

★ GONZALES ★  
*Polls, Inc.*



MARYLAND POLL

September 2024

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## Background and Methodology

Patrick E. Gonzales graduated magna cum laude from the University of Baltimore with a degree in political science.

His career in the field of public opinion research began in the mid-1980s as an analyst with *Mason-Dixon Opinion Research*. During this time, Mr. Gonzales helped develop, craft and implement election surveys and exit polls for television and radio in the Baltimore-Washington D.C. metro area.

Mr. Gonzales has polled and analyzed thousands of elections in Maryland and across the country over the past forty years. Further, he and his associates have conducted numerous market research projects, crafting message development plans and generating strategy blueprints for businesses and organizations throughout the state.

Over his decades of conducting public opinion polls, Patrick Gonzales has been widely recognized by his peers for his ability to conduct unbiased surveys, and analyze the results in an impartial, evenhanded manner.

Mr. Gonzales appears frequently on radio and television in the Baltimore-D.C. region as a guest commentator. Currently, his “*Politics With Patrick*” segment appears on WBAL’s C4 & Bryan Nehman Show every Wednesday morning at 7:30 am.

This poll was conducted by ***Gonzales Research & Media Services, Inc.*** from August 24<sup>th</sup> through August 30<sup>th</sup>, 2024. A total of 820 registered voters in Maryland, who indicated they are likely to vote in the 2024 general election, were queried by live telephone interviews, utilizing both landline and cell phone numbers. A cross-section of interviews was conducted throughout the state, reflecting general election voting patterns.

The margin of error (MOE), per accepted statistical standards, is a range of plus or minus 3.5 percentage points. If the entire population was surveyed, there is a 95% probability that the true numbers would fall within this range.

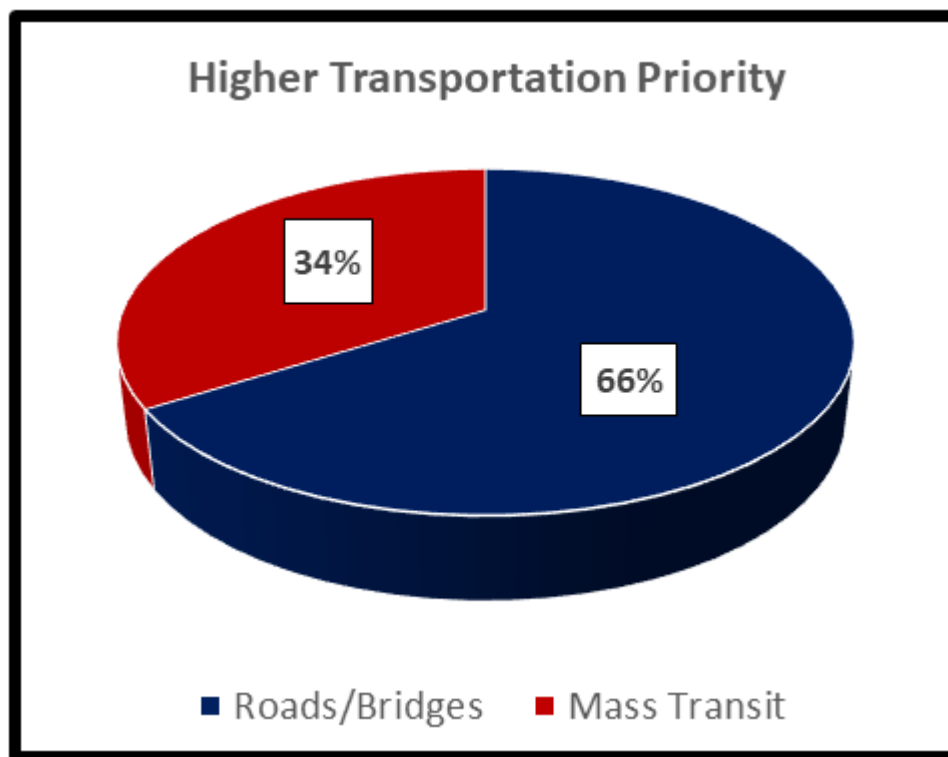
## Gonzales TTF Poll – September 2024 Results

### Most Important Transportation Need & Priority

Among Maryland voters, 46% think that “improving maintenance of roads and bridges” is the **most** important transportation need that the State should address, 26% believe that “reducing traffic congestion and delays” is most important, 19% say “providing more travel and transportation options,” and 4% pick improving maintenance of bus and transit facilities.

Sixty-six percent of Marylanders say that maintaining and improving state roads and bridges should receive the higher priority regarding transportation funding, while 34% voice the opinion that maintaining and improving mass transit, such as buses, light rail and MARC trains should be the greater priority.

A majority of voters in every demographic group believe that roads and bridges should receive the higher priority, except for those age 18-34 (mass transit-66%) and those residing in Baltimore City (mass transit-51%).



## Proposed Transportation Projects – Level of Support

We read respondents a list of several major transportation projects that are being considered in Maryland, and, after each, asked them to indicate whether they favored or opposed the proposed project.

### Replace American Legion Bridge

Among Marylanders, 71% favor replacing the American Legion Bridge on the Washington Beltway and adding new express lanes to I-270 (41% “strongly” favor and 30% “somewhat” favor), while 13% oppose replacing the American Legion Bridge (7% “strongly” oppose and 6% “somewhat” oppose), with 16% offering no opinion.

<b>Replace American Legion Bridge</b>	<b><u>Favor</u></b>	<b><u>Oppose</u></b>	<b><u>No answer</u></b>
Statewide	71%	13%	16%
Women	72%	11%	17%
Men	70%	15%	15%
Democrat	73%	12%	15%
Republican	65%	15%	20%
Independent	72%	14%	14%
White	69%	14%	17%
African American	76%	9%	15%
Other	68%	13%	19%
Eastern Shore/So. MD	76%	10%	14%
Baltimore City	66%	13%	21%
Baltimore Suburbs	65%	18%	17%
Washington Suburbs	79%	7%	14%
Western Maryland	67%	15%	18%

### Build the Red Line

Sixty-five percent of Maryland voters favor building the Baltimore Red Line, a new light rail corridor in Baltimore City, aimed at providing faster, more efficient transit connections (44% “strongly” favor and 21% “somewhat” favor), while 17% oppose building the Baltimore Red Line (10% “strongly” oppose and 7% “somewhat” oppose), with 18% offering no opinion.

<b>Build the Red Line</b>	<b><u>Favor</u></b>	<b><u>Oppose</u></b>	<b><u>No answer</u></b>
Statewide	65%	17%	18%
Women	66%	15%	19%
Men	64%	18%	18%
Democrat	76%	8%	16%
Republican	48%	29%	23%
Independent	58%	23%	19%
White	60%	21%	19%
African American	75%	7%	18%
Other	65%	17%	19%
Eastern Shore/So. MD	60%	20%	20%
Baltimore City	78%	12%	10%
Baltimore Suburbs	58%	21%	21%
Washington Suburbs	74%	10%	16%
Western Maryland	54%	24%	22%

### **Add Express Lanes**

Sixty percent favor adding new express lanes and improved bus service to the Southside portion of the Capital Beltway (35% “strongly” favor and 25% “somewhat” favor), while 19% oppose adding new express lanes (8% “strongly” oppose and 11% “somewhat” oppose), and 21% provided no response.

<b>Add Express Lanes</b>	<b><u>Favor</u></b>	<b><u>Oppose</u></b>	<b><u>No answer</u></b>
Statewide	60%	19%	21%
Women	59%	19%	22%
Men	62%	18%	20%
Democrat	69%	13%	18%
Republican	57%	12%	31%
Independent	40%	44%	16%
White	58%	19%	23%
African American	68%	14%	18%
Other	51%	29%	19%
Eastern Shore/So. MD	63%	11%	26%
Baltimore City	55%	19%	26%
Baltimore Suburbs	56%	23%	21%
Washington Suburbs	64%	18%	18%
Western Maryland	61%	16%	23%

## Tax Willingness

- *If you knew that Maryland could significantly reduce traffic congestion, decrease greenhouse gas emissions, repair potholes, and enhance safety by investing in new road projects, would you be willing to pay a little more in taxes to make those investments happen, or not?*

### New Road Projects

Among voters, 49% say they would be willing to pay a little more in taxes if they knew the State could make the aforementioned road and traffic improvements happen, while 48% would not be willing to pay a little more in taxes, with 3% giving no response.

Taxes – New Road Projects	<u>Yes, Willing</u>	<u>No, Not Willing</u>
Statewide	49%	48%
Women	54%	43%
Men	43%	53%
Democrat	65%	34%
Republican	28%	63%
Independent	32%	64%
White	43%	53%
African American	63%	35%
Other	44%	51%

- *If you knew that Maryland could significantly improve transit service, offer new transportation options, and enhance safety by investing in new transit projects, would you be willing to pay a little more in taxes to make those investments happen, or not?*

### New Transit Projects

Volition drops to 44% of Free State voters who would be willing to pay a little more in taxes for the aforementioned transit improvements, while 53% would not be willing to pay a little more in taxes, with 3% again giving no response.

<b>Taxes – New Transit Projects</b>	<b><u>Yes, Willing</u></b>	<b><u>No, Not Willing</u></b>
Statewide	44%	53%
Women	46%	49%
Men	41%	58%
Democrat	58%	41%
Republican	21%	73%
Independent	34%	61%
White	36%	61%
African American	59%	39%
Other	42%	54%

### **Message Testing**

We read respondents several statements of information and asked if knowing those facts made them more likely or less likely to support an increase in Maryland’s transportation funding.

#### **Generate Economic Growth**

Among voters, 69% are more likely to support an increase in Maryland’s transportation funding knowing that for every dollar spent on transportation projects, 3 to 4 dollars comes back in new economic growth (41% “much” more likely and 28% “somewhat” more likely), while 24% are less likely.

<b>Economic Growth</b>	<b><u>More Likely</u></b>	<b><u>Less Likely</u></b>
Statewide	69%	24%
Women	73%	20%
Men	65%	29%
Democrat	81%	15%
Republican	54%	36%
Independent	55%	35%
White	65%	28%
African American	81%	13%
Other	60%	35%



**Reduce Accidents**

Seventy-one percent of Marylanders are more likely to support an increase in Maryland’s transportation funding knowing that the State has a 3.3 billion dollar backlog of numerous roads, bridges and transit facilities that are aging and obsolete, and that improved infrastructure can reduce accident rates and prevent tragic loss of life (43% “much” more likely and 28% “somewhat” more likely), while 22% are less likely because of this (12% “much” less likely and 10% “somewhat” less likely), with 8% providing no response.

<b>Reduce Accidents</b>	<b><u>More Likely</u></b>	<b><u>Less Likely</u></b>
Statewide	71%	22%
Women	74%	17%
Men	67%	26%
Democrat	82%	12%
Republican	52%	38%
Independent	64%	26%
White	64%	26%
African American	87%	10%
Other	63%	28%

**Improve Traffic Flow**

Statewide, 62% are more likely to support transportation funding if they knew that several new proposed projects would improve traffic flow (36% “much” more likely and 26% “somewhat” more likely), while 30% are less likely (18% “much” less likely and 12% “somewhat” less likely).

<b>Improve Traffic Flow</b>	<b><u>More Likely</u></b>	<b><u>Less Likely</u></b>
Statewide	62%	30%
Women	66%	25%
Men	57%	35%
Democrat	72%	20%
Republican	47%	41%
Independent	55%	41%
White	56%	35%
African American	77%	16%
Other	53%	36%

**Project Delays, Cost Billions**

Sixty-one percent of respondents say they are more likely to support transportation funding knowing that projects like the Baltimore Red Line, a new American Legion Bridge, and improvements to I-270 and US 15 can only move forward if Maryland secures additional funding, and that without additional funding these projects will be delayed for years, costing taxpayers billions more (37% “much” more likely and 24% “somewhat” more likely), while 33% are less likely (20% “much” less likely and 13% “somewhat” less likely).

<b>Project Delays</b>	<b><u>More Likely</u></b>	<b><u>Less Likely</u></b>
Statewide	61%	33%
Women	64%	27%
Men	57%	39%
Democrat	74%	20%
Republican	39%	50%
Independent	51%	45%
White	53%	40%
African American	78%	15%
Other	53%	42%

**Deteriorating Infrastructure**

Among voters, 64% are more likely to support transportation funding knowing that Maryland’s infrastructure is deteriorating in condition and reliability (37% “much” more likely and 27% “somewhat” more likely), while 26% are less likely (18% “much” less likely and 8% “somewhat” less likely).

<b>Deterioration</b>	<b><u>More Likely</u></b>	<b><u>Less Likely</u></b>
Statewide	64%	26%
Women	66%	22%
Men	60%	32%
Democrat	77%	13%
Republican	40%	49%
Independent	58%	33%
White	56%	35%
African American	78%	11%
Other	61%	26%

**Tax Willingness - INFORMED**

*Now, I'd like to ask you again...if you knew that the Maryland could significantly reduce traffic congestion, upgrade infrastructure, and enhance transit service by investing in new road and transit projects, would you be willing to pay a little more in taxes to make those investments happen, or not?*

After hearing the 5 persuasion messages included in this survey, voters were asked once again... would you be willing to pay a little more in taxes, or not? Disposition shifts in a positive direction – now, 55% say they would be willing to pay a little more in taxes, while 42% would not be willing to pay a little more in taxes.

<b>Taxes – Informed</b>	<b><u>Yes, Willing</u></b>	<b><u>No, Not Willing</u></b>
Statewide	55%	42%
Women	57%	38%
Men	52%	47%
Democrat	71%	26%
Republican	35%	61%
Independent	36%	60%
White	48%	49%
African American	72%	25%
Other	44%	52%
Eastern Shore/So. MD	45%	52%
Baltimore City	66%	30%
Baltimore Suburbs	51%	47%
Washington Suburbs	63%	33%
Western Maryland	46%	51%

Twenty-one of those initially not willing to invest in road projects become willing after hearing reasons to increase transportation funding, and 24% of those initially not willing to invest in transit projects become willing after hearing the whys and wherefores to increase funding.

### Possible Funding Options

*While no one wants to raise taxes and fees, if new revenues are needed to maintain and improve Maryland's aging roads and transportation system, which of the following revenue generating options would you at least consider supporting, or is there no way that you would support it?*

#### 1-Cent Sales Tax

Among Maryland voters, 53% would at least consider supporting an increase in the state sales tax by 1-cent to be spent only on needed transportation improvements, while 44% say there is no way they would support this.

<b>1-Cent Sales Tax</b>	<b><u>Yes, Consider</u></b>	<b><u>No Way</u></b>
Statewide	53%	44%
Women	55%	41%
Men	51%	48%
Democrat	66%	32%
Republican	37%	61%
Independent	39%	57%
White	47%	51%
African American	69%	29%
Other	46%	51%

#### Miles Traveled Fee

Thirty-six percent would consider a fee that charges motorists based on annual Vehicle Miles Traveled to fund transportation projects, while 58% say there is no way they would support this.

<b>Miles Traveled Fee</b>	<b><u>Yes, Consider</u></b>	<b><u>No Way</u></b>
Statewide	36%	58%
Women	37%	57%
Men	35%	59%
Democrat	42%	49%
Republican	25%	73%
Independent	33%	62%
White	32%	63%
African American	43%	49%
Other	34%	58%

**Local Tax Dollars**

Statewide, 65% would at least consider allowing local jurisdictions to fund projects using local tax dollars, while 29% say there is no way they would support this.

<b>Local Tax Dollars</b>	<b><u>Yes, Consider</u></b>	<b><u>No Way</u></b>
Statewide	65%	29%
Women	65%	29%
Men	65%	30%
Democrat	69%	23%
Republican	62%	34%
Independent	58%	41%
White	63%	31%
African American	72%	22%
Other	57%	36%

**Gas Tax**

Only 35% would consider raising the motor fuel tax (gas tax) when average prices drop below a certain benchmark level, while 61% say there is absolutely no way they would consider raising the gas tax.

<b>Gas Tax</b>	<b><u>Yes, Consider</u></b>	<b><u>No Way</u></b>
Statewide	35%	61%
Women	35%	60%
Men	34%	63%
Democrat	46%	48%
Republican	23%	75%
Independent	19%	78%
White	31%	65%
African American	43%	52%
Other	32%	64%

**Public-Private Partnerships**

Among all Maryland voters, 66% would consider allowing more private investment in Maryland projects by using public-private partnerships to make public tax dollars go further, while 30% would not consider public-private partnerships.

<b>Public-Private</b>	<b><u>Yes, Consider</u></b>	<b><u>No Way</u></b>
Statewide	66%	30%
Women	63%	32%
Men	69%	28%
Democrat	66%	30%
Republican	65%	32%
Independent	68%	27%
White	64%	32%
African American	70%	29%
Other	66%	27%

Possible Transportation Funding Options in Order of Willingness To Consider...

	<b>Yes, Consider</b>	<b>No, Not Consider</b>
Allowing more private investment by using public-private partnerships	<b>66%</b>	<b>30%</b>
Allowing local jurisdictions to fund projects using local tax dollars	<b>65%</b>	<b>29%</b>
Raising the state sales tax by 1-cent to be spent only on needed transportation improvements.	<b>53%</b>	<b>44%</b>
Introducing a fee that charges motorists based on annual Vehicle Miles Traveled	<b>36%</b>	<b>58%</b>
Raising the motor fuel tax (gas tax) when average prices drop below a certain level	<b>35%</b>	<b>61%</b>

**Transportation Funding Balance**

“An idiot with a plan can beat a genius without a plan.”

— Warren Buffett

We closed out our survey with this - *Over 73% of Maryland’s transportation budget is funded by vehicle titling & registration fees, federal aid, and gas tax revenues. Over 50% of the budget is spent on public transit projects, like bus & train lines. Which of the following best reflects your opinion on State transportation funding:*

- *I believe they should increase funding for road projects and decrease funding for transit projects,*
- *I believe they should increase funding for transit projects and decrease funding for road projects,*
- *I believe they should maintain the current balance.*

Twenty-six believe the State should increase funding for road projects and decrease funding for transit projects, 20% think the State should increase funding for transit projects and decrease funding for road projects, and 46% believe the current balance should be maintain.

Funding Balance	↑ <u>Road/Bridges</u>	↑ <u>Transit</u>	<u>Maintain Current</u>
Statewide	26%	20%	46%
Women	24%	20%	47%
Men	28%	21%	44%
Democrat	26%	24%	43%
Republican	32%	13%	44%
Independent	18%	22%	54%
White	25%	18%	48%
African American	27%	24%	42%
Other	27%	22%	45%
Eastern Shore/So. MD	29%	13%	50%
Baltimore City	12%	42%	37%
Baltimore Suburbs	27%	15%	49%
Washington Suburbs	27%	23%	44%
Western Maryland	26%	21%	43%

# Appendix A: Data Tables

**QUESTION: Most Important Transportation Need** *Which of the following is the MOST important transportation need that Maryland should address...if you had to choose just one, which would it be? (ROTATED)*

- Reducing traffic congestion and delays,
- Providing more travel and transportation options,
- Improving maintenance of roads and bridges,
- Improving maintenance of bus and transit facilities.

MOST IMPORTANT TRANSPORTATION NEED	Number	Percent
Traffic delays	214	26.1 %
Travel options	159	19.4 %
Road maintenance	377	46.0 %
Transit maintenance	40	4.9 %
No answer	30	3.7 %
Total	820	100.0 %

N=820

MOST IMPORTANT TRANSPORTATION NEED				
Traffic delays	Travel options	Road maintenance	Transit maintenance	No answer

**RESULTS**

Statewide	214 26.1%	159 19.4%	377 46.0%	40 4.9%	30 3.7%
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N=820

MOST IMPORTANT TRANSPORTATION NEED				
Traffic delays	Travel options	Road maintenance	Transit maintenance	No answer

**GENDER**

Female	106 24.4%	102 23.4%	193 44.4%	19 4.4%	15 3.4%
Male	108 28.1%	57 14.8%	184 47.8%	21 5.5%	15 3.9%



N=820

	MOST IMPORTANT TRANSPORTATION NEED				
	Traffic delays	Travel options	Road maintenance	Transit maintenance	No answer
<u>PARTY REGISTRATION</u>					
Democrat	119 26.9%	89 20.1%	191 43.1%	26 5.9%	18 4.1%
Republican	50 23.4%	35 16.4%	117 54.7%	4 1.9%	8 3.7%
Unaffiliated	45 27.6%	35 21.5%	69 42.3%	10 6.1%	4 2.5%

N=820

	MOST IMPORTANT TRANSPORTATION NEED				
	Traffic delays	Travel options	Road maintenance	Transit maintenance	No answer
<u>RACE/ETHNICITY</u>					
White	120 25.6%	95 20.3%	212 45.3%	21 4.5%	20 4.3%
African American	68 27.5%	47 19.0%	111 44.9%	15 6.1%	6 2.4%
Other/No answer	26 24.8%	17 16.2%	54 51.4%	4 3.8%	4 3.8%

N=820

	MOST IMPORTANT TRANSPORTATION NEED				
	Traffic delays	Travel options	Road maintenance	Transit maintenance	No answer
<u>AGE</u>					
18 to 34	51 36.7%	37 26.6%	34 24.5%	12 8.6%	5 3.6%
35 to 49	53 27.3%	31 16.0%	96 49.5%	9 4.6%	5 2.6%
50 to 64	62 23.8%	46 17.6%	131 50.2%	8 3.1%	14 5.4%
65 and older	48 21.2%	45 19.9%	116 51.3%	11 4.9%	6 2.7%

N=820

**MOST IMPORTANT TRANSPORTATION NEED**

	Traffic delays	Travel options	Road maintenance	Transit maintenance	No answer
<b><u>REGION</u></b>					
East Shore	20 22.0%	17 18.7%	49 53.8%	3 3.3%	2 2.2%
Baltimore City	12 17.9%	17 25.4%	28 41.8%	9 13.4%	1 1.5%
Baltimore Suburbs	79 27.7%	56 19.6%	128 44.9%	11 3.9%	11 3.9%
Washington Suburbs	77 27.7%	52 18.7%	123 44.2%	14 5.0%	12 4.3%
Western Maryland	26 26.3%	17 17.2%	49 49.5%	3 3.0%	4 4.0%

**QUESTION: Higher Transportation Priority** *Which of the following, in your opinion, should receive the higher priority regarding transportation funding in Maryland?*  
**(ROTATED)**

- *Maintaining and improving the roads & bridges,*  
*or*
- *Maintaining and improving mass transit, such as buses, light rail and MARC trains.*

<u>FUNDING HIGHER PRIORITY</u>	<u>Number</u>	<u>Percent</u>
Roads and bridges	541	66.0 %
Mass transit	275	33.5 %
No answer	4	0.5 %
Total	820	100.0 %

N=820

<u>FUNDING HIGHER PRIORITY</u>		
<u>Roads and bridges</u>	<u>Mass transit</u>	<u>No answer</u>

**RESULTS**

Statewide	541 66.0%	275 33.5%	4 0.5%
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N=820

<u>FUNDING HIGHER PRIORITY</u>		
<u>Roads and bridges</u>	<u>Mass transit</u>	<u>No answer</u>

**GENDER**

Female	290 66.7%	142 32.6%	3 0.7%
Male	251 65.2%	133 34.5%	1 0.3%

N=820	FUNDING HIGHER PRIORITY		
	Roads and bridges	Mass transit	No answer

PARTY REGISTRATION

Democrat	269 60.7%	173 39.1%	1 0.2%
Republican	166 77.6%	47 22.0%	1 0.5%
Unaffiliated	106 65.0%	55 33.7%	2 1.2%

N=820	FUNDING HIGHER PRIORITY		
	Roads and bridges	Mass transit	No answer

RACE/ETHNICITY

White	316 67.5%	150 32.1%	2 0.4%
African American	151 61.1%	95 38.5%	1 0.4%
Other/No answer	74 70.5%	30 28.6%	1 1.0%

N=820	FUNDING HIGHER PRIORITY		
	Roads and bridges	Mass transit	No answer

AGE

18 to 34	47 33.8%	92 66.2%	0 0.0%
35 to 49	132 68.0%	61 31.4%	1 0.5%
50 to 64	192 73.6%	68 26.1%	1 0.4%
65 and older	170 75.2%	54 23.9%	2 0.9%

N=820	FUNDING HIGHER PRIORITY		
	Roads and bridges	Mass transit	No answer
<b>REGION</b>			
East Shore	63 69.2%	26 28.6%	2 2.2%
Baltimore City	32 47.8%	34 50.7%	1 1.5%
Baltimore Suburbs	209 73.3%	75 26.3%	1 0.4%
Washington Suburbs	166 59.7%	112 40.3%	0 0.0%
Western Maryland	71 71.7%	28 28.3%	0 0.0%

*Here is a list of several major transportation projects that are being considered in Maryland. After each, please tell me if you favor or oppose the proposed project.*  
**(LIST ROTATED)**

**QUESTION: Replace American Legion Bridge** *Do you favor or oppose replacing the 60-year-old American Legion Bridge on the Washington Beltway and adding new express lanes to I-270, similar to the Beltway in Virginia... this would include free travel for carpoolers and improved bus service, while keeping existing lanes free for anyone to use?*

<u>REPLACE LEGION BRIDGE</u>	<u>Number</u>	<u>Percent</u>
Favor	581	70.9 %
Oppose	105	12.8 %
No answer	134	16.3 %
Total	820	100.0 %

N=820

<u>REPLACE LEGION BRIDGE</u>		
<u>Favor</u>	<u>Oppose</u>	<u>No answer</u>

**RESULTS**

Statewide	581 70.9%	105 12.8%	134 16.3%
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N=820

<u>REPLACE LEGION BRIDGE</u>		
<u>Favor</u>	<u>Oppose</u>	<u>No answer</u>

**GENDER**

Female	311 71.5%	48 11.0%	76 17.5%
Male	270 70.1%	57 14.8%	58 15.1%

N=820

	REPLACE LEGION BRIDGE		
	Favor	Oppose	No answer
<u>PARTY REGISTRATION</u>			
Democrat	324 73.1%	51 11.5%	68 15.3%
Republican	139 65.0%	32 15.0%	43 20.1%
Unaffiliated	118 72.4%	22 13.5%	23 14.1%

N=820

	REPLACE LEGION BRIDGE		
	Favor	Oppose	No answer
<u>RACE/ETHNICITY</u>			
White	322 68.8%	68 14.5%	78 16.7%
African American	188 76.1%	23 9.3%	36 14.6%
Other/No answer	71 67.6%	14 13.3%	20 19.0%

N=820

	REPLACE LEGION BRIDGE		
	Favor	Oppose	No answer
<u>AGE</u>			
18 to 34	98 70.5%	18 12.9%	23 16.5%
35 to 49	136 70.1%	23 11.9%	35 18.0%
50 to 64	184 70.5%	35 13.4%	42 16.1%
65 and older	163 72.1%	29 12.8%	34 15.0%

N=820	REPLACE LEGION BRIDGE		
	Favor	Oppose	No answer
<u>REGION</u>			
East Shore	69 75.8%	9 9.9%	13 14.3%
Baltimore City	44 65.7%	9 13.4%	14 20.9%
Baltimore Suburbs	184 64.6%	52 18.2%	49 17.2%
Washington Suburbs	218 78.4%	20 7.2%	40 14.4%
Western Maryland	66 66.7%	15 15.2%	18 18.2%



**INTENSITY - Is that strongly or somewhat favor/oppose?**

<u>LEGION BRIDGE - INTENSITY</u>	<u>Number</u>	<u>Percent</u>
Strongly favor	335	40.9 %
Somewhat favor	246	30.0 %
Somewhat oppose	47	5.7 %
Strongly oppose	58	7.1 %
No answer	134	16.3 %
Total	820	100.0 %

N=820

<u>LEGION BRIDGE - INTENSITY</u>				
<u>Strongly favor</u>	<u>Somewhat favor</u>	<u>Somewhat oppose</u>	<u>Strongly oppose</u>	<u>No answer</u>

RESULTS

Statewide	335 40.9%	246 30.0%	47 5.7%	58 7.1%	134 16.3%
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N=820

<u>LEGION BRIDGE - INTENSITY</u>				
<u>Strongly favor</u>	<u>Somewhat favor</u>	<u>Somewhat oppose</u>	<u>Strongly oppose</u>	<u>No answer</u>

GENDER

Female	184 42.3%	127 29.2%	26 6.0%	22 5.1%	76 17.5%
Male	151 39.2%	119 30.9%	21 5.5%	36 9.4%	58 15.1%

N=820

<u>LEGION BRIDGE - INTENSITY</u>				
<u>Strongly favor</u>	<u>Somewhat favor</u>	<u>Somewhat oppose</u>	<u>Strongly oppose</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	211 47.6%	113 25.5%	23 5.2%	28 6.3%	68 15.3%
Republican	54 25.2%	85 39.7%	15 7.0%	17 7.9%	43 20.1%
Unaffiliated	70 42.9%	48 29.4%	9 5.5%	13 8.0%	23 14.1%

N=820	LEGION BRIDGE - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

RACE/ETHNICITY

White	159 34.0%	163 34.8%	30 6.4%	38 8.1%	78 16.7%
African American	127 51.4%	61 24.7%	12 4.9%	11 4.5%	36 14.6%
Other/No answer	49 46.7%	22 21.0%	5 4.8%	9 8.6%	20 19.0%

N=820	LEGION BRIDGE - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

AGE

18 to 34	54 38.8%	44 31.7%	7 5.0%	11 7.9%	23 16.5%
35 to 49	81 41.8%	55 28.4%	13 6.7%	10 5.2%	35 18.0%
50 to 64	109 41.8%	75 28.7%	14 5.4%	21 8.0%	42 16.1%
65 and older	91 40.3%	72 31.9%	13 5.8%	16 7.1%	34 15.0%

N=820	LEGION BRIDGE - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

REGION

East Shore	25 27.5%	44 48.4%	2 2.2%	7 7.7%	13 14.3%
Baltimore City	16 23.9%	28 41.8%	6 9.0%	3 4.5%	14 20.9%
Baltimore Suburbs	101 35.4%	83 29.1%	26 9.1%	26 9.1%	49 17.2%
Washington Suburbs	161 57.9%	57 20.5%	8 2.9%	12 4.3%	40 14.4%
Western Maryland	32 32.3%	34 34.3%	5 5.1%	10 10.1%	18 18.2%

**QUESTION: Build the Red Line** *Do you favor or oppose building the Baltimore Red Line, a new light rail corridor in Baltimore City, aimed at providing faster, more efficient transit connections and linking key job centers and neighborhoods?*

<u>RED LINE</u>	<u>Number</u>	<u>Percent</u>
Favor	533	65.0 %
Oppose	136	16.6 %
No answer	151	18.4 %
Total	820	100.0 %

N=820

<u>RED LINE</u>		
<u>Favor</u>	<u>Oppose</u>	<u>No answer</u>

RESULTS

Statewide	533 65.0%	136 16.6%	151 18.4%
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N=820

<u>RED LINE</u>		
<u>Favor</u>	<u>Oppose</u>	<u>No answer</u>

GENDER

Female	287 66.0%	67 15.4%	81 18.6%
Male	246 63.9%	69 17.9%	70 18.2%

N=820

<u>RED LINE</u>		
<u>Favor</u>	<u>Oppose</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	335 75.6%	37 8.4%	71 16.0%
Republican	103 48.1%	61 28.5%	50 23.4%
Unaffiliated	95 58.3%	38 23.3%	30 18.4%

N=820	RED LINE		
	Favor	Oppose	No answer

RACE/ETHNICITY

White	281 60.0%	99 21.2%	88 18.8%
African American	184 74.5%	19 7.7%	44 17.8%
Other/No answer	68 64.8%	18 17.1%	19 18.1%

N=820	RED LINE		
	Favor	Oppose	No answer

AGE

18 to 34	110 79.1%	13 9.4%	16 11.5%
35 to 49	129 66.5%	33 17.0%	32 16.5%
50 to 64	157 60.2%	45 17.2%	59 22.6%
65 and older	137 60.6%	45 19.9%	44 19.5%

N=820	RED LINE		
	Favor	Oppose	No answer

REGION

East Shore	55 60.4%	18 19.8%	18 19.8%
Baltimore City	52 77.6%	8 11.9%	7 10.4%
Baltimore Suburbs	166 58.2%	59 20.7%	60 21.1%
Washington Suburbs	207 74.5%	27 9.7%	44 15.8%
Western Maryland	53 53.5%	24 24.2%	22 22.2%

**INTENSITY - Is that strongly or somewhat favor/oppose?**

<u>RED LINE - INTENSITY</u>	Number	Percent
Strongly favor	361	44.0 %
Somewhat favor	172	21.0 %
Somewhat oppose	53	6.5 %
Strongly oppose	83	10.1 %
No answer	151	18.4 %
Total	820	100.0 %

N=820

<u>RED LINE - INTENSITY</u>				
Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

RESULTS

Statewide	361 44.0%	172 21.0%	53 6.5%	83 10.1%	151 18.4%
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N=820

<u>RED LINE - INTENSITY</u>				
Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

GENDER

Female	193 44.4%	94 21.6%	29 6.7%	38 8.7%	81 18.6%
Male	168 43.6%	78 20.3%	24 6.2%	45 11.7%	70 18.2%

N=820

<u>RED LINE - INTENSITY</u>				
Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

PARTY REGISTRATION

Democrat	249 56.2%	86 19.4%	21 4.7%	16 3.6%	71 16.0%
Republican	51 23.8%	52 24.3%	18 8.4%	43 20.1%	50 23.4%
Unaffiliated	61 37.4%	34 20.9%	14 8.6%	24 14.7%	30 18.4%

N=820	RED LINE - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

RACE/ETHNICITY

White	183 39.1%	98 20.9%	40 8.5%	59 12.6%	88 18.8%
African American	132 53.4%	52 21.1%	9 3.6%	10 4.0%	44 17.8%
Other/No answer	46 43.8%	22 21.0%	4 3.8%	14 13.3%	19 18.1%

N=820	RED LINE - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

AGE

18 to 34	81 58.3%	29 20.9%	6 4.3%	7 5.0%	16 11.5%
35 to 49	90 46.4%	39 20.1%	12 6.2%	21 10.8%	32 16.5%
50 to 64	104 39.8%	53 20.3%	19 7.3%	26 10.0%	59 22.6%
65 and older	86 38.1%	51 22.6%	16 7.1%	29 12.8%	44 19.5%

N=820	RED LINE - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

REGION

East Shore	32 35.2%	23 25.3%	6 6.6%	12 13.2%	18 19.8%
Baltimore City	41 61.2%	11 16.4%	4 6.0%	4 6.0%	7 10.4%
Baltimore Suburbs	103 36.1%	63 22.1%	21 7.4%	38 13.3%	60 21.1%
Washington Suburbs	149 53.6%	58 20.9%	11 4.0%	16 5.8%	44 15.8%
Western Maryland	36 36.4%	17 17.2%	11 11.1%	13 13.1%	22 22.2%

**QUESTION: Add Express Lanes** *Do you favor or oppose adding new express lanes and improved bus service to the Southside portion of the Capital Beltway, from the Springfield Interchange in Virginia across the Wilson Bridge to National Harbor in Maryland, while keeping existing lanes free for anyone to use?*

<u>ADDING EXPRESS LANES</u>	<u>Number</u>	<u>Percent</u>
Favor	492	60.0 %
Oppose	154	18.8 %
No answer	174	21.2 %
Total	820	100.0 %

N=820

<u>ADDING EXPRESS LANES</u>		
<u>Favor</u>	<u>Oppose</u>	<u>No answer</u>

RESULTS

Statewide	492 60.0%	154 18.8%	174 21.2%
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N=820

<u>ADDING EXPRESS LANES</u>		
<u>Favor</u>	<u>Oppose</u>	<u>No answer</u>

GENDER

Female	255 58.6%	83 19.1%	97 22.3%
Male	237 61.6%	71 18.4%	77 20.0%

N=820

<u>ADDING EXPRESS LANES</u>		
<u>Favor</u>	<u>Oppose</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	306 69.1%	56 12.6%	81 18.3%
Republican	121 56.5%	26 12.1%	67 31.3%
Unaffiliated	65 39.9%	72 44.2%	26 16.0%

N=820	ADDING EXPRESS LANES		
	Favor	Oppose	No answer

RACE/ETHNICITY

White	270 57.7%	88 18.8%	110 23.5%
African American	168 68.0%	35 14.2%	44 17.8%
Other/No answer	54 51.4%	31 29.5%	20 19.0%

N=820	ADDING EXPRESS LANES		
	Favor	Oppose	No answer

AGE

18 to 34	86 61.9%	25 18.0%	28 20.1%
35 to 49	112 57.7%	40 20.6%	42 21.6%
50 to 64	156 59.8%	44 16.9%	61 23.4%
65 and older	138 61.1%	45 19.9%	43 19.0%

N=820	ADDING EXPRESS LANES		
	Favor	Oppose	No answer

REGION

East Shore	57 62.6%	10 11.0%	24 26.4%
Baltimore City	37 55.2%	13 19.4%	17 25.4%
Baltimore Suburbs	161 56.5%	65 22.8%	59 20.7%
Washington Suburbs	177 63.7%	50 18.0%	51 18.3%
Western Maryland	60 60.6%	16 16.2%	23 23.2%



**INTENSITY - Is that strongly or somewhat favor/oppose?**

EXPRESS LANES - INTENSITY	Number	Percent
Strongly favor	283	34.5 %
Somewhat favor	209	25.5 %
Somewhat oppose	88	10.7 %
Strongly oppose	66	8.0 %
No answer	174	21.2 %
Total	820	100.0 %

N=820

EXPRESS LANES - INTENSITY				
Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

**RESULTS**

Statewide	283 34.5%	209 25.5%	88 10.7%	66 8.0%	174 21.2%
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N=820

EXPRESS LANES - INTENSITY				
Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

**GENDER**

Female	144 33.1%	111 25.5%	47 10.8%	36 8.3%	97 22.3%
Male	139 36.1%	98 25.5%	41 10.6%	30 7.8%	77 20.0%

N=820

EXPRESS LANES - INTENSITY				
Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

**PARTY REGISTRATION**

Democrat	213 48.1%	93 21.0%	39 8.8%	17 3.8%	81 18.3%
Republican	45 21.0%	76 35.5%	12 5.6%	14 6.5%	67 31.3%
Unaffiliated	25 15.3%	40 24.5%	37 22.7%	35 21.5%	26 16.0%

N=820	EXPRESS LANES - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

RACE/ETHNICITY

White	131 28.0%	139 29.7%	49 10.5%	39 8.3%	110 23.5%
African American	118 47.8%	50 20.2%	22 8.9%	13 5.3%	44 17.8%
Other/No answer	34 32.4%	20 19.0%	17 16.2%	14 13.3%	20 19.0%

N=820	EXPRESS LANES - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

AGE

18 to 34	47 33.8%	39 28.1%	14 10.1%	11 7.9%	28 20.1%
35 to 49	71 36.6%	41 21.1%	27 13.9%	13 6.7%	42 21.6%
50 to 64	81 31.0%	75 28.7%	24 9.2%	20 7.7%	61 23.4%
65 and older	84 37.2%	54 23.9%	23 10.2%	22 9.7%	43 19.0%

N=820	EXPRESS LANES - INTENSITY				
	Strongly favor	Somewhat favor	Somewhat oppose	Strongly oppose	No answer

REGION

East Shore	29 31.9%	28 30.8%	5 5.5%	5 5.5%	24 26.4%
Baltimore City	26 38.8%	11 16.4%	8 11.9%	5 7.5%	17 25.4%
Baltimore Suburbs	69 24.2%	92 32.3%	41 14.4%	24 8.4%	59 20.7%
Washington Suburbs	128 46.0%	49 17.6%	28 10.1%	22 7.9%	51 18.3%
Western Maryland	31 31.3%	29 29.3%	6 6.1%	10 10.1%	23 23.2%

**QUESTION: Transportation Investment – Level of Importance** *In your opinion, how important is it for Maryland to invest in improving its transportation infrastructure: very important, somewhat important, or not important?*

<u>TRANSPORTATION - LEVEL OF IMPORTANCE</u>	<u>Number</u>	<u>Percent</u>
Very important	503	61.3 %
Somewhat important	277	33.8 %
Not important	37	4.5 %
No answer	3	0.4 %
Total	820	100.0 %

N=820

<u>TRANSPORTATION - LEVEL OF IMPORTANCE</u>			
<u>Very important</u>	<u>Somewhat important</u>	<u>Not important</u>	<u>No answer</u>

RESULTS

Statewide	503 61.3%	277 33.8%	37 4.5%	3 0.4%
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N=820

<u>TRANSPORTATION - LEVEL OF IMPORTANCE</u>			
<u>Very important</u>	<u>Somewhat important</u>	<u>Not important</u>	<u>No answer</u>

GENDER

Female	227 52.2%	186 42.8%	19 4.4%	3 0.7%
Male	276 71.7%	91 23.6%	18 4.7%	0 0.0%

N=820

<u>TRANSPORTATION - LEVEL OF IMPORTANCE</u>			
<u>Very important</u>	<u>Somewhat important</u>	<u>Not important</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	319 72.0%	118 26.6%	5 1.1%	1 0.2%
Republican	101 47.2%	80 37.4%	31 14.5%	2 0.9%
Unaffiliated	83 50.9%	79 48.5%	1 0.6%	0 0.0%

N=820

## TRANSPORTATION - LEVEL OF IMPORTANCE

	Very important	Somewhat important	Not important	No answer
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RACE/ETHNICITY

White	237 50.6%	198 42.3%	31 6.6%	2 0.4%
African American	201 81.4%	43 17.4%	2 0.8%	1 0.4%
Other/No answer	65 61.9%	36 34.3%	4 3.8%	0 0.0%

N=820

## TRANSPORTATION - LEVEL OF IMPORTANCE

	Very important	Somewhat important	Not important	No answer
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AGE

18 to 34	83 59.7%	53 38.1%	3 2.2%	0 0.0%
35 to 49	117 60.3%	73 37.6%	3 1.5%	1 0.5%
50 to 64	161 61.7%	82 31.4%	18 6.9%	0 0.0%
65 and older	142 62.8%	69 30.5%	13 5.8%	2 0.9%

N=820

## TRANSPORTATION - LEVEL OF IMPORTANCE

	Very important	Somewhat important	Not important	No answer
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REGION

East Shore	55 60.4%	26 28.6%	10 11.0%	0 0.0%
Baltimore City	45 67.2%	20 29.9%	2 3.0%	0 0.0%
Baltimore Suburbs	164 57.5%	106 37.2%	15 5.3%	0 0.0%
Washington Suburbs	186 66.9%	86 30.9%	5 1.8%	1 0.4%
Western Maryland	53 53.5%	39 39.4%	5 5.1%	2 2.0%

**QUESTION: Tax Willingness – New Road Projects** *If you knew that Maryland could significantly reduce traffic congestion, decrease greenhouse gas emissions, repair potholes, and enhance safety by investing in new road projects, would you be willing to pay a little more in taxes to make those investments happen, or not?*

**(SERIES ROTATED)**

<u>ROADS - TAX WILLINGNESS</u>	<u>Number</u>	<u>Percent</u>
Yes, willing	401	48.9 %
No, not willing	390	47.6 %
No answer	29	3.5 %
Total	820	100.0 %

N=820

<u>ROADS - TAX WILLINGNESS</u>		
<u>Yes, willing</u>	<u>No, not willing</u>	<u>No answer</u>

RESULTS

Statewide	401 48.9%	390 47.6%	29 3.5%
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N=820

<u>ROADS - TAX WILLINGNESS</u>		
<u>Yes, willing</u>	<u>No, not willing</u>	<u>No answer</u>

GENDER

Female	234 53.8%	186 42.8%	15 3.4%
Male	167 43.4%	204 53.0%	14 3.6%

N=820

<u>ROADS - TAX WILLINGNESS</u>		
<u>Yes, willing</u>	<u>No, not willing</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	289 65.2%	151 34.1%	3 0.7%
Republican	60 28.0%	135 63.1%	19 8.9%
Unaffiliated	52 31.9%	104 63.8%	7 4.3%

N=820

	ROADS - TAX WILLINGNESS		
	Yes, willing	No, not willing	No answer
<u>RACE/ETHNICITY</u>			
White	199 42.5%	249 53.2%	20 4.3%
African American	156 63.2%	87 35.2%	4 1.6%
Other/No answer	46 43.8%	54 51.4%	5 4.8%

N=820

	ROADS - TAX WILLINGNESS		
	Yes, willing	No, not willing	No answer
<u>AGE</u>			
18 to 34	68 48.9%	68 48.9%	3 2.2%
35 to 49	104 53.6%	83 42.8%	7 3.6%
50 to 64	116 44.4%	133 51.0%	12 4.6%
65 and older	113 50.0%	106 46.9%	7 3.1%

N=820

	ROADS - TAX WILLINGNESS		
	Yes, willing	No, not willing	No answer
<u>REGION</u>			
East Shore	34 37.4%	52 57.1%	5 5.5%
Baltimore City	35 52.2%	32 47.8%	0 0.0%
Baltimore Suburbs	132 46.3%	144 50.5%	9 3.2%
Washington Suburbs	157 56.5%	113 40.6%	8 2.9%
Western Maryland	43 43.4%	49 49.5%	7 7.1%

**QUESTION: Tax Willingness – New Transit Projects** *If you knew that Maryland could significantly improve transit service, offer new transportation options, and enhance safety by investing in new transit projects, would you be willing to pay a little more in taxes to make those investments happen, or not?*

<u>TRANSIT - TAX WILLINGNESS</u>	<u>Number</u>	<u>Percent</u>
Yes, willing	359	43.8 %
No, not willing	436	53.2 %
No answer	25	3.0 %
Total	820	100.0 %

N=820

<u>TRANSIT - TAX WILLINGNESS</u>		
<u>Yes, willing</u>	<u>No, not willing</u>	<u>No answer</u>

RESULTS

Statewide	359 43.8%	436 53.2%	25 3.0%
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N=820

<u>TRANSIT - TAX WILLINGNESS</u>		
<u>Yes, willing</u>	<u>No, not willing</u>	<u>No answer</u>

GENDER

Female	202 46.4%	213 49.0%	20 4.6%
Male	157 40.8%	223 57.9%	5 1.3%

N=820

<u>TRANSIT - TAX WILLINGNESS</u>		
<u>Yes, willing</u>	<u>No, not willing</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	257 58.0%	181 40.9%	5 1.1%
Republican	46 21.5%	156 72.9%	12 5.6%
Unaffiliated	56 34.4%	99 60.7%	8 4.9%

N=820

	TRANSIT - TAX WILLINGNESS		
	Yes, willing	No, not willing	No answer
<u>RACE/ETHNICITY</u>			
White	170 36.3%	283 60.5%	15 3.2%
African American	145 58.7%	96 38.9%	6 2.4%
Other/No answer	44 41.9%	57 54.3%	4 3.8%

N=820

	TRANSIT - TAX WILLINGNESS		
	Yes, willing	No, not willing	No answer
<u>AGE</u>			
18 to 34	63 45.3%	74 53.2%	2 1.4%
35 to 49	100 51.5%	83 42.8%	11 5.7%
50 to 64	100 38.3%	154 59.0%	7 2.7%
65 and older	96 42.5%	125 55.3%	5 2.2%

N=820

	TRANSIT - TAX WILLINGNESS		
	Yes, willing	No, not willing	No answer
<u>REGION</u>			
East Shore	30 33.0%	56 61.5%	5 5.5%
Baltimore City	43 64.2%	22 32.8%	2 3.0%
Baltimore Suburbs	120 42.1%	159 55.8%	6 2.1%
Washington Suburbs	133 47.8%	138 49.6%	7 2.5%
Western Maryland	33 33.3%	61 61.6%	5 5.1%



After each of the following statements of information, please tell me if it makes you more likely or less likely to support an increase in Maryland’s transportation funding.

**(STATEMENTS ROTATED)**

**QUESTION: Message – Generate Economic Growth** *Transportation investment is crucial for Maryland’s economy and our ability to attract stable, high-paying jobs. For every dollar we spend on transportation projects, we get 3 to 4 dollars back in new economic growth, while generating tens of thousands of high-paying construction jobs for Maryland workers. Does this make you more likely or less likely to support an increase in Maryland’s transportation funding?*

SUPPORT FUNDING INCREASE - MD ECONOMY	Number	Percent
More likely	566	69.0 %
Less likely	201	24.5 %
No answer	53	6.5 %
Total	820	100.0 %

N=820

SUPPORT FUNDING INCREASE - MD ECONOMY		
More likely	Less likely	No answer

**RESULTS**

Statewide	566 69.0%	201 24.5%	53 6.5%
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N=820

SUPPORT FUNDING INCREASE - MD ECONOMY		
More likely	Less likely	No answer

**GENDER**

Female	317 72.9%	88 20.2%	30 6.9%
Male	249 64.7%	113 29.4%	23 6.0%

N=820

SUPPORT FUNDING INCREASE - MD ECONOMY		
More likely	Less likely	No answer

**PARTY REGISTRATION**

Democrat	360 81.3%	66 14.9%	17 3.8%
Republican	116 54.2%	78 36.4%	20 9.3%
Unaffiliated	90 55.2%	57 35.0%	16 9.8%

N=820	SUPPORT FUNDING INCREASE - MD ECONOMY		
	More likely	Less likely	No answer

RACE/ETHNICITY

White	303 64.7%	132 28.2%	33 7.1%
African American	200 81.0%	32 13.0%	15 6.1%
Other/No answer	63 60.0%	37 35.2%	5 4.8%

N=820	SUPPORT FUNDING INCREASE - MD ECONOMY		
	More likely	Less likely	No answer

AGE

18 to 34	91 65.5%	38 27.3%	10 7.2%
35 to 49	144 74.2%	36 18.6%	14 7.2%
50 to 64	171 65.5%	71 27.2%	19 7.3%
65 and older	160 70.8%	56 24.8%	10 4.4%

N=820	SUPPORT FUNDING INCREASE - MD ECONOMY		
	More likely	Less likely	No answer

REGION

East Shore	56 61.5%	26 28.6%	9 9.9%
Baltimore City	52 77.6%	13 19.4%	2 3.0%
Baltimore Suburbs	198 69.5%	76 26.7%	11 3.9%
Washington Suburbs	202 72.7%	59 21.2%	17 6.1%
Western Maryland	58 58.6%	27 27.3%	14 14.1%

**INTENSITY - *Is that much or somewhat more likely/less likely?***

MD ECONOMY - INTENSITY	Number	Percent
Much more likely	334	40.7 %
Somewhat more likely	232	28.3 %
Somewhat less likely	99	12.1 %
Much less likely	102	12.4 %
No answer	53	6.5 %
Total	820	100.0 %

N=820

MD ECONOMY - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

**RESULTS**

Statewide	334 40.7%	232 28.3%	99 12.1%	102 12.4%	53 6.5%
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N=820

MD ECONOMY - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

**GENDER**

Female	202 46.4%	115 26.4%	40 9.2%	48 11.0%	30 6.9%
Male	132 34.3%	117 30.4%	59 15.3%	54 14.0%	23 6.0%

N=820

MD ECONOMY - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

**PARTY REGISTRATION**

Democrat	252 56.9%	108 24.4%	39 8.8%	27 6.1%	17 3.8%
Republican	51 23.8%	65 30.4%	38 17.8%	40 18.7%	20 9.3%
Unaffiliated	31 19.0%	59 36.2%	22 13.5%	35 21.5%	16 9.8%

N=820

MD ECONOMY - INTENSITY					
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

RACE/ETHNICITY

White	160 34.2%	143 30.6%	63 13.5%	69 14.7%	33 7.1%
African American	134 54.3%	66 26.7%	16 6.5%	16 6.5%	15 6.1%
Other/No answer	40 38.1%	23 21.9%	20 19.0%	17 16.2%	5 4.8%

N=820

MD ECONOMY - INTENSITY					
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

AGE

18 to 34	54 38.8%	37 26.6%	24 17.3%	14 10.1%	10 7.2%
35 to 49	87 44.8%	57 29.4%	18 9.3%	18 9.3%	14 7.2%
50 to 64	102 39.1%	69 26.4%	34 13.0%	37 14.2%	19 7.3%
65 and older	91 40.3%	69 30.5%	23 10.2%	33 14.6%	10 4.4%

N=820

MD ECONOMY - INTENSITY					
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

REGION

East Shore	24 26.4%	32 35.2%	12 13.2%	14 15.4%	9 9.9%
Baltimore City	32 47.8%	20 29.9%	4 6.0%	9 13.4%	2 3.0%
Baltimore Suburbs	111 38.9%	87 30.5%	35 12.3%	41 14.4%	11 3.9%
Washington Suburbs	136 48.9%	66 23.7%	35 12.6%	24 8.6%	17 6.1%
Western Maryland	31 31.3%	27 27.3%	13 13.1%	14 14.1%	14 14.1%

**QUESTION: Message – Reduce Accident Rates** *Maryland has a 3.3 billion dollar backlog of numerous roads, bridges and transit facilities that are aging and obsolete. Recent events, such as the Key Bridge collapse, underscore the importance of upgrading and repairing infrastructure to keep our transportation networks in good condition. Improved infrastructure can reduce accident rates and prevent tragic loss of life. Does this make you more likely or less likely to support an increase in Maryland’s transportation funding?*

SUPPORT FUNDING INCREASE - REDUCE ACCIDENTS		
	Number	Percent
More likely	580	70.7 %
Less likely	177	21.6 %
No answer	63	7.7 %
Total	820	100.0 %

N=820

SUPPORT FUNDING INCREASE - REDUCE ACCIDENTS			
	More likely	Less likely	No answer

**RESULTS**

Statewide	580 70.7%	177 21.6%	63 7.7%
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N=820

SUPPORT FUNDING INCREASE - REDUCE ACCIDENTS			
	More likely	Less likely	No answer

**GENDER**

Female	322 74.0%	75 17.2%	38 8.7%
Male	258 67.0%	102 26.5%	25 6.5%

N=820

SUPPORT FUNDING INCREASE - REDUCE ACCIDENTS			
	More likely	Less likely	No answer

**PARTY REGISTRATION**

Democrat	363 81.9%	53 12.0%	27 6.1%
Republican	112 52.3%	82 38.3%	20 9.3%
Unaffiliated	105 64.4%	42 25.8%	16 9.8%

N=820	SUPPORT FUNDING INCREASE - REDUCE ACCIDENTS		
	More likely	Less likely	No answer

RACE/ETHNICITY

White	300 64.1%	122 26.1%	46 9.8%
African American	214 86.6%	26 10.5%	7 2.8%
Other/No answer	66 62.9%	29 27.6%	10 9.5%

N=820	SUPPORT FUNDING INCREASE - REDUCE ACCIDENTS		
	More likely	Less likely	No answer

AGE

18 to 34	99 71.2%	31 22.3%	9 6.5%
35 to 49	149 76.8%	29 14.9%	16 8.2%
50 to 64	170 65.1%	71 27.2%	20 7.7%
65 and older	162 71.7%	46 20.4%	18 8.0%

N=820	SUPPORT FUNDING INCREASE - REDUCE ACCIDENTS		
	More likely	Less likely	No answer

REGION

East Shore	60 65.9%	20 22.0%	11 12.1%
Baltimore City	48 71.6%	14 20.9%	5 7.5%
Baltimore Suburbs	203 71.2%	67 23.5%	15 5.3%
Washington Suburbs	209 75.2%	46 16.5%	23 8.3%
Western Maryland	60 60.6%	30 30.3%	9 9.1%

**INTENSITY - *Is that much or somewhat more likely/less likely?***

REDUCE ACCIDENTS - INTENSITY	Number	Percent
Much more likely	350	42.7 %
Somewhat more likely	230	28.0 %
Somewhat less likely	80	9.8 %
Much less likely	97	11.8 %
No answer	63	7.7 %
Total	820	100.0 %

N=820

REDUCE ACCIDENTS - INTENSITY					
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer	

**RESULTS**

Statewide	350 42.7%	230 28.0%	80 9.8%	97 11.8%	63 7.7%
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N=820

REDUCE ACCIDENTS - INTENSITY					
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer	

**GENDER**

Female	203 46.7%	119 27.4%	28 6.4%	47 10.8%	38 8.7%
Male	147 38.2%	111 28.8%	52 13.5%	50 13.0%	25 6.5%

N=820

REDUCE ACCIDENTS - INTENSITY					
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer	

**PARTY REGISTRATION**

Democrat	244 55.1%	119 26.9%	23 5.2%	30 6.8%	27 6.1%
Republican	58 27.1%	54 25.2%	39 18.2%	43 20.1%	20 9.3%
Unaffiliated	48 29.4%	57 35.0%	18 11.0%	24 14.7%	16 9.8%

N=820

## REDUCE ACCIDENTS - INTENSITY

	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer
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RACE/ETHNICITY

White	167 35.7%	133 28.4%	56 12.0%	66 14.1%	46 9.8%
African American	142 57.5%	72 29.1%	12 4.9%	14 5.7%	7 2.8%
Other/No answer	41 39.0%	25 23.8%	12 11.4%	17 16.2%	10 9.5%

N=820

## REDUCE ACCIDENTS - INTENSITY

	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer
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AGE

18 to 34	60 43.2%	39 28.1%	19 13.7%	12 8.6%	9 6.5%
35 to 49	95 49.0%	54 27.8%	9 4.6%	20 10.3%	16 8.2%
50 to 64	105 40.2%	65 24.9%	30 11.5%	41 15.7%	20 7.7%
65 and older	90 39.8%	72 31.9%	22 9.7%	24 10.6%	18 8.0%

N=820

## REDUCE ACCIDENTS - INTENSITY

	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer
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REGION

East Shore	29 31.9%	31 34.1%	14 15.4%	6 6.6%	11 12.1%
Baltimore City	30 44.8%	18 26.9%	5 7.5%	9 13.4%	5 7.5%
Baltimore Suburbs	115 40.4%	88 30.9%	29 10.2%	38 13.3%	15 5.3%
Washington Suburbs	139 50.0%	70 25.2%	20 7.2%	26 9.4%	23 8.3%
Western Maryland	37 37.4%	23 23.2%	12 12.1%	18 18.2%	9 9.1%



**QUESTION: Message – Improve Traffic Flow** *Reports show that Maryland’s traffic congestion on roads and bridges is worsening each year. Several new projects have been proposed that would significantly improve traffic flow, but state leaders have continually cut this type of funding. Does this make you more likely or less likely to support an increase in Maryland’s transportation funding?*

SUPPORT FUNDING INCREASE - TRAFFIC FLOW	Number	Percent
More likely	507	61.8 %
Less likely	243	29.6 %
No answer	70	8.5 %
Total	820	100.0 %

N=820

SUPPORT FUNDING INCREASE - TRAFFIC FLOW		
More likely	Less likely	No answer

**RESULTS**

Statewide	507 61.8%	243 29.6%	70 8.5%
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N=820

SUPPORT FUNDING INCREASE - TRAFFIC FLOW		
More likely	Less likely	No answer

**GENDER**

Female	287 66.0%	108 24.8%	40 9.2%
Male	220 57.1%	135 35.1%	30 7.8%

N=820

SUPPORT FUNDING INCREASE - TRAFFIC FLOW		
More likely	Less likely	No answer

**PARTY REGISTRATION**

Democrat	317 71.6%	88 19.9%	38 8.6%
Republican	101 47.2%	88 41.1%	25 11.7%
Unaffiliated	89 54.6%	67 41.1%	7 4.3%

N=820	SUPPORT FUNDING INCREASE - TRAFFIC FLOW		
	More likely	Less likely	No answer

RACE/ETHNICITY

White	261 55.8%	165 35.3%	42 9.0%
African American	190 76.9%	40 16.2%	17 6.9%
Other/No answer	56 53.3%	38 36.2%	11 10.5%

N=820	SUPPORT FUNDING INCREASE - TRAFFIC FLOW		
	More likely	Less likely	No answer

AGE

18 to 34	84 60.4%	39 28.1%	16 11.5%
35 to 49	129 66.5%	49 25.3%	16 8.2%
50 to 64	152 58.2%	87 33.3%	22 8.4%
65 and older	142 62.8%	68 30.1%	16 7.1%

N=820	SUPPORT FUNDING INCREASE - TRAFFIC FLOW		
	More likely	Less likely	No answer

REGION

East Shore	56 61.5%	26 28.6%	9 9.9%
Baltimore City	43 64.2%	19 28.4%	5 7.5%
Baltimore Suburbs	172 60.4%	96 33.7%	17 6.0%
Washington Suburbs	186 66.9%	66 23.7%	26 9.4%
Western Maryland	50 50.5%	36 36.4%	13 13.1%

**INTENSITY - *Is that much or somewhat more likely/less likely?***

TRAFFIC FLOW - INTENSITY	Number	Percent
Much more likely	295	36.0 %
Somewhat more likely	212	25.9 %
Somewhat less likely	99	12.1 %
Much less likely	144	17.6 %
No answer	70	8.5 %
Total	820	100.0 %

N=820

TRAFFIC FLOW - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

RESULTS

Statewide	295 36.0%	212 25.9%	99 12.1%	144 17.6%	70 8.5%
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N=820

TRAFFIC FLOW - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

GENDER

Female	177 40.7%	110 25.3%	44 10.1%	64 14.7%	40 9.2%
Male	118 30.6%	102 26.5%	55 14.3%	80 20.8%	30 7.8%

N=820

TRAFFIC FLOW - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

PARTY REGISTRATION

Democrat	192 43.3%	125 28.2%	29 6.5%	59 13.3%	38 8.6%
Republican	56 26.2%	45 21.0%	34 15.9%	54 25.2%	25 11.7%
Unaffiliated	47 28.8%	42 25.8%	36 22.1%	31 19.0%	7 4.3%

N=820

TRAFFIC FLOW - INTENSITY					
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

RACE/ETHNICITY

White	141 30.1%	120 25.6%	66 14.1%	99 21.2%	42 9.0%
African American	118 47.8%	72 29.1%	19 7.7%	21 8.5%	17 6.9%
Other/No answer	36 34.3%	20 19.0%	14 13.3%	24 22.9%	11 10.5%

N=820

TRAFFIC FLOW - INTENSITY					
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

AGE

18 to 34	48 34.5%	36 25.9%	22 15.8%	17 12.2%	16 11.5%
35 to 49	80 41.2%	49 25.3%	18 9.3%	31 16.0%	16 8.2%
50 to 64	84 32.2%	68 26.1%	33 12.6%	54 20.7%	22 8.4%
65 and older	83 36.7%	59 26.1%	26 11.5%	42 18.6%	16 7.1%

N=820

TRAFFIC FLOW - INTENSITY					
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

REGION

East Shore	34 37.4%	22 24.2%	11 12.1%	15 16.5%	9 9.9%
Baltimore City	28 41.8%	15 22.4%	9 13.4%	10 14.9%	5 7.5%
Baltimore Suburbs	96 33.7%	76 26.7%	37 13.0%	59 20.7%	17 6.0%
Washington Suburbs	109 39.2%	77 27.7%	26 9.4%	40 14.4%	26 9.4%
Western Maryland	28 28.3%	22 22.2%	16 16.2%	20 20.2%	13 13.1%

**QUESTION: Message – Projects Delayed, Cost Billions** *Major projects like the Baltimore Red Line, a new American Legion Bridge, improvements to I-270 and US 15, and other essential initiatives can only move forward if Maryland secures additional funding. Without this, these projects will be delayed for years, costing taxpayers billions more in the long run. Does this make you more likely or less likely to support an increase in Maryland’s transportation funding?*

<u>SUPPORT FUNDING INCREASE - PROJECT DELAYS</u>	<u>Number</u>	<u>Percent</u>
More likely	497	60.6 %
Less likely	269	32.8 %
No answer	54	6.6 %
Total	820	100.0 %

N=820

<u>SUPPORT FUNDING INCREASE - PROJECT DELAYS</u>		
<u>More likely</u>	<u>Less likely</u>	<u>No answer</u>

RESULTS

Statewide	497 60.6%	269 32.8%	54 6.6%
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N=820

<u>SUPPORT FUNDING INCREASE - PROJECT DELAYS</u>		
<u>More likely</u>	<u>Less likely</u>	<u>No answer</u>

GENDER

Female	278 63.9%	117 26.9%	40 9.2%
Male	219 56.9%	152 39.5%	14 3.6%

N=820

<u>SUPPORT FUNDING INCREASE - PROJECT DELAYS</u>		
<u>More likely</u>	<u>Less likely</u>	<u>No answer</u>

PARTY REGISTRATION

Democrat	329 74.3%	89 20.1%	25 5.6%
Republican	84 39.3%	107 50.0%	23 10.7%
Unaffiliated	84 51.5%	73 44.8%	6 3.7%

N=820	<u>SUPPORT FUNDING INCREASE - PROJECT DELAYS</u>		
	<u>More likely</u>	<u>Less likely</u>	<u>No answer</u>

RACE/ETHNICITY

White	248 53.0%	188 40.2%	32 6.8%
African American	193 78.1%	37 15.0%	17 6.9%
Other/No answer	56 53.3%	44 41.9%	5 4.8%

N=820	<u>SUPPORT FUNDING INCREASE - PROJECT DELAYS</u>		
	<u>More likely</u>	<u>Less likely</u>	<u>No answer</u>

AGE

18 to 34	85 61.2%	45 32.4%	9 6.5%
35 to 49	127 65.5%	49 25.3%	18 9.3%
50 to 64	149 57.1%	99 37.9%	13 5.0%
65 and older	136 60.2%	76 33.6%	14 6.2%

N=820	<u>SUPPORT FUNDING INCREASE - PROJECT DELAYS</u>		
	<u>More likely</u>	<u>Less likely</u>	<u>No answer</u>

REGION

East Shore	43 47.3%	38 41.8%	10 11.0%
Baltimore City	49 73.1%	16 23.9%	2 3.0%
Baltimore Suburbs	164 57.5%	104 36.5%	17 6.0%
Washington Suburbs	192 69.1%	67 24.1%	19 6.8%
Western Maryland	49 49.5%	44 44.4%	6 6.1%

**INTENSITY - *Is that much or somewhat more likely/less likely?***

PROJECT DELAYS - INTENSITY	Number	Percent
Much more likely	300	36.6 %
Somewhat more likely	197	24.0 %
Somewhat less likely	108	13.2 %
Much less likely	161	19.6 %
No answer	54	6.6 %
Total	820	100.0 %

N=820

PROJECT DELAYS - INTENSITY					
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer	

RESULTS

Statewide	300 36.6%	197 24.0%	108 13.2%	161 19.6%	54 6.6%
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N=820

PROJECT DELAYS - INTENSITY					
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer	

GENDER

Female	176 40.5%	102 23.4%	43 9.9%	74 17.0%	40 9.2%
Male	124 32.2%	95 24.7%	65 16.9%	87 22.6%	14 3.6%

N=820

PROJECT DELAYS - INTENSITY					
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer	

PARTY REGISTRATION

Democrat	223 50.3%	106 23.9%	34 7.7%	55 12.4%	25 5.6%
Republican	53 24.8%	31 14.5%	44 20.6%	63 29.4%	23 10.7%
Unaffiliated	24 14.7%	60 36.8%	30 18.4%	43 26.4%	6 3.7%

N=820	PROJECT DELAYS - INTENSITY				
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

RACE/ETHNICITY

White	140 29.9%	108 23.1%	72 15.4%	116 24.8%	32 6.8%
African American	128 51.8%	65 26.3%	16 6.5%	21 8.5%	17 6.9%
Other/No answer	32 30.5%	24 22.9%	20 19.0%	24 22.9%	5 4.8%

N=820	PROJECT DELAYS - INTENSITY				
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

AGE

18 to 34	50 36.0%	35 25.2%	18 12.9%	27 19.4%	9 6.5%
35 to 49	75 38.7%	52 26.8%	18 9.3%	31 16.0%	18 9.3%
50 to 64	88 33.7%	61 23.4%	40 15.3%	59 22.6%	13 5.0%
65 and older	87 38.5%	49 21.7%	32 14.2%	44 19.5%	14 6.2%

N=820	PROJECT DELAYS - INTENSITY				
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

REGION

East Shore	29 31.9%	14 15.4%	13 14.3%	25 27.5%	10 11.0%
Baltimore City	31 46.3%	18 26.9%	7 10.4%	9 13.4%	2 3.0%
Baltimore Suburbs	85 29.8%	79 27.7%	45 15.8%	59 20.7%	17 6.0%
Washington Suburbs	123 44.2%	69 24.8%	24 8.6%	43 15.5%	19 6.8%
Western Maryland	32 32.3%	17 17.2%	19 19.2%	25 25.3%	6 6.1%



**QUESTION:** Message – VA and PA Investment *Other states like Virginia and Pennsylvania are investing much more in their transportation infrastructure, and Maryland is falling further and further behind. Reports show that Maryland’s infrastructure is deteriorating in condition and reliability. Does this make you more likely or less likely to support an increase in Maryland’s transportation funding?*

SUPPORT FUNDING INCREASE - DETERIORATION	Number	Percent
More likely	522	63.7 %
Less likely	217	26.5 %
No answer	81	9.9 %
Total	820	100.0 %

N=820

SUPPORT FUNDING INCREASE - DETERIORATION		
More likely	Less likely	No answer

**RESULTS**

Statewide	522 63.7%	217 26.5%	81 9.9%
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N=820

SUPPORT FUNDING INCREASE - DETERIORATION		
More likely	Less likely	No answer

**GENDER**

Female	289 66.4%	95 21.8%	51 11.7%
Male	233 60.5%	122 31.7%	30 7.8%

N=820

SUPPORT FUNDING INCREASE - DETERIORATION		
More likely	Less likely	No answer

**PARTY REGISTRATION**

Democrat	342 77.2%	58 13.1%	43 9.7%
Republican	85 39.7%	105 49.1%	24 11.2%
Unaffiliated	95 58.3%	54 33.1%	14 8.6%

N=820

	SUPPORT FUNDING INCREASE - DETERIORATION		
	More likely	Less likely	No answer
<u>RACE/ETHNICITY</u>			
White	264 56.4%	163 34.8%	41 8.8%
African American	194 78.5%	27 10.9%	26 10.5%
Other/No answer	64 61.0%	27 25.7%	14 13.3%

N=820

	SUPPORT FUNDING INCREASE - DETERIORATION		
	More likely	Less likely	No answer
<u>AGE</u>			
18 to 34	94 67.6%	33 23.7%	12 8.6%
35 to 49	127 65.5%	45 23.2%	22 11.3%
50 to 64	154 59.0%	81 31.0%	26 10.0%
65 and older	147 65.0%	58 25.7%	21 9.3%

N=820

	SUPPORT FUNDING INCREASE - DETERIORATION		
	More likely	Less likely	No answer
<u>REGION</u>			
East Shore	51 56.0%	31 34.1%	9 9.9%
Baltimore City	50 74.6%	13 19.4%	4 6.0%
Baltimore Suburbs	174 61.1%	84 29.5%	27 9.5%
Washington Suburbs	194 69.8%	54 19.4%	30 10.8%
Western Maryland	53 53.5%	35 35.4%	11 11.1%

**INTENSITY - *Is that much or somewhat more likely/less likely?***

DETERIORATION - INTENSITY	Number	Percent
Much more likely	302	36.8 %
Somewhat more likely	220	26.8 %
Somewhat less likely	70	8.5 %
Much less likely	147	17.9 %
No answer	81	9.9 %
Total	820	100.0 %

N=820

DETERIORATION - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

RESULTS

Statewide	302 36.8%	220 26.8%	70 8.5%	147 17.9%	81 9.9%
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N=820

DETERIORATION - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

GENDER

Female	176 40.5%	113 26.0%	34 7.8%	61 14.0%	51 11.7%
Male	126 32.7%	107 27.8%	36 9.4%	86 22.3%	30 7.8%

N=820

DETERIORATION - INTENSITY				
Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

PARTY REGISTRATION

Democrat	232 52.4%	110 24.8%	23 5.2%	35 7.9%	43 9.7%
Republican	43 20.1%	42 19.6%	34 15.9%	71 33.2%	24 11.2%
Unaffiliated	27 16.6%	68 41.7%	13 8.0%	41 25.2%	14 8.6%

N=820	DETERIORATION - INTENSITY				
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

RACE/ETHNICITY

White	135 28.8%	129 27.6%	54 11.5%	109 23.3%	41 8.8%
African American	137 55.5%	57 23.1%	9 3.6%	18 7.3%	26 10.5%
Other/No answer	30 28.6%	34 32.4%	7 6.7%	20 19.0%	14 13.3%

N=820	DETERIORATION - INTENSITY				
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

AGE

18 to 34	50 36.0%	44 31.7%	8 5.8%	25 18.0%	12 8.6%
35 to 49	82 42.3%	45 23.2%	18 9.3%	27 13.9%	22 11.3%
50 to 64	91 34.9%	63 24.1%	25 9.6%	56 21.5%	26 10.0%
65 and older	79 35.0%	68 30.1%	19 8.4%	39 17.3%	21 9.3%

N=820	DETERIORATION - INTENSITY				
	Much more likely	Somewhat more likely	Somewhat less likely	Much less likely	No answer

REGION

East Shore	24 26.4%	27 29.7%	9 9.9%	22 24.2%	9 9.9%
Baltimore City	27 40.3%	23 34.3%	5 7.5%	8 11.9%	4 6.0%
Baltimore Suburbs	96 33.7%	78 27.4%	31 10.9%	53 18.6%	27 9.5%
Washington Suburbs	124 44.6%	70 25.2%	13 4.7%	41 14.7%	30 10.8%
Western Maryland	31 31.3%	22 22.2%	12 12.1%	23 23.2%	11 11.1%

**QUESTION: Tax Willingness – Informed** *Now, I'd like to ask you again...if you knew that the Maryland could significantly reduce traffic congestion, upgrade infrastructure, and enhance transit service by investing in new road and transit projects, would you be willing to pay a little more in taxes to make those investments happen, or not?*

TAX WILLINGNESS - INFORMED	Number	Percent
Yes, willing	449	54.8 %
No, not willing	344	42.0 %
No answer	27	3.3 %
Total	820	100.0 %

N=820

TAX WILLINGNESS - INFORMED		
Yes, willing	No, not willing	No answer

**RESULTS**

Statewide	449 54.8%	344 42.0%	27 3.3%
-----------	--------------	--------------	------------

N=820

TAX WILLINGNESS - INFORMED		
Yes, willing	No, not willing	No answer

**GENDER**

Female	247 56.8%	164 37.7%	24 5.5%
Male	202 52.5%	180 46.8%	3 0.8%

N=820

TAX WILLINGNESS - INFORMED		
Yes, willing	No, not willing	No answer

**PARTY REGISTRATION**

Democrat	314 70.9%	117 26.4%	12 2.7%
Republican	76 35.5%	130 60.7%	8 3.7%
Unaffiliated	59 36.2%	97 59.5%	7 4.3%

N=820

	TAX WILLINGNESS - INFORMED		
	Yes, willing	No, not willing	No answer
<u>RACE/ETHNICITY</u>			
White	226 48.3%	228 48.7%	14 3.0%
African American	177 71.7%	61 24.7%	9 3.6%
Other/No answer	46 43.8%	55 52.4%	4 3.8%

N=820

	TAX WILLINGNESS - INFORMED		
	Yes, willing	No, not willing	No answer
<u>AGE</u>			
18 to 34	78 56.1%	59 42.4%	2 1.4%
35 to 49	116 59.8%	70 36.1%	8 4.1%
50 to 64	134 51.3%	119 45.6%	8 3.1%
65 and older	121 53.5%	96 42.5%	9 4.0%

N=820

	TAX WILLINGNESS - INFORMED		
	Yes, willing	No, not willing	No answer
<u>REGION</u>			
East Shore	41 45.1%	47 51.6%	3 3.3%
Baltimore City	44 65.7%	20 29.9%	3 4.5%
Baltimore Suburbs	145 50.9%	134 47.0%	6 2.1%
Washington Suburbs	174 62.6%	92 33.1%	12 4.3%
Western Maryland	45 45.5%	51 51.5%	3 3.0%

Tax Willingness Informed by Tax Willingness Invest in New Road Projects

N=820

	TAX WILLINGNESS - INFORMED		
	Yes, willing	No, not willing	No answer
<u>ROADS - TAX WILLINGNESS</u>			
Yes, willing	362 90.3%	35 8.7%	4 1.0%
No, not willing	82 21.0%	294 75.4%	14 3.6%
No answer	5 17.2%	15 51.7%	9 31.0%

21% of those initially “not willing” to invest in road projects become “willing” after hearing reasons to increase transportation funding

Tax Willingness Informed by Tax Willingness Invest in New Transit Projects

N=820

	TAX WILLINGNESS - INFORMED		
	Yes, willing	No, not willing	No answer
<u>TRANSIT - TAX WILLINGNESS</u>			
Yes, willing	342 95.3%	16 4.5%	1 0.3%
No, not willing	105 24.1%	318 72.9%	13 3.0%
No answer	2 8.0%	10 40.0%	13 52.0%

*While no one wants to raise taxes and fees, if new revenues are needed to maintain and improve Maryland’s aging roads and transportation system, which of the following revenue generating options would you at least consider supporting, or is there no way that you would support it. (OPTIONS ROTATED)*

**QUESTION: 1-cent Sales Tax Increase** *Raising the state sales tax by 1-cent to be spent only on needed transportation improvements?*

<u>RAISE SALES TAX 1-CENT</u>	<u>Number</u>	<u>Percent</u>
Yes, would consider	437	53.3 %
No, absolutely not	363	44.3 %
N/A	20	2.4 %
Total	820	100.0 %

N=820

<u>RAISE SALES TAX 1-CENT</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

**RESULTS**

Statewide	437 53.3%	363 44.3%	20 2.4%
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N=820

<u>RAISE SALES TAX 1-CENT</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

**GENDER**

Female	241 55.4%	179 41.1%	15 3.4%
Male	196 50.9%	184 47.8%	5 1.3%

N=820

<u>RAISE SALES TAX 1-CENT</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

**PARTY REGISTRATION**

Democrat	293 66.1%	140 31.6%	10 2.3%
Republican	80 37.4%	130 60.7%	4 1.9%
Unaffiliated	64 39.3%	93 57.1%	6 3.7%



N=820	RAISE SALES TAX 1-CENT		
	Yes, would consider	No, absolutely not	N/A

RACE/ETHNICITY

White	218 46.6%	237 50.6%	13 2.8%
African American	171 69.2%	72 29.1%	4 1.6%
Other/No answer	48 45.7%	54 51.4%	3 2.9%

N=820	RAISE SALES TAX 1-CENT		
	Yes, would consider	No, absolutely not	N/A

AGE

18 to 34	70 50.4%	64 46.0%	5 3.6%
35 to 49	121 62.4%	69 35.6%	4 2.1%
50 to 64	129 49.4%	127 48.7%	5 1.9%
65 and older	117 51.8%	103 45.6%	6 2.7%

N=820	RAISE SALES TAX 1-CENT		
	Yes, would consider	No, absolutely not	N/A

REGION

East Shore	35 38.5%	53 58.2%	3 3.3%
Baltimore City	35 52.2%	31 46.3%	1 1.5%
Baltimore Suburbs	152 53.3%	127 44.6%	6 2.1%
Washington Suburbs	170 61.2%	102 36.7%	6 2.2%
Western Maryland	45 45.5%	50 50.5%	4 4.0%

**QUESTION: Miles Traveled Fee** *Introducing a fee that charges motorists based on annual Vehicle Miles Traveled to fund transportation projects, with an option to pay a set fee instead (this would replace or supplement the gas tax)?*

<u>MILES TRAVELED FEE</u>	<u>Number</u>	<u>Percent</u>
Yes, would consider	292	35.6 %
No, absolutely not	477	58.2 %
N/A	51	6.2 %
Total	820	100.0 %

N=820

<u>MILES TRAVELED FEE</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

RESULTS

Statewide	292 35.6%	477 58.2%	51 6.2%
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N=820

<u>MILES TRAVELED FEE</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

GENDER

Female	159 36.6%	250 57.5%	26 6.0%
Male	133 34.5%	227 59.0%	25 6.5%

N=820

<u>MILES TRAVELED FEE</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

PARTY REGISTRATION

Democrat	186 42.0%	219 49.4%	38 8.6%
Republican	53 24.8%	157 73.4%	4 1.9%
Unaffiliated	53 32.5%	101 62.0%	9 5.5%

N=820	MILES TRAVELED FEE		
	Yes, would consider	No, absolutely not	N/A

RACE/ETHNICITY

White	149 31.8%	294 62.8%	25 5.3%
African American	107 43.3%	122 49.4%	18 7.3%
Other/No answer	36 34.3%	61 58.1%	8 7.6%

N=820	MILES TRAVELED FEE		
	Yes, would consider	No, absolutely not	N/A

AGE

18 to 34	57 41.0%	75 54.0%	7 5.0%
35 to 49	72 37.1%	111 57.2%	11 5.7%
50 to 64	84 32.2%	160 61.3%	17 6.5%
65 and older	79 35.0%	131 58.0%	16 7.1%

N=820	MILES TRAVELED FEE		
	Yes, would consider	No, absolutely not	N/A

REGION

East Shore	33 36.3%	55 60.4%	3 3.3%
Baltimore City	26 38.8%	36 53.7%	5 7.5%
Baltimore Suburbs	83 29.1%	184 64.6%	18 6.3%
Washington Suburbs	124 44.6%	135 48.6%	19 6.8%
Western Maryland	26 26.3%	67 67.7%	6 6.1%

**QUESTION: Local Tax Dollars** *Allowing local jurisdictions to fund projects using local tax dollars?*

<u>LOCAL TAX DOLLARS</u>	<u>Number</u>	<u>Percent</u>
Yes, would consider	534	65.1 %
No, absolutely not	239	29.1 %
<u>N/A</u>	<u>47</u>	<u>5.7 %</u>
Total	820	100.0 %

N=820

<u>LOCAL TAX DOLLARS</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

RESULTS

Statewide	534 65.1%	239 29.1%	47 5.7%
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N=820

<u>LOCAL TAX DOLLARS</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

GENDER

Female	284 65.3%	125 28.7%	26 6.0%
Male	250 64.9%	114 29.6%	21 5.5%

N=820

<u>LOCAL TAX DOLLARS</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

PARTY REGISTRATION

Democrat	306 69.1%	100 22.6%	37 8.4%
Republican	133 62.1%	73 34.1%	8 3.7%
Unaffiliated	95 58.3%	66 40.5%	2 1.2%

N=820

	LOCAL TAX DOLLARS		
	Yes, would consider	No, absolutely not	N/A
<u>RACE/ETHNICITY</u>			
White	296 63.2%	146 31.2%	26 5.6%
African American	178 72.1%	55 22.3%	14 5.7%
Other/No answer	60 57.1%	38 36.2%	7 6.7%

N=820

	LOCAL TAX DOLLARS		
	Yes, would consider	No, absolutely not	N/A
<u>AGE</u>			
18 to 34	86 61.9%	41 29.5%	12 8.6%
35 to 49	135 69.6%	47 24.2%	12 6.2%
50 to 64	171 65.5%	80 30.7%	10 3.8%
65 and older	142 62.8%	71 31.4%	13 5.8%

N=820

	LOCAL TAX DOLLARS		
	Yes, would consider	No, absolutely not	N/A
<u>REGION</u>			
East Shore	60 65.9%	26 28.6%	5 5.5%
Baltimore City	42 62.7%	18 26.9%	7 10.4%
Baltimore Suburbs	190 66.7%	83 29.1%	12 4.2%
Washington Suburbs	184 66.2%	76 27.3%	18 6.5%
Western Maryland	58 58.6%	36 36.4%	5 5.1%

**QUESTION: Gas Tax Increase** *Raising the motor fuel tax (gas tax) when average prices drop below a certain benchmark level?*

<u>RAISE GAS TAX</u>	<u>Number</u>	<u>Percent</u>
Yes, would consider	283	34.5 %
No, absolutely not	502	61.2 %
<u>N/A</u>	<u>35</u>	<u>4.3 %</u>
Total	820	100.0 %

N=820

<u>RAISE GAS TAX</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

RESULTS

Statewide	283 34.5%	502 61.2%	35 4.3%
-----------	--------------	--------------	------------

N=820

<u>RAISE GAS TAX</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

GENDER

Female	153 35.2%	261 60.0%	21 4.8%
Male	130 33.8%	241 62.6%	14 3.6%

N=820

<u>RAISE GAS TAX</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

PARTY REGISTRATION

Democrat	202 45.6%	214 48.3%	27 6.1%
Republican	50 23.4%	161 75.2%	3 1.4%
Unaffiliated	31 19.0%	127 77.9%	5 3.1%

N=820	RAISE GAS TAX		
	Yes, would consider	No, absolutely not	N/A

RACE/ETHNICITY

White	143 30.6%	306 65.4%	19 4.1%
African American	106 42.9%	129 52.2%	12 4.9%
Other/No answer	34 32.4%	67 63.8%	4 3.8%

N=820	RAISE GAS TAX		
	Yes, would consider	No, absolutely not	N/A

AGE

18 to 34	41 29.5%	92 66.2%	6 4.3%
35 to 49	78 40.2%	106 54.6%	10 5.2%
50 to 64	92 35.2%	156 59.8%	13 5.0%
65 and older	72 31.9%	148 65.5%	6 2.7%

N=820	RAISE GAS TAX		
	Yes, would consider	No, absolutely not	N/A

REGION

East Shore	24 26.4%	64 70.3%	3 3.3%
Baltimore City	27 40.3%	37 55.2%	3 4.5%
Baltimore Suburbs	92 32.3%	182 63.9%	11 3.9%
Washington Suburbs	113 40.6%	153 55.0%	12 4.3%
Western Maryland	27 27.3%	66 66.7%	6 6.1%

**QUESTION: Public-Private Partnerships** *Allowing more private investment in Maryland projects by using public-private partnerships (P3s) to make public tax dollars go further?*

<u>PUBLIC-PRIVATE PARTNERSHIPS</u>	<u>Number</u>	<u>Percent</u>
Yes, would consider	541	66.0 %
No, absolutely not	247	30.1 %
N/A	32	3.9 %
Total	820	100.0 %

N=820

<u>PUBLIC-PRIVATE PARTNERSHIPS</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

RESULTS

Statewide	541 66.0%	247 30.1%	32 3.9%
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N=820

<u>PUBLIC-PRIVATE PARTNERSHIPS</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

GENDER

Female	275 63.2%	139 32.0%	21 4.8%
Male	266 69.1%	108 28.1%	11 2.9%

N=820

<u>PUBLIC-PRIVATE PARTNERSHIPS</u>		
<u>Yes, would consider</u>	<u>No, absolutely not</u>	<u>N/A</u>

PARTY REGISTRATION

Democrat	292 65.9%	134 30.2%	17 3.8%
Republican	138 64.5%	69 32.2%	7 3.3%
Unaffiliated	111 68.1%	44 27.0%	8 4.9%



N=820

	PUBLIC-PRIVATE PARTNERSHIPS		
	Yes, would consider	No, absolutely not	N/A
<u>RACE/ETHNICITY</u>			
White	300 64.1%	148 31.6%	20 4.3%
African American	172 69.6%	71 28.7%	4 1.6%
Other/No answer	69 65.7%	28 26.7%	8 7.6%

N=820

	PUBLIC-PRIVATE PARTNERSHIPS		
	Yes, would consider	No, absolutely not	N/A
<u>AGE</u>			
18 to 34	101 72.7%	34 24.5%	4 2.9%
35 to 49	112 57.7%	73 37.6%	9 4.6%
50 to 64	179 68.6%	77 29.5%	5 1.9%
65 and older	149 65.9%	63 27.9%	14 6.2%

N=820

	PUBLIC-PRIVATE PARTNERSHIPS		
	Yes, would consider	No, absolutely not	N/A
<u>REGION</u>			
East Shore	59 64.8%	30 33.0%	2 2.2%
Baltimore City	42 62.7%	23 34.3%	2 3.0%
Baltimore Suburbs	187 65.6%	84 29.5%	14 4.9%
Washington Suburbs	189 68.0%	80 28.8%	9 3.2%
Western Maryland	64 64.6%	30 30.3%	5 5.1%

**QUESTION: Transportation Funding Balance** *Over 73% of Maryland’s transportation budget is funded by vehicle titling & registration fees, federal aid, and gas tax revenues. Over 50% of the budget is spent on public transit projects, like bus & train lines. Which of the following best reflects your opinion on State transportation funding? (ROTATED)*

- *I believe they should increase funding for road projects and decrease funding for transit projects,*
- *I believe they should increase funding for transit projects and decrease funding for road projects,*
- *I believe they should maintain the current balance.*

<u>TRANSPORTATION FUNDING BALANCE</u>	<u>Number</u>	<u>Percent</u>
Increase roads, decrease transit	212	25.9 %
Increase transit, decrease roads	167	20.4 %
Current balance	374	45.6 %
No answer	67	8.2 %
Total	820	100.0 %

N=820

<u>TRANSPORTATION FUNDING BALANCE</u>			
<u>Increase roads, decrease transit</u>	<u>Increase transit, decrease roads</u>	<u>Current balance</u>	<u>No answer</u>

RESULTS

Statewide	212 25.9%	167 20.4%	374 45.6%	67 8.2%
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N=820

<u>TRANSPORTATION FUNDING BALANCE</u>			
<u>Increase roads, decrease transit</u>	<u>Increase transit, decrease roads</u>	<u>Current balance</u>	<u>No answer</u>

GENDER

Female	105 24.1%	85 19.5%	206 47.4%	39 9.0%
Male	107 27.8%	82 21.3%	168 43.6%	28 7.3%

N=820

TRANSPORTATION FUNDING BALANCE

	Increase roads, decrease transit	Increase transit, decrease roads	Current balance	No answer
--	-------------------------------------	-------------------------------------	-----------------	-----------

PARTY REGISTRATION

Democrat	114 25.7%	104 23.5%	192 43.3%	33 7.4%
Republican	69 32.2%	27 12.6%	94 43.9%	24 11.2%
Unaffiliated	29 17.8%	36 22.1%	88 54.0%	10 6.1%

N=820

TRANSPORTATION FUNDING BALANCE

	Increase roads, decrease transit	Increase transit, decrease roads	Current balance	No answer
--	-------------------------------------	-------------------------------------	-----------------	-----------

RACE/ETHNICITY

White	116 24.8%	85 18.2%	223 47.6%	44 9.4%
African American	68 27.5%	59 23.9%	104 42.1%	16 6.5%
Other/No answer	28 26.7%	23 21.9%	47 44.8%	7 6.7%

N=820

TRANSPORTATION FUNDING BALANCE

	Increase roads, decrease transit	Increase transit, decrease roads	Current balance	No answer
--	-------------------------------------	-------------------------------------	-----------------	-----------

AGE

18 to 34	25 18.0%	45 32.4%	58 41.7%	11 7.9%
35 to 49	50 25.8%	39 20.1%	88 45.4%	17 8.8%
50 to 64	66 25.3%	49 18.8%	123 47.1%	23 8.8%
65 and older	71 31.4%	34 15.0%	105 46.5%	16 7.1%

N=820

TRANSPORTATION FUNDING BALANCE

	Increase roads, decrease transit	Increase transit, decrease roads	Current balance	No answer
<u>REGION</u>				
East Shore	26 28.6%	12 13.2%	45 49.5%	8 8.8%
Baltimore City	8 11.9%	28 41.8%	25 37.3%	6 9.0%
Baltimore Suburbs	76 26.7%	42 14.7%	139 48.8%	28 9.8%
Washington Suburbs	76 27.3%	64 23.0%	122 43.9%	16 5.8%
Western Maryland	26 26.3%	21 21.2%	43 43.4%	9 9.1%

## Appendix B: Maryland Poll Sample Demographics

<u>AGE</u>	<u>Number</u>	<u>Percent</u>
18 to 34	139	17.0 %
35 to 49	194	23.7 %
50 to 64	261	31.8 %
65 and older	226	27.6 %
Total	820	100.0 %

<u>PARTY REGISTRATION</u>	<u>Number</u>	<u>Percent</u>
Democrat	443	54.0 %
Republican	214	26.1 %
Unaffiliated	163	19.9 %
Total	820	100.0 %

<u>RACE/ETHNICITY</u>	<u>Number</u>	<u>Percent</u>
White	468	57.1 %
African American	247	30.1 %
Other/No answer	105	12.8 %
Total	820	100.0 %

<u>GENDER</u>	<u>Number</u>	<u>Percent</u>
Female	435	53.0 %
Male	385	47.0 %
Total	820	100.0 %

<u>REGION</u>	<u>Number</u>	<u>Percent</u>
Eastern Shore/Southern Maryland	91	11.1 %
Baltimore City	67	8.2 %
Baltimore Suburbs	285	34.8 %
Washington Suburbs	278	33.9 %
Western Maryland	99	12.1 %
Total	820	100.0 %

### **Regional Groupings**

***Eastern Shore/Southern MD*** – includes Calvert, Caroline, Cecil, Dorchester, Kent, Queen Anne’s, St. Mary’s, Somerset, Talbot, Wicomico, and Worcester counties.

***Baltimore City*** – includes Baltimore City.

***Baltimore Suburbs*** – includes Anne Arundel, Baltimore, Harford, and Howard counties.

***Washington Suburbs*** – includes Charles, Montgomery, and Prince George’s counties.

***Western Maryland*** – includes Allegany, Carroll, Frederick, Garrett, and Washington counties.

## Appendix C: Questionnaire

1) Which of the following is the MOST important transportation need that Maryland should address...if you had to choose just one, which would it be? **(ROTATE)**

- |   |   |
|---|---|
| Reducing traffic congestion and delays,                         | 1 |
| Providing more travel and transportation options,               | 2 |
| Improving maintenance of roads, bridges and transit facilities, | 3 |
| Improving maintenance of bus & transit facilities.              | 4 |
| No answer (DON'T READ)  | 5 |

2) Which of the following, in your opinion, should receive the higher priority regarding transportation funding in Maryland? **(ROTATE ORDER)**

- |   |   |
|---|---|
| Maintaining and improving the roads & bridges,<br>or                                  | 1 |
| Maintaining and improving mass transit, such as buses,<br>light rail and MARC trains. | 2 |
| No answer (DON'T READ)  | 3 |

Here is a list of several major transportation projects that are being considered in Maryland. After each, please tell me if you favor or oppose the proposed project.

The first (next) is ..... **(ROTATE Q.s 3-5)**

3) Do you favor or oppose replacing the 60-year-old American Legion Bridge on the Washington Beltway and adding new express lanes to I-270, similar to the Beltway in Virginia... this would include free travel for carpoolers and improved bus service, while keeping existing lanes free for anyone to use? **Is that strongly or somewhat favor/oppose?**

- |                      |   |
|----------------------|---|
| Strongly favor       | 1 |
| Somewhat favor       | 2 |
| Somewhat oppose      | 3 |
| Strongly oppose      | 4 |
| No opinion/No answer | 5 |

4) Do you favor or oppose building the Baltimore Red Line, a new light rail corridor in Baltimore City, aimed at providing faster, more efficient transit connections and linking key job centers and neighborhoods? **Is that strongly or somewhat favor/oppose?**

Strongly favor	1
Somewhat favor	2
Somewhat oppose	3
Strongly oppose	4
No opinion/No answer	5

5) Do you favor or oppose adding new express lanes and improved bus service to the Southside portion of the Capital Beltway, from the Springfield Interchange in Virginia across the Wilson Bridge to National Harbor in Maryland, while keeping existing lanes free for anyone to use. **Is that strongly or somewhat favor/oppose?**

Strongly favor	1
Somewhat favor	2
Somewhat oppose	3
Strongly oppose	4
No opinion/No answer	5

6) In your opinion, how important is it for Maryland to invest in improving its transportation infrastructure: very important, somewhat important, not too important, or not at all important?

Very important	1
Somewhat important	2
Not Too important	3
Not At All important	4
No answer	5

7) If you knew that Maryland could significantly reduce traffic congestion, decrease greenhouse gas emissions, repair potholes, and enhance safety by investing in new road projects, would you be willing to pay a little more in taxes to make those investments happen, or not? **(ROTATE Q.s 7-8)**

Yes, willing	1
No, not willing	2
No answer	3

8) If you knew that Maryland could significantly improve transit service, offer new transportation options, and enhance safety by investing in new transit projects, would you be willing to pay a little more in taxes to make those investments happen, or not?

Yes, willing	1
No, not willing	2
No answer	3

After each of the following statements of information, please tell me if it makes you more likely or less likely to support an increase in Maryland's transportation funding.

The first (next) is \_\_\_ **(ROTATE Q.s 9-13)**

9) Transportation investment is crucial for Maryland's economy and our ability to attract stable, high-paying jobs. For every dollar we spend on transportation projects, we get 3 to 4 dollars back in new economic growth, while generating tens of thousands of high-paying construction jobs for Maryland workers.

Does this make you more likely or less likely to support an increase in Maryland's transportation funding? **Is that much or somewhat more likely/less likely?**

- |                      |   |
|----------------------|---|
| Much more likely     | 1 |
| Somewhat more likely | 2 |
| Somewhat less likely | 3 |
| Much less likely     | 4 |
| No answer            | 5 |

10) Maryland has a 3.3 billion dollar backlog of numerous roads, bridges and transit facilities that are aging and obsolete. Recent events, such as the Key Bridge collapse, underscore the importance of upgrading and repairing infrastructure to keep our transportation networks in good condition. Improved infrastructure can reduce accident rates and prevent tragic loss of life.

Does this make you more likely or less likely to support an increase in Maryland's transportation funding? **Is that much or somewhat more likely/less likely?**

- |                      |   |
|----------------------|---|
| Much more likely     | 1 |
| Somewhat more likely | 2 |
| Somewhat less likely | 3 |
| Much less likely     | 4 |
| No answer            | 5 |

11) Reports show that Maryland's traffic congestion on roads and bridges is worsening each year. Several new projects have been proposed that would significantly improve traffic flow, but state leaders have continually cut this type of funding.

Does this make you more likely or less likely to support an increase in Maryland's transportation funding? **Is that much or somewhat more likely/less likely?**

- |                      |   |
|----------------------|---|
| Much more likely     | 1 |
| Somewhat more likely | 2 |
| Somewhat less likely | 3 |
| Much less likely     | 4 |
| No answer            | 5 |



12) Major projects like the Baltimore Red Line, a new American Legion Bridge, improvements to I-270 and US 15, and other essential initiatives can only move forward if Maryland secures additional funding. Without this, these projects will be delayed for years, costing taxpayers billions more in the long run.

Does this make you more likely or less likely to support an increase in Maryland's transportation funding? **Is that much or somewhat more likely/less likely?**

Much more likely	1
Somewhat more likely	2
Somewhat less likely	3
Much less likely	4
No answer	5

13) Other states like Virginia and Pennsylvania are investing much more in their transportation infrastructure, and Maryland is falling further and further behind. Reports show that Maryland's infrastructure is deteriorating in condition and reliability.

Does this make you more likely or less likely to support an increase in Maryland's transportation funding? **Is that much or somewhat more likely/less likely?**

Much more likely	1
Somewhat more likely	2
Somewhat less likely	3
Much less likely	4
No answer	5

14) Now, I'd like to ask you again...if you knew that the Maryland could significantly reduce traffic congestion, upgrade infrastructure, and enhance transit service by investing in new road and transit projects, would you be willing to pay a little more in taxes to make those investments happen, or not?

Yes, willing	1
No, not willing	2
No answer	3

While no one wants to raise taxes and fees, if new revenues are needed to maintain and improve Maryland's aging roads and transportation system, which of the following revenue generating options would you at least consider supporting, or is there no way that you would support it. The first (next) is ...

**(ROTATE Q.s 15-19)**

15) Raising the state sales tax by 1-cent to be spent only on needed transportation improvements.

Yes, would consider	1
No, absolutely not	2
N/A	3

16) Introducing a fee that charges motorists based on annual Vehicle Miles Traveled to fund transportation projects, with an option to pay a set fee instead (this would replace or supplement the gas tax).

Yes, would consider	1
No, absolutely not	2
N/A	3

17) Allowing local jurisdictions to fund projects using local tax dollars.

Yes, would consider	1
No, absolutely not	2
N/A	3

18) Raising the motor fuel tax (gas tax) when average prices drop below a certain benchmark level.

Yes, would consider	1
No, absolutely not	2
N/A	3

19) Allowing more private investment in Maryland projects by using public-private partnerships (P3s) to make public tax dollars go further.

Yes, would consider	1
No, absolutely not	2
N/A	3

20) Over 73% of Maryland's transportation budget is funded by vehicle titling & registration fees, federal aid, and gas tax revenues. Over 50% of the budget is spent on public transit projects, like bus & train lines. Which of the following best reflects your opinion on State transportation funding? **(ROTATE ORDER)**

- I believe they should increase funding for road projects and decrease funding for transit projects
- I believe they should increase funding for transit projects and decrease funding for road projects,
- I believe they should maintain the current balance.