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PREPARED FOR:

PORTLAND BUREAU OF TRANSPORTATION

Funding Telephone Survey

April 2014

PREPARED BY:

DHM RESEARCH

(503) 220-0575 • 239 NW 13th Ave., #205, Portland, OR 97209 • www.dhmresearch.com

1. | INTRODUCTION AND METHODOLOGY

From March 27 – April 1, 2014, Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted a telephone survey among registered voters in Portland to assess their support for funding street maintenance and safety. The voters were asked about monthly household fees of \$8 and \$12, as well as several alternative funding mechanisms. This a second survey of Portland voters about transportation needs since January 2014. Key findings from the January 2014 survey were that street maintenance and safety improvements are the highest transportation priorities for Portland voters.

Methodology: DHM Research contacted voters using a randomly generated list of registered Portland voters, which consisted of both landlines and cellphones. The survey took an average of 12 minutes to administer. Eight hundred Portland voters participated, with two series of questions employing split sample of 400. In gathering responses, DHM employed a variety of quality control measures, including questionnaire pre-testing and validations. Quotas were set by age, gender, political affiliation, and area of the city to ensure a representative sample.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error, which represents the difference between a sample of a given population and the total population (here, Portland registered voters). For a sample size of 800, the margin of error is $\pm 3.5\%$. For a sample size of 400, the margin of error ranges from $\pm 2.9\%$ to $\pm 4.9\%$. These plus-minus error margins represent differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire population.

This report includes observations about statistically significant variations among major demographic subgroups such as gender, age, area of residence (west side, river to I-205, and east of I-205), income and political party. The reporting of subgroup differences focuses on patterns and trends, and does not attempt to reflect every variation. For a comprehensive appreciation of these variations, please refer to the computer tables accompanying this report.

DHM Research: Davis, Hibbitts & Midghall, Inc. has been providing opinion research and consultation throughout Oregon and the rest of the Pacific Northwest for over three decades. The firm is non-partisan and independent and specializes in research projects to support community planning and public policy-making. www.dhmresearch.com

2. | SUMMARY & OBSERVATIONS

The survey was intended to gather input from the public on support for a variety of transportation funding options, and assess whether some potential elements of a funding option would improve public support.

Portlanders were initially divided in their support of a street maintenance and safety fee. Support for paying a monthly fee increased by 5-7% after respondents learned about potential fee implementation options – including prioritizing funds for maintenance and safety and the creation of a dedicated transportation fund for the fee. Respondents also supported a street maintenance and safety fee more than other revenue mechanisms such as a sales tax or a tax equal to a fraction of what a household pays in state or federal income tax.

The survey also affirmed results of a similar survey in January that found maintenance and safety are high priorities for Portlanders. Respondents to the March survey who strongly or somewhat support an \$8 a month fee said they did so because “roads need maintenance” (39%) or because “safety is important,” “protects bicyclists” or “protecting pedestrians” (37%).

Voters are overwhelming satisfied with their quality of life in Portland.

- Ninety-one percent (91%) said they are satisfied, with a majority (53%) indicating that they are “very satisfied.”
- Satisfaction is highest among those with incomes \$100+, Democrats, and those who live on the city’s Westside. While still high overall, satisfaction is somewhat less among Republicans those with incomes \$30k or less.

When initially asked, Portland voters are split on whether to support a street maintenance and safety fee, with minimal difference among the fee rates or range of transportation projects it could support.

- Voters in the survey were asked twice about the street maintenance fee. In the initial test, support for the fee ranged from 44-47%, while opposition ranged from 48-50%.
- There is not a statistically significant difference in support for the fee whether it is at \$8 or \$12 for street maintenance and safety only, or \$12 if it also funds other transportation needs (e.g., support improving bus service in low income areas, maintenance on local streets, and preparing one downtown Willamette River bridge to survive an earthquake).
- About twice as many voters indicated that they are strongly opposed to the fee (27-30%) as those who strongly support it (15-16%).
- Support for the fees was highest among voters with incomes \$75k or more, those 18-34, and politically Independent. Opposition was highest among those with incomes \$50k or less, those 55+, and Republicans.
- The main reasons given for supporting a fee was that both maintenance and safety are priorities. The main reasons for opposing a fee is that voters pay enough in taxes and government spending is wasteful.

Support for a street maintenance fee increases when voters learn more about how it could be implemented, especially the key transportation priorities that it would fund.

- The voters were presented with eight options for how the street maintenance and safety fee could be implemented. After hearing the options, support for the fee increased by 2 to 7 percentage-points, and the \$8 and \$12 per month maintenance/safety options reached majority support (52% and 51% respectively).
- A strong majority of voters (57-74% more likely) said that seven of the eight options would make them more likely to support the fee. The three most influential options were:
 - If the City's priority project were doing preventive maintenance on roads to keep them in good condition and making major repairs on roads in poor condition, putting flashing safety beacons at the most dangerous intersections, and building sidewalks along streets that students use to walk to school and seniors use to get to transit stops (74% more likely to support).
 - If the revenue from the fee would go into a dedicated transportation fund that could not be used for other purposes (73% more likely to support).
 - If the fee included a low income discount. Low income households would pay less or not at all (67% more likely to support).
- The one implementation option that voters said would make them less likely to support the fee was if it was added to existing water and sewer bills to minimize administration costs (52% less likely to support).

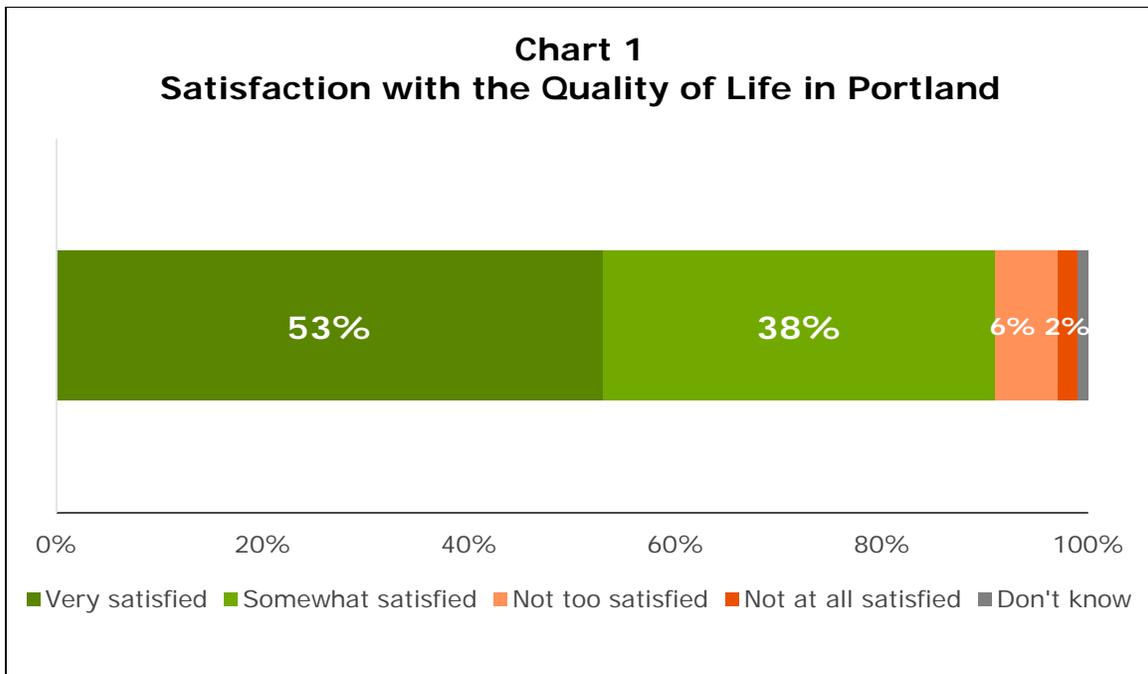
The street maintenance and safety fee is strongly preferred to any of other funding mechanisms tested.

- The voters were asked about several other funding options that some Portlanders suggested at community meetings the City has facilitated over the last couple months. The options included a city sales tax, a city income tax, a tax proportional to what a person pays in state or federal income taxes, and city bond paid by property taxes. Just a one-quarter to one-third of the voters said that any of these was more preferable to street maintenance and safety fee.

3. | KEY FINDINGS

3.1 | Satisfaction With the Quality of Life in Portland

The survey started by asking the voters how satisfied they are with the quality of life in Portland on a scale from very satisfied to not at all satisfied. Ninety-one percent (91%) said they are satisfied, with a majority (53%) indicating that they are “very satisfied.” Just 8% said that they are not satisfied.



Source: DHM Resource, April 2014

Demographic differences

Very satisfied

- \$100k+: 67%
- Westside: 60%
- Democrat: 58%

Somewhat satisfied

- \$30-50k: 50%
- East of I-205: 44%

Not too/not at all satisfied

- Republican: 14%
- <\$30k: 11%

Table 1
Reasons Very/Somewhat Satisfied

Response Category	N=731
Good place to live	11%
Like/Love the city	10%
People friendly/nice	9%
Nice weather	8%
Lots of public transit	8%
Variety of activities	7%
No complaints/satisfied	7%
All other responses	6% or less
(DON'T READ) Don't know	2%

Source: DHM Resource, April 2014

Voters who said that they were very or somewhat satisfied with the quality of life in Portland were asked to add comments about why they are satisfied (Q2). Most of the comments were general about the city being a good place to live and raise a family (11%) or their love of the city (10%). Friendly people, neighbors and family ties were mentioned by 9%. The most mentioned specific qualities were access to public transportation (8%) and the variety of activities to participate available (8%).

Table 2
Reasons Very/Somewhat Unsatisfied

Response Category	N=62
Poor road infrastructure	23%
High taxes	14%
High crime	14%
High cost of living	12%
Inefficient government	10%
Traffic	10%
Wasteful spending	8%
Lack of jobs/Economy	8%
All other responses	7% or less
(DON'T READ) Don't know	0%

Source: DHM Resource, April 2014

Among the small number of voters who said they were not satisfied with the quality of life in Portland (Q3), their most mentioned reasons related road conditions (23%), taxes (14%), crime (14%), and cost of living (12%).

3.2 | Street Maintenance & Safety Fee: Initial Test

The survey asked voters about their support or opposition to a street maintenance fee to fund transportation needs in the city. To gauge price sensitivity, the sample was randomly divided into two test groups. “Split Sample A” was asked about an \$8 per month fee (Q4). “Split Sample B” was asked about a \$12 per month fee (Q7). Then all respondents were asked about a \$12 per month fee that in addition to maintenance and safety would also support improving low bus service in low income areas, maintenance on local streets, and preparing one downtown Willamette River bridge to survive an earthquake. The full text of these items was as follows.

In a recent survey and several community meetings, the City heard that people are interested in investing in street maintenance and repairs and also invest in important safety improvements to prevent injury and death. Portlanders were concerned that streets will become worse and will be harder to travel on without making these investments.

I would like to ask you about some options the City is considering to fund these street maintenance and safety improvements. Please tell me if you would strongly support, somewhat support, somewhat oppose or strongly oppose each of the funding options.

Split Sample A (N=400): Maintenance and Safety

*The City of Portland is considering an increase in funding that would repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. To fund this work, would you support an **\$8 monthly** street maintenance and safety fee?*

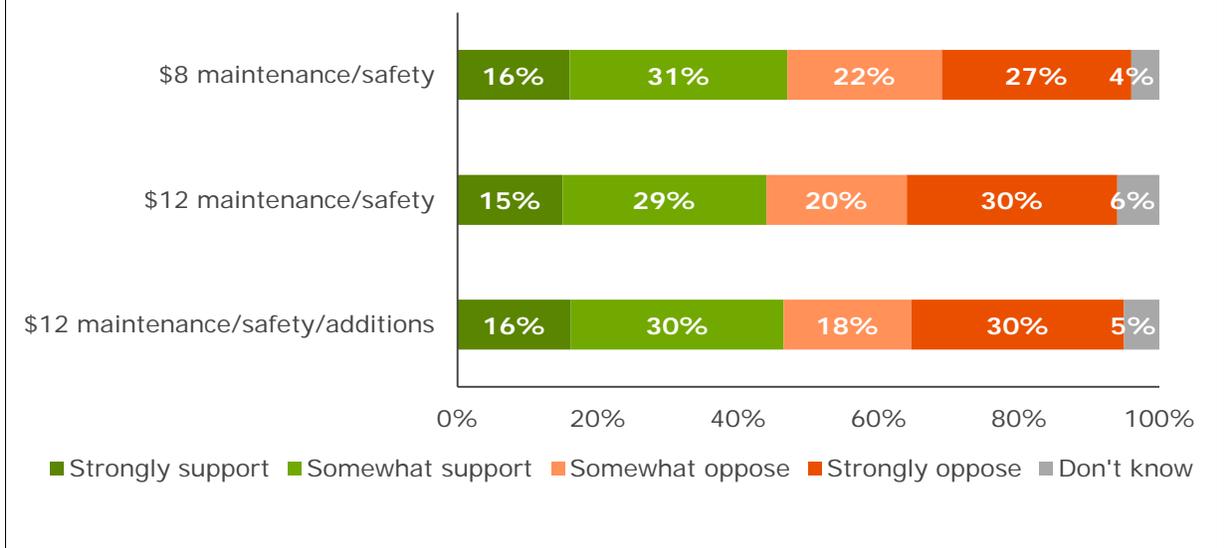
Split Sample B (N=400): Maintenance and Safety

*The City of Portland is considering an increase in funding that would repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. To fund this work, would you support a **\$12 monthly** street maintenance and safety fee?*

Full Sample (N=800): Maintenance, Safety and Other Additions

*The City of Portland is considering an increase in funding that would repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. A smaller part of the funding would support improving bus service in low income areas, maintenance on local streets, and preparing one downtown Willamette River bridge to survive an earthquake. To fund this work, would you support or oppose a **\$12 monthly** city transportation fee.*

Chart 2
Street Maintenance & Safety Fee: Initial Test



Source: DHM Resource, April 2014

Support for the street maintenance fee was nearly identical regardless of the monthly amount or whether it would fund additional transportation needs. Support ranged from 44% at the \$12 level for maintenance and safety to 47% at the \$8 level for maintenance and safety. The \$12 level for maintenance, safety and other additional was supported by 46% of the voters. These differences are all within the studies margin of error.

Notably, more voters opposed each of the funding options (48-50%) than supported them. Also, about twice as many voters “strongly opposed” the funding options (27-30%) than “strongly supported” them (15-16%).

Demographic differences

Strongly/somewhat support

- \$75k+: 55-62%
- 18-34: 49-58%
- Independent: 43-52%

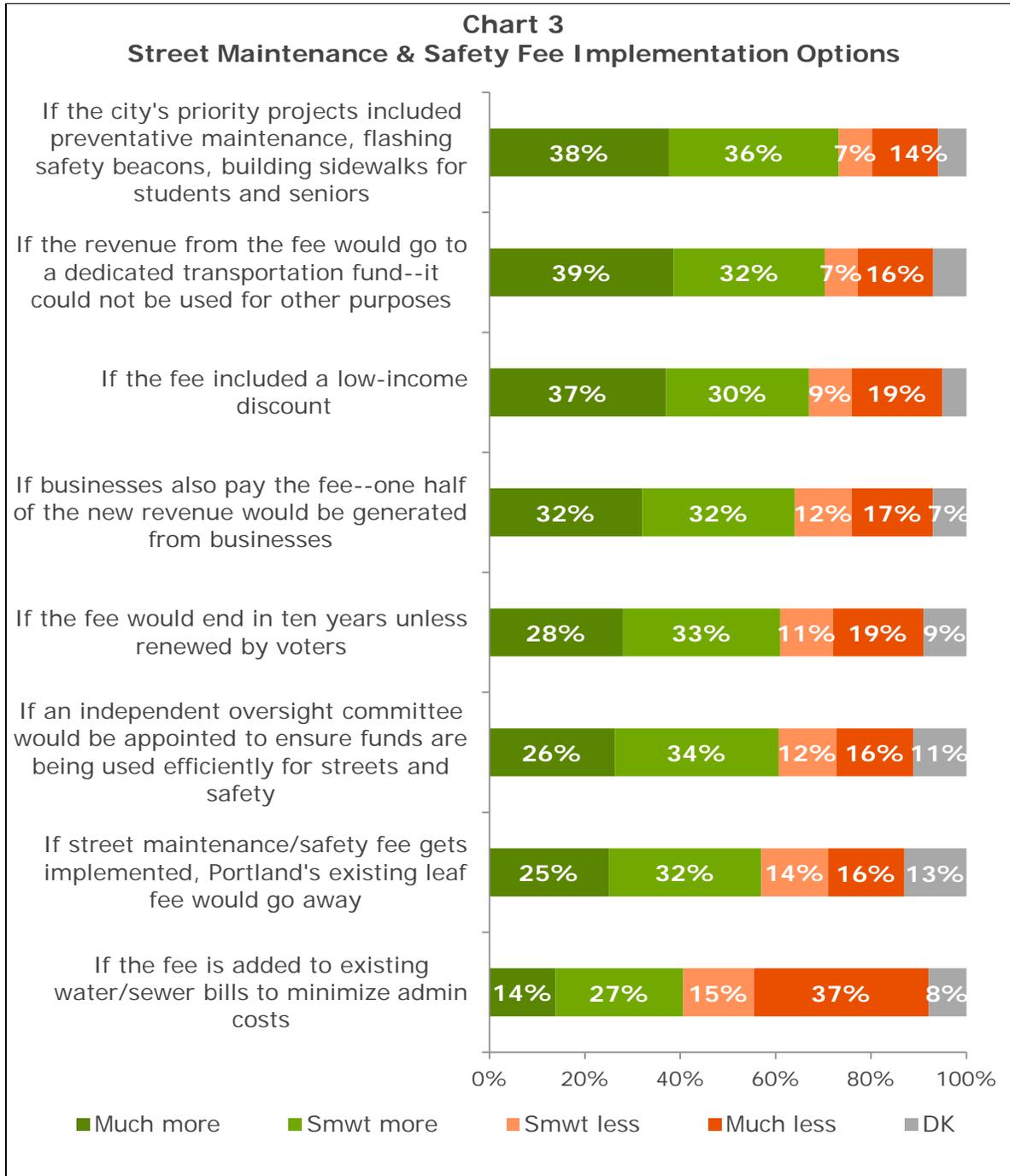
Strongly/somewhat oppose

- Republican: 54-67%
- 55+: 54-57%
- <\$50k: 51-55%

Respondents who supported or opposed the fees were asked to add any comments about why. The most mentioned reasons to support the fee related to improving maintenance and safety. The main reasons for opposing a fee is that voters pay enough in taxes and government spending is wasteful. For example, 39% of those who supported an \$8 fee said they did so because “roads need maintenance,” and 37% because “safety is important,” “protects bicyclists” or “protecting pedestrians.” While the main reasons for opposing an \$8 were that voters pay enough in taxes (22%) and government spending is wasteful (17%).

3.3 | Fee Implementation Options

Next, the voters were read a list of eight options for how the street maintenance and safety fee could be implemented. For each, they were asked if that implementation option would make them more or less likely to support the fee (Q13-Q20)



Source: DHM Resource, April 2014

A majority of voters said seven of the eight options would make them more likely to support the fee (57-74% more likely).

The most influential implementation option was a description of how the funds would be used. Seventy-four percent (74%) of the voters said they would be more likely to support the fee ***if the City's priority project were doing preventive maintenance on roads to keep them in good condition and making major repairs on roads in poor condition, putting flashing safety beacons at the most dangerous intersections, and building sidewalks along streets that students use to walk to school and seniors use to get to transit stops.***¹ A majority of all demographic groups said this would make them more likely to support the fee, including 60% of Republicans, 67% of those 55+, and 71-75% of those earning less than \$50k (the demographic groups that were the least supportive of the fee in the initial tests). Moreover, 93% of those who switched from opposing the \$8/\$12 fee in the initial test to supporting in the post test (below) said that this implementation option would make them more likely to support the fee.

The second most influential implementation option was ***if the revenue from the fee would go into a dedicated transportation fund that could not be used for other purposes.*** Seventy-three percent (73%) said they would be more likely to support the fee if this was a feature, including 58% of Republicans, 67% of those 55+, and 70-73% of those earning less than \$50k.

Two-thirds of voters (67%) said they would be more supportive ***if the fee included a low income discount. Low income households would pay less or not at all,*** including 62% of those 55+ and 70-73% of those making less than \$50k. However, a majority (50%) of Republicans said they would be less likely to support the fee if this feature were included.

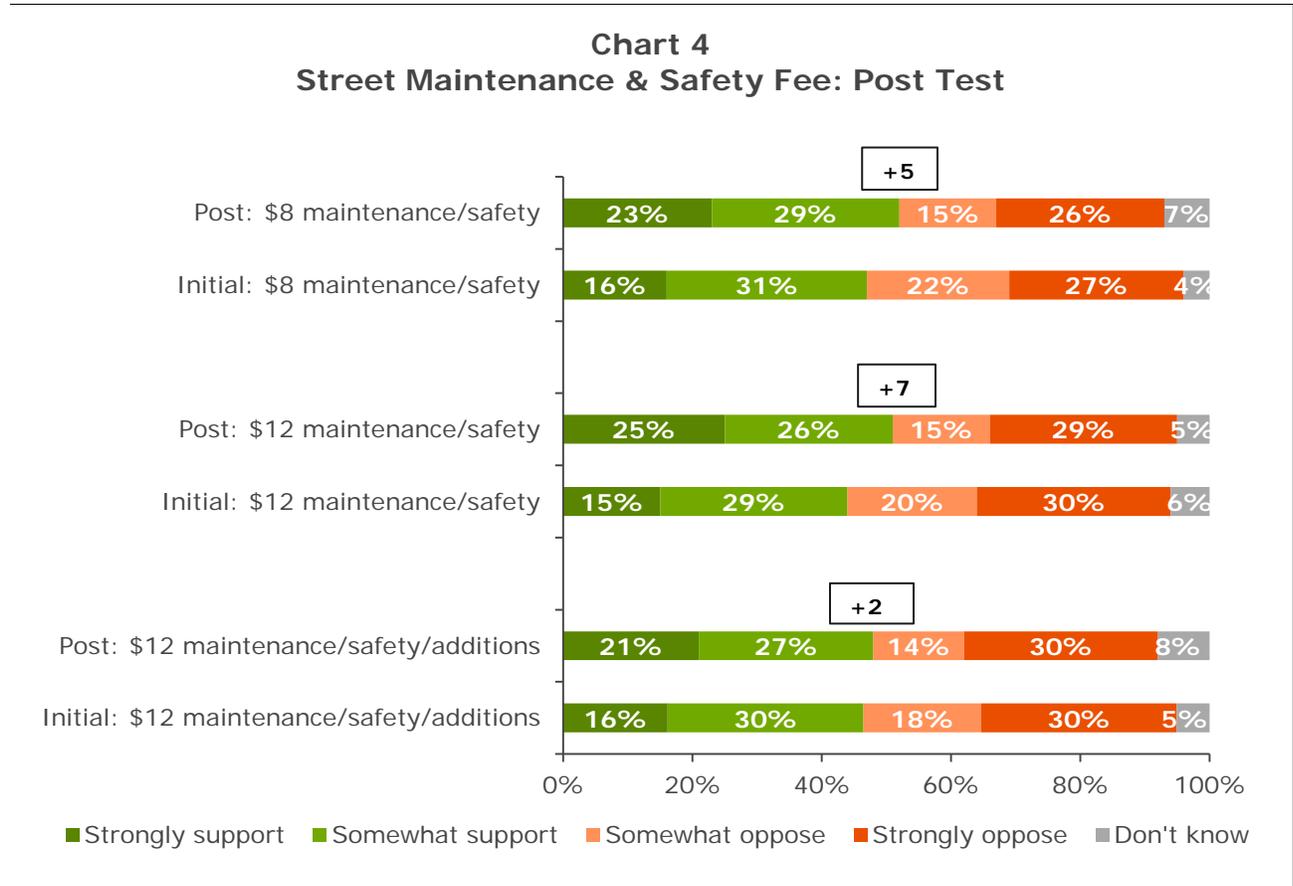
About six in ten of voters said they would be more likely to support the fee ***if businesses also pay (64%), if the fee would end in ten years unless renewed by voters (61%), if an independent oversight committee would be appointed to ensure that the funds are being used most efficiently to maintain our streets and to make safety improvement (60%), if Portland's existing leaf fee would go away (57%).***

The only implementation option that a majority (52%) said would make them less likely to support the fee was ***if the fee is added to existing water and sewer bills to minimize administration costs.*** This option was particularly objectionable to those 55+ (62% less likely), Republicans (60%), voters East of I-205 (59%). The only demographic groups who said this feature would make them more likely to support the fee were voters 18-34 (55% more likely) and those earning \$100k+ (51%).

¹ These were among the top maintenance and safety priorities identified in the January 2014 transportation funding priority survey.

3.4 | Street Maintenance & Safety Fee: Post Test

After considering the fee implementation options, the voters were asked a second time if they supported or opposed the funding options (Q21, Q24, Q27).

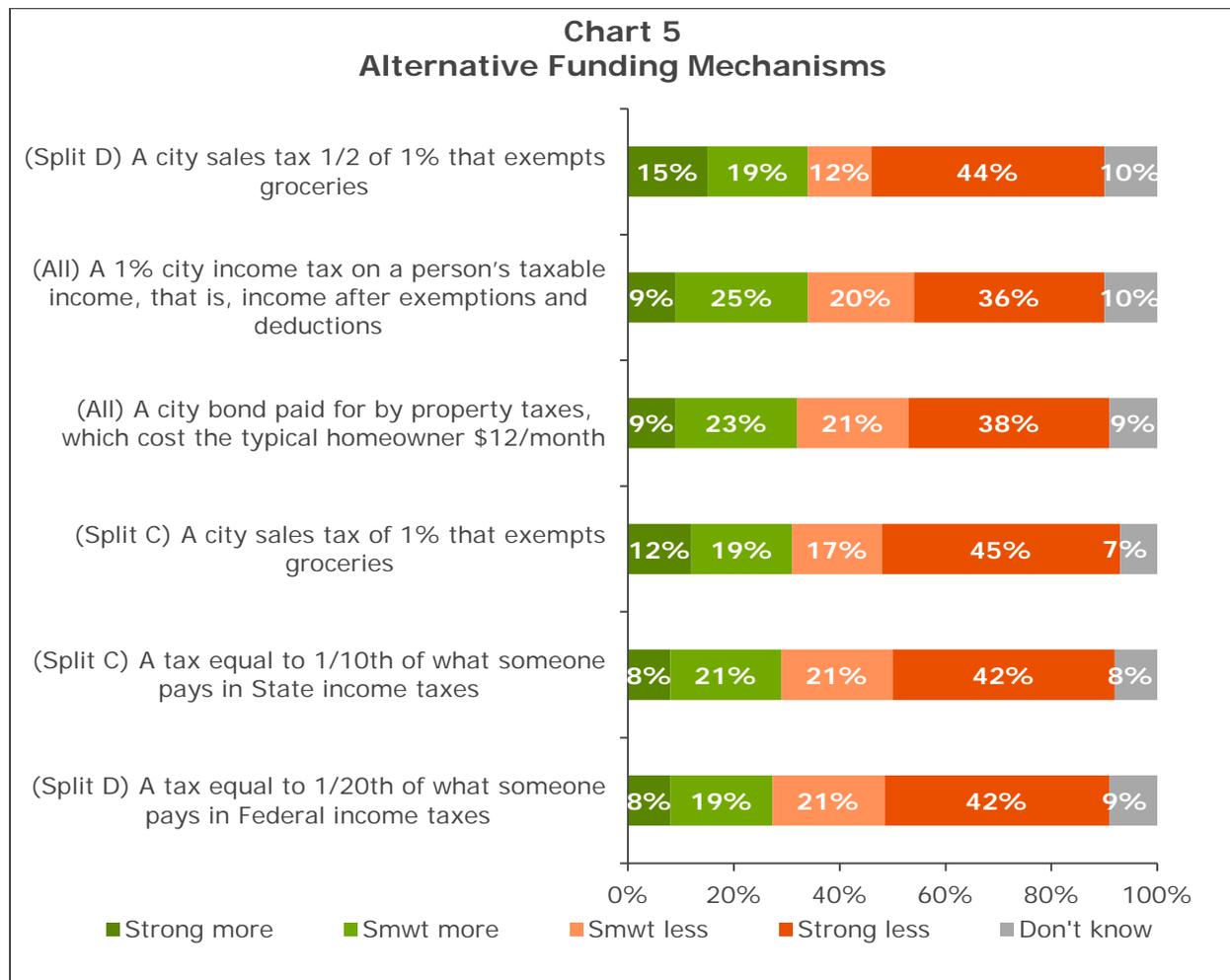


Support for the funding options increased by 2 to 7 percentage-points, and the \$8 and \$12 maintenance/safety options each had majority support (52% and 51% respectively.) Additionally, the percentage of those who “strongly support” the fee increased by 5 to 10 percentage-points.

Voters who switched from opposing the fee in the initial test to supporting in the post test, were more likely to have incomes less than \$30k, be Independent politically, and live between the River and I-205. Too few voters switched from supporting to opposing the fee to draw conclusions about their demographic profile.

3.5 | Alternative Funding Mechanisms

The survey concluded by asking the voters about six funding alternatives to the street maintenance and safety fee (Q30-Q35). They were told the fee is only one option to fund transportation improvements, and that in a series of community meetings led by the City, Portlanders suggested a number of other funding options. The voters were read descriptions of some of these alternatives and asked if they would be more or less preferable way to fund transportation improvements than a street maintenance and safety fee.



Source: DHM Resource, April 2014

The options included a city sales tax, a city income tax, a tax proportional to what a person pays in state or federal income taxes, and city bond paid by property taxes. Just a one-quarter to one-third of the voters said that any of these was more preferable to street maintenance and safety fee. Of these, the most preferable were a city sales tax of one-half a percent and a 1% city income tax (34% more preferable). The least preferable was a tax equal to one-twentieth of what someone pays in Federal income taxes (27% more preferable).

Voters who opposed the street maintenance fee were still more likely to say that these funding alternatives were less preferable. Between 69-77% of those who initially opposed the street fee said that these alternative funding mechanisms were less preferable compared to 46-63% of voters who initially supported the fee. And there was not any demographic group which a majority said that any of these funding alternatives would be more preferable than a street maintenance and safety fee.

APPENDIX A

**PBOT Funding Survey
 April 2014; N=800, Portland Registered Voters
 12 min; MoE ±3.5% (Split A&B, C&D N=400, MoE ±4.9%)
 DHM Research**

Hello, I'm _____ from DHM Research, a Portland based a public opinion research company. I am not trying to sell you anything. We're conducting a survey about issues that concern individuals in your area. May I speak to _____?
[SPEAK TO NAME ON LIST. IF UNAVAILABLE, SCHEDULE CALL BACK]

I. WARM UP

1. All things considered, how satisfied are you with the quality of life in Portland: very satisfied, somewhat satisfied, not too satisfied, or not at all satisfied?

Response Category	N=800
Very satisfied	53%
Somewhat satisfied	38%
Not too satisfied	6%
Not at all satisfied	2%
(DON'T READ) Don't know	1%

2. **(If very/somewhat satisfied)** Why are you **(answer from Q1)? (Open)**

Response Category	N=731
Good place to live	11%
Like/Love the city	10%
People friendly/nice	9%
Nice weather	8%
Lots of public transit	8%
Variety of activities	7%
No complaints/satisfied	7%
All other responses	6% or less
(DON'T READ) Don't know	2%

3. **(If not too/not at all satisfied)** Why are you **(answer from Q1)? (Open)**

Response Category	N=62
Poor road infrastructure	23%
High taxes	14%
High crime	14%
High cost of living	12%
Inefficient government	10%
Traffic	10%
Wasteful spending	8%
Lack of jobs/Economy	8%
All other responses	7% or less
(DON'T READ) Don't know	0%

II. STREET MAINTENANCE AND SAFETY FEE -- INITIAL TEST

In a recent survey and several community meetings, the City heard that people are interested in investing in street maintenance and repairs and also investing in important safety improvements to prevent injury and death. Portlanders were concerned that streets will become worse and will be harder to travel on without making these investments.

I would like to ask you about some options the City is considering to fund these street maintenance and safety improvements. Please tell me if you would strongly support, somewhat support, somewhat oppose, or strongly oppose each of the funding options.

Split A (N=400)

4. The City of Portland is considering an increase in funding that would repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. To fund this work, would you support or oppose an **\$8.00** monthly city street maintenance and safety fee? **(wait and ask strongly/somewhat)**

Response Category	N= 400
Strongly support	16%
Somewhat support	31%
Somewhat oppose	22%
Strongly oppose	27%
(DON'T READ) Don't know	4%

5. **(If strongly/somewhat support)** Why do you **(answer from Q4)** this funding option?

Response Category	N= 188
Roads need maintenance	39%
Safety is important	19%
Protects bicyclists	9%
Protecting pedestrians	9%
It's worth funding	8%
Sounds like a good idea	6%
Reasonable prices	6%
All other responses	5% or less
Don't know	2%

6. **(If strongly/somewhat oppose)** Why do you **(answer from Q4)** this funding option?

Response Category	N=196
Pay enough in taxes	22%
Wasteful spending	17%
Other funds should be used	10%
On a fixed income	7%
Streets are fine	6%
Expensive	5%
Need more information	4%
All other responses	4% or less
(DON'T READ) Don't know	1%

Split B (N=400)

7. The City of Portland is considering an increase in funding that would repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. To fund this work, would you support or oppose a **\$12.00** monthly city street maintenance and safety fee? **(wait and ask strongly/somewhat)**

Response Category	N=400
Strongly support	15%
Somewhat support	29%
Somewhat oppose	20%
Strongly oppose	30%
(DON'T READ) Don't know	6%

8. **(If strongly/somewhat support)** Why do you **(answer from Q7)** this funding option?

Response Category	N=177
Roads need maintenance	35%
Safety is important	21%
Necessary	14%
Need more information	9%
\$12.00 is reasonable	6%
Unaffordable	6%
\$12.00 is too much	4%
Pay enough in taxes	3%
Citizens should help pay	3%
All other responses	3% or less
Don't know	1%

9. **(If strongly/somewhat oppose)** Why do you **(answer from Q7)** this funding option?

Response Category	N=197
Pay enough in taxes	29%
Wasteful spending	20%
Unaffordable	14%
\$12.00 is too much	12%
Other funds should be used	9%
Infrastructure funding already exists	9%
On a fixed income	6%
All other responses	6% or less
Don't know	1%

Ask All

I would also like to ask you about another option for a street maintenance and safety fee. Please listen closely.

10. The City of Portland is considering an increase in funding where most of the funding would go to repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. A smaller part of the funding would support improving bus service in low income areas, maintenance on local streets, and preparing one downtown Willamette River bridge to survive an earthquake. To fund this work, would you support or oppose a \$12.00 monthly city transportation fee? **(wait and ask strongly/somewhat)**

Response Category	N=800
Strongly support	16%
Somewhat support	30%
Somewhat oppose	18%
Strongly oppose	30%
(DON'T READ) Don't know	5%

11. **(If strongly/somewhat support)** Why do you **(answer from Q10)** this funding option?

Response Category	N=370
Roads need maintenance	16%
Bridge infrastructure	14%
Increase safety	12%
Concerned about earthquakes	10%
Supports low income areas	10%
Sounds like a good idea	9%
Need more information	8%
Public transit is important	6%
All other responses	6% or less
Don't know	1%

12. (If strongly/somewhat oppose) Why do you (answer from Q10) this funding option?

Response Category	N=386
Wasteful spending	17%
Too many taxes/fees	16%
Already pay enough	15%
Unaffordable	15%
Infrastructure funding already exists	14%
Unnecessary	9%
\$12.00 is too much	6%
All other responses	6% or less
Don't know	1%

III. STREET MAINTENANCE AND SAFETY FEE IMPLEMENTATION OPTIONS

I would now like to read to you some options for how the fee COULD be implemented. For each implementation option, please tell me if it would make you much more likely, somewhat more likely, somewhat less likely, or much less likely to support the fee.

(Randomize Q13-Q20)

Response Category, N=800	Much more	Smwt more	Smwt less	Much less	Don't know
13. If the fee included a low income discount. Low income households would pay less or not at all.	37%	30%	9%	19%	5%
14. If the fee would end in ten years unless renewed by the voters.	28%	33%	11%	19%	9%
15. If the revenue from the fee would go into a dedicated transportation fund that could not be used for other purposes.	39%	32%	7%	16%	7%
16. If the City's priority projects were doing preventive maintenance on roads to keep them in good condition and making major repairs on roads in poor condition, putting in flashing safety beacons at the most dangerous intersections, and building sidewalks along streets that students use to walk to school and seniors use to get to transit stops.	38%	36%	7%	14%	6%
17. If an independent oversight committee would be appointed to ensure that the funds are being used most efficiently to maintain our streets and to make safety improvements.	26%	34%	12%	16%	11%

Response Category, N=800	Much more	Smwt more	Smwt less	Much less	Don't know
18. If a street maintenance and safety fee gets implemented, Portland's existing leaf fee would go away. The City would pick up leaves on neighborhood streets without any additional fees.	25%	32%	14%	16%	13%
19. If businesses also pay the fee. One-half of the new revenue would be generated from the fees on businesses and one-half from households.	32%	32%	12%	17%	7%
20. If the fee is added to existing water and sewer bills to minimize administration costs.	14%	27%	15%	37%	8%

IV. STREET MAINTENANCE AND SAFETY FEE – RETEST

Sometimes people change their minds when they learn more about an issue. Now that you've learned more about how the street maintenance and safety fee could be implemented, let me ask you about it again.

Split A (N=400)

21. The City of Portland is considering an increase in funding that would repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. To fund this work, would you support or oppose an **\$8.00** monthly city street maintenance and safety fee? **(wait and ask strongly/somewhat)**

Response Category	N= 400
Strongly support	23%
Somewhat support	29%
Somewhat oppose	15%
Strongly oppose	26%
(DON'T READ) Don't know	7%

22. **(If strongly/somewhat support)** Why do you **(answer from Q21)** this funding option?

Response Category	N=209
Roads need maintenance	19%
Necessary (general)	14%
Trust this option	14%
Better safety pedestrians/bicyclists	12%
Increase safety (general)	8%
Need more information	6%
All other responses	5% or less
Don't know	1%

23. (If strongly/somewhat oppose) Why do you (answer from Q21) this funding option?

Response Category	N=163
Wasteful spending	21%
Too many taxes/fees	19%
Don't trust the government	8%
There is already infrastructure funding	8%
Unaffordable	7%
Need more information	7%
Other funds should be used	6%
It wouldn't change anything	5%
All other responses	4% or less
(DON'T READ) Don't know	2%

Split B (N=400)

24. The City of Portland is considering an increase in funding that would repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. To fund this work, would you support or oppose a **\$12.00** monthly city street maintenance and safety fee? (wait and ask strongly/somewhat)

Response Category	N=400
Strongly support	25%
Somewhat support	26%
Somewhat oppose	15%
Strongly oppose	29%
(DON'T READ) Don't know	5%

25. (If strongly/somewhat support) Why do you (answer from Q24) this funding option?

Response Category	N=204
Roads need maintenance	31%
Needed (general)	26%
Sounds like a good plan	10%
Safety (general)	9%
Need more information	8%
All other responses	4% or less
Don't know	2%

26. (If strongly/somewhat oppose) Why do you (answer from Q24) this funding option?

Response Category	N=175
There is already infrastructure funding	16%
Unaffordable	13%
Wasteful spending	13%
Too many taxes/fees	13%
\$12.00 is too much	9%
High taxes	8%
Don't trust the city/government	7%
We pay enough in taxes already	6%
All other responses	4% or less
Don't know	1%

Ask All

Again, I would also like to ask you about another option for a street maintenance and safety fee. Please listen closely.

27. The City of Portland is considering an increase in funding where most of the funding would go to repair and maintain our busiest streets and complete safety projects to protect people walking, bicycling and driving. A smaller part of the funding would support improving bus service in low income areas, maintenance on local streets, and preparing one downtown Willamette River bridge to survive an earthquake. To fund this work, would you support or oppose a \$12.00 monthly city transportation fee? **(Wait and ask strongly/somewhat)**

Response Category	N=800
Strongly support	21%
Somewhat support	27%
Somewhat oppose	14%
Strongly oppose	30%
(DON'T READ) Don't know	8%

28. (If strongly/somewhat support) Why do you (answer from Q27) this funding option?

Response Category	N=384
Roads need maintenance	19%
Necessary (general)	18%
Public transportation is important	15%
Bridge infrastructure	15%
Benefit of the community	10%
Supports low income areas	10%
Increase safety	10%
Concerned about earthquakes	8%
Need more information	8%
All other responses	3% or less
Don't know	2%

29. (If strongly/somewhat oppose) Why do you (answer from Q27) this funding option?

Response Category	N=352
Wasteful spending	12%
There is already infrastructure funding	12%
Too many taxes/fees	9%
\$12.00 is too much	8%
We pay enough already	7%
Unaffordable (general)	7%
Need more information	7%
Don't trust the city/government	7%
All other responses	6% or less
Don't know	2%

V. ALTERNATIVE FUNDING MECHANISMS

A street maintenance and safety fee is only one option to fund transportation improvements. In a series of community meetings lead by the City, Portlanders suggested a number of other funding options. I would like to ask you about these. For each one, please tell me if you believe it would be more or less preferable option to fund transportation improvements than the street maintenance and safety fee we have been discussing (**Wait and ask, strongly or somewhat. Randomize Q30-Q35) RANDOMIZE SPLIT C AND SPLIT D**

Response Category	Strong more	Smwt more	Smwt less	Strong less	Don't know
30. (Split C) A city sales tax of 1% that exempts groceries, N=400	12%	19%	17%	45%	7%
31. (Split D) A city sales tax of one-half of a percent that exempts groceries, N=400	15%	19%	12%	44%	10%
32. (Split C) A tax that is equal to one-tenth of what someone pays in Oregon state income taxes. For example, the average taxpayer making \$50,000 pays \$200 per month in state taxes, so the city transportation tax would be one-tenth of that, or \$20 per month, N=400	8%	21%	21%	42%	8%
33. (Split D) A tax that is equal to one-twentieth of what someone pays in Federal income taxes. For example, the average taxpayer making \$50,000 pays \$300 per month in Federal taxes, so the city transportation tax would be one-twentieth of that, or \$15 per month, N=400	8%	19%	21%	42%	9%

Response Category	Strong more	Smwt more	Smwt less	Strong less	Don't know
34. A 1% city income tax on a person's taxable income, that is, income after exemptions and deductions, N=800	9%	25%	20%	36%	10%
35. A city bond paid for by property taxes, which cost the typical homeowner \$12 per month, N=800	9%	23%	21%	38%	9%

VI. DEMOGRAPHICS

These final questions are for statistical purposes and to ensure we talk to a representative group of Portlanders.

36. Age (FROM SAMPLE)

Response Category	N=800
18-24	12%
25-34	13%
35-54	39%
55-64	12%
65+	24%

37. Area of the city? (RECORD ZIP FROM SAMPLE)

Response Category	N=800
Westside	20%
The River to 205	50%
East of 205	30%

38. Gender (DO NOT ASK. RECORD FROM OBSERVATION.)

Response Category	N=800
Male	48%
Female	52%

39. Party (FROM SAMPLE)

Response Category	N=800
Democrat	56%
Republican	13%
Independent/other/Unknown	31%

40. Voting history (FROM SAMPLE)

Response Category	N=800
0/1 of 4	26%
2 of 4	18%
3 of 4	18%
4 of 4	38%

41. Which of the following describes your total household income before taxes in 2013?
Remember to include everyone in your household.

Response Category	N=800
Less than \$30,000	25%
\$30,000- to less than \$50,000	18%
\$50,000 - to less than \$75,000	20%
\$75,000 - to less than \$100,000	10%
\$100,000+	16%
(DON'T READ) Refused	11%

42. Did we reach you on a cell phone today?

Response Category	N=800
Yes	20%
No	77%
(DON'T READ) Refused	3%

43. Which of the following best describes your ethnicity?

Response Category	N=800
White/Caucasian	81%
African American/Black	3%
Hispanic/Latino	2%
Asian/Pacific Islander	3%
Native American/American Indian	1%
Other	4%
(DON'T READ) Refused	5%