

# Montreal Economic Institute

Research Report

September 2007

## Opinion of Quebeckers on Road Network Funding

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## Table of Contents

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Methodology.....	3
Survey Results.....	4
1. More than Three-Quarters of Quebecers Own a Car .....	5
2. Funding the Road Network Starts with Users .....	6
3. Tolls to Enlist the Aid of Road Users.....	7
4. Tolls on Different Types of Roads .....	8
5. Quebecers Favour Electronic Tolls .....	9
Questionnaire .....	10

## Methodology

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Results presented in this report stem from a study conducted by Leger Marketing through telephone interviews among a sample of 1,002 English- or French-speaking Quebecers, 18 years of age or older. The maximum margin of error obtained for a sample of 1,002 respondents is  $\pm 3.1\%$ , 19 times out of 20.

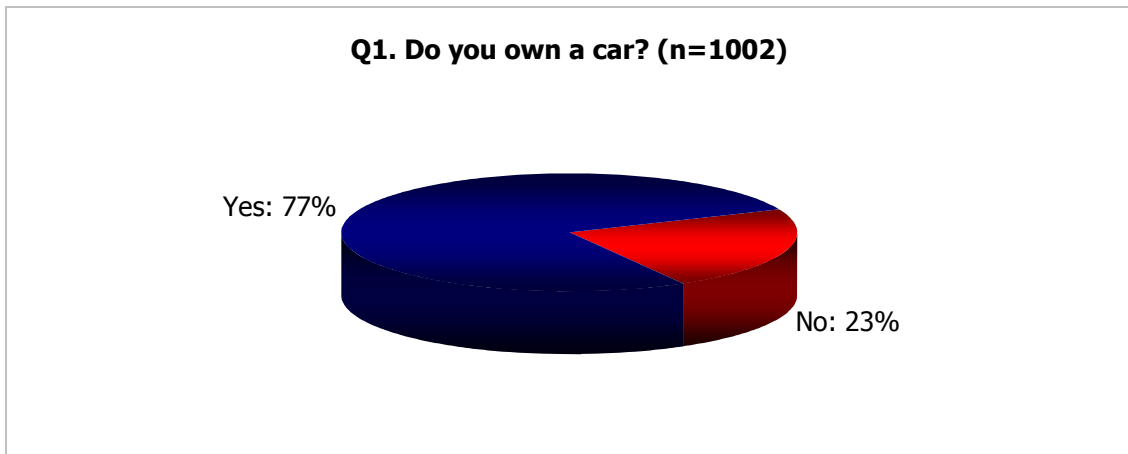
The interviews were conducted from our Montreal call centre from September 19 to September 23, 2007. Using the most recent data from Statistics Canada, results were weighted according to age, gender, region, and mother tongue to ensure a sample representative of the entire adult population in Quebec.

## Survey Results

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## 1. More than Three-Quarters of Quebecers Own a Car

- More than three-quarters of respondents (77%) own or have access to a car. This proportion is statistically higher for respondents 35 to 64 years of age, i.e., 83% for those between 35 and 44, 89% for those between 45 and 54, and 86% among the 55 to 64 years old. Men (80%), Francophones (81%), and residents of the eastern (90%) and western (89%) part of the province, as well as manual workers (90%) and professionals (87%) are also proportionately more likely to own a car.
- Moreover, respondents are significantly less likely to own a car if they are between 18 to 24 years of age (59%), 25 and 34 years of age (70%), 65 or over (70%), non-Francophones (59%) or residents of Greater Montreal (68%).



## 2. Funding the Road Network Starts with Users

- When asked about funding the road network, Quebecers are divided, but they believe the investment should first and foremost be made through road users. In fact, slightly more than a third of respondents (35%) believe that users, with some participation from taxpayers, should finance these investments. A quarter of those surveyed think that road users (24%) should be the only ones to pay, while an equal proportion of people mention that the road network should mainly be funded by taxpayers, with some participation from road users (23%). One person out of ten (12%) believes that funding should be done only through taxpayers.

**Q2. In the last budget, the Minister of Finance announced investments of several billion dollars in the road network. There are two options to fund these investments. First, funding could be through taxpayers who pay sales and income taxes. Second, funding could be through road users, who pay taxes on gas, registration and licence fees, as well as eventual tolls.**

**In your opinion, who should fund road network investments?**

	TOTAL (n=1002)	Has a Car (n=793)	Does Not Have a Car (n=209)	Island of Montreal "514" (n=175)	Greater Montreal "450" (n=225)	Rest of Quebec (n=602)
... Mainly road users with some participation from taxpayers	35%	35%	37%	35%	38%	34%
... Only road users	24%	23%	27%	<b>29%</b>	22%	23%
... Mainly taxpayers with some participation from road users	23%	25%	19%	20%	21%	<b>26%</b>
... Only taxpayers	12%	13%	10%	10%	15%	12%
Don't know / Refusal	5%	5%	7%	5%	5%	5%

- A few significant differences can be observed:
- Women (27%), people between 18 and 24 years of age (33%) and residents who live outside of Greater Montreal (26%) believe that taxpayers, with some participation from road users, should mainly be the ones to fund the road network.
  - Respondents 65 years of age or older (33%) and Island of Montreal residents (29%) are more likely to say that only road users should fund the necessary investments for the road network.
  - Finally, it should be noted that people in the sales or service industry or those who work in offices (19%) tend to favour funding provided solely from taxpayers.

### 3. Tolls to Enlist the Aid of Road Users

- ➔ More than half of people surveyed (52%) believe that among the options presented, tolls on Quebec's main highways are the best way of enlisting the aid of road users to fund road repair work. One Quebecker out of five (18%) prefers a tax on gas.
- ➔ Less popular options include registration and licence fees (12%) and recurrent fees based on mileage (11%).

#### Q3. Which of the following ways of enlisting the aid of road network users seems the fairest to fund road repair work?

	TOTAL (n=1002)	Has a car (n=793)	Does not have a car (n=209)	Island of Montreal "514" (n=175)	Greater Montreal "450" (n=225)	Rest of Quebec (n=602)
... Tolls on Quebec's main highways	52%	53%	47%	50%	51%	53%
... Taxing gas	18%	17%	20%	19%	16%	18%
... Registration and licence fees	12%	12%	12%	8%	14%	13%
... Recurrent fee based on mileage	11%	11%	12%	14%	11%	10%
Don't know / Refusal	7%	6%	9%	9%	8%	6%

- A few significant differences can be observed:
  - Respondents proportionately more likely to prefer tolls on main highways are between 45 and 54 years old (59%), or between 55 and 64 years old (59%), Francophones (55%), residents from central Quebec (60%) and people with an annual household income above \$80,000 (58%).
  - Non-Francophones prefer funding through a tax on gas (28%).
  - A stronger proportion of professionals (16%) are inclined to favour registration and licence fees than any other type of respondent.
  - Finally, a stronger proportion of women (14%) and people between 25 and 34 years of age (16%) favour recurrent fees based on mileage.

#### 4. Tolls on Different Types of Roads

- If toll booths were installed on Quebec roads, 67% of respondents are more favourable to building them on Quebec's main highways.
- Nearly two-thirds (64%) are favourable to toll booths near bridges and tunnels giving access to Montreal.
- Nearly six out of ten respondents (58%) are in favour of toll booths on all of Quebec's highways.

**Q4. Installing tollbooths is a way to enlist the aid of road network users for funding purposes, are you VERY FAVOURABLE, FAVOURABLE, UNFAVOURABLE or VERY UNFAVOURABLE to the introduction of tolls on the following types of roads? (n=1002)**

	TOTAL FAVOURABLE	Very favourable	Favorable	TOTAL UNFAVOURABLE	Unfavourable	Very unfavourable	Don't know/refusal
Quebec's main highways	67%	16%	51%	33%	22%	11%	0%
Bridges and tunnels that give access to Montreal	64%	18%	47%	35%	22%	13%	1%
All of Quebec's highways	58%	12%	45%	42%	30%	11%	1%

In the following table, only the "favourable" percentages are presented.

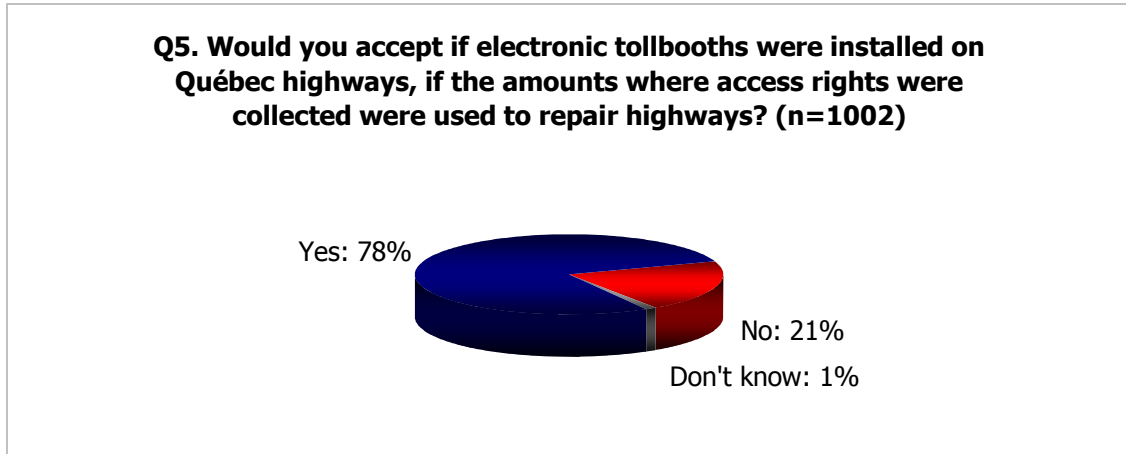
	TOTAL FAVOURABLE (n=1002)	Has a car (n=793)	Does not have a car (n=209)	Island of Montreal "514" (n=175)	Greater Montreal "450" (n=225)	Rest of Quebec (n=602)
Quebec's main highways	67%	66%	70%	71%	66%	66%
Bridges and tunnels that give access to Montreal	64%	64%	65%	<b>71%</b>	57%	65%
All of Quebec's highways	58%	57%	60%	57%	61%	56%

- A few significant differences can be observed:
  - Support for tolls on Quebec's main highways is significantly stronger among people between 35 and 44 years of age (73%). This age group tends to favour tolls on all of Quebec's highways (64%) more than other respondents.
  - A stronger proportion of respondents between 25 and 34 years of age (73%), Francophones (66%), who live on the Island of Montreal (71%), who are residents of central Quebec (77%) and who work in the service or sales industry, or in an office (71%) favour tolls near bridges and tunnels that give access to Montreal more than any other type of respondent.



## 5. Quebeckers Favour Electronic Tolls

- Overall, eight out of ten respondents (78%) are favourable to electronic tolls if the amounts where access rights were collected were returned and used to repair highways.



	<b>TOTAL FAVOURABLE (n=1002)</b>	<b>Has a Car (n=793)</b>	<b>Does Not Have a Car (n=209)</b>	<b>Island of Montreal "514" (n=175)</b>	<b>Greater Montreal "450" (n=225)</b>	<b>Rest of Quebec (n=602)</b>
Yes	78%	77%	79%	79%	78%	77%
No	21%	22%	20%	20%	20%	22%
Don't know	1%	1%	1%	1%	1%	1%

## Questionnaire

Q11.

Do you own a car?

Yes	1
No	2
DNK/Refusal	9

Q12.

In the last budget, the Minister of Finance announced investments of several billion dollars in the road network. There are two options to fund these investments. First, funding could be through taxpayers who pay sales and income taxes. Second, funding could be through road users, who pay taxes on gas, registration and licence fees, as well as eventual tolls. In your opinion, who should fund road network investments?

...Only taxpayers	1
...Mainly taxpayers with some participation from road users	2
...Mainly road users with some participation from taxpayers	3
...Only road users	4
DNK/Refusal	9

Q13.

Which of the following ways of enlisting the aid of road network users seems the fairest to fund road repair work?

### READ

...Taxing gas	1
...Recurrent fee based on mileage	2
...Registration and licence fees	3
...Tolls on Quebec's main highways	4
DNK/Refusal	9

**QI4A.**

Installing tollbooths is a way to enlist the aid of road network users for funding purposes, are you VERY FAVOURABLE, FAVOURABLE, UNFAVOURABLE or VERY UNFAVOURABLE to the introduction of tolls on the following types of roads?

**... bridges and tunnels that give access to Montreal?**

Very favourable	1
Favourable	2
Unfavourable	3
Very unfavourable	4
DNK/Refusal	9

**QI4B.**

Installing tollbooths is a way to enlist the aid of road network users for funding purposes, are you VERY FAVOURABLE, FAVOURABLE, UNFAVOURABLE or VERY UNFAVOURABLE to the introduction of tolls on the following types of roads?

**... Quebec's main highways?**

Very favourable	1
Favourable	2
Unfavourable	3
Very unfavourable	4
DNK/Refusal	9

**QI4C.**

Installing tollbooths is a way to enlist the aid of road network users for funding purposes, are you VERY FAVOURABLE, FAVOURABLE, UNFAVOURABLE or VERY UNFAVOURABLE to the introduction of tolls on the following types of roads?

**... all of Quebec's highways?**

Very favourable	1
Favourable	2
Unfavourable	3
Very unfavourable	4
DNK/Refusal	9

Q15.

Would you accept if electronic tollbooths were installed on Quebec highways, if the amounts where access rights were collected were used to repair highways?

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Yes	1
No	2
DNK/Refusal	9

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