QC (n=296)	ON (n=365)	PR (n=193)	BC (n=201)	Men (n=574)	Women (n=568)	18-34 (n=233)	35-54 (n=322)	55-64 (n=267)	65 plus (n=324)
	5.3	6.7	5.9	6.2	6.8	6.4	6.2	5.9	6.3	6.4	6.7
6.3	Rural area with a pop. of up to and including 999 (n=50)	Small pop. centre with a pop. of between 1K and 29,999 (n=158)	Medium pop. centre with a pop. of between 30K and 99,999 (n=145)	Urban pop. centre with a pop. of 100K to 499,999 (n=231)	Urban pop. centre with a pop. of 500K to 999,999 (n=120)	Major urban centre with a pop. of 1M or more (n=438)	Voted LPC in 2025 ELXN (n=487)	Voted CPC in 2025 ELXN (n=361)	Voted NDP in 2025 ELXN (n=100)	Voted BQ in 2025 ELXN (n=66)	Voted GPC in 2025 ELXN (n=21)*
	4.6	5.5	6.7	6.4	6.5	6.4	6.5	6.1	6.5	7.2	

Transit users over the age of 65 (mean score of 6.7 out of 10) are more likely than transit users aged 18 to 34 (mean score of 5.9) to rate public transit in their community as reliable, as are respondents in British Columbia (6.8 out of 10) relative to those in Atlantic Canada (5.3 out of 10), in Ontario (5.9 out of 10) and in the Prairies (6.8 out of 10). Respondents in rural areas (mean score of 4.6 out of 10) are less likely than Canadians on average to view public transit in their community as reliable.

*shaded due to small sample size.

Importance of issues relating to federal funding of public transit in Canada

Q – Please rate the importance of the following where 0 is not at all important and 10 is very important when it comes to making decisions about federal funding of public transit in Canada. [RANDOMIZE]



*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

**Data labels under two percent have been removed for clarity.

Ensuring public transit is safe– by demographics

Q – Please rate the importance of the following where 0 is not at all important and 10 is very important when it comes to making decisions about federal funding of public transit in Canada. [RANDOMIZE] **Ensuring public transit is safe**

2026-02 (n=1554)	Mean										
	ATL (n=148)	QC (n=380)	ON (n=471)	PR (n=317)	BC (n=238)	Men (n=794)	Women (n=755)	18-34 (n=294)	35-54 (n=422)	55-64 (n=361)	65 plus (n=477)
	8.9	8.7	9.0	8.5	9.0	8.6	9.0	8.6	8.8	9.0	9.0
8.8	Rural area with a pop. of up to and including 999 (n=99)	Small pop. centre with a pop. of between 1K and 29,999 (n=236)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=494)	Voted LPC in 2025 ELXN (n=628)				
	9.0	8.8	9.0	9.0	8.7	8.7	9.0	8.6	8.8	9.0	8.8

A sizeable majority of respondents across all regions, genders, age groups, community sizes and vote profiles rate ensuring public transit is safe as important with a national mean score of 8.8 out of 10.

Keeping transit fares affordable– by demographics

Q – Please rate the importance of the following where 0 is not at all important and 10 is very important when it comes to making decisions about federal funding of public transit in Canada. [RANDOMIZE] **Keeping transit fares affordable**

2026-02 (n=1555)	Mean										
	ATL (n=149)	QC (n=380)	ON (n=471)	PR (n=317)	BC (n=238)	Men (n=795)	Women (n=755)	18-34 (n=294)	35-54 (n=422)	55-64 (n=361)	65 plus (n=478)
	8.6	8.5	8.4	7.9	8.7	8.1	8.7	8.4	8.2	8.7	8.3
8.4	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=263)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=494)	Voted LPC in 2025 ELXN (n=628)	Voted CPC in 2025 ELXN (n=541)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=94)	Voted GPC in 2025 ELXN (n=31)
	8.0	8.3	8.6	8.4	8.3	8.4	8.7	7.7	9.2	8.9	8.8

Women (mean score of 8.7 out of 10) record a higher mean importance score than men (8.1 out of 10) on the issue of keeping transit fares affordable. NDP voters (9.2 out of 10) also record higher mean importance scores on this question than Conservative voters (7.7 out of 10).

Having consistent long-term funding commitments– by demographics

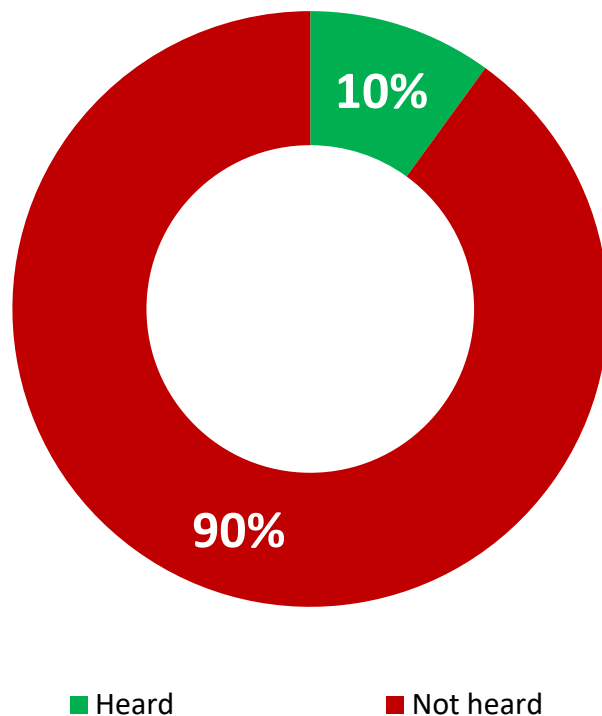
Q – Please rate the importance of the following where 0 is not at all important and 10 is very important when it comes to making decisions about federal funding of public transit in Canada. [RANDOMIZE] **Having consistent long-term funding commitments**

2026-02 (n=1555)	Mean										
	ATL (n=149)	QC (n=380)	ON (n=472)	PR (n=316)	BC (n=238)	Men (n=796)	Women (n=754)	18-34 (n=294)	35-54 (n=421)	55-64 (n=363)	65 plus (n=477)
	8.3	8.6	8.4	7.4	8.5	8.0	8.5	8.1	8.1	8.6	8.5
8.3	Rural area with a pop. of up to and including 999 (n=98)	Small pop. centre with a pop. of between 1K and 29,999 (n=264)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=495)	Voted LPC in 2025 ELXN (n=628)	Voted CPC in 2025 ELXN (n=541)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=94)	Voted GPC in 2025 ELXN (n=31)
	7.3	8.1	8.2	8.2	8.4	8.6	8.7	7.6	9.0	9.0	8.6

Residents of the Prairies give a score lower than the Canadian average with a score of 7.4 out of 10, as do Conservative voters with a mean score of 7.6 out of 10. The mean importance score reported by respondents in major urban centres with populations of one million or more (8.6 out of 10) is higher than the mean importance score reported by rural respondents (7.3 out of 10).

Hearing of changes to public transit funding in 2025 Federal Budget

Q - Before today, have you heard or not heard about changes in the 2025 Federal Budget affecting public transit funding?



9 in 10 Canadians

report not having heard about changes in the 2025 Federal Budget that affect public transit funding in Canada.

*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

Source: Nanos Research, RDD dual frame hybrid telephone and online random survey, January 24th to February 4th, 2026, n=1550, accurate 2.5 percentage points plus or minus, 19 times out of 20.

Hearing of changes to public transit funding in 2025 Federal Budget – by demographics

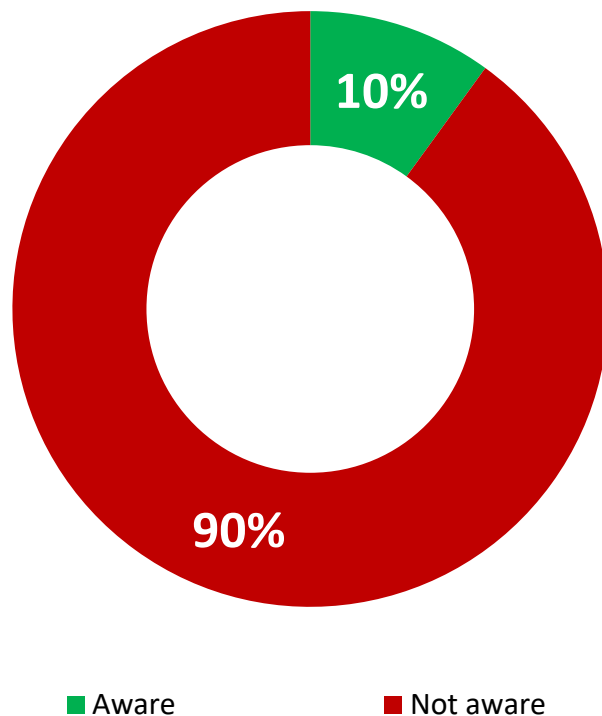
Q - Before today, have you heard or not heard about changes in the 2025 Federal Budget affecting public transit funding?

2026-02 (n=1550)	Not heard										
	ATL (n=148)	QC (n=379)	ON (n=472)	PR (n=315)	BC (n=236)	Men (n=789)	Women (n=756)	18-34 (n=294)	35-54 (n=421)	55-64 (n=360)	65 plus (n=475)
	90.3%	87.7%	87.3%	94.6%	92.3%	87.8%	91.1%	88.9%	91.6%	88.2%	88.5%
89.5%	Rural area with a pop. of up to and including 999 (n=98)	Small pop. centre with a pop. of between 1K and 29,999 (n=265)	Medium pop. centre with a pop. of between 30K and 99,999 (n=210)	Urban pop. centre with a pop. of 100K to 499,999 (n=322)	Urban pop. centre with a pop. of 500K to 999,999 (n=153)	Major urban centre with a pop. of 1M or more (n=494)	Voted LPC in 2025 ELXN (n=626)	Voted CPC in 2025 ELXN (n=540)	Voted NDP in 2025 ELXN (n=116)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)
	91.1%	88.8%	90.8%	91.7%	84.5%	89.2%	87.6%	91.6%	85.2%	89.2%	92.6%

A sizeable majority of respondents across all regions, genders, age groups, community sizes and vote profiles report not having heard about changes in the 2025 Federal Budget affecting public transit funding.

Awareness of federal government reducing, delaying or redirecting transit funding

Q –Before today, were you aware or not aware that the federal government has reduced, delayed, and redirected previously announced long-term transit funding into a broader infrastructure program where transit must compete with other priorities?



9 in 10 Canadians

are not aware that the federal government has been reducing, delaying or redirecting previously announced transit funding into broader infrastructure programs.

*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

Awareness of federal government reducing, delaying or redirecting transit funding – by demographics

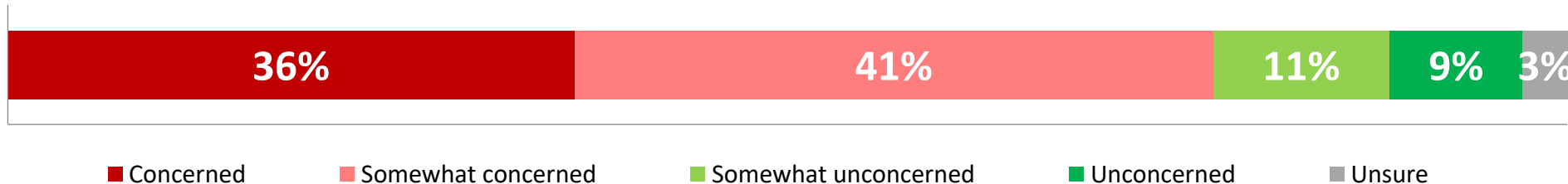
Q – Before today, were you aware or not aware that the federal government has reduced, delayed, and redirected previously announced long-term transit funding into a broader infrastructure program where transit must compete with other priorities?

2026-02 (n=1554)	Not aware										
	ATL (n=149)	QC (n=381)	ON (n=469)	PR (n=317)	BC (n=238)	Men (n=795)	Women (n=754)	18-34 (n=293)	35-54 (n=422)	55-64 (n=362)	65 plus (n=477)
	93.7%	88.1%	88.2%	91.9%	91.7%	87.9%	91.3%	87.9%	91.7%	91.0%	87.9%
89.7%	Rural area with a pop. of up to and including 999 (n=99)	Small pop. centre with a pop. of between 1K and 29,999 (n=264)	Medium pop. centre with a pop. of between 30K and 99,999 (n=210)	Urban pop. centre with a pop. of 100K to 499,999 (n=324)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=495)	Voted LPC in 2025 ELXN (n=627)	Voted CPC in 2025 ELXN (n=540)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)
	90.7%	87.7%	89.5%	93.4%	85.2%	89.5%	89.9%	88.9%	90.5%	91.1%	92.6%

A sizeable majority of respondents across all regions, genders, age groups, community sizes, and vote profiles report not being aware that the federal government reduced, delayed, and redirected previously announced long-term transit funding into a broader infrastructure program where transit must compete with other priorities.

Level of concern about the federal government reducing protected transit funding

Q – Now that you know this, how concerned or unconcerned are you about the federal government reducing protected transit funding?



*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

Canadians are over three times more likely

to report being either concerned (36%) or somewhat concerned (41%) than they are to report being somewhat unconcerned (11%) or unconcerned (nine percent) about the federal government reducing protected transit funding, after having been informed of changes affecting federal public transit funding in the 2025 Federal Budget.

Level of concern about the federal government reducing protected transit funding – by demographics

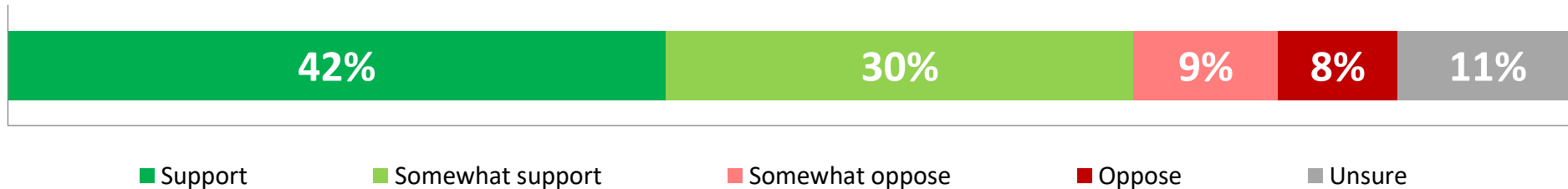
Q – Now that you know this, how concerned or unconcerned are you about the federal government reducing protected transit funding?

2026-02 (n=1558)	Concerned/Somewhat concerned										
	ATL (n=149)	QC (n=381)	ON (n=472)	PR (n=318)	BC (n=238)	Men (n=797)	Women (n=756)	18-34 (n=294)	35-54 (n=422)	55-64 (n=363)	65 plus (n=479)
	70.5%	74.5%	80.3%	72.3%	83.3%	73.3%	81.1%	76.7%	76.0%	78.0%	79.3%
77.3%	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=265)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=495)	Voted LPC in 2025 ELXN (n=629)	Voted CPC in 2025 ELXN (n=542)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)
	72.9%	70.7%	75.4%	76.5%	81.1%	81.4%	79.2%	68.7%	95.1%	82.1%	91.3%

Upon being informed of changes in the 2025 Federal Budget affecting public transit funding, just over three out of every four Canadians (77%) report being either concerned or somewhat concerned about the federal government reducing public transit funding. British Columbians (83%) are more likely to report being either concerned or somewhat concerned about this relative to respondents in the Prairies (72%), as is the case for women (81%) relative to men (73%). NDP voters in the 2025 election (95%) are also more likely than Conservative voters (69%) to report being either concerned or somewhat concerned by this.

Level of support for the federal government restoring protected, dedicated transit funding from 2024

Q – Would you support or oppose the federal government reversing course and restoring protected, dedicated transit funding from 2024?



*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

7 in 10 Canadians

report being either outright supportive (42%) or somewhat supportive (30%) of the federal government reversing course and restoring protected, dedicated transit funding from 2024, just over four times greater than the combined percentage of Canadians reporting that they would either be somewhat opposed (nine percent) or outright opposed to this (eight percent). About one in ten (11%) reports being unsure.

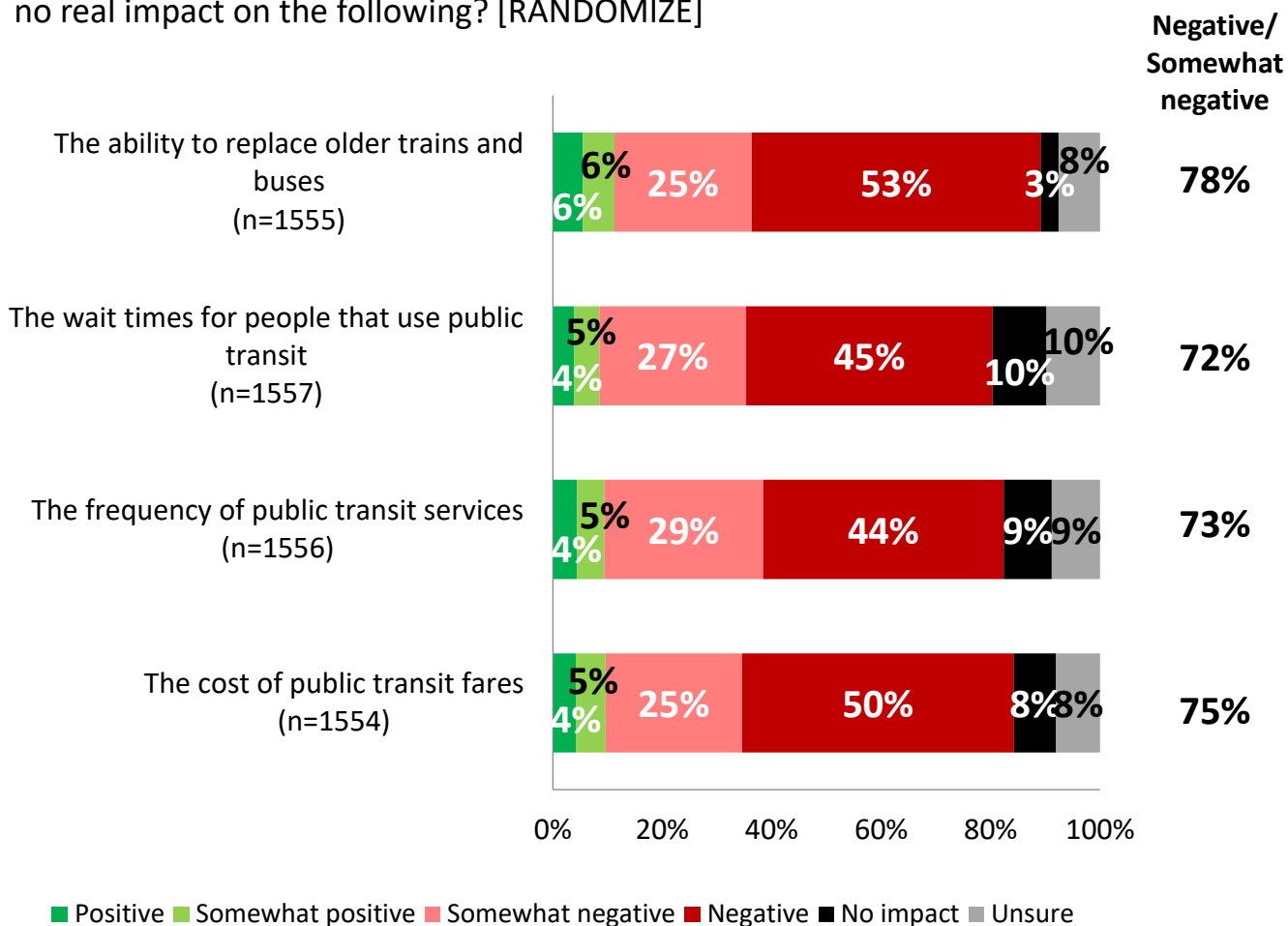
Level of support for the federal government restoring protected, dedicated transit funding from 2024 – by demographics

Q – Would you support or oppose the federal government reversing course and restoring protected, dedicated transit funding from 2024?

2026-02 (n=1546)	Support/Somewhat support										
	ATL (n=149)	QC (n=377)	ON (n=468)	PR (n=315)	BC (n=237)	Men (n=791)	Women (n=751)	18-34 (n=294)	35-54 (n=421)	55-64 (n=358)	65 plus (n=473)
	69.1%	66.6%	74.4%	67.5%	79.2%	70.4%	73.0%	66.2%	69.9%	75.8%	77.5%
71.7%	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=263)	Medium pop. centre with a pop. of between 30K and 99,999 (n=208)	Urban pop. centre with a pop. of 100K to 499,999 (n=322)	Urban pop. centre with a pop. of 500K to 999,999 (n=153)	Major urban centre with a pop. of 1M or more (n=492)	Voted LPC in 2025 ELXN (n=621)	Voted CPC in 2025 ELXN (n=539)	Voted NDP in 2025 ELXN (n=116)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)
	70.0%	71.1%	68.7%	68.9%	75.5%	74.2%	75.2%	63.8%	87.5%	71.6%	89.3%

Seventy-two percent of Canadians would be supportive to some extent of the federal government reversing course and restoring protected, dedicated transit funding from 2024. British Columbians (79%) are more likely than Quebec residents (67%) to express some level of support for this, as are Canadians aged 55 to 64 (76%) and 65 and over (78%) relative to those aged 18 to 34 (66%). Three out of every four Liberal voters (75%) in the 2025 federal election would support or somewhat support restoring protected, dedicated transit funding from 2024, along with nearly nine out of every ten NDP voters holding the same view (88%).

Q – If federal investment in public transit is reduced would impacts be positive, somewhat positive, somewhat negative, negative or would it have no real impact on the following? [RANDOMIZE]



*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

Impacts of reduced federal investment in public transit

About **3 in 4** Canadians

believe reduced federal investment in public transit would have either negative or somewhat negative impacts on the ability to replace older trains and buses (78%), the wait times for people that use public transit (72%), the frequency of public transit services (73%), and the cost of public transit fares (75%). Of note, a majority of respondents across each region, gender, age group and vote profile believe reduced federal public transit investment would yield negative or somewhat negative impacts on each element tested.

Ability to replace older trains and buses – by demographics

Q – If federal investment in public transit is reduced would impacts be positive, somewhat positive, somewhat negative, negative or would it have no real impact on the following? [RANDOMIZE] **The ability to replace older trains and buses**

2026-02 (n=1555)	Negative/Somewhat negative										
	ATL (n=148)	QC (n=379)	ON (n=472)	PR (n=318)	BC (n=238)	Men (n=795)	Women (n=755)	18-34 (n=294)	35-54 (n=422)	55-64 (n=363)	65 plus (n=476)
	78.2%	83.9%	75.2%	74.9%	78.7%	77.0%	78.6%	76.6%	78.0%	80.9%	76.8%
77.8%	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=262)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=495)					
	75.1%	74.4%	78.8%	74.6%	79.7%	80.9%	Voted LPC in 2025 ELXN (n=626)	Voted CPC in 2025 ELXN (n=542)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)

Just over three out of every four Canadians (78%) believe reduced federal investment would have negative or somewhat negative impacts on the ability to replace older trains and buses. Respondents in Quebec (84%) are marginally more likely than Canadians on average to believe reduced investment would have negative impacts to some extent on the ability to replace older trains and buses.

Impact of reduced federal investment on the wait times for people that use public transit

Q – If federal investment in public transit is reduced would impacts be positive, somewhat positive, somewhat negative, negative or would it have no real impact on the following? [RANDOMIZE] **The wait times for people that use public transit**

2026-02 (n=1557)	Negative/Somewhat negative										
	ATL (n=149)	QC (n=380)	ON (n=472)	PR (n=318)	BC (n=238)	Men (n=796)	Women (n=756)	18-34 (n=294)	35-54 (n=422)	55-64 (n=363)	65 plus (n=478)
	67.4%	80.3%	71.4%	64.9%	70.5%	70.2%	73.5%	67.9%	72.2%	73.5%	74.9%
71.9%	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=264)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=495)	Voted LPC in 2025 ELXN (n=628)				
	59.0%	71.2%	68.4%	72.7%	67.3%	76.4%	72.5%	66.2%	82.0%	81.9%	85.2%

Just under three out of every four Canadians (72%) believe reduced federal investment would to some extent negatively impact the wait times for people that use public transit. Respondents in Quebec (80%) are more likely than Canadians on average to believe reduced investment would have negative or somewhat negative impacts on this, while respondents in the Prairies (65%) are less likely than Canadians on average to believe the impacts would be negative to some extent. Canadians aged 65 and over (75%) are more likely than those aged 18-34 (68%) to believe the impacts on wait times if federal public transit investment were reduced would be either negative or somewhat negative, as are NDP (82%), Bloc (82%), and Green voters (85%) relative to Conservative voters (66%).

Impact of reduced federal investment on frequency of service

Q – If federal investment in public transit is reduced would impacts be positive, somewhat positive, somewhat negative, negative or would it have no real impact on the following? [RANDOMIZE] **The frequency of public transit services**

2026-02 (n=1556)	Negative/Somewhat negative										
	ATL (n=149)	QC (n=379)	ON (n=472)	PR (n=318)	BC (n=238)	Men (n=795)	Women (n=756)	18-34 (n=294)	35-54 (n=422)	55-64 (n=363)	65 plus (n=477)
	73.4%	80.7%	71.2%	64.7%	75.5%	70.3%	75.5%	70.3%	72.3%	74.6%	75.7%
73.0%	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=263)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=495)	Voted LPC in 2025 ELXN (n=627)	Voted CPC in 2025 ELXN (n=542)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)
	65.0%	70.1%	71.8%	70.3%	74.6%	77.2%	74.5%	67.5%	84.1%	86.8%	85.2%

Just under three out of every four Canadians (73%) believe reduced public transit investment from the federal government would have negative or somewhat negative impacts on the frequency of public transit services. Respondents in Quebec (81%) are more likely than Canadians on average to believe reduced investment would have negative impact to some extent on the frequency of public transit services, while respondents in the Prairies (65%) are less likely to believe this than Canadians on average. Women (75%) are marginally more likely than men (70%) to believe the impacts of reduced federal public transit investment would yield negative or somewhat negative impacts on the frequency of public transit services.

Impact of reduced federal investment on cost of transit fares

Q – If federal investment in public transit is reduced would impacts be positive, somewhat positive, somewhat negative, negative or would it have no real impact on the following? [RANDOMIZE] **The cost of public transit fares**

2026-02 (n=1554)	Negative/Somewhat negative										
	ATL (n=149)	QC (n=377)	ON (n=472)	PR (n=318)	BC (n=238)	Men (n=795)	Women (n=754)	18-34 (n=292)	35-54 (n=422)	55-64 (n=363)	65 plus (n=477)
	71.9%	81.3%	74.2%	67.9%	74.4%	73.3%	75.8%	69.4%	75.4%	78.0%	76.8%
74.6%	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=263)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=323)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=495)	Voted LPC in 2025 ELXN (n=625)				
	76.4%	69.2%	73.9%	74.3%	78.3%	76.3%	75.0%	69.5%	84.3%	89.2%	81.5%

Three out of every four Canadians (75%) believe reduced federal investment in public transit would have negative or somewhat negative impacts on the cost of public transit fares. Respondents in Quebec (81%) are marginally more likely than Canadians on average to believe reduced investment would have negative impact to some extent on fare costs, as is the case for respondents aged 55 to 64 (78%) and 65 and over (77%) relative to those aged 18 to 34 (70%).

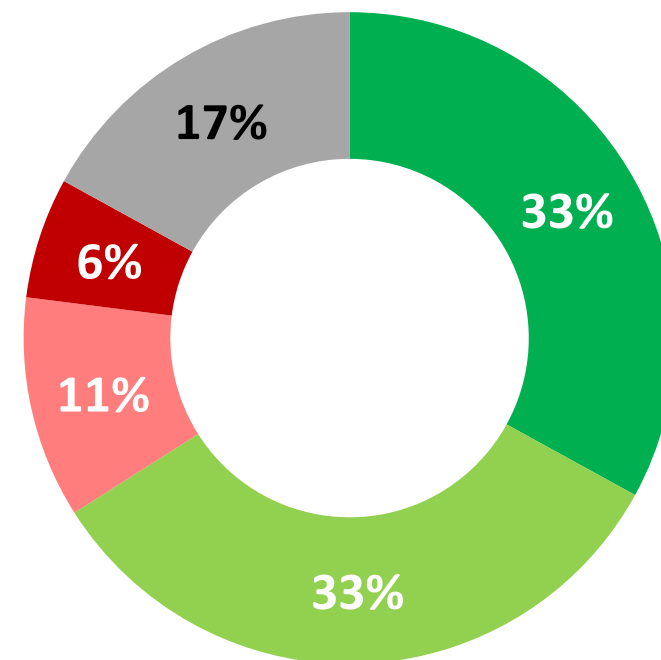
Feeling safe when using public transit

2 in 3

Canadians

feel safe or somewhat safe when using public transit in their community. Residents of Quebec report feeling the safest, with just under four out of five (79%) report feeling safe or somewhat safe. Residents of the Prairies report feeling less safe with one third (35%) of respondents reporting feeling somewhat unsafe or unsafe.

Q - How would you rate how safe you generally feel when using public transit in your community?



■ Safe
■ Somewhat safe
■ Somewhat unsafe
■ Unsafe
■ Don't know / Not applicable

*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

Feeling safe when using public transit – by demographics

Q - How would you rate how safe you generally feel when using public transit in your community?

2026-02 (n=1545)	Safe/Somewhat safe										
	ATL (n=146)	QC (n=380)	ON (n=467)	PR (n=314)	BC (n=238)	Men (n=791)	Women (n=750)	18-34 (n=292)	35-54 (n=421)	55-64 (n=361)	65 plus (n=471)
	64.4%	79.4%	65.5%	43.8%*	71.4%	67.1%	64.3%	66.8%	66.3%	61.7%	66.4%
65.7%	Rural area with a pop. of up to and including 999 (n=99)	Small pop. centre with a pop. of between 1K and 29,999 (n=263)	Medium pop. centre with a pop. of between 30K and 99,999 (n=210)	Urban pop. centre with a pop. of 100K to 499,999 (n=321)	Urban pop. centre with a pop. of 500K to 999,999 (n=153)	Major urban centre with a pop. of 1M or more (n=491)	Voted LPC in 2025 ELXN (n=625)				
	44.7%*	61.5%	62.6%	64.6%	65.7%	72.9%	71.4%	56.1%	81.1%	78.3%	74.0%

Respondents in major urban centres with a population of one million or more (73%) are marginally more likely than Canadians at large (66%) to report that they generally feel either safe or somewhat safe when using public transit in their community. NDP voters (81%) are also more likely than Canadians overall to report that they generally feel safe to some extent when using public transit in their communities.

*It should be noted that in cases where the combined percentage of respondents for a subgroup that report feeling safe or somewhat safe in public transit is lower, a sizeable percentage select the 'Don't know/Not applicable' option (21% for respondents in the Prairies and 44% for respondents in a rural area). Respondents in these groups remain more likely to feel safe to some extent (44% for Prairie respondents, 45% for rural respondents) than they are to feel unsafe to some extent on public transit (35% for Prairie respondents, 11% for rural respondents).



Most effective ways to improve safety and confidence in public transit – region age and gender

Q – Which of the following do you think would be most effective in improving safety and confidence on public transit? (Select up to three) [RANDOMIZE]

	2026-02 (n=1555)	Atlantic (n=149)	Quebec (n=379)	Ontario (n=472)	Prairies (n=318)	BC (n=237)	Men (n=795)	Women (n=755)	18-34 (n=294)	35-54 (n=422)	55 to 64 (n=363)	65 plus (n=476)
More transit staff presence on vehicles and at stations	44.1%	30.6%	41.7%	41.3%	56.0%	47.4%	40.8%	47.4%	37.3%	47.9%	44.8%	46.2%
More frequent service (shorter waits, less crowding)	42.3%	43.8%	48.2%	44.5%	27.5%	44.2%	40.7%	43.6%	43.5%	41.5%	39.1%	44.3%
Better mental health and social support outreach	39.9%	29.6%	42.0%	38.1%	41.7%	44.3%	35.7%	44.0%	49.5%	40.8%	36.8%	30.1%
Stronger enforcement of rules and bylaws	38.0%	34.1%	33.7%	35.7%	49.4%	38.9%	45.0%	31.4%	36.7%	42.4%	33.5%	36.7%
Improved station design, lighting	24.5%	27.6%	29.1%	22.2%	22.6%	23.9%	23.0%	25.9%	26.9%	23.4%	25.3%	22.5%
Improved station cleanliness	16.6%	7.3%	24.6%	17.9%	12.6%	9.9%	17.5%	15.8%	23.4%	14.7%	13.8%	13.6%
Better coordination with emergency services	14.1%	11.9%	14.3%	13.5%	17.5%	11.9%	15.2%	12.9%	13.3%	15.8%	11.0%	14.8%
Don't know	7.8%	15.6%	6.2%	8.1%	6.6%	7.5%	7.8%	7.7%	6.8%	4.4%	12.1%	10.4%

*Multifrequency tabs based on multiple responses.



Most effective ways to improve safety and confidence in public transit – community size

Q – Which of the following do you think would be most effective in improving safety and confidence on public transit? (Select up to three) [RANDOMIZE]

	2026-02 (n=1555)	Rural area with a pop. of up to and including 999 (n=100)	Small pop. centre with a pop. of between 1K and 29,999 (n=265)	Medium pop. centre with a pop. of between 30K and 99,999 (n=211)	Urban pop. centre with a pop. of 100K to 499,999 (n=325)	Urban pop. centre with a pop. of 500K to 999,999 (n=154)	Major urban centre with a pop. of 1M or more (n=492)
More transit staff presence on vehicles and at stations	44.1%	44.1%	41.7%	39.5%	38.2%	39.7%	51.6%
More frequent service (shorter waits, less crowding)	42.3%	38.7%	41.9%	40.3%	46.6%	43.3%	41.5%
Better mental health and social support outreach	39.9%	29.0%	33.2%	34.8%	40.1%	47.2%	44.8%
Stronger enforcement of rules and bylaws	38.0%	41.5%	36.8%	36.3%	37.1%	34.8%	39.8%
Improved station design, lighting	24.5%	26.4%	28.1%	23.7%	23.8%	21.5%	23.9%
Improved station cleanliness	16.6%	6.0%	14.1%	14.6%	17.8%	9.9%	21.6%
Better coordination with emergency services	14.1%	11.1%	15.4%	13.9%	16.1%	11.1%	13.5%
Don't know	7.8%	14.0%	11.3%	10.6%	6.8%	10.5%	3.6%

*Multifrequency tabs based on multiple responses.



Most effective ways to improve safety and confidence in public transit – vote

Q – Which of the following do you think would be most effective in improving safety and confidence on public transit? (Select up to three) [RANDOMIZE]

	2026-02 (n=1555)	Voted LPC in 2025 ELXN (n=626)	Voted CPC in 2025 ELXN (n=542)	Voted NDP in 2025 ELXN (n=117)	Voted BQ in 2025 ELXN (n=95)	Voted GPC in 2025 ELXN (n=31)
More transit staff presence on vehicles and at stations	44.1%	41.4%	45.2%	39.0%	52.6%	41.1%
More frequent service (shorter waits, less crowding)	42.3%	44.2%	30.8%	57.0%	49.4%	74.0%
Better mental health and social support outreach	39.9%	43.7%	33.2%	62.8%	39.3%	56.0%
Stronger enforcement of rules and bylaws	38.0%	34.6%	47.5%	17.4%	27.2%	39.0%
Improved station design, lighting	24.5%	25.7%	23.0%	25.4%	21.0%	20.4%
Improved station cleanliness	16.6%	18.3%	16.4%	13.0%	17.4%	2.0%
Better coordination with emergency services	14.1%	14.6%	15.1%	18.2%	12.0%	10.5%
Don't know	7.8%	7.5%	9.8%	4.0%	7.7%	2.2%

*Multifrequency tabs based on multiple responses.

Element	Description	Element	Description
Research sponsor	CUTA	Weighting of Data	The results were weighted by age and gender using the latest Census information (2021) and the sample is geographically stratified to ensure a distribution across all regions of Canada. See tables for full weighting disclosure.
Population and Final Sample Size	1558 Randomly selected individuals.	Screening	Screening ensured potential respondents did not work in the market research industry, in the advertising industry, in the media or a political party prior to administering the survey to ensure the integrity of the data.
Source of Sample	Nanos Probability Panel	Excluded Demographics	Individuals younger than 18 years old; individuals without land or cell lines, and individuals without internet access could not participate.
Type of Sample	Probability	Stratification	By age and gender using the latest Census information (2021) and the sample is geographically stratified to be representative of Canada. Smaller areas such as Atlantic Canada were marginally oversampled to allow for a minimum regional sample.
Margin of Error	±2.5 percentage points, 19 times out of 20.	Estimated Response Rate	11 percent, consistent with industry norms.
Mode of Survey	RDD dual frame (land- and cell-lines) hybrid telephone and online random survey	Question Order	Question order in the preceding report reflects the order in which they appeared in the original questionnaire.
Sampling Method Base	The sample included both land- and cell-lines RDD (Random Digit Dialed) across Canada.	Question Content	Gauging the opinion of Canadians on the importance of public transit, federal funding for public transit in Canada and the state of public transit in Canada
Demographics (Captured)	Atlantic Canada, Quebec, Ontario, Prairies, British Columbia; Men and Women; 18 years and older; Community size; Vote. Six digit postal code was used to validate geography.	Question Wording	The questions in the preceding report are written exactly as they were asked to individuals.
Fieldwork/Validation	Individuals were recruited using live interviews with live supervision to validate work, the research questions were administered online	Research/Data Collection Supplier	Nanos Research
Number of Calls	Maximum of five call backs to those recruited.	Contact	Contact Nanos Research for more information or with any concerns or questions. http://www.nanos.co Telephone:(613) 234-4666 ext. 237 Email: info@nanosresearch.com .
Time of Calls	Individuals recruited were called between 12-5:30 pm and 6:30-9:30pm local time for the respondent.	Data Tables	By region, age and gender: Click here By vote: Click here By community size: Click here
Field Dates	January 24 th to February 4 th , 2026.		
Language of Survey	The survey was conducted in both English and French.		
Standards	Nanos Research is a member of the Canadian Research Insights Council (CRIC) and confirms that this research fully complies with all CRIC Standards including the CRIC Public Opinion Research Standards and Disclosure Requirements. https://canadianresearchinsightscouncil.ca/standards/		



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