

# **Likely Voter Opinions On Highway Funding In Idaho**

## **Methodology and Results**

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## Executive Summary

Like many other states, Idaho faces critical issues to fund transportation infrastructure. Finding additional revenue to sustain maintenance and new construction costs poses significant challenges for policy makers who need reliable information to prioritize and make sound transportation funding decisions.

This report summarizes a survey of a stratified random sample of *likely voters* across Idaho, using sub-samples of highway districts as well as cell-only and landline households, to measure perceptions related to adequacy, needs, and funding options for Idaho’s highways, roads, and bridges. Data were collected by telephone during February, March, and April in 2014 and yielded an overall response rate of 54.2%.

The majority of likely voters in Idaho are concerned with the condition of Idaho’s roads and bridges. Most feel that the roads and bridges are at least somewhat adequate for their personal needs today, but are not as confident about the infrastructure meeting needs in the future. Most people use the roads for personal use and commuting for work, with an average

KEY FINDINGS OF THE STUDY	
1.	Nearly three-fourths of likely voters surveyed consider Idaho’s roads and bridges to be very important to the economy, yet only about one-fourth indicated that infrastructure is adequate for the state’s needs 10 years from now.
2.	The most frequent use of roads by those that use them at least three days a week is for personal business, followed by commuting, and then recreation purposes.
3.	Nearly two-thirds of likely voters rated major highways as excellent or good, while only half rated bridges the same, and approximately one-third rated city streets and county roads as such.
4.	Based on principles of safety and economic linkages, likely voters tended to find arguments supporting additional revenue for roads and bridges more convincing than negative arguments against additional funding.
5.	To raise more funds for highways, roads, and bridges, likely voters indicated substantially more support for taxing auto parts and tires and increasing fees on commercial vehicles compared to more individually-based taxes.

commute time of around 30 minutes. Those that live in rural areas are more likely to commute longer distances than those in urban areas, and women are more likely to have a shorter commute time than men.

With respect to the current state of Idaho’s infrastructure, views are better toward major highways and bridges than city streets and county roads. However, some differences in perspective exist about the current state of Idaho’s roads and bridges when segmented by

education level. Compared to those with more education, most likely voters that have less than a high school education are apt to view Idaho's roads and bridges meeting their personal needs and also rate the conditions of bridges higher, with grades of 'excellent' to 'good'. Conversely, those with a Bachelor's degree or more tend to rate Idaho's bridges, city streets, county roads, and major highways more moderately with grades of 'good' to 'average'.

A key part of the survey measured attitudes about funding sources to improve and maintain roads and bridges. Slightly more than half of likely voters in Idaho feel that funding for roads and bridges should be in the top three priorities for the state legislature. A strong majority of likely voters indicated that higher property taxes, mileage-based fees, toll roads and increase or establishment of sales taxes on fuel are *not* the direction they would prefer the state to secure funding for the transportation infrastructure needs. Most likely voters indicated preferred sources for increasing revenue to fund maintenance and improvements through current sales taxes on automotive parts or increased registration fees for commercial and passenger vehicles. However, some results – such as levels of opposition to raising property taxes to pay for roads and bridges – vary by highway district and in some cases may correlate to rural- vs urban-dominated regions that could affect the political economy of highway funding and distribution.

The survey also asked likely voters to evaluate whether several “arguments” for and against future additional funding options were more or less convincing. A large majority of likely voters found the arguments *for* additional funding (i.e., make roads safer, reduce accidents, transportation system is an essential part of the state economy) to be either very or somewhat convincing. The survey also found differences among rural vs urban likely voters in response to the argument against funding that targeted concern of waste or misuse of funds by the government, with fewer rural residents finding the argument convincing.

Thus, as the state moves toward determination of how best to fund highway infrastructure needs, these results indicate potential for emphasizing safety and economic development as vital characteristics of considering the development and distribution of resources.

## Introduction

Like our neighboring states and others across the nation, Idaho faces critical issues related to funding transportation infrastructure. Revenues to support maintenance and capital improvements are flat or declining, while maintenance and new construction costs, as well as use continue to increase. These trends pose significant challenges for policy makers. They need credible, unbiased information and analysis to make sound transportation funding decisions, especially in a challenging economic environment.

This report describes the methodology and presents results from a telephone survey commissioned by the McClure Center for Public Policy Research and conducted by the Social Science Research Unit (SSRU), both at the University of Idaho. The survey's primary goal was to better understand opinions of likely Idaho voters on issues related to funding the state's roads, highways, and bridges (here referred to as highways). The secondary goal was to better understand how likely voters' opinions are related to various behaviors and characteristics, for example, whether likely voters use highways to commute to work, the district in which they live, whether they live in urban or rural counties, and how old they are.

Specific topics of interest included opinions on:

- Highway adequacy and conditions
- The importance of highway funding relative to other legislative priorities
- Arguments for and against increasing highway funding
- Alternative revenue sources for highway funding

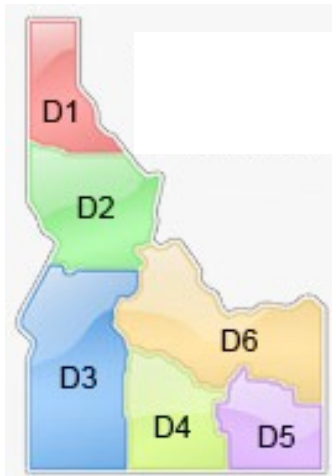
The survey was designed to produce unbiased information about voters' opinions, without predisposing them to answer questions in one way or another. It was not intended to test likely voters' knowledge about issues related to highways.

Results of the survey are intended to inform public policy discussions about highway funding in Idaho.

## Methodology

The project used a modified Dillman method<sup>1</sup> implementing multiple call-backs for each member of the sample. The McClure Center worked closely with the Social Science Research Unit (SSRU) to develop the survey instrument (see Appendix A). A list of *Frequently Asked Questions* (FAQs) was developed and used for standardized answers to questions from respondents (see Appendix B).

SSRU created a statewide sample stratified by the Idaho Transportation Department's six highway districts (see Figure 1). Sub-samples of both cell phone numbers and landlines were purchased from Survey Sampling International for each of the six highway districts. The dual frame sample provides a more representative frame of the population given the proliferation of cell- and land-line telephone households as well as cell phone-only households.<sup>2</sup>



**Figure 1: Idaho Transportation Department highway districts<sup>3</sup>**

Legend of Counties, by District, for Figure 1

District 1 (D1): Benewah, Bonner, Boundary, Kootenai, Shoshone

District 2 (D2): Clearwater, Idaho, Latah, Lewis, Nez Perce

District 3 (D3): Ada, Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, Washington

District 4 (D4): Blaine, Camas, Cassia, Gooding, Jerome, Lincoln, Minidoka, Twin Falls

District 5 (D5): Bannock, Bear Lake, Bingham, Caribou, Franklin, Oneida, Power

District 6 (D6): Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison, Teton

<sup>1</sup> Dillman, D., J.D. Smyth, and L.M. Christian. 2009. *Internet, Mail, and Mixed-Mode Surveys: The Tailored Design Method*. John Wiley & Sons: New York, NY.

<sup>2</sup> Blumberg, S.J. and J.V. Luke. 2007. Coverage bias in traditional telephone surveys of low-income young adults. *Public Opinion Quarterly*. 71:734-749.

<sup>3</sup> Idaho Transportation Department. 2014. Available at: <http://itd.idaho.gov/highways/>, accessed January 5, 2014



Counties within each highway district were sampled according to population proportions. See Appendix C for more detailed descriptions of sampling and analytical procedures, including weighting of the data for analyses.

All SSRU telephone interviewers receive training in proper telephone interviewing, phone etiquette, and the use of Computer Assisted Telephone Interviewing (CATI) software. In addition, interviewers receive training specific to the survey. Each interviewer is required to complete an online National Institutes of Health training course in human subjects research, including confidentiality rules and regulations. Trained supervisors monitored and oversaw interviewers during each calling session. For data collection, interviewers used WinCati, a computer assisted telephone interviewing system. Statistical analysis was conducted using SAS<sup>4</sup>, graphs were created using Microsoft Excel<sup>5</sup> (see Appendix C for detail on analytical procedures).

Calls were made from February 3<sup>rd</sup> through April 17<sup>th</sup>, 2014. SSRU called each number in the sample at least eight times and up to eleven times in attempting to complete a survey. Interviewers made calls Monday through Friday in the mornings, afternoons, and evenings, as well as on Saturdays between 10:00 a.m. – 2:00 p.m. PST.

A total of 1,062 interviews were completed. The distribution of completed surveys across districts is shown in Table 1. Overall, SSRU achieved a 3.0% margin of sampling error for statewide estimates. For district-level estimates, the data collection effort yielded margins of sampling error from 7.4—8.4%, except in District 3, for which SSRU’s estimates have a 5.5% margin of sampling error (see Appendix C for more detail).

**Table 1: Margins of sampling error, by highway district**

	<b>Completed Surveys</b>	<b>Margin of Sampling Error</b>
<b>State total</b>	1062	3.0%
<b>District 1</b>	154	7.9%
<b>District 2</b>	137	8.4%
<b>District 3</b>	319	5.5%
<b>District 4</b>	136	8.4%
<b>District 5</b>	140	8.3%
<b>District 6</b>	176	7.4%

<sup>4</sup> SAS, Version 9.3. 2009. SAS Institute, Cary, NC.

<sup>5</sup> Microsoft. 2013. Microsoft Excel [computer software]. Redmond, Washington: Microsoft.

## Identification of and sampling for likely voters

This report seeks to represent the population of “likely voters” in the state of Idaho. Likely voter screening questions and methodologies vary. SSRU identified likely voters by asking two screening questions, using a modified Gallup model<sup>6</sup>, which aimed to identify individuals *most likely* to vote in future elections. See Table 2 for screening questions. Those deemed eligible were invited to complete the survey (see Appendix C for more detail on likely voter methodology).

**Table 2: Screening questions for modified Gallup model to identify individuals most likely to vote in future elections**

Question 1	Question 2
How often would you say you vote? 1. Always → <b>ELIGIBLE</b> 2. Nearly always → <b>ELIGIBLE</b> 3. Part of the time → <b>ASK Question 2</b> 4. Seldom 5. Never (Not read) 6. Don't know (Not read) 7. Refused (Not read)	Do you plan to vote in the upcoming election in November? 1. Yes → <b>ELIGIBLE</b> 2. Probably → <b>ELIGIBLE</b> 3. Maybe 4. No 5. Don't know (Not read) 6. Refused (Not read)

## Comparison and performance of sample

To test for the performance and representativeness of our sample, respondents, and sampling error margins, we compared our rate of likely voters to voter turnout rates for the 2010 and 2012 general and primary elections (see Table 3).

**Table 3: Comparison of election turnout rates with estimated share of likely voters in survey sample**

	Estimated share of likely voters in the sample at the time of this survey	Comparison elections			
		2012 Primary Election Turnout	2012 General Election Turnout	2010 Primary Election Turnout	2010 General Election Turnout
<b>Overall for State</b>	44.3%	16.1%	57.9%	17.83%	40.21%

To estimate the rates of likely voters in the sample, we first estimated the rate of likely voters in households that we were unable to screen by multiplying the estimated rate of likely voters in the sample by those who had an unknown eligibility status<sup>7</sup>. Next we combined this estimate

<sup>6</sup> Gallup, Inc. 2010. Understanding Gallup Likely Voter Models. Available at: <http://www.gallup.com/poll/143372/understanding-gallup-likely-voter-models.aspx>, accessed January 17, 2014.

<sup>7</sup> The American Association for Public Opinion Research. 2010. Response Rate Calculator V3.1 (Excel). Available at [http://www.aapor.org/For\\_Researchers/5850.htm#.U7XeJ\\_IdWFE](http://www.aapor.org/For_Researchers/5850.htm#.U7XeJ_IdWFE), accessed April 20, 2014.

with those who were screened as likely voters and divided the total over all working numbers, shown in the following formula:

$$\frac{\text{Identified likely voters} + \left( \frac{\text{Estimated rate of likely voters in the sample}}{\times \text{Unknown eligibility}} \right)}{\text{Total count of working numbers}} = \text{Estimated porportion of likely voters in the sample}$$

or

$$\frac{1478 \text{ identified likely voters} + (.163 \times 2948 \text{ unknown eligibility})}{4416 \text{ total working numbers}} = 44.3 \% \text{ of sample are likely voters}$$

Comparing our estimated share of likely voters for the state to the rate of voter turnout for all voting-age adults from the Idaho Secretary of State voting records,<sup>8</sup> our estimate is within the range of historically normal voter turnout rates. For this study, SSRU used the 2012 General Election as the relevant point of comparison for weighting as it is the most recent Idaho election.

Sample performance is also often measured by comparing to demographic variables such as age or education. In this study, data were weighted properly to account for representativeness between the sample and general population (see Appendix C for detail).

### ***Final response rates***

The survey response and other rates are calculated using the American Association for Public Opinion Research (AAPOR) standard disposition definitions and response rate formulas<sup>9</sup>. Definitions of response, contact, cooperation, and refusal rates, along with this study's final rates, are listed below and Table 4 displays all the rates by district and phone type.

- The response rate is the proportion of completed interviews out of all estimated likely voters in the sample. The response rate for the entire study was 54.2%.
- The cooperation rate is the proportion of those interviewed of all likely voters contacted. The cooperation rate for the study is 83.5%.

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<sup>8</sup> Idaho Secretary of State Election Division. 2014. Idaho Primary Election Registration and Turnout 1980-2012. Available at: <http://www.sos.idaho.gov/ELECT/VoterReg/Vtrrghst.htm>, accessed January 4, 2014.

<sup>9</sup> The American Association for Public Opinion Research. 2011. Standards Definitions: Final Dispositions of Case Codes and Outcome Rates for Surveys, 7<sup>th</sup> Edition. AAPOR. Available at: [http://www.aapor.org/AM/Template.cfm?Section=Standard\\_Definitions2&Template=/CM/ContentDisplay.cfm&ContentID=3156](http://www.aapor.org/AM/Template.cfm?Section=Standard_Definitions2&Template=/CM/ContentDisplay.cfm&ContentID=3156), accessed April 22, 2014.

- The refusal rate is the proportion in which a respondent refuses to be interviewed or breaks off an interview, of all likely voters. The refusal rate for this study was 10.2%.
- Contact rate is the proportion of all incidences in which a phone number in the sample reached a person (likely voter or not). The contact rate for this study was 64.9%.

**Table 4: Disposition rates of the sub-samples by district and telephone type**

	<b>Frame Type</b>	<b>Frame Count</b>	<b>Response Rate</b>	<b>Contact Rate</b>	<b>Cooperation Rate</b>	<b>Refusal Rate</b>
<b>Total Sample</b>		12000	54.2%	64.9%	83.5%	10.2%
	Cell	6718	47.5%	58.3%	81.5%	10.1%
	Landline	5282	64.6%	74.1%	87.2%	9.5%
<b>District 1</b>	Cell	935	51.2%	60.7%	84.4%	9.5%
	Landline	736	64.5%	73.9%	87.3%	9.4%
<b>District 2</b>	Cell	941	61.0%	71.7%	88.5%	10.8%
	Landline	734	69.9%	79.0%	85.0%	9.1%
<b>District 3</b>	Cell	1952	43.5%	54.4%	80.1%	10.0%
	Landline	1537	65.9%	74.6%	88.3%	8.7%
<b>District 4</b>	Cell	1027	49.4%	60.1%	82.1%	9.7%
	Landline	808	62.8%	74.3%	84.6%	11.4%
<b>District 5</b>	Cell	908	44.4%	57.0%	77.9%	10.2%
	Landline	731	58.1%	67.1%	86.7%	11.6%
<b>District 6</b>	Cell	955	42.5%	51.5%	82.5%	8.3%
	Landline	736	64.2%	74.4%	86.3%	10.2%

## Results

Respondents to the survey were asked about how they use Idaho’s roads, the importance, adequacy, and quality of the roads, highways, and bridges, their degree of support for funding the infrastructure via legislation, revenue sources, and reactions to selected arguments about increasing highway funding. Results are organized below according to these primary themes.

### *How Idaho’s roads are used*

Likely voters<sup>10</sup> use the roads most often for personal business, followed by commuting, and then recreation purposes. Table 5 compares all the results for these three uses by the number of days per week. For the most frequent users (at least three days / week), over three-fourths use the roads for personal business, more than two-thirds use the roads for commuting, and one-third use the roads for recreation.<sup>11</sup>

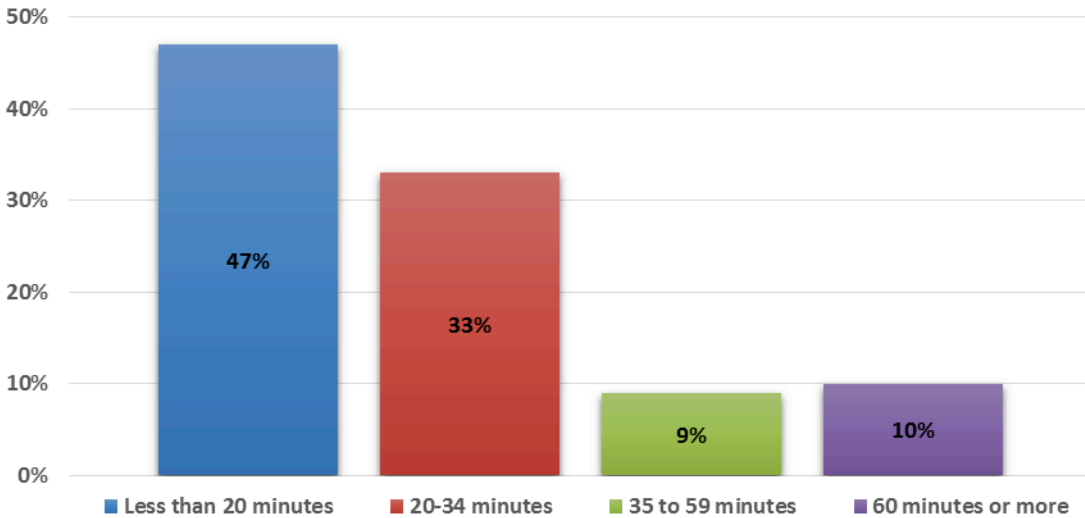
**Table 5: Likely voters’ weekly use of roads for commuting, personal business, and recreation**

	0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
<b>Use the roads to commute from work and back</b>	31%	1%	2%	2%	5%	36%	8%	16%
<b>Use the roads for personal business</b>	2%	6%	14%	14%	9%	9%	6%	40%
<b>Use the roads for recreation</b>	10%	27%	30%	13%	6%	5%	2%	7%

As illustrated below in Figure 2, nearly half of all likely voters who commute at least one day a week do so for less than 20 minutes and one-third of likely voters commute between 20-34 minutes daily. Only 10 percent commute 60 minutes or more.

<sup>10</sup> We estimated likely voter status – in order to identify the target population – via the systematic methodology described above. Instead of referring to “respondents” or “Idahoans” in the results section, for consistency and focus, we describe responses as those of likely voters.

<sup>11</sup> Cell percentages are rounded to the nearest whole percent and may not all add to 100%.



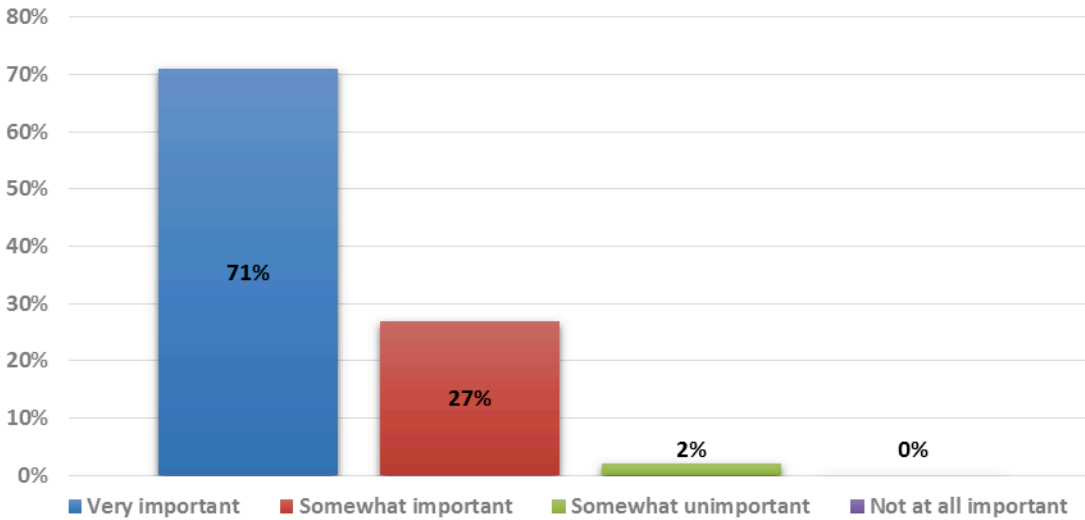
**Figure 2: If you had to estimate, how long would you say your average commute is (in minutes)?**

## ***Views on importance, adequacy, and quality of Idaho’s highway system***

### **Importance**

Another key result confirms that a majority of likely voters feel Idaho’s roads and bridges are important to the state economy, as shown in Figure 3 below. Seven out of ten likely voters indicated Idaho’s roads and bridges are very important to the economy. And, more than an additional one out of four likely voters feel roads and bridges are somewhat important.

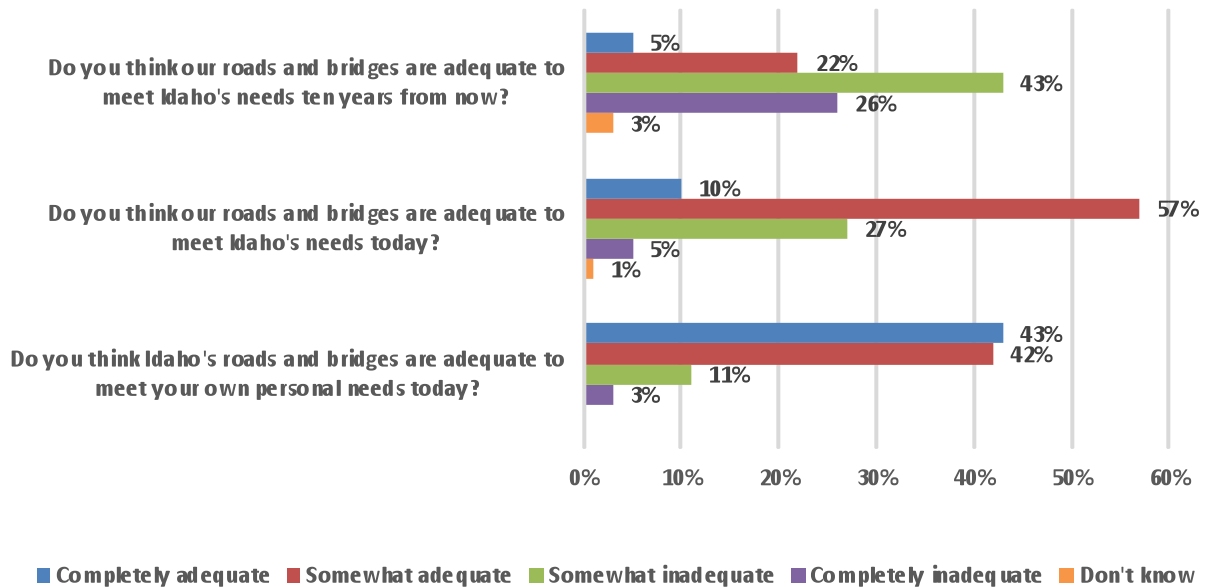
This trend of most likely voters considering Idaho’s roads and bridges as important to the economy was also true when analyzed across categories of age, education, income, and highway districts. Likely voters in Idaho who are 65 years or older were most inclined to view Idaho’s roads and bridges as very important to Idaho’s economy compared to other age group categories.



**Figure 3: When you think about Idaho's economy, would you say the roads and bridges are very important, somewhat important, somewhat unimportant, or not at all important to the economy?**

### **Adequacy and quality**

The majority of likely voters feel that roads and bridges are either completely or somewhat adequate to meet their own personal needs and the states' needs today. However, only about one-fourth of likely voters indicated the same in order to meet Idaho's needs ten years from now, and another one-fourth of voters showed strong concern that roads and bridges would be completely inadequate ten years from now (see below in Figure 4).



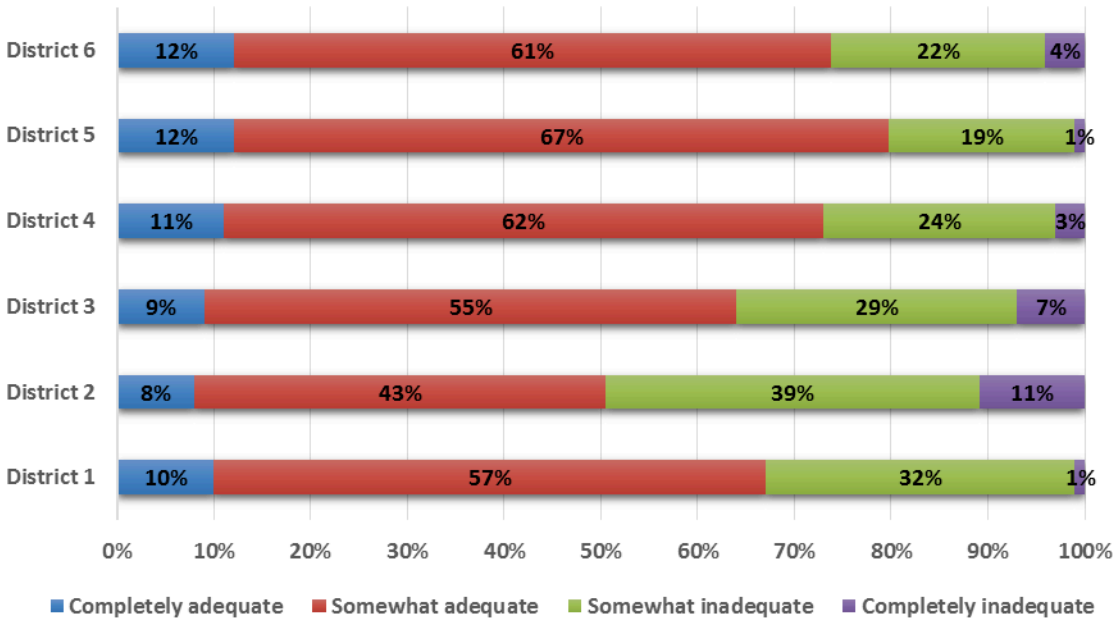
**Figure 4: Adequacy of Idaho's roads and bridges to meet personal needs today, Idaho's needs today, and Idaho's needs in ten years**

Thus, likely voters feel less confident about the roads and bridges as they think further out into the future. Some differences in this general finding are noteworthy when these perceptions are analyzed by district and demographics, including:

- District-level analyses about roads and bridges meetings Idaho's needs today revealed likely voters have the strongest sense of adequacy in District 5 and the strongest sense of inadequacy in District 2.
- When considered across income categories, views on Idaho's roads and bridges meeting personal needs today showed a slightly greater sense of inadequacy among likely voters in the middle income categories than lowest and highest income categories.
- Men are more likely than women to view the roads and bridges as completely adequate to meet Idaho's needs ten years from now.
- Those with lower levels of education tend to judge Idaho's roads and bridges as adequately meeting their personal needs today.

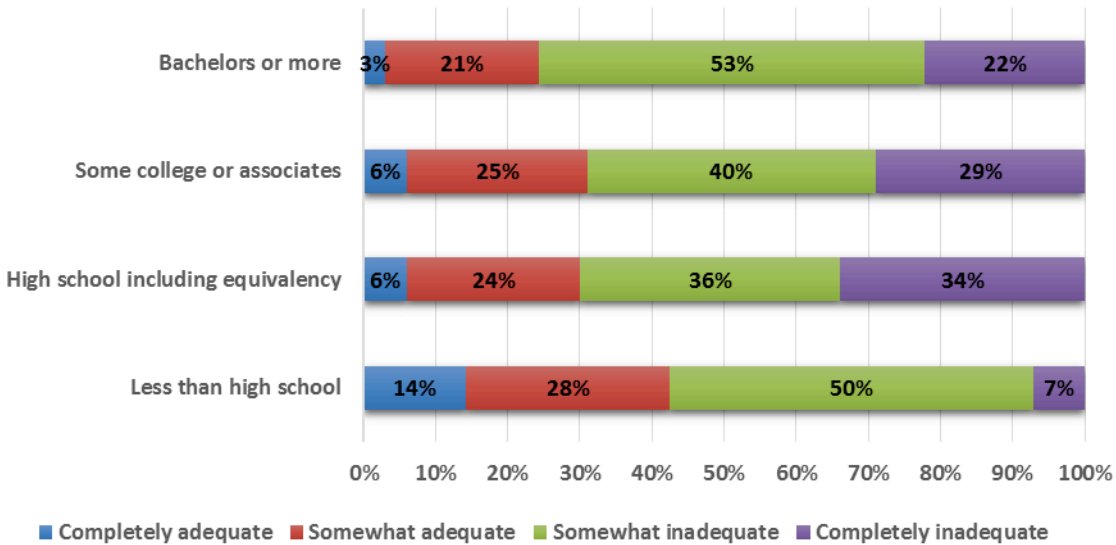
Except in District 2, the majority of likely voters feel that roads and bridges are either somewhat or completely adequate to meet Idaho's needs today as shown in Figure 5. Within District 2, approximately half of likely voters indicated adequacy and the other half indicated inadequacy, of the roads and bridges to meet Idaho's needs today. Districts 4, 5, and 6 contained the highest proportions of likely voters (all above 70%) who view the roads as somewhat or completely adequate.





**Figure 5: Roads and bridges' adequacy to meet Idaho's needs today, by district**

Education level, correlated with likely voters' views on the future of Idaho's roads and bridges, shows the highest perception of adequacy among the lowest education level category (see Figure 6 below). Conversely, the majority of those with at least a high school education or equivalent, tended to have stronger views as Idaho's roads being inadequate for the future.



**Figure 6: Roads and bridges' adequacy to meet Idaho's needs ten years from now, by education**

There were no meaningful or statistically significant differences as to whether Idaho’s roads and bridges meet personal or Idaho’s needs when analyzed by categories of household income.

Overall, on a standard ‘grading’ scale (e.g., ‘A’ = excellent, ... ‘F’ = failing), likely voters rated major highways the best, followed by bridges and then city streets, and rated county roads the worst. As shown in Figure 7, city streets and county roads were rated the most average and below average by the greatest total proportions of likely voters.

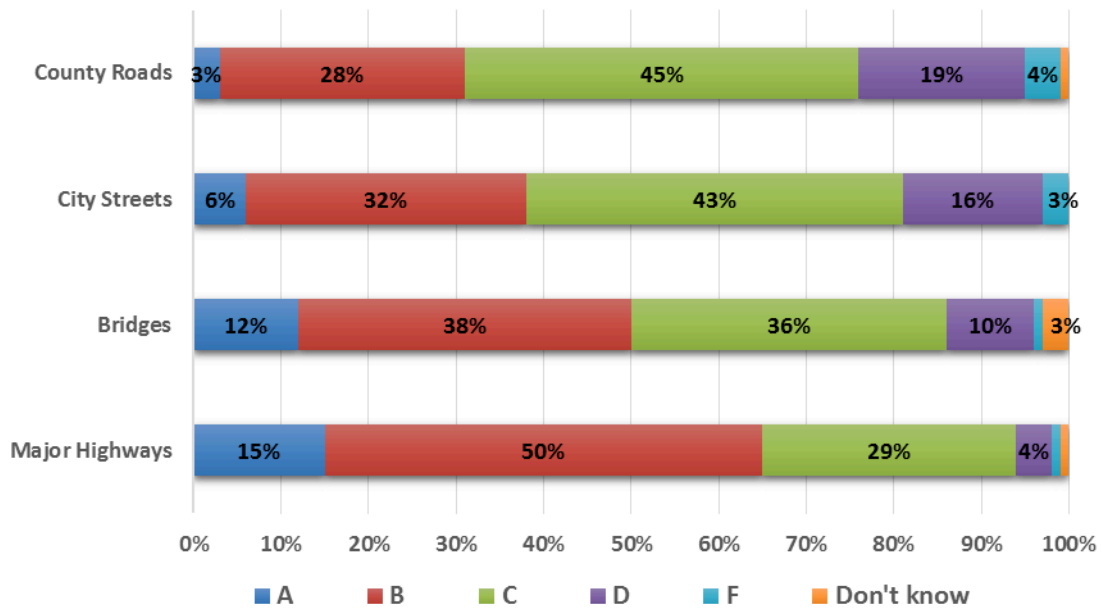


Figure 7: Rating parts of the highway system in Idaho

Table 6 below displays the mean ratings (grades) – mostly average to slightly above average – broken down by these same road system components and highway district.

Table 6: ‘Grades’ assigned by likely voters, to rate Idaho’s major highways, bridges, city streets, and county roads, by highway district

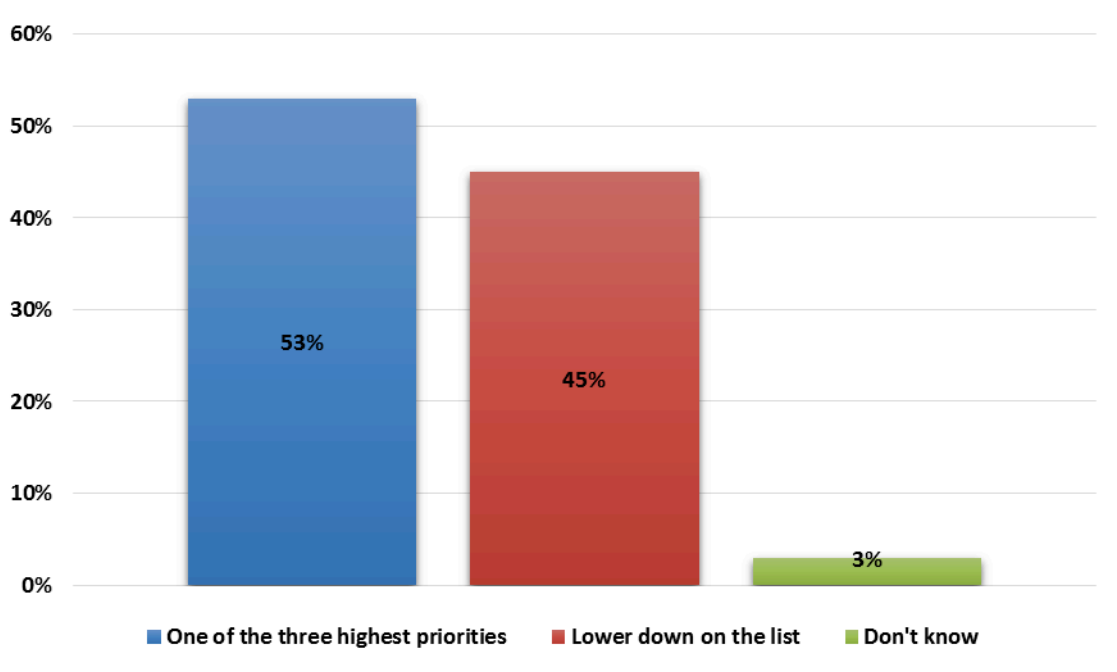
	Rate Major Highways	Rate Bridges	Rate city street	Rate county roads
<b>District 1</b>	B-	C+	C+	C
<b>District 2</b>	C+	C+	C	C-
<b>District 3</b>	B-	C+	C+	C
<b>District 4</b>	B-	C+	C	C-
<b>District 5</b>	B	B-	C	C
<b>District 6</b>	B-	B-	C	C-
<b>Overall</b>	B-	C+	C	C

Selected analyses were also performed to test for whether likely voters perceived differences based on rural vs urban locations (see Appendix F for classification of rural and urban counties). When analyzed by rural vs urban voters, likely rural voters tended to rate both city streets and county roads more as below average compared to likely urban voters. With respect to adequacy and quality, these were the statistically significant differences found for rural vs urban likely voters.

When we compared District 3 to the rest of the state for differences about these road system components, no significant differences were found.

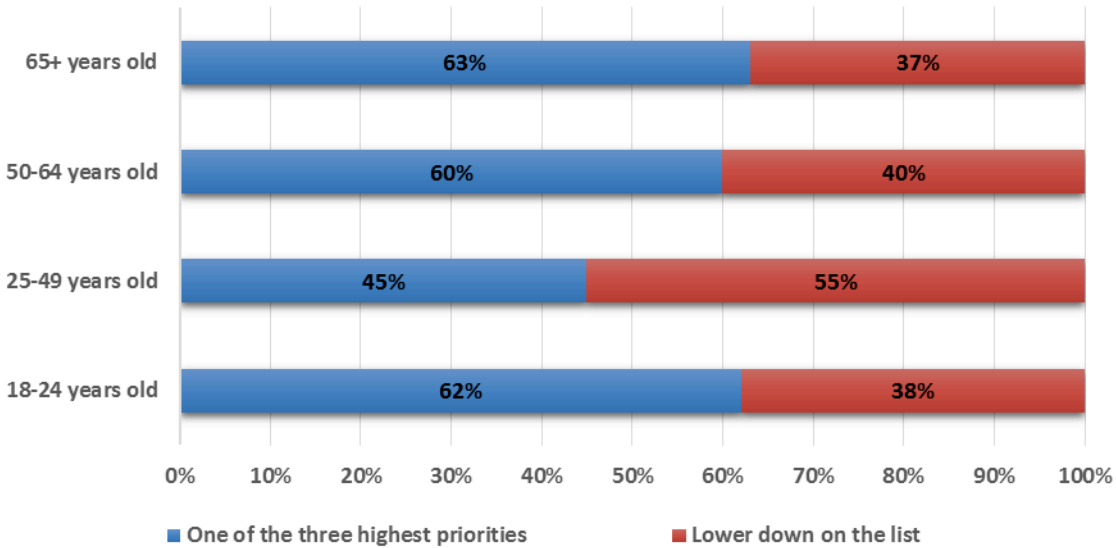
## ***Support for making highway funding a legislative priority***

By only a slight majority (53 percent), likely voters indicated that increasing funding for Idaho's roads and bridges should be one of the three highest priorities for the state legislature. As shown in Figure 8, most others suggested it should be lower down on the list of priorities; only 3 percent of likely voters responded with 'Don't know'.



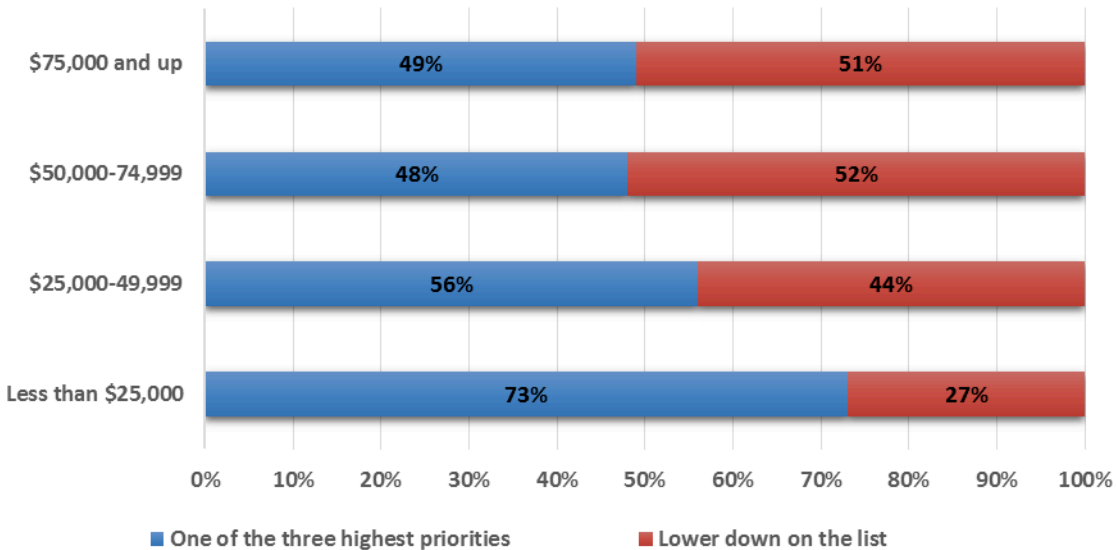
**Figure 8: How high of a priority should increasing funding for Idaho's roads and bridges be for the state legislature?**

Figure 9 below illustrates, by age categories, how high of a priority increasing funding of roads and bridges should be for the state legislature. Significantly, at least 60 percent of likely voters in three age groups indicated that increasing funding for Idaho's roads and bridges should be one of the three highest priorities for the state legislature. In contrast, the majority (55 percent) of 25-49 year olds responded this priority should be lower down on the list.



**Figure 9: How high of a priority should increasing funding for Idaho's roads and bridges be for the state legislature?, by age**

Interestingly, those in the lowest income category (earning less than \$25,000 / year), are significantly more likely than all other income groups to view funding for Idaho's roads and bridges as one of the three highest priorities. As shown in Figure 10, likely voters across the three higher income categories indicated much closer to an even split as to whether increasing funding for roads and bridges is a higher or lower legislative priority.



**Figure 10: How high of a priority should increasing funding for Idaho's roads and bridges be for the state legislature?, by income**

## Support for selected sources of revenue

Likely voters who completed the survey were read a list of nine possible sources that could be used to raise funds for Idaho’s roads and bridges (see Figure 11). Close to one-third of all likely voters strongly support using the current sales taxes on automotive parts and tires to increase funding for roads and bridges. Other preferred sources of revenue included: increasing registration fees for commercial vehicles, then passenger cars and light trucks, as well as charging a one-time fee on the purchase of new or used vehicles.

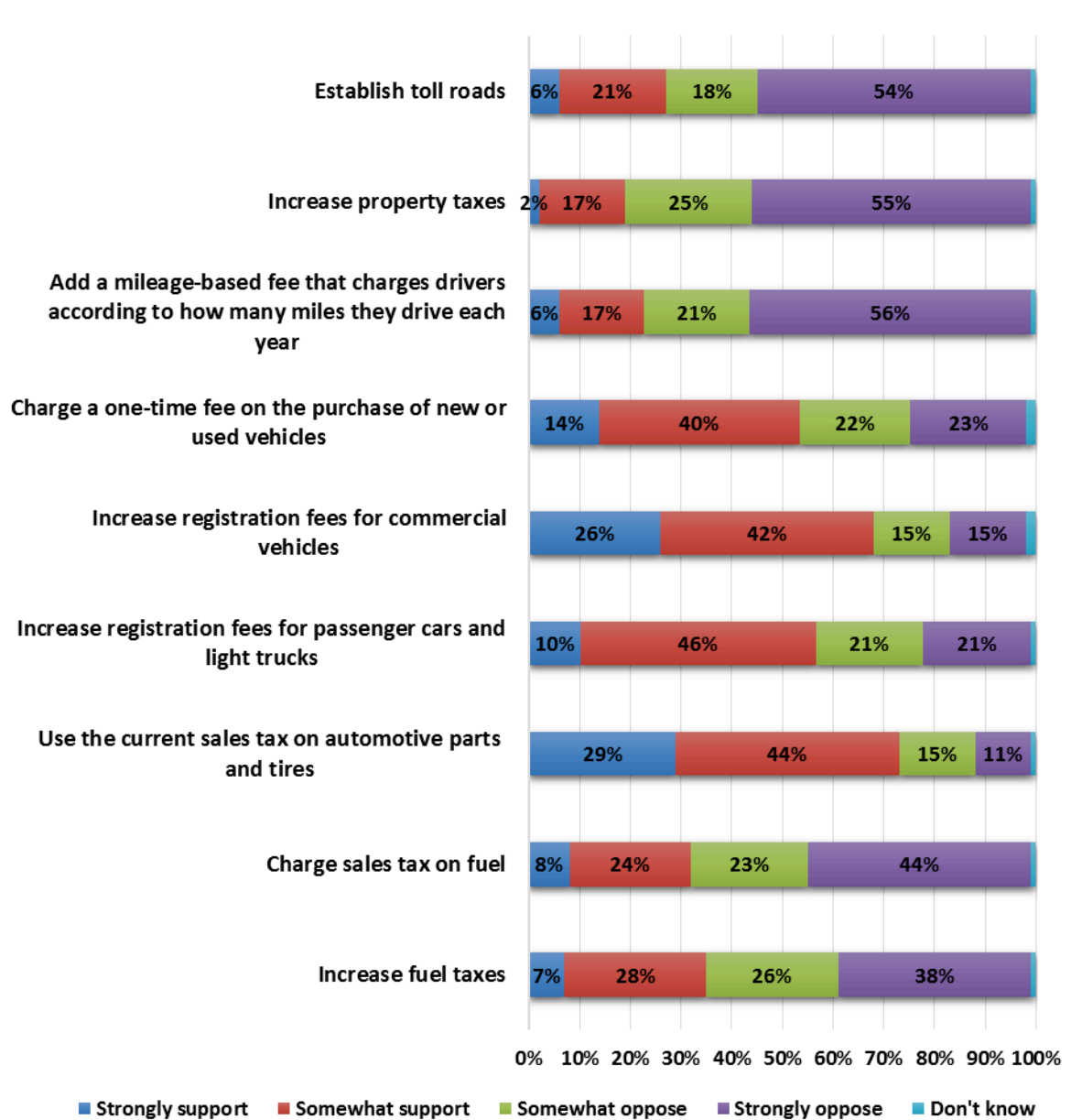
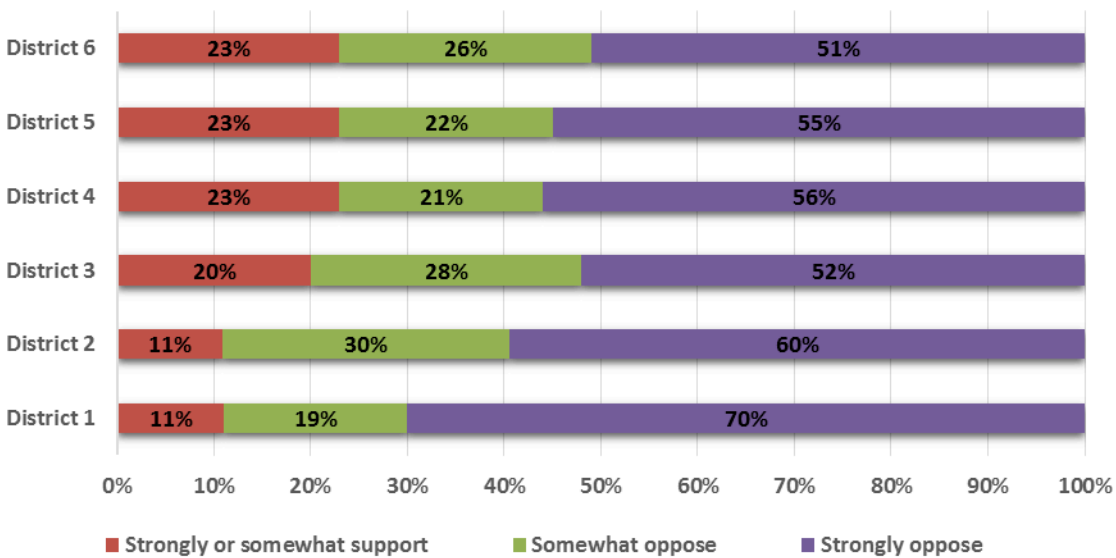


Figure 11: Support for possible sources of increased funding for Idaho's roads and bridges

The funding sources with the least amount of support included: establishing toll roads, increasing property taxes and adding a mileage-based fee that charges drivers according to how many miles they drive each year.

Analyzing across districts, at least 50 percent of likely voters *from each district* strongly oppose adding a mileage-based fee for how many miles people drive each year. Similarly, as shown in Figure 12 below, equally strong opposition about increasing property taxes to fund roads and bridges in Idaho exists across all districts, with Districts 1 and 2 having the highest levels of opposition.

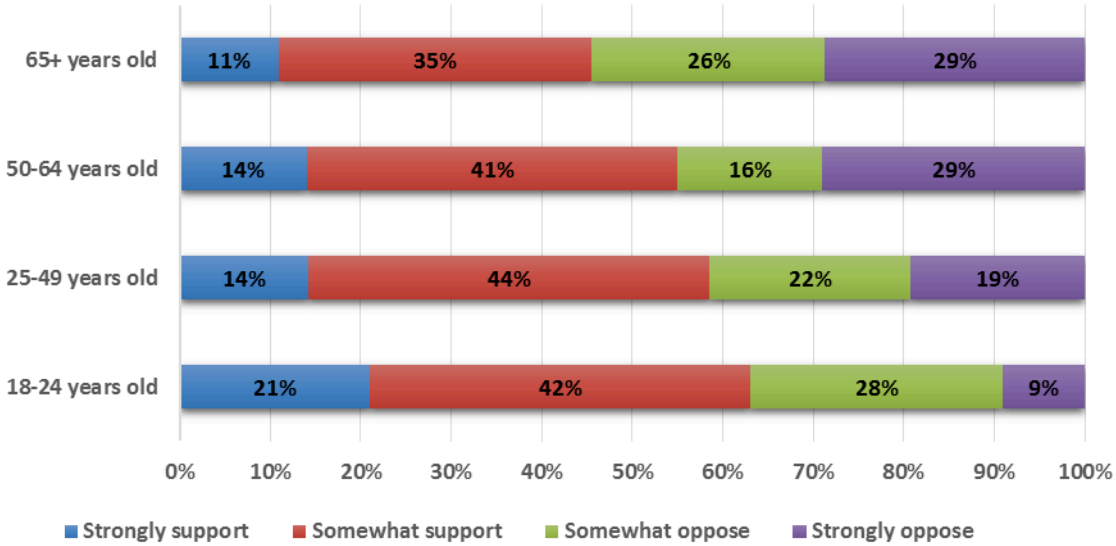


**Figure 12: Support for increased property taxes as a way to pay for roads and bridges, by district**  
 (NOTE: ‘Strongly’ and ‘somewhat’ support categories combined due to zero values; see Appendices C and D for details)

Likely voters in District 3, when compared to the state overall, showed less strong opposition to raising revenue from increasing fuel taxes to pay for Idaho’s roads and bridges. District 3 is also more likely than the rest of the state to somewhat support raising money from charging a one-time fee on the purchase of new or used vehicles.

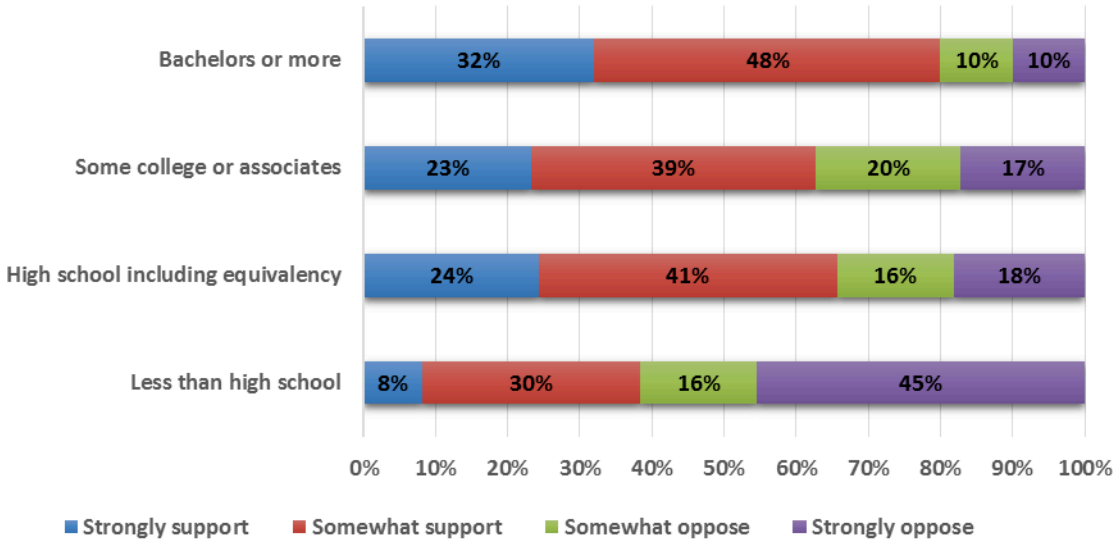
Analyzing for rural vs urban location, rural voters are more likely than urban voters to strongly support using money from sales tax and automotive parts to fund roads and bridges. Similarly, urban voters are more likely than rural voters to somewhat oppose increasing property taxes as a way to fund roads and bridges.

Younger likely voters tended to support charging a one-time fee for purchase of new or used vehicles more than older likely voters. In these results, as age increases, support for raising revenue with this method decreases somewhat (see Figure 13).



**Figure 13: Support for charging a one-time fee on the purchase of new or used vehicles as a source to raise money for Idaho's roads and bridges, by age**

Generally, likely voters with a higher level of education tend to support increasing registration fees on commercial vehicles to a greater degree. However, responses were relatively the same between those who had a high school diploma or equivalency and those who have some college or obtained an associate's degree. The most significant differences occurred between those with and without a high school diploma, and between those with and without a bachelor's degree as illustrated in Figure 14.



**Figure 14: Support for increased registration fees for commercial trucks, by education**



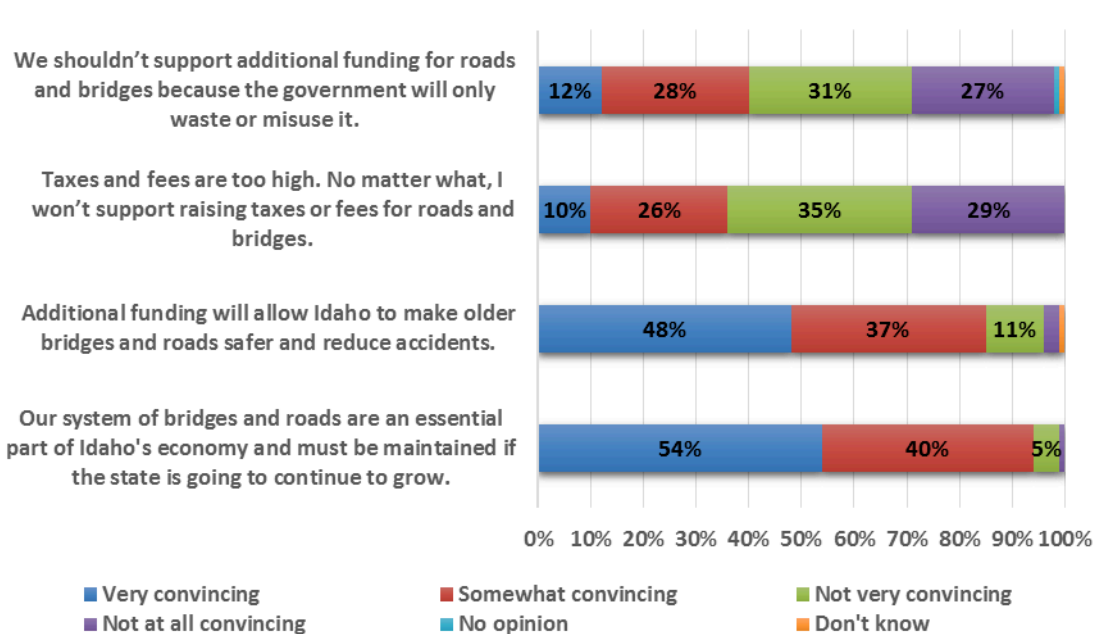
## Reactions to selected arguments for and against increased highway funding

When asked for their reactions to four ‘pro’ and ‘con’ arguments about increasing funding, likely voters found the arguments *for* increased funding to be more convincing than arguments *against* funding (see Figure 15). About half of likely voters found the following ‘pro’ arguments convincing:

- “Our system of roads and bridges are an essential part of Idaho’s economy and must be maintained if the state is going to continue to grow” (54 percent); and,
- “Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents” (48 percent).

Only a small proportion of likely voters found the following ‘con’ arguments very convincing:

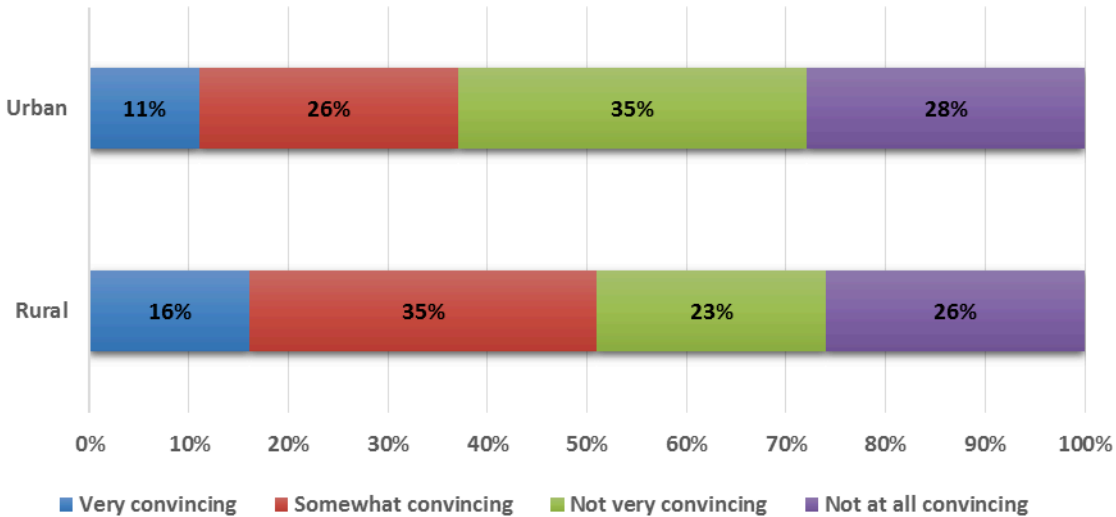
- “We shouldn’t support additional funding for roads and bridges because the government will only waste or misuse it” (12 percent); and,
- “Taxes and fees are too high. No matter what, I won’t support raising taxes or fees for roads and bridges” (10 percent).



**Figure 15: Opinions on various arguments for and against increased funding for roads and bridges**

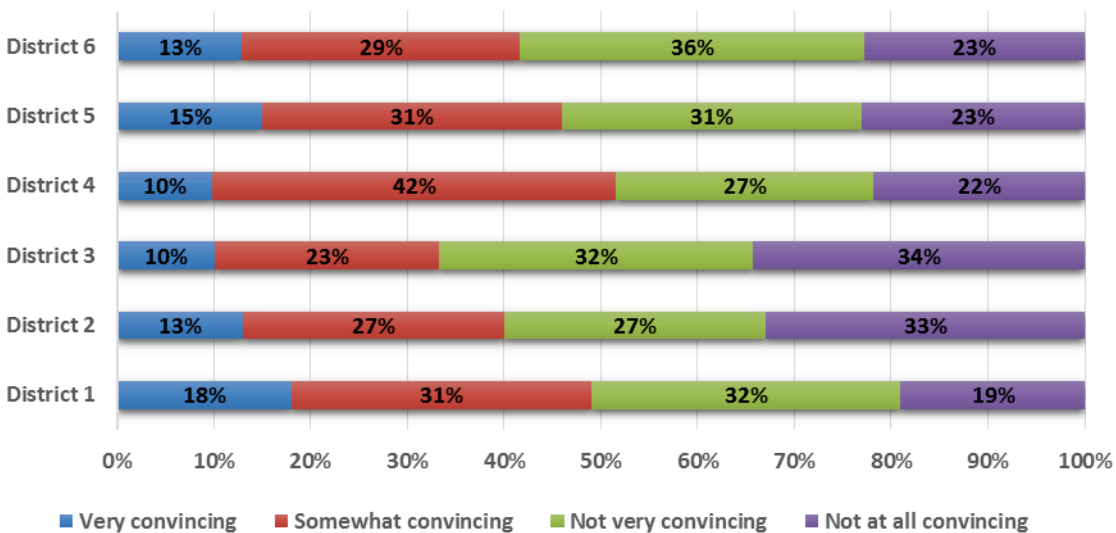
Our survey detected statistically significant geographic differences in reactions to the argument “We shouldn’t support additional funding for roads and bridges because the government will only waste or misuse it”. Figure 16 below displays results of this measure by rural vs urban

location. Over 50 percent of rural respondents found this argument either very or somewhat convincing. Comparatively, over 60 percent of urban likely voters found the argument not very, or not at all, convincing.



**Figure 16: "We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it," by rural and urban location**

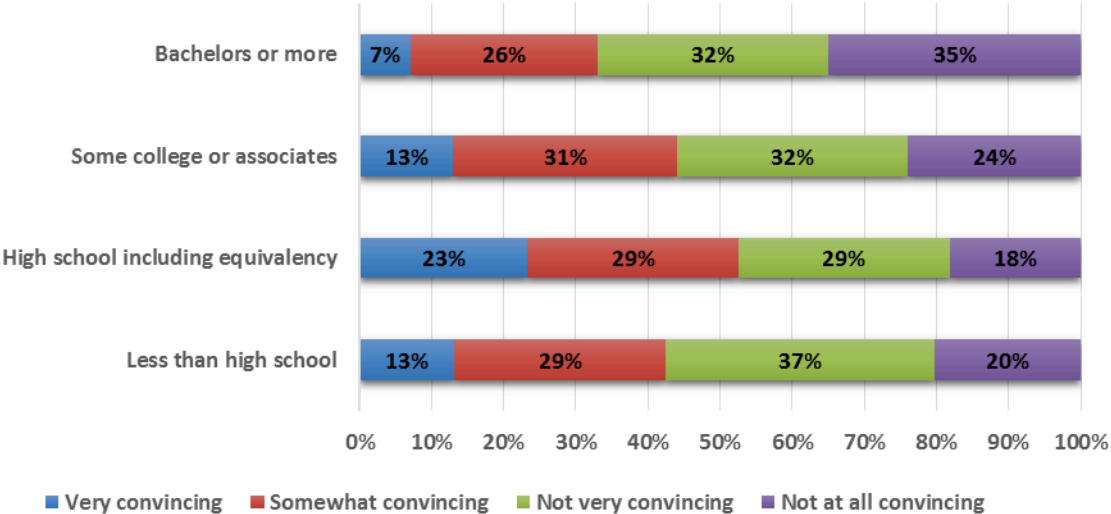
When analyzed by district, results for this same measure indicate regional variability across the state about whether the argument of government misuse is convincing as a reason to not support additional funding (see Figure 17). Likely voters in Districts 1, 4, and 5 are about equally



**Figure 17: "We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it," by district**

divided between finding the argument either convincing or not convincing. Approximately 60 percent or more of likely voters in Districts 2, 3, and 6 find the statement not very, or not at all convincing with District 3 being the least convinced.

We also analyzed measures whether reactions to the *for*- and *against*-arguments differed according to education, gender, age, and income. Likely voters with a high school diploma indicated they found the argument – “We shouldn’t support additional funding for roads and bridges because the government will only waste or misuse it” – *most* convincing, but also had nearly equal proportions of response that the argument was not very, or not at all convincing (see Figure 18). Those with a Bachelor’s degree found the same argument slightly less convincing compared to those with lower levels of education.



**Figure 18: "We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it," by education**

Female likely voters are more likely than males to find the argument “Additional funding will make roads and bridges safer and reduce accidents” as very convincing. Female likely voters are also more likely than men to strongly oppose adding a mileage based fee for how many miles people drive each year to pay for Idaho’s roads and bridges.

The majority of likely voters in all age groups except those between ages 25-49, indicated that increasing funding for Idaho's roads and bridges should be one of the three highest priorities for the state legislature. The majority of 25-49 year olds responded this priority should be lower down on the list. In response to the measure that “Additional funding will make roads and bridges safer and reduce accidents”, nearly two-thirds of likely voters ages 18-24 found the argument very convincing.

Likely voters in the lowest income category were most likely find the argument that “Additional funding will make Idaho’s roads and bridges safer and reduce accidents” very convincing.

## Summary

Survey results reported here could have significant bearing on planning efforts within Idaho for the future of highways, roads, and bridges. As the state seeks to maintain and build new infrastructure, these findings will provide insights toward a sustainable effort to balance raising revenues with other priorities.

To summarize the highlights of the survey results:

- The majority of likely voters in Idaho showed some level of concern with the condition of Idaho's roads and bridges. Most feel that the roads and bridges are at least somewhat adequate for their personal needs today, but are not as confident about the infrastructure meeting needs in the future.
- Attitudes about the current state of Idaho's infrastructure are better toward major highways and bridges than city streets and county roads.
- A slight majority of likely voters in Idaho recommend that funding for roads and bridges should be in the top three priorities for the state legislature.
- Most likely voters indicated that higher property taxes, mileage-based fees, toll roads and increase or establishment of sales taxes on fuel are not the direction they would prefer to secure funding for the transportation infrastructure needs.
- Instead, using the current sales tax on automotive parts and increasing registration fees for commercial vehicles were the most supported sources of securing additional revenue.
- A large majority of likely voters found the arguments *for* additional funding (i.e., make roads safer, reduce accidents, transportation system is an essential part of the state economy) either very or somewhat convincing.
- Some results vary by highway district and rural vs urban locations. For instance:
  - Likely voters in Districts 4, 5, and 6 indicated to a greater degree that roads and bridges are adequate to meet Idaho's needs today than Districts 1, 2, and 3.
  - Likely voters in District 1 are more likely than Districts 3 and 6 to strongly oppose raising property taxes to pay for roads and bridges.
  - Rural likely voters were more convinced, and urban likely voters less convinced by the argument "We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it."

# Appendix A: Final Survey Instrument

## Intro1

Hello, my name is \_\_\_\_ and I'm calling from the Social Science Research Unit at the University of Idaho. We are conducting a survey of likely voters about roads and bridges in Idaho and would like to get your opinions. Is now a convenient time to participate? (PRESS NEXT TO CONTINUE)

Hello, my name is \_\_\_\_\_. We started the survey about Idaho roads and bridges at an earlier time. Is this a good time to continue the interview?

## Cell1

Am I speaking to you on a...

1. Cell phone → Cell2
2. Landline → EligibleAge

## Cell2

Are currently driving or doing anything that requires your full attention?

1. Yes → Celldriving
2. No → Cell3

## Cell3

Is this cell phone used for personal use, business use, or both.

1. Personal → EligibleAge
2. Business → Cellbus
3. Both → EligibleAge

## EligibleAge

I need to verify that you are 18 years of age or older. Is this true?

1. Yes → Lv\_Scr1
2. Not 18 → Age

### **LV\_Scr1**

How often would you say you vote...

1. Always → Intro
2. Nearly always → Intro
3. Part of the time → LV\_Scr2
4. Seldom → IELikely
5. (Never) → IELikely
8. (Don't know) → IELikely
9. (Refused) → IELikely

### **LV\_Scr2**

Do you plan to vote in the election this coming November, or not?

1. Yes → Intro
2. Probably → Intro
3. Maybe → IELikely
4. No → IELikely
8. (Don't know) → IELikely
9. (Refused) → IELikely

### **Age**

Does an adult age 18 or older ever use this phone?

1. Yes → AskAdult
2. No → TooYoung

### **AskAdult**

May I speak to that adult now? → LV\_Scr1

## **Intro**

The purpose of the study is to learn more about ‘likely voters’ opinions on Idaho’s roads and bridges, and how our highways are funded. This interview takes about 10-12 minutes on average and your participation is voluntary.

If I ask you any question you'd prefer not to answer, just let me know and I'll skip over it. I'd like to assure you that your answers will be kept completely confidential.

Our study has met the criteria for the University of Idaho’s Institutional Review Board for “human subject research” under federal regulations and university policy.

Do you have any questions before we begin?

## **Q1\_ImpEcon**

When you think about Idaho’s economy, would you say the roads and bridges are very important, somewhat important, somewhat unimportant, or not at all important to the economy?

1. Very important
2. Somewhat important
3. Somewhat unimportant
4. Not at all important
8. (Don’t know)
9. (Refused)

## **Q2\_IDNeed**

Do you think our roads and bridges are adequate to meet Idaho’s needs today? Would you say...

1. Completely adequate
2. Somewhat adequate
3. Somewhat inadequate
4. Completely inadequate
5. (No opinion)
8. (Don’t know)

9. (Refused)

### **Q3\_PerNeed**

Do you think Idaho's roads and bridges are adequate to meet your own personal needs today?  
Would you say...

1. Completely adequate
2. Somewhat adequate
3. Somewhat inadequate
4. Completely inadequate
5. (No opinion)
8. (Don't know)
9. (Refused)

### **Q4\_TenNeed**

Do you think our roads and bridges are adequate to meet Idaho's needs ten years from now?  
Would you say...

1. Completely adequate
2. Somewhat adequate
3. Somewhat inadequate
4. Completely inadequate
5. (No opinion)
8. (Don't know)
9. (Refused)

### **Q5\_Commute**

Next I'd like to ask how you use the roads in Idaho. [99=REFUSED]  
How many days a week do you use the roads to commute from work and back?

\_\_\_\_ days a week

If does not commute → Q5\_Per

### **Q6\_AvgComm**



If you had to estimate, how long would you say your average, one-way commute is (in minutes)?  
[9999 = REFUSED, NO DECIMALS ROUND UP PLEASE]

\_\_\_\_\_ minutes on average

### **Q5\_Per**

How many days a week do you use the roads for personal business?

[99 = REFUSED]

\_\_\_\_\_ days a week

### **Q5\_Rec**

How many days a week do you use the roads for recreation?

[99 = REFUSED]

\_\_\_\_\_ days a week

### **Q7\_Rate\_1**

I'm going to list some parts of Idaho's system of roads and bridges. As I do, I'd like you to rate each one. Please use a letter grade the way they do in school, with A for excellent, B for good, C for average, D for below average, and F for fail.

How would you rate... Major highways

1. A
2. B
3. C
4. D
5. F
8. (Don't know)
9. (Refused)

### **Q7\_Rate\_2**

How would you rate... Bridges

1. A

2. B
3. C
4. D
5. F
8. (Don't know)
9. (Refused)

### **Q7\_Rate\_3**

How would you rate... City streets

1. A
2. B
3. C
4. D
5. F
8. (Don't know)
9. (Refused)

### **Q7\_Rate\_4**

How would you rate... County roads

1. A
2. B
3. C
4. D
5. F
8. (Don't know)
9. (Refused)

### **Q8\_Fund\_2**

How high of a priority should increasing funding for Idaho's roads and bridges be for the state legislature?

2. One of the three highest priorities
3. Lower down on the list
8. (Don't know)
9. (Refused)

## **ArgIntro**

Now I'm going to read arguments you might hear for and against increased funding for road and bridges.

if (ArgRan = 1) → ForFirst

if (ArgRan = 2) → AgFirst

*[ArgRan is a randomization for the 'against' and 'for' statements]*

## **ForFirst**

I'll start with arguments FOR increased funding.

For each one, please tell me if you find the statement very convincing, somewhat convincing, not very convincing, or not at all convincing as a reason to support increased funding.

if (ArgRan = 1) → Q9b\_EconGrow

## **ForSecond**

Next I'll read arguments you might hear FOR increased funding for Idaho's roads and bridges.

## **Q9b\_EconGrow**

Our system of bridges and roads are an essential part of Idaho's economy and must be maintained if the state is going to continue to grow.

1. Very convincing
2. Somewhat convincing
3. Not very convincing
4. Not at all convincing
5. (No opinion)
8. (Don't know)
9. (Refused)

## **Q9d\_Safe**

Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents.

1. Very convincing
2. Somewhat convincing
3. Not very convincing
4. Not at all convincing
5. (No opinion)
8. (Don't know)
9. (Refused)

if (ArgRan = 1) → AgSecond

if (ArgRan = 2) → Q11\_Hold

## **AgFirst**

I'll start with arguments AGAINST increased funding.  
For each one, please tell me if you find the statement very convincing, somewhat convincing, not very convincing, or not at all convincing as a reason to oppose increased funding.

if (ArgRan = 2) → Q10a\_RaiseTax

## **AgSecond**

Next I'll read arguments that you might hear AGAINST increased funding for Idaho's roads and bridges.

## **Q10a\_RaiseTax**

Taxes and fees are too high. No matter what, I won't support raising taxes or fees for roads and bridges.

1. Very convincing
2. Somewhat convincing
3. Not very convincing
4. Not at all convincing
5. (No opinion)

8. (Don't know)
9. (Refused)

### **Q10e\_Gov**

We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it.

1. Very convincing
2. Somewhat convincing
3. Not very convincing
4. Not at all convincing
5. (No opinion)
8. (Don't know)
9. (Refused)

if (ArgRan = 2) → ForSecond

### **Q11\_Sources...**

*[These are randomized]*

- \_1 Increase fuel taxes
- \_2 Charge sales tax on fuel
- \_3 Use the current sales tax on automotive parts and tires to fund roads and bridges
- \_4 Increase registration fees for passenger cars and light trucks
- \_5 Increase registration fees for commercial vehicles
- \_6 Charge a one-time fee on the purchase of new or used vehicles
- \_7 Add a mileage-based fee that charges drivers according to how many miles they drive each year
- \_8 Increase property taxes
- \_9 Establish toll roads

Currently, most state funding for Idaho's roads and bridges comes from fuel taxes and registration fees on passenger vehicles and commercial trucks. I'm going to read 9 possible sources that could be used to raise more funds for Idaho's roads and bridges. As I read each one, please tell me whether you would strongly support, somewhat support, somewhat oppose, or strongly oppose raising money from that source to pay for Idaho roads and bridges.

1. Strongly support
2. Somewhat support
3. Somewhat oppose
4. Strongly oppose
8. (Don't know)
9. (Refused)

### **Dem\_Year**

Next I'll ask some demographic questions that will be used for data analysis purposes only.

In what year were you born? [9999 = Refused]

### **Dem\_County**

In what Idaho county do you currently live? [99 = Refused]  
[These are entered in using two digit county codes]

### **Dem\_Ed**

What is the highest level of education that you have completed?

1. 8th grade or less
2. 9th-12th grade, no diploma
3. High school graduate (includes GED)
4. Some college, no degree
5. Associate's degree
6. Bachelor's degree
7. Graduate or professional degree
9. (Refused)

### **Dem\_Income**

Please stop me when I reach the category that best describes your total household income.

1. Less than \$25,000
2. Between \$25,000 and \$49,999
3. Between \$50,000 and \$74,999
4. Between \$75,000 and \$99,999
5. More than \$100,000
9. (Refused)

**Dem\_Land**

How many landline telephone numbers are used in your household? [99 = Refused]

**Dem\_Cell**

How many cell phone numbers are used by members of your household? [99 = refused]

**Dem\_Adults**

Including yourself how many adults are in your household? [99 = REFUSED]

**Dem\_Sex**

*[Interviewer marks, does not ask]*

1. Male
2. Female

**THANKS**

That's all the questions I have for you today.  
Do you have anything else you'd like to add about roads and bridges in Idaho?

*END SURVEY*

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**CELLDRIVING**

I need to call you back at a later time. Whom should I ask for when I call back?

**Cellbus**

Thank you, but I only need to speak to individuals on their personal lines.

**Tooyoung**

Thanks, but we only wish to speak to adults age 18 or older.

**IELikely**

I'm sorry but we only wish to interview to individuals who are likely to vote, thank you for your time

## **Appendix B: Respondent FAQs**

### **WHAT THE RESPONDENT MIGHT LIKE TO KNOW: Idaho Highways (McClure)**

#### **Who is sponsoring the survey?**

This project is sponsored and entirely funded by the University of Idaho's McClure Center for Public Policy Research. The McClure Center conducts studies on policy issues, such as highway funding, and encourages public involvement in policy development.

#### **What is the purpose of the study?**

The goal is to better understand how voters feel about issues related to funding Idaho's roads and bridges.

#### **Who is the person responsible for the survey?**

Pricilla Salant is the Director for the McClure Center for Public Policy. Her office number is 208-364-4549. Barbara Foltz the Operations Manager at the Social Science Research Unit she can be reached at 208-885-5952.

#### **Who are you/Who is conducting the interview?**

I am a student/resident of \_\_\_\_\_ working part-time for the Social Science Research Unit at the University of Idaho in Moscow, Idaho.

#### **How did you get my name?**

The households selected for this study were drawn randomly from a list of the cell phone and landline numbers for all households in Idaho. The sample was selected by Survey Sampling Inc, of Connecticut.

#### **How can I be sure this is authentic?**

I would be glad to give you our telephone number at the Social Science Research Unit at the University of Idaho in Moscow and you may call my supervisor, Barbara Foltz, at 208-885-5952 during business hours.

#### **Is this confidential?**



Yes, definitely. The responses are put on a computer without names, addresses, or any means of identification. All of the information we get from you will be combined with information from other Idaho residents.

### **What will the results of this survey be used for?**

The results will help state legislators make decisions funding for the state's roads and bridges.

### **SOURCES**

- **Increase fuel taxes:** Currently, Idaho's gas tax and diesel tax are both 25 cents a gallon.
- **Charge sales tax on fuel:** Currently, Idaho exempts gasoline and diesel from the state sales tax.
- **Use the current sales tax on automotive parts and tires to fund roads and bridges:** When you buy auto parts or tires, the sales tax you pay goes into the state's general fund, which supports other public services in Idaho.
- **Increase registration fees for passenger cars and light trucks:** Currently registration fees for passenger cars and light trucks are based on the age of the vehicle (and weight for trucks)
- **Increase registration fees for commercial vehicles:** Registration fees for commercial vehicles are currently paid by weight and how many miles driven annually.
- **Charge a one-time fee on the purchase of new or used vehicles**
- **Add a mileage-based fee that charges drivers according to how many miles they drive each year**
- **Increase property taxes:** The state does not currently use money from property taxes to pay for roads and bridges (local highway districts use property taxes for their budgets)
- **Establish toll roads:** Some states charge drivers a toll or use fee at various points along large highways.

### **Interviewer Screener Tips:**

**TOO BUSY:** This should only take about 10 minutes. I would be happy to call back later this evening or this week. Before I call back another time may I ask you a few quick qualifier questions?

**NOT INTERESTED, FINAL:** I understand that you do not want to participate in our study. May I ask two quick questions to record your eligibility?

**UNSURE:** The questions are not at all difficult. May I ask you a few qualifying questions to see if you are eligible? (If eligible) May I ask you a few questions so you can see what they are like?

**MINOR ILLNESS:** I would be happy to call back in a day or two. Would that be okay? May I ask a few quick qualifying questions to make sure you are eligible?

**MAJOR ILLNESS:** I'm sorry to hear that. Is there someone else I could speak with in your household?

**Screeners:**

<p><b> Screener 1</b> How often would you say you vote?</p> <ul style="list-style-type: none"><li>8. Always → <b>ELIGIBLE</b></li><li>9. Nearly always → <b>ELIGIBLE</b></li><li>10. Part of the time → <b>ASK SCREENER2</b></li><li>11. Seldom</li><li>12. (Never)</li><li>13. (Don't know)</li><li>14. (Refused )</li></ul>	<p><b> Screener 2</b> Do you plan to vote in the upcoming election in November?</p> <ul style="list-style-type: none"><li>7. Yes → <b>ELIGIBLE</b></li><li>8. Probably → <b>ELIGIBLE</b></li><li>9. Maybe</li><li>10. No</li><li>11. (Don't know)</li><li>12. (Refused</li></ul>
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## Appendix C: Methodology

### ***Background***

To reiterate, the goals of this survey were:

- to better understand Idaho likely voters' opinions on issues related to funding Idaho's roads, highways, and bridges; and
- to better understand how these opinions are related to highway use and various characteristics of the population such as demographics and where respondents live.

The survey was designed to produce unbiased information about voter perceptions and opinions. It is not intended to test respondents' knowledge about issues related to highways. Results will be used to inform public policy discussions about highway funding in Idaho.

### ***Screening and sampling approach***

The completed surveys are intended to represent the population of "likely voters" in the state of Idaho. Likely voter screening questions and methodologies vary. Polling organizations created likely voter modeling to provide more accurate polling estimates within weeks or days of an election or vote<sup>12</sup>.

Since the population of likely voters is unknown, SSRU used the best available proxy – the population of registered voters from 2014 – to create a target population and calculate sampling margin of error. Likely voters were identified by asking a series of questions which aim to identify individuals *most likely* to vote in future elections.<sup>13</sup> Upon examining best practices and models, SSRU selected a modified Gallup model, including two screening questions (see Appendix A, p. A-2) to screen all eligible voters.<sup>14</sup>

To ensure a representative sample of likely voters, all potential survey respondents first underwent a series of screening questions to determine likely voter status. Those deemed eligible were invited to complete the survey.

Table C1 displays the number of estimated completed surveys by state and district. To ensure the statewide analysis is representative of the number of likely voters proportional to the population size of each district, we oversampled in District 3 given it contains 44% of registered

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<sup>12</sup> Erickson, R.S., C. Panagopoulos, and C. Wlezien. 2004. Likely (and Unlikely) Voters and the Assessment of Campaign Dynamics. Available at: <http://poq.oxfordjournals.org/content/68/4/588.full.pdf+html>, accessed January 14, 2014.

<sup>13</sup> American Association of Public Opinion Research. 2014. Choosing Likely Voters. Available at: [http://www.aapor.org/Choosing\\_Likely\\_Voters1/3725.htm#.U17kxfldWFF](http://www.aapor.org/Choosing_Likely_Voters1/3725.htm#.U17kxfldWFF), accessed January 17, 2014.

<sup>14</sup> Gallup, Inc. 2010. Understanding Gallup Likely Voter Models. Available at: <http://www.gallup.com/poll/143372/understanding-gallup-likely-voter-models.aspx>, accessed January 17, 2014.

voters in the state. The data collection effort achieved an overall state-level sampling margin of error of +/-3% and approximately +/-8% at the district-levels, with 95% confidence.

**Table C1: Number of registered voters and estimated number of completed surveys by state and transportation district levels**

Region / Level	Number of registered voters (2014) <sup>15</sup>	Estimated number of completed surveys	Margin of error <sup>16</sup>
State of Idaho	742,491	1066	± 3%
District 1	106,597	150	± 8%
District 2	55,534	150	± 8%
District 3	329,507	316	± 5.5%
District 4	76,197	150	± 8%
District 5	78,080	150	± 8%
District 6	96,576	150	± 8%

### ***Sampling methodology***

SSRU conducted the telephone survey using a dual-frame, stratified random sample, including cell and landline users, to ensure overall coverage of the population. This combined approach reduces sampling error while increasing the efficiency of the estimators of overall population parameters.<sup>17</sup>

Six non-overlapping strata represented the six highway districts within each of the two modes (cell and landline) to create a total of 12 sub-sampling frames. The sampling frames were purchased from Survey Sampling Incorporated.

Although we concluded that identifying likely voters through this method is the most viable means of achieving a sample that represents the target population, we recognize two challenges for this study: First, the likely voter population is not static but instead, changes according to how soon the next election is and what people are asked to vote on (e.g., presidential candidates or school bonds). Second, previous studies that attempt to capture the rates of likely voters have used a variety of approaches. In other words, there is no single ‘gold standard’ for identifying likely voters. As described above in the report methodology (see pp. 12-13), we selected the 2012 General Election for weighting in order to consider performance and representativeness of the sample as it is the most recent Idaho election.

<sup>15</sup> Idaho Secretary of State. 2014. Total Registered Voters-January 2, 2014. Available at [http://www.sos.idaho.gov/elect/VoterReg/Registration%20Totals/2014/2014\\_January\\_Total\\_Registered\\_Voters.pdf](http://www.sos.idaho.gov/elect/VoterReg/Registration%20Totals/2014/2014_January_Total_Registered_Voters.pdf), accessed January 6, 2014.

<sup>16</sup> American Association for Public Opinion Research. 2014. Margin of Sampling Error. Available at: [http://www.aapor.org/What\\_is\\_the\\_Margin\\_of\\_Sampling\\_Error\\_1.htm#.UsnlovRDs1](http://www.aapor.org/What_is_the_Margin_of_Sampling_Error_1.htm#.UsnlovRDs1), accessed January, 2014.

<sup>17</sup> Lavrakas, P.J. 2008. Encyclopedia of Survey Research Methods. SAGE Publications, Inc.: Thousand Oaks, California.

## Weighting methodology

Weighting a sample for analyses is important because it reflects sample design decisions made at the planning stage. Additionally, weighting incorporates the use of auxiliary data to improve the efficiency of estimators to ensure that the sample more accurately reflects the characteristics of the population of interest.<sup>18</sup> The weighting process has three components: design weights, raking, and trimming. Design weights reflect the sample design and respondent selection procedure. Raking (i.e., sample balancing or iterative proportional fitting) is one of the most common methods to adjust for auxiliary data. It adjusts the design weights so that the weighted sample aligns with the external population distribution for multiple categorical variables simultaneously.<sup>19</sup> Lastly, trimming is used to reduce extreme weights to cutoffs, thereby improving variance properties.<sup>20</sup>

The AAPOR Cell Phone Survey Task Force Report states: “there is no consensus regarding how RDD cell phone samples should be weighted, especially when combining them with RDD landline samples”.<sup>21</sup> SSRU used Kennedy’s<sup>22, 23</sup> approach for developing design weights.

## Design weighting

Our design (base) weights were used to adjust for selection probability (ps), eligibility of likely voter (elig), nonresponse (nr), multiplicity due to multiple phones (num), respondent selection procedure (NumAdult), likely voter, and frame overlap (cell and landline).

$$W_{ll\ i} = W_{ps} * W_{elig} * W_{nr} * 1/num_j * NumAdult_j * .5^{I\ Dual}$$
$$W_{cc\ i} = W_{ps} * W_{elig} * W_{nr} * 1/num_j * NumAdult_j * .5^{I\ Dual}$$

Equation Details:

- The subscript *i* on  $W_{ll\ i}$  and  $W_{cc\ i}$  indicates that there are 6 districts; therefore, there will be a base weight for each mode and district.
- The subscript *ll* refers to a landline sample while *cc* refers to a cell sample
- The subscript *j* corresponds to the individual survey response in the survey.

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<sup>18</sup> Kimberly, H., and R. Valliant. 2012. Methods for Adjusting Survey Weights When Estimating a Total. Available at: [http://www.fcs.m.gov/12papers/Henry\\_2012FCSM\\_V-A.pdf](http://www.fcs.m.gov/12papers/Henry_2012FCSM_V-A.pdf), accessed February 22, 2014.

<sup>19</sup> Izrael, D., D. Hoaglin, and M. P. Battaglia Abt Associates Inc. 2000. A SAS Macro for Balancing a Weighted Sample. Available at: <http://www2.sas.com/proceedings/sugi25/25/st/25p258.pdf>, accessed February 22, 2014.

<sup>20</sup> Rizzo, L. 2014. A Rake-Trim SAS Macro and Its Uses at Westat. Available at:

<http://support.sas.com/resources/papers/proceedings14/1627-2014.pdf>, accessed February 22, 2014.

<sup>21</sup> American Association for Public Opinion Research (AAPOR). 2010. New Considerations for Survey Researchers When Planning and Conducting RDD Telephone Surveys in the U.S. with Respondents Reached via Cell Phone Numbers. Available at:

[http://www.aapor.org/AM/Template.cfm?Section=Cell\\_Phone\\_Task\\_Force\\_Report&Template=/CM/ContentDisplay.cfm&ContentID=3189](http://www.aapor.org/AM/Template.cfm?Section=Cell_Phone_Task_Force_Report&Template=/CM/ContentDisplay.cfm&ContentID=3189), accessed February 26, 2014.

<sup>22</sup> Kennedy, C. 2007. Evaluating the Effects of Screening for Telephone Service in Dual Frame RDD Surveys. Available at: <http://poq.oxfordjournals.org/content/71/5/750.full>, accessed February 26, 2014.

<sup>23</sup> Kennedy, C. and S. Kolenikov. 2012. AAPOR webinar: Weighting Approaches for Dual Frame RDD Surveys. October 11, 2012.

- *NumAdult* and *Num* were set to 1 for cell phone users. The reason for this is that cell phones are typically only used by one person and most people only have 1 cell phone. *NumAdult* and *Num* were capped at 3 for landline users in order to reduce the amount of variance in the weights.
- For overlapping frames, a  $\frac{1}{2}$  compositing estimator is used, where  $I_{dual}$  is an indicator variable: 1 if the respondent is dual, and 0 otherwise.

The adjustment of frame overlap [ $.5^{I_{Dual}}$ ] is considered the most important component of the design weight. The  $\frac{1}{2}$  compositing estimator is used to average the two overlapping domain estimates by down-weighting all the dual users by 0.5. In other words, the adjustment of frame overlap accounts for the fact that cell- or landline-only users have a lower probability of being contacted than users who have both cell phones and landlines ('Dual users').

To finalize the design weights, the SSRU re-scaled the design weights to reflect the sample size instead of the population size.

### Raking and trimming

To accomplish raking and trimming, the SSRU used Izrael, Hoaglin, and Battaglia's IHB SAS Macro `Rake_and_Trim` method.<sup>24, 25, 26</sup> First developed in 2000, this method has been revised to help improve the user's ability to find the balance between estimate bias and estimate variance (raking and trimming).

Sample balancing (also known as iterative proportional fitting, i.e., raking) was used to develop post-stratified weights. This process is known to reduce variance and adjust for under-coverage.<sup>27</sup> Raking is a technique used to develop survey weights that take design (base) weights from complex sample surveys and adjust them so that they add to known control totals.<sup>28</sup>

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<sup>24</sup> Izrael, D., D. Hoaglin, and M. P. Battaglia. 2000. A SAS Macro for Balancing a Weighted Sample. Cambridge, MA. Available at: <http://www2.sas.com/proceedings/sugi25/25/st/25p258.pdf>, accessed February 26, 2014.

<sup>25</sup> Izrael, D., D. Hoaglin, and M. P. Battaglia, 2004. To Rake or Not Rake is Not the Question Anymore with the Enhanced Raking. Cambridge, Massachusetts. Available at: <http://www2.sas.com/proceedings/sugi29/207-29.pdf>, accessed February 26, 2014.

<sup>26</sup> Izrael, D., D. Hoaglin, and M. P. Battaglia. 2009. Extreme Survey Weight Adjustment as a Component of Sample Balancing (a.k.a, raking). Available at: <http://support.sas.com/resources/papers/proceedings09/247-2009.pdf>, accessed February 26, 2014.

<sup>27</sup> Rizzo, L. 2014. A Rake-Trim SAS Macro and Its Uses at Westat. Available at: <http://support.sas.com/resources/papers/proceedings14/1627-2014.pdf>, accessed February 22, 2014.

<sup>28</sup> Izrael, D., M. P. Battaglia, and M. R. Frankel. 2009. Extreme Survey Weight Adjustment as a Component of Sample Balancing (a.k.a, raking). Available at: <http://support.sas.com/resources/papers/proceedings09/247-2009.pdf>, accessed February 26, 2014.

SSRU used population percentages from Table C2 to calculate control totals so that the sum of the weights equals the sample size. Zukin<sup>29</sup> suggests to “weight to a picture of what you believe turnout will be, based on past elections.” In order to weight for likely voters, SSRU chose to rake on the demographic characteristics of the most recent Idaho election<sup>30</sup> and household telephone service categories (landline-only, cell only, dual usage)<sup>31</sup>. These variables are shown in Table C2. After raking, trimming is needed. Trimming is a sampling procedure that reduces extreme weights to cutoffs, thereby improving variance properties while potentially introducing bias.<sup>32</sup> For political polls, a reasonable rule of thumb is to trim at the 5<sup>th</sup> and 95<sup>th</sup> percentiles.

**Table C2: Auxiliary data (raking variables)**

<b>Age of Idaho Voters who participated in the 2012 General Election</b>	
<b>18 to 24</b>	5.74%
<b>25 to 44</b>	34.02%
<b>45 to 64</b>	36.82%
<b>65 to 74</b>	12.67%
<b>75+</b>	10.90%
<b>Gender of Idaho Voters who participated in the 2012 General Election</b>	
<b>Male</b>	47.57%
<b>Female</b>	52.58%
<b>Household Telephone Service Categories for Idaho</b>	
<b>Cell Only</b>	36.72%
<b>LL Only</b>	2.26%
<b>LL and Cell</b>	61.02%

The age and gender of Idaho voters who participated in the 2012 General Election is only available at the state level, rather than at district- or county-levels. Similarly, telephone source for Idaho is only available at the state level. Weighting on these three variables at the state level yielded best available estimates.

<sup>29</sup> Zukin, C. 2004. Sources of Variation in Published Election Polling. Available at: [https://www.aapor.org/uploads/zukin\\_election\\_primer.pdf](https://www.aapor.org/uploads/zukin_election_primer.pdf), accessed at February 26, 2014.

<sup>30</sup> U.S. Census Bureau, Current Population Survey, November 2012. Available at: <http://www.census.gov/hhes/www/socdemo/voting/publications/p20/2012/tables.html>, accessed on April 8 2014

<sup>31</sup> Blumberg, S.J., N. Ganesh, J.V. Luke, and G. Gonzales. 2013. Wireless substitution: State-level estimates from the National Health Interview Survey 2012. National health statistics reports; no 70. Hyattsville, MD: National Center for Health Statistics. Available at: <http://www.cdc.gov/nchs/data/nhsr/nhsr070.pdf>, accessed April 8, 2014.

<sup>32</sup> Rizzo, L. 2014. A Rake-Trim SAS Macro and Its Uses at Westat. Available at: <http://support.sas.com/resources/papers/proceedings14/1627-2014.pdf>, accessed February 22, 2014.

### ***Analytical procedures***

The analysis includes basic frequency and cross-tabulations to assess the relationship between demographics and the opinion of residents. Mean, median, and 95% confidence intervals were computed where appropriate. Data analyses were conducted using SAS<sup>33</sup> statistical software packages. SAS SURVEY PROCEDURES, especially SURVEY FREQ and SURVEY MEAN, were used to account for sampling weights and the 6 strata. SAS SURVEY PROCEDURES use the Taylor Series linearization to correctly compute variance estimates.

Cross tabulations (demographic variable by question) will include statistically weighted frequencies, and when possible, will report Rao-Scott Chi Square Statistic, degrees of freedom, and P-value. Chi-Square Statistics measure if there is an association between the question and the demographic variable. To better understand the direction or trend of the association, the 95% confidence interval (CI) row percentages were examined.

### **Additional statistics and notes for district versus other levels**

The statistics listed above are used to compare districts. It is important to follow-up with SURVEYMEAN 95% CI. This statistic is used because it is often expected that the chi-square values will not run due to sample size. For certain cross tabulations, categories will be combined to allow for Chi-Square testing.

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<sup>33</sup> SAS, Version 9.3. 2009. SAS Institute, Inc.



## Appendix D: Tabular Results<sup>34</sup>

<b>Question 1: When you think about Idaho's economy, would you say the roads and bridges are very important, somewhat important, somewhat unimportant, or not at all important to the economy?</b>					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Very important	771	749	71%	67%	74%
Somewhat important	272	291	27%	24%	31%
Somewhat unimportant	14	17	2%	1%	3%
Not at all important	2	2	0%	0%	1%
Don't know	3	2	0%	0%	0%
Total	1062	1062	100%	.	.
0 respondents refused/missing.					

<b>Question 2: Do you think our roads and bridges are adequate to meet Idaho's needs today?</b>					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Completely adequate	106	108	10%	8%	12%
Somewhat adequate	612	606	57%	54%	61%
Somewhat inadequate	286	288	27%	24%	30%
Completely inadequate	45	51	5%	3%	6%
No opinion	3	2	0%	0%	0%
Don't know	10	7	1%	0%	1%
Total	1062	1062	100%	.	.
0 respondents refused/missing.					

<b>Question 3: Do you think Idaho's roads and bridges are adequate to meet your own personal needs today?</b>					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Completely adequate	475	462	43%	40%	47%
Somewhat adequate	441	443	42%	38%	45%
Somewhat inadequate	116	121	11%	9%	14%
Completely inadequate	25	31	3%	2%	4%
No opinion	3	4	0%	0%	1%
Don't know	2	1	0%	0%	0%
Total	1062	1062	100%	.	.
0 respondents refused/missing.					

<sup>34</sup> Tables with collapsed categories also included for cross tabulations with zero cells

<b>Question 4: Do you think our roads and bridges are adequate to meet Idaho's needs ten years from now?</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Completely adequate	47	49	5%	3%	6%
Somewhat adequate	235	237	22%	19%	25%
Somewhat inadequate	453	459	43%	40%	47%
Completely inadequate	284	276	26%	23%	29%
No opinion	7	5	0%	0%	1%
Don't know	36	36	3%	2%	5%
Total	1062	1062	100%	.	.
0 respondents refused/missing.					

<b>Question 5a: How many days a week do you use the roads to commute from work and back?</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
0 days	358	325	31%	27%	34%
1 day	10	11	1%	0%	2%
2 days	22	21	2%	1%	3%
3 days	19	21	2%	1%	3%
4 days	54	48	5%	3%	6%
5 days	354	380	36%	32%	39%
6 days	79	84	8%	6%	10%
7 days	162	169	16%	13%	19%
Total	1058	1059	100%	.	.
3 respondents refused/missing.					

<b>Question 6: If you had to estimate, how long would you say your average, one-way commute is (in minutes)?</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Less than 20 minutes	324	340	47%	43%	52%
20-34 minutes	221	240	33%	29%	38%
35 to 59 minutes	70	65	9%	7%	11%
60 minutes or more	71	73	10%	8%	13%
Total	686	718	100%	.	.
14 respondents refused/missing.					

<b>Question 5b: How many days a week do you use the roads for personal business?</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
0 days	21	20	2%	1%	3%
1 day	72	66	6%	5%	8%
2 days	158	151	14%	12%	17%
3 days	139	144	14%	11%	16%
4 days	96	98	9%	7%	11%
5 days	105	94	9%	7%	11%
6 days	55	61	6%	4%	7%
7 days	413	428	40%	37%	44%
Total	1059	1060	100%	.	.
2 respondents refused/missing.					

<b>Question 5c: How many days a week do you use the roads for recreation?</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
0 days	112	106	10%	8%	12%
1 day	306	283	27%	24%	30%
2 days	300	314	30%	27%	33%
3 days	140	138	13%	11%	16%
4 days	58	59	6%	4%	7%
5 days	49	54	5%	4%	7%
6 days	15	18	2%	1%	3%
7 days	67	76	7%	5%	9%
Total	1047	1048	100%	.	.
14 respondents refused/missing.					

<b>Question 7.1: How would you rate major highways?</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Excellent	169	161	15%	13%	18%
Good	530	532	50%	47%	54%
Average	304	310	29%	26%	33%
Below average	42	43	4%	3%	5%
Failing	6	6	1%	0%	1%
Don't know	10	9	1%	0%	1%
Total	1061	1061	100%	.	.
1 respondent refused/missing.					

Question 7.2: How would you rate bridges?					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Excellent	130	126	12%	10%	14%
Good	400	401	38%	34%	41%
Average	382	380	36%	32%	39%
Below average	107	107	10%	8%	12%
Failing	15	15	1%	1%	2%
Don't know	27	32	3%	2%	4%
Total	1061	1061	100%	.	.
1 respondent refused/missing.					

Question 7.3: How would you rate city streets?					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Excellent	62	69	6%	5%	8%
Good	327	337	32%	28%	35%
Average	454	455	43%	39%	46%
Below average	181	166	16%	13%	18%
Failing	29	29	3%	2%	4%
Don't know	7	5	0%	0%	1%
Total	1060	1061	100%	.	.
1 respondent refused/missing.					

Question 7.4: How would you rate county roads?					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Excellent	37	34	3%	2%	4%
Good	289	297	28%	25%	31%
Average	477	477	45%	41%	48%
Below average	195	197	19%	16%	21%
Failing	42	40	4%	2%	5%
Don't know	20	16	1%	1%	2%
Total	1060	1061	100%	.	.
1 respondent refused/missing.					

<b>Question 8: How high of a priority should increasing funding for Idaho's roads and bridges be for the state legislature?</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
One of the three highest priorities	550	531	53%	49%	56%
Lower down on the list	432	454	45%	41%	48%
Don't know	28	27	3%	1%	4%
Total	1010	1012	100%	.	.
50 respondents refused/missing.					

Now I'm going to read arguments you might hear for and against increased funding for roads and bridges.

<b>Question 9.1: Our system of bridges and roads are an essential part of Idaho's economy and must be maintained if the state is going to continue to grow.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Very convincing	582	571	54%	50%	57%
Somewhat convincing	406	423	40%	36%	43%
Not very convincing	57	54	5%	4%	7%
Not at all convincing	13	12	1%	0%	2%
No opinion	0	0	0%	0%	0%
Don't know	2	1	0%	0%	0%
Total	1060	1060	100%	.	.
2 respondents refused/missing.					

<b>Question 9.2: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Very convincing	509	513	48%	45%	52%
Somewhat convincing	409	397	37%	34%	41%
Not very convincing	108	112	11%	8%	13%
Not at all convincing	29	32	3%	2%	4%
No opinion	2	2	0%	0%	0%
Don't know	4	5	1%	0%	1%
Total	1061	1061	100%	.	.
1 respondent refused/missing.					

<b>Question 9.3: Taxes and fees are too high. No matter what, I won't support raising taxes or fees for roads and bridges.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Very convincing	97	102	10%	7%	12%
Somewhat convincing	289	279	26%	23%	29%
Not very convincing	360	370	35%	31%	38%
Not at all convincing	307	304	29%	25%	32%
No opinion	3	3	0%	0%	1%
Don't know	6	4	0%	0%	1%
<b>Total</b>	<b>1062</b>	<b>1062</b>	<b>100%</b>	<b>.</b>	<b>.</b>
0 respondents refused/missing.					

<b>Question 9.4: We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Very convincing	130	124	12%	10%	15%
Somewhat convincing	282	284	28%	25%	31%
Not very convincing	306	315	31%	28%	34%
Not at all convincing	280	276	27%	24%	30%
No opinion	5	7	1%	0%	1%
Don't know	7	6	1%	0%	1%
<b>Total</b>	<b>1010</b>	<b>1013</b>	<b>100%</b>	<b>.</b>	<b>.</b>
49 respondents refused/missing.					

**Currently, most state funding for Idaho's roads and bridges comes from from fuel taxes and registrations fees on passenger vehicles and commercial trucks. I'm going to read 9 possible sources that could be used to raise more funds for Idaho's roads and bridges.**

<b>Question 11.1: Increase fuel taxes.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Strongly support	88	74	7%	5%	9%
Somewhat support	297	297	28%	25%	31%
Somewhat oppose	264	278	26%	23%	29%
Strongly oppose	403	406	38%	35%	42%
Don't know	7	6	1%	0%	1%
<b>Total</b>	<b>1059</b>	<b>1060</b>	<b>100%</b>	<b>.</b>	<b>.</b>
2 respondents refused/missing.					

<b>Question 11.2: Charge sales tax on fuel.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Strongly support	86	86	8%	6%	10%
Somewhat support	263	255	24%	21%	27%
Somewhat oppose	243	245	23%	20%	26%
Strongly oppose	459	463	44%	40%	47%
Don't know	9	12	1%	0%	2%
Total	1060	1061	100%	.	.
1 respondent refused/missing.					

<b>Question 11.3: Use the current sales tax on automotive parts and tires to fund roads and bridges.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Strongly support	304	303	29%	25%	32%
Somewhat support	450	462	44%	40%	47%
Somewhat oppose	161	157	15%	12%	17%
Strongly oppose	129	121	11%	9%	14%
Don't know	12	15	1%	0%	2%
Total	1056	1058	100%	.	.
4 respondents refused/missing.					

<b>Question 11.4: Increase registration fees for passenger cars and light trucks.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Strongly support	114	111	10%	8%	13%
Somewhat support	485	488	46%	42%	50%
Somewhat oppose	225	227	21%	18%	24%
Strongly oppose	227	225	21%	18%	24%
Don't know	9	9	1%	0%	2%
Total	1060	1061	100%	.	.
1 respondent refused/missing.					

**Question 11.5: Increase registration fees for commercial vehicles.**

	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Strongly support	280	276	26%	23%	29%
Somewhat support	446	448	42%	39%	46%
Somewhat oppose	168	159	15%	13%	17%
Strongly oppose	144	156	15%	12%	17%
Don't know	20	20	2%	1%	3%
Total	1058	1059	100%	.	.

3 respondents refused/missing.

**Question 11.6: Charge a one-time fee on the purchase of new or used vehicles.**

	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Strongly support	131	144	14%	11%	16%
Somewhat support	418	419	40%	36%	43%
Somewhat oppose	228	227	22%	19%	24%
Strongly oppose	255	248	23%	20%	26%
Don't know	23	17	2%	1%	3%
Total	1055	1056	100%	.	.

6 respondents refused/missing.

**Question 11.7: Add a mileage-based fee that charges drivers according to how many miles they drive each year.**

	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Strongly support	61	60	6%	4%	7%
Somewhat support	185	176	17%	14%	19%
Somewhat oppose	230	219	21%	18%	23%
Strongly oppose	573	595	56%	53%	60%
Don't know	11	11	1%	0%	2%
Total	1060	1061	100%	.	.

1 respondent refused/missing.



<b>Question 11.8: Increase property taxes.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Strongly support	17	19	2%	1%	3%
Somewhat support	170	185	17%	15%	20%
Somewhat oppose	254	262	25%	22%	28%
Strongly oppose	613	587	55%	52%	59%
Don't know	6	7	1%	0%	1%
<b>Total</b>	<b>1060</b>	<b>1061</b>	<b>100%</b>	<b>.</b>	<b>.</b>
1 respondent refused/missing.					

<b>Question 11.9: Establish toll roads.</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Strongly support	59	63	6%	4%	8%
Somewhat support	207	225	21%	18%	24%
Somewhat oppose	186	195	18%	16%	21%
Strongly oppose	596	568	54%	50%	57%
Don't know	11	10	1%	0%	2%
<b>Total</b>	<b>1059</b>	<b>1060</b>	<b>100%</b>	<b>.</b>	<b>.</b>
2 respondents refused/missing.					

<b>Respondent Age</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
18-24 years old	58	60	6%	4%	7%
25-49 years old	332	428	41%	38%	45%
50-64 years old	338	307	30%	26%	33%
65+ years old	311	244	23%	21%	26%
<b>Total</b>	<b>1039</b>	<b>1039</b>	<b>100%</b>	<b>.</b>	<b>.</b>
23 respondents refused/missing.					

<b>Respondent Gender</b>					
	<b>Frequency</b>	<b>Weighted Frequency</b>	<b>Weighted Percent</b>	<b>95% Lower Confidence Limit</b>	<b>95% Upper Confidence Limit</b>
Male	587	504	47%	44%	51%
Female	475	558	53%	49%	56%
<b>Total</b>	<b>1062</b>	<b>1062</b>	<b>100%</b>	<b>.</b>	<b>.</b>
0 respondents refused/missing.					

Education Attained					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Less than high school	24	26	2%	1%	4%
High school including equivalency	184	177	17%	14%	19%
Some college or associates	394	409	39%	36%	43%
Bachelors or more	449	438	42%	38%	45%
Total	1051	1049	100%	.	.
13 respondents refused/missing.					

Household Income					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Less than \$25,000	121	131	14%	11%	16%
\$25,000-49,999	252	256	27%	24%	30%
\$50,000-74,999	248	256	27%	24%	30%
\$75,000 and up	316	305	32%	29%	36%
Total	937	948	100%	.	.
114 respondents refused/missing.					

County Distribution					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Ada	193	278	26%	23%	29%
Adams	3	3	0%	0%	1%
Bannock	64	54	5%	4%	6%
Bear Lake	5	3	0%	0%	1%
Benewah	15	14	1%	1%	2%
Bingham	38	28	3%	2%	4%
Blaine	18	14	1%	1%	2%
Boise	4	7	1%	0%	1%
Bonner	33	27	3%	2%	4%

Bonneville	83	81	8%	6%	9%
Boundary	3	3	0%	0%	1%
Butte	3	4	0%	0%	1%
Camas	1	1	0%	0%	0%
Canyon	76	109	10%	8%	12%
Caribou	6	4	0%	0%	1%
Cassia	17	14	1%	1%	2%

County Distribution					
	Frequency	Weighted Frequency	Weighted Percent	95% Lower Confidence Limit	95% Upper Confidence Limit
Clark	1	1	0%	0%	0%
Clearwater	14	7	1%	0%	1%
Custer	7	7	1%	0%	1%
Elmore	11	13	1%	0%	2%
Franklin	13	12	1%	0%	2%
Fremont	10	10	1%	0%	2%
Gem	8	8	1%	0%	1%
Gooding	10	7	1%	0%	1%
Idaho	25	16	1%	1%	2%
Jefferson	26	27	3%	1%	4%
Jerome	12	8	1%	0%	1%
Kootenai	94	91	9%	7%	10%
Latah	55	29	3%	2%	3%
Lemhi	10	12	1%	0%	2%
Lewis	5	3	0%	0%	0%
Lincoln	3	3	0%	0%	1%
Madison	26	22	2%	1%	3%
Minidoka	17	12	1%	1%	2%
Nez Perce	38	27	3%	2%	3%
Oneida	5	5	0%	0%	1%
Owyhee	4	5	0%	0%	1%
Payette	12	15	1%	1%	2%
Power	9	5	1%	0%	1%
Shoshone	9	7	1%	0%	1%
Teton	10	8	1%	0%	1%
Twin Falls	58	49	5%	4%	6%
Valley	6	8	1%	0%	1%
Washington	2	2	0%	0%	1%
Total	1062	1062	100%	.	.
0 respondents refused/missing.					



## District 3 by Rest of State Crosstabs

District by Question 1: Importance of roads and bridges to Idaho's economy				
	Very important	Somewhat important	Somewhat unimportant	Not at all important
District 3	70%	28%	2%	0%
Rest of state	71%	27%	1%	0%
3 respondents refused/don't know/missing. Not significant.				

District by Question 2: Views on roads and bridges being adequate to meet Idaho's needs today				
	Completely adequate	Somewhat adequate	Somewhat inadequate	Completely inadequate
District 3	8%	54%	31%	7%
Rest of state	12%	60%	25%	4%
13 respondents refused/don't know/missing/no opinion. Not significant.				

District by Question 3: Views on Idaho's roads and bridges for personal needs today				
	Completely adequate	Somewhat adequate	Somewhat inadequate	Completely inadequate
District 3	40%	43%	12%	4%
Rest of state	46%	41%	11%	2%
5 respondents refused/don't know/missing/no opinion. Not significant.				

District by Question 4: Views on roads and bridges being adequate to meet Idaho's needs ten years from now				
	Completely adequate	Somewhat adequate	Somewhat inadequate	Completely inadequate
District 3	5%	20%	44%	31%
Rest of state	5%	26%	46%	24%
43 respondents refused/don't know/missing/no opinion. Not significant.				

District by Question 5: Commute Distance				
	Less than 20 minutes	20-34 minutes	35-59 minutes	60 minutes or more
District 3	45%	39%	7%	8%
Rest of state	49%	29%	10%	12%
14 respondents refused/don't know/missing. Not significant.				

<b>District by Question 7.1: Rating of major highways</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>District 3</b>	13%	49%	31%	6%	1%
<b>Rest of state</b>	17%	52%	28%	3%	0%
11 respondents refused/don't know/missing. Not significant.					

<b>District by Question 7.2: Rating of bridges</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>District 3</b>	8%	34%	42%	14%	2%
<b>Rest of state</b>	15%	43%	33%	8%	1%
28 respondents refused/don't know/missing. Chi-square statistic=19.12, df=4, p=0.0007 The rest of the state is more likely than District 3 to rate bridges as 'excellent'.					

<b>District by Question 7.3: Rating of city streets</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>District 3</b>	8%	35%	44%	10%	3%
<b>Rest of state</b>	5%	29%	43%	20%	3%
9 respondents refused/don't know/missing. Chi-square statistic=15.06, df=4, p=0.0046 The rest of the state is more likely than District 3 to rate city streets as 'below average'.					

<b>District by Question 7.4: Rating of county roads</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>District 3</b>	3%	36%	45%	14%	2%
<b>Rest of state</b>	4%	23%	46%	22%	5%
22 respondents refused/don't know/missing. Chi-square statistic=17.63, df=4, p=0.0015 District 3 is more likely to rate county roads as 'good' than the rest of the state.					

<b>District by Question 8: Priority of the state legislature increasing funding for Idaho's roads and bridges</b>		
	<b>One of the three highest priorities</b>	<b>Lower down on the list</b>
<b>District 3</b>	52%	48%
<b>Rest of state</b>	55%	45%
80 respondents refused/don't know/missing. Not significant.		

<b>District by Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>District 3</b>	57%	36%	5%	1%
<b>Rest of state</b>	51%	42%	5%	1%
4 respondents refused/don't know/missing/no opinion. Not significant.				

<b>District by Question 9d: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>District 3</b>	50%	35%	12%	3%
<b>Rest of state</b>	47%	40%	10%	3%
7 respondents refused/don't know/missing/no opinion. Not significant				

<b>District by Question 10a: No support in raising taxes or fees for roads and bridges because taxes and fees are too high</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>District 3</b>	8%	22%	39%	31%
<b>Rest of state</b>	11%	29%	32%	27%
9 respondents refused/don't know/missing/no opinion. Chi-square statistic=8.48, df=3, p=0.0372 The rest of the state is more likely than District 3 to find the argument that we should not raise taxes because taxes and fees are too high 'very convincing'.				

<b>District by Question 10e: We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>District 3</b>	10%	26%	31%	33%
<b>Rest of state</b>	14%	30%	32%	24%
64 respondents refused/don't know/missing/no opinion. Chi-square statistic=8.38, df=3, p=0.0387 District 3 is more likely to rate the statement "We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it" as 'not at all convincing'.				

<b>District by Question 11.1: Raising money from increasing fuel taxes to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	7%	31%	30%	32%
<b>Rest of state</b>	7%	26%	24%	43%
10 respondents refused/don't know/missing. Chi-square statistic=9.55, df=3, p=0.0228 The rest of the state is more likely than District 3 to 'strongly oppose' raising money from increasing fuel to pay for Idaho's roads and bridges.				

<b>District by Question 11.2: Raising money from charging sales tax on fuel to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	9%	25%	23%	43%
<b>Rest of state</b>	7%	24%	23%	45%
11 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.3: Raising money from the use of the current sales tax on automotive parts and tires to fund roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	29%	47%	14%	10%
<b>Rest of state</b>	29%	42%	16%	13%
18 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.4: Raising money from the increase of registration fees for passenger cars and light trucks</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	12%	49%	20%	19%
<b>Rest of state</b>	10%	45%	22%	23%
11 respondents refused/don't know/missing. Not significant				

<b>District by Question 11.5: Raising money from the increase of registration fees for commercial vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	31%	43%	14%	13%
<b>Rest of state</b>	24%	43%	16%	17%
24 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.6: Raising money from charging a one-time fee on the purchase of new or used vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	13%	46%	21%	20%
<b>Rest of state</b>	15%	36%	22%	27%
30 respondents refused/don't know/missing. Chi-square statistic=8.69, df=3, p=0.0337 District 3 is more likely to 'somewhat support' raising money from charging a one-time free on the purchase of new or used vehicles.				



<b>District by Question 11.7: Raising money from adding a mileage-based fee for how many miles people drive each year</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	8%	22%	20%	50%
<b>Rest of state</b>	4%	13%	22%	62%
13 respondents refused/don't know/missing. Chi-square statistic=20.63, df=3, p=0.0001 District 3 is more likely than the rest of the state to 'somewhat support' raising money from adding a mileage-based fee for how many miles people drive each year, while the rest of the state is more likely to 'strongly oppose'.				

<b>District by Question 11.8: Raising money from an increase in property taxes</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	3%	18%	28%	51%
<b>Rest of state</b>	1%	17%	23%	59%
8 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.9: Establish toll roads</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>District 3</b>	6%	22%	19%	53%
<b>Rest of state</b>	6%	21%	18%	55%
14 respondents refused/don't know/missing. Not significant.				

## Age Category Crosstabs

<b>Age by Question 1: Importance of roads and bridges to Idaho's economy</b>				
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant</b>	<b>Not at all important</b>
<b>18-24 years old</b>	66%	28%	5%	0%
<b>25-49 years old</b>	60%	38%	2%	1%
<b>50-64 years old</b>	74%	25%	1%	0%
<b>65+ years old</b>	87%	12%	0%	0%
26 respondents refused/don't know/missing. Test did not run.				

<b>Age by Collapsed Question 1: Importance of roads and bridges to Idaho's economy</b>			
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant or not at all important</b>
<b>18-24 years old</b>	66%	28%	5%
<b>25-49 years old</b>	60%	38%	3%
<b>50-64 years old</b>	74%	25%	1%
<b>65+ years old</b>	87%	12%	0%
26 respondents refused/don't know/missing. Chi-square statistic=56.28, df=6, p<0.0001 Idaho voters 65 years or older are more likely than all other age groups to view Idaho's roads and bridges as 'very important' to Idaho's economy. Also this age group is less likely than those 25-49, and 50-64 to view them as 'somewhat important'.			

<b>Age by Question 2: Views on roads and bridges being adequate to meet Idaho's needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>18-24 years old</b>	13%	56%	27%	4%
<b>25-49 years old</b>	11%	56%	28%	5%
<b>50-64 years old</b>	7%	59%	29%	5%
<b>65+ years old</b>	12%	60%	23%	4%
36 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Age by Question 3: Views on Idaho's roads and bridges for personal needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>18-24 years old</b>	47%	45%	8%	0%
<b>25-49 years old</b>	41%	43%	14%	3%
<b>50-64 years old</b>	44%	40%	12%	4%
<b>65+ years old</b>	49%	42%	7%	2%
28 respondents refused/don't know/missing/no opinion. Test did not run.				

<b>Age by Collapsed Question 3: Views on Idaho's roads and bridges for personal needs today</b>			
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat or completely inadequate</b>
<b>18-24 years old</b>	47%	45%	8%
<b>25-49 years old</b>	41%	43%	17%
<b>50-64 years old</b>	44%	40%	16%
<b>65+ years old</b>	49%	42%	9%
28 respondents refused/don't know/missing/no opinion. Not significant.			

<b>Age by Question 4: Views on roads and bridges being adequate to meet Idaho's needs ten years from now</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>18-24 years old</b>	13%	20%	43%	24%
<b>25-49 years old</b>	6%	25%	41%	27%
<b>50-64 years old</b>	2%	22%	49%	27%
<b>65+ years old</b>	4%	23%	48%	26%
63 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Age by Question 5: Commute Distance</b>				
	<b>Less than 20 minutes</b>	<b>20-34 minutes</b>	<b>35 to 59 minutes</b>	<b>60 minutes or more</b>
<b>18-24 years old</b>	50%	37%	3%	9%
<b>25-49 years old</b>	47%	31%	10%	11%
<b>50-64 years old</b>	45%	37%	8%	9%
<b>65+ years old</b>	55%	31%	6%	8%
390 respondents refused/don't know/missing. Not significant.				

<b>Age by Question 7.1: Rating of major highways</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Falling</b>
<b>18-24 years old</b>	18%	55%	25%	1%	0%
<b>25-49 years old</b>	16%	54%	27%	3%	0%
<b>50-64 years old</b>	12%	50%	30%	7%	1%
<b>65+ years old</b>	18%	45%	35%	2%	1%
34 respondents refused/don't know/missing. Test did not run.					

<b>Age by Collapsed Question 7.1: Rating of major highways</b>				
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average or Failing</b>
<b>18-24 years old</b>	18%	55%	25%	1%
<b>25-49 years old</b>	16%	54%	27%	4%
<b>50-64 years old</b>	12%	50%	30%	7%
<b>65+ years old</b>	18%	45%	35%	3%
34 respondents refused/don't know/missing. Not significant.				

<b>Age by Question 7.2: Rating of bridges</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>18-24 years old</b>	13%	53%	27%	7%	0%
<b>25-49 years old</b>	12%	44%	34%	9%	1%
<b>50-64 years old</b>	10%	36%	41%	10%	3%
<b>65+ years old</b>	14%	33%	38%	15%	1%
51 respondents refused/don't know/missing. Test did not run.					

<b>Age by Collapsed Question 7.2: Rating of bridges</b>				
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average or Failing</b>
<b>18-24 years old</b>	13%	53%	27%	7%
<b>25-49 years old</b>	12%	44%	34%	10%
<b>50-64 years old</b>	10%	36%	41%	13%
<b>65+ years old</b>	14%	33%	38%	15%
51 respondents refused/don't know/missing. Not significant.				

<b>Age by Question 7.3: Rating of city streets</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>18-24 years old</b>	13%	33%	44%	5%	4%
<b>25-49 years old</b>	5%	35%	43%	15%	3%
<b>50-64 years old</b>	4%	29%	45%	21%	2%
<b>65+ years old</b>	11%	31%	43%	14%	2%
32 respondents refused/don't know/missing. Chi-square statistic=24.32, df=12, p=0.0184 50-64 years olds are more likely than 18-24 years olds to rate city streets as 'below average';					

<b>Age by Question 7.4: Rating of county roads</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>18-24 years old</b>	3%	25%	49%	19%	4%
<b>25-49 years old</b>	3%	30%	45%	19%	4%
<b>50-64 years old</b>	2%	27%	47%	21%	4%
<b>65+ years old</b>	7%	28%	45%	18%	2%
43 respondents refused/don't know/missing. Not significant.					

<b>Age by Question 8: Priority of the state legislature increasing funding for Idaho's roads and bridges</b>		
	<b>One of the three highest priorities</b>	<b>Lower down on the list</b>
<b>18-24 years old</b>	62%	38%
<b>25-49 years old</b>	45%	55%
<b>50-64 years old</b>	60%	40%
<b>65+ years old</b>	63%	37%
100 respondents refused/don't know/missing. Chi-square statistic=20.60, df=3, p=0.0001 50-64 year olds and 65 year olds and older are more likely than 25-49 years olds to name increasing funding for Idaho's roads and bridges as one of the three highest priorities.		

<b>Age by Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>18-24 years old</b>	53%	43%	3%	1%
<b>25-49 years old</b>	47%	47%	5%	1%
<b>50-64 years old</b>	55%	37%	6%	2%
<b>65+ years old</b>	64%	31%	5%	1%
26 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Age by Question 9d: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>18-24 years old</b>	63%	36%	1%	0%
<b>25-49 years old</b>	43%	40%	13%	4%
<b>50-64 years old</b>	50%	36%	11%	3%
<b>65+ years old</b>	54%	35%	9%	3%
30 respondents refused/don't know/missing/no opinion. Test did not run.				

<b>Age by Collapsed Question 9d: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents</b>			
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very or not at all convincing</b>
<b>18-24 years old</b>	63%	36%	1%
<b>25-49 years old</b>	43%	40%	17%
<b>50-64 years old</b>	50%	36%	13%
<b>65+ years old</b>	54%	35%	12%

30 respondents refused/don't know/missing/no opinion.  
Chi-square statistic=15.57, df=6, p=0.0162.

Respondents between the ages 18-24 were more likely than those between 24-49 years old to view the above statements as 'very convincing'. 18-24 years olds are also less likely than all other groups to find the argument 'not very or at all convincing'.

<b>Age by Question 10a: No support in raising taxes or fees for roads and bridges because taxes and fees are too high</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>18-24 years old</b>	5%	32%	51%	12%
<b>25-49 years old</b>	7%	27%	39%	27%
<b>50-64 years old</b>	13%	24%	31%	33%
<b>65+ years old</b>	10%	29%	29%	32%

31 respondents refused/don't know/missing/no opinion.  
Chi-square statistic=22.17, df=9, p=.0084

18-24 years olds are more likely than 50-64 year olds to find the argument that taxes and fees are too high to support additional taxes 'not very convincing'. 18-24 year olds are also less likely than all other groups to find this argument 'not at all convincing'.

<b>Age by Question 10e: We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>18-24 years old</b>	9%	29%	45%	17%
<b>25-49 years old</b>	13%	33%	29%	25%
<b>50-64 years old</b>	14%	26%	29%	31%
<b>65+ years old</b>	9%	25%	34%	31%

85 respondents refused/don't know/missing/no opinion.  
Not significant.

<b>Age by Question 11.1: Raising money from increasing fuel taxes to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	3%	13%	38%	47%
<b>25-49 years old</b>	4%	31%	31%	33%
<b>50-64 years old</b>	9%	32%	21%	39%
<b>65+ years old</b>	11%	24%	23%	43%

33 respondents refused/don't know/missing.  
Chi-square statistic=29.6, df=9, p=0.0005

18-24 year olds are less likely than 25-49 and 50-64 year olds to 'somewhat support' raising money from increasing fuel taxes.

<b>Age by Question 11.2: Raising money from charging sales tax on fuel to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	1%	23%	29%	47%
<b>25-49 years old</b>	9%	26%	28%	37%
<b>50-64 years old</b>	8%	29%	20%	44%
<b>65+ years old</b>	9%	17%	18%	55%
34 respondents refused/don't know/missing. Chi-square statistic=26.24, df=9, p=0.0019 18-24 years olds are less likely than other age groups to 'strongly support' raising money by charging sales tax on fuel.				

<b>Age by Question 11.3: Raising money from the use of the current sales tax on automotive parts and tires to fund roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	33%	47%	15%	5%
<b>25-49 years old</b>	25%	50%	15%	10%
<b>50-64 years old</b>	32%	40%	14%	14%
<b>65+ years old</b>	31%	39%	17%	12%
40 respondents refused/don't know/missing. Not significant.				

<b>Age by Question 11.4: Raising money from the increase of registration fees for passenger cars and light trucks</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	6%	53%	26%	15%
<b>25-49 years old</b>	11%	50%	21%	18%
<b>50-64 years old</b>	11%	49%	18%	23%
<b>65+ years old</b>	11%	37%	27%	26%
34 respondents refused/don't know/missing. Not significant.				

<b>Age by Question 11.5: Raising money from the increase of registration fees for commercial vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	22%	44%	31%	3%
<b>25-49 years old</b>	26%	46%	13%	15%
<b>50-64 years old</b>	29%	45%	13%	14%
<b>65+ years old</b>	27%	37%	17%	19%
47 respondents refused/don't know/missing. Chi-square statistic=26.82, df=9, p=0.0135 18-24 years olds are more likely than 25-49 year olds and 50-64 years olds to 'somewhat oppose' raising money from the increase of registration fees for commercial vehicles. 18-24 year olds are also less likely than all other groups to 'strongly oppose'.				

<b>Age by Question 11.6: Raising money from charging a one-time fee on the purchase of new or used vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	21%	42%	28%	9%
<b>25-49 years old</b>	14%	44%	22%	19%
<b>50-64 years old</b>	14%	41%	16%	29%
<b>65+ years old</b>	11%	35%	26%	29%
53 respondents refused/don't know/missing. Chi-square statistic=23.39, df=9, p=0.0054 18-24 year olds are less likely than 25-49 year olds and 65 year olds and older to 'strongly oppose' raising money by charging a one-time fee on the purchase of new of used vehicles.				

<b>Age by Question 11.7: Raising money from adding a mileage-based fee for how many miles people drive each year</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	2%	5%	27%	66%
<b>25-49 years old</b>	5%	16%	23%	56%
<b>50-64 years old</b>	5%	19%	20%	56%
<b>65+ years old</b>	9%	19%	20%	53%
36 respondents refused/don't know/missing. Not significant.				

<b>Age by Question 11.8: Raising money from an increase in property taxes</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	0%	29%	31%	39%
<b>25-49 years old</b>	2%	21%	29%	48%
<b>50-64 years old</b>	2%	15%	22%	61%
<b>65+ years old</b>	1%	11%	21%	66%
31 respondents refused/don't know/missing. Test did not run.				

<b>Age by Collapsed Question 11.8: Raising money from an increase in property taxes</b>			
	<b>Strongly or somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	29%	31%	39%
<b>25-49 years old</b>	24%	29%	48%
<b>50-64 years old</b>	18%	22%	61%
<b>65+ years old</b>	13%	21%	66%
31 respondents refused/don't know/missing. Chi-square statistic=24.38, df=6, p=0.0004. Respondents between the ages of 25-49 are more likely than those over 65 years old to 'strongly' or 'somewhat' support increasing property taxes to pay for Idaho's roads and bridges. In the same way, those between 25-49 years old are less likely than those who are 50-64 years old to 'strongly oppose'.			



<b>Age by Question11.9: Establish toll bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>18-24 years old</b>	11%	26%	18%	45%
<b>25-49 years old</b>	7%	22%	20%	51%
<b>50-64 years old</b>	4%	19%	17%	60%
<b>65+ years old</b>	6%	21%	19%	53%
37 respondents refused/don't know/missing. Not significant.				

## **Gender Crosstabs**

<b>Gender by Question 1: Importance of roads and bridges to Idaho's economy</b>				
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant</b>	<b>Not at all important</b>
<b>Male</b>	73%	26%	1%	0%
<b>Female</b>	68%	29%	2%	0%
3 respondents refused/don't know/missing. Not significant.				

<b>Gender by Question 2: Views on roads and bridges being adequate to meet Idaho's needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Male</b>	12%	58%	25%	5%
<b>Female</b>	9%	57%	29%	5%
13 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Gender by Question 3: Views on Idaho's roads and bridges for personal needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Male</b>	50%	37%	10%	3%
<b>Female</b>	38%	46%	13%	3%
5 respondents refused/don't know/missing/no opinion. Chi-square statistic=12.14, df=3, p=0.0069 Males are more likely than females to report the roads and bridges as 'completely adequate' to meet personal needs today.				

<b>Gender by Question 4: Views on roads and bridges being adequate to meet Idaho's needs ten years from now</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Male</b>	7%	25%	45%	23%
<b>Female</b>	3%	22%	45%	31%
43 respondents refused/don't know/missing/no opinion. Chi-square statistic=10.57, df=3, p=0.0143 Men are more likely than women to view the roads as 'completely adequate' to meet Idaho's needs ten years from now.				

<b>Gender by Question 5: Commute Distance</b>				
	<b>Less than 20 minutes</b>	<b>20-34 minutes</b>	<b>35-59 minutes</b>	<b>60 minutes or more</b>
<b>Male</b>	41%	37%	10%	12%
<b>Female</b>	54%	30%	8%	8%
376 respondents refused/don't know/missing. Chi-square statistic=8.24, df=3, p=0.0413 Women are more likely than men to commute less than 20 minutes a day on average.				

<b>Gender by Question 7.1: Rating of major highways</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Male</b>	17%	52%	26%	4%	1%
<b>Female</b>	14%	49%	33%	4%	0%
11 respondents refused/don't know/missing. Not significant.					

<b>Gender by Question 7.2: Rating of bridges</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Male</b>	13%	40%	34%	11%	1%
<b>Female</b>	11%	38%	40%	10%	2%
28 respondents refused/don't know/missing. Not significant.					

<b>Gender by Question 7.3: Rating of city streets</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Male</b>	7%	32%	44%	15%	1%
<b>Female</b>	6%	32%	42%	16%	4%
9 respondents refused/don't know/missing. Not significant.					

<b>Gender by Question 7.4: Rating of county roads</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Male</b>	5%	28%	47%	19%	2%
<b>Female</b>	2%	29%	44%	19%	5%
22 respondents refused/don't know/missing. Chi-square statistic=10.14, df=4, p=0.0381 Women are more likely than men to rate county roads as 'failing'.					

<b>Gender by Question 8: Priority of the state legislature increasing funding for Idaho's roads and bridges</b>		
	<b>One of the three highest priorities</b>	<b>Lower down on the list</b>
<b>Male</b>	55%	45%
<b>Female</b>	53%	47%
80 respondents refused/don't know/missing. Not significant.		

<b>Gender by Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Male</b>	52%	42%	5%	1%
<b>Female</b>	55%	38%	5%	1%
4 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Gender by Question 9d: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Male</b>	41%	43%	14%	2%
<b>Female</b>	55%	33%	8%	4%
7 respondents refused/don't know/missing/no opinion. Chi-square statistics=21.11, df=3, p=0.0001 Women are more likely than men to find the argument that additional funding will make roads and bridges safer and reduce accidents as 'very convincing'.				

<b>Gender by Question 10a: No support in raising taxes or fees for roads and bridges because taxes and fees are too high</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Male</b>	9%	26%	35%	29%
<b>Female</b>	10%	27%	35%	28%
9 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Gender by Question 10e: We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Male</b>	14%	30%	27%	29%
<b>Female</b>	11%	27%	35%	27%
64 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Gender by Question 11.1: Raising money from increasing fuel taxes to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	10%	33%	26%	31%
<b>Female</b>	5%	24%	27%	45%
10 respondents refused/don't know/missing. Chi-square statistic=22.91, df=3, p<0.0001 Men are more likely than women to 'somewhat support' increasing fuel taxes to pay for roads and bridges. Women are more likely to 'strongly oppose'.				

<b>Gender by Question 11.2: Raising money from charging sales tax on fuel to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	10%	24%	25%	42%
<b>Female</b>	7%	25%	22%	47%
11 respondents refused/don't know/missing. Not significant.				

<b>Gender by Question 11.3: Raising money from the use of the current sales tax on automotive parts and tires to fund roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	26%	47%	15%	12%
<b>Female</b>	32%	42%	15%	11%
18 respondents refused/don't know/missing. Not significant.				

<b>Gender by Question 11.4: Raising money from the increase of registration fees for passenger cars and light trucks</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	11%	49%	19%	21%
<b>Female</b>	10%	44%	24%	22%
11 respondents refused/don't know/missing. Not significant.				

<b>Gender by Question 11.5: Raising money from the increase of registration fees for commercial vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	28%	41%	17%	15%
<b>Female</b>	26%	45%	14%	15%
24 respondents refused/don't know/missing. Not significant.				

<b>Gender by Question 11.6: Raising money from charging a one-time fee on the purchase of new or used vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	12%	39%	22%	28%
<b>Female</b>	16%	42%	22%	20%
30 respondents refused/don't know/missing. Not significant.				

<b>Gender by Question 11.7: Raising money from adding a mileage-based fee for how many miles people drive each year</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	6%	22%	21%	52%
<b>Female</b>	5%	12%	21%	61%
13 respondents refused/don't know/missing. Chi-square statistic=12.99, df=3, p=0.0047 Men are more likely than women to 'somewhat support' adding a mileage based fee for how many miles people drive each year. Women are more likely to 'strongly oppose'.				

<b>Gender by Question 11.8: Raising money from an increase in property taxes</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	1%	15%	26%	57%
<b>Female</b>	2%	20%	24%	54%
8 respondents refused/don't know/missing. Not significant.				

<b>Gender by Question 11.9: Establish toll roads</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Male</b>	7%	22%	17%	54%
<b>Female</b>	5%	21%	20%	54%
14 respondents refused/don't know/missing. Not significant.				

## All District Crosstabs

<b>District by Question 1: Importance of roads and bridges to Idaho's economy</b>				
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant</b>	<b>Not at all important</b>
<b>1</b>	76%	24%	1%	0%
<b>2</b>	78%	22%	1%	0%
<b>3</b>	69%	29%	2%	0%
<b>4</b>	71%	28%	1%	0%
<b>5</b>	64%	32%	3%	1%
<b>6</b>	75%	24%	1%	0%
3 respondents refused/don't know/missing. Test did not run.				

<b>District by Collapsed Question 1: Importance of roads and bridges to Idaho's economy</b>			
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant or not at all important</b>
<b>1</b>	76%	24%	1%
<b>2</b>	78%	22%	1%
<b>3</b>	69%	29%	2%
<b>4</b>	71%	28%	1%
<b>5</b>	64%	32%	4%
<b>6</b>	75%	24%	1%
3 respondents refused/don't know/missing. Not significant.			

<b>District by Question 2: Views on roads and bridges being adequate to meet Idaho's needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>1</b>	10%	57%	32%	1%
<b>2</b>	8%	43%	39%	11%
<b>3</b>	9%	55%	29%	7%
<b>4</b>	11%	62%	24%	3%
<b>5</b>	12%	67%	19%	1%
<b>6</b>	12%	61%	22%	4%
13 respondents refused/don't know/missing/no opinion. Chi-square statistic=28.42, df=15, p=0.0191 District 3 is more likely than District 1 to view the roads as 'completely inadequate' to meet Idaho's needs today. District 5 is more likely than District 2 to view the road as 'somewhat adequate'. District 2 is more likely than District 5 to view the roads as 'somewhat inadequate'.				

<b>District by Question 3: Views on Idaho's roads and bridges for personal needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>1</b>	37%	36%	24%	3%
<b>2</b>	46%	43%	8%	3%
<b>3</b>	41%	44%	11%	4%
<b>4</b>	43%	45%	9%	4%
<b>5</b>	51%	40%	9%	1%
<b>6</b>	49%	41%	8%	2%
5 respondents refused/don't know/missing/no opinion. Chi-square statistic=28.73, df=15, p=0.0174 District 1 is more likely than all other Districts to rate the roads and bridges as 'somewhat inadequate' to meet personal needs today.				

<b>District by Question 4: Views on roads and bridges being adequate to meet Idaho's needs ten years from now</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>1</b>	6%	24%	44%	26%
<b>2</b>	1%	13%	52%	34%
<b>3</b>	5%	20%	44%	31%
<b>4</b>	3%	27%	42%	28%
<b>5</b>	8%	26%	49%	17%
<b>6</b>	4%	31%	44%	21%
43 respondents refused/don't know/missing/no opinion. Chi-square statistic=26.01, df=15, p=0.0379 District 6 is more likely than District 2 to view the roads as 'somewhat adequate' to meet Idaho's needs ten years from now.				

<b>District by Question 5: Commute Distance</b>				
	<b>Less than 20 minutes</b>	<b>20-34 minutes</b>	<b>35-59 minutes</b>	<b>60 minutes or more</b>
<b>1</b>	39%	38%	13%	10%
<b>2</b>	47%	33%	10%	10%
<b>3</b>	47%	37%	8%	9%
<b>4</b>	41%	38%	9%	12%
<b>5</b>	53%	24%	9%	14%
<b>6</b>	55%	27%	9%	9%
376 respondents refused/don't know/missing. Not significant.				



<b>District by Question 7.1: Rating of major highways</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>1</b>	15%	49%	33%	3%	0%
<b>2</b>	5%	36%	55%	3%	1%
<b>3</b>	14%	49%	31%	6%	1%
<b>4</b>	12%	58%	24%	6%	1%
<b>5</b>	19%	59%	22%	1%	0%
<b>6</b>	25%	51%	21%	3%	0%
11 respondents refused/don't know/missing. Test did not run.					

<b>District by Collapsed Question 7.1: Rating of major highways</b>				
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average or Failing</b>
<b>1</b>	15%	49%	33%	3%
<b>2</b>	5%	36%	55%	3%
<b>3</b>	14%	49%	31%	7%
<b>4</b>	12%	58%	24%	7%
<b>5</b>	19%	59%	22%	1%
<b>6</b>	25%	51%	21%	3%
11 respondents refused/don't know/missing. Chi-square statistic=54.71, df=15, p<0.0001 District 2 is less likely than Districts 3, 4, and 5 to rate major highways as 'excellent'. District 2 is more likely than all other Districts to rate them as 'average'. District 5 is more likely than District 2 to rate them as 'good'. District 3 is more likely than District 5 to rate major highways as 'below average of failing'.				

<b>District by Question 7.2: Rating of bridges</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>1</b>	12%	39%	39%	9%	1%
<b>2</b>	5%	28%	54%	12%	1%
<b>3</b>	9%	34%	41%	14%	2%
<b>4</b>	16%	42%	30%	9%	3%
<b>5</b>	16%	49%	28%	7%	1%
<b>6</b>	19%	46%	27%	6%	1%
28 respondents refused/don't know/missing. Chi-square statistic=50.91, df=20, p=0.0002 District 2 is less likely than Districts 4, 5, and 6 to rate bridges as 'excellent'. District 5 is more likely than Districts 2 and 3 to rate bridges as 'good', and District 2 is more likely than Districts 3, 4, and 5 to rate bridges as 'average'.					

<b>District by Question 7.3: Rating of city streets</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>1</b>	9%	35%	33%	20%	2%
<b>2</b>	6%	22%	40%	26%	6%
<b>3</b>	8%	36%	43%	10%	3%
<b>4</b>	1%	25%	52%	19%	3%
<b>5</b>	3%	29%	45%	20%	2%
<b>6</b>	6%	29%	46%	16%	2%

9 respondents refused/don't know/missing.  
 Chi-square statistic=38.52, df=20, p=0.0076  
 District 1 is more likely than District 4 to rate city streets as 'excellent'. District 2 is more likely than District 3 to rate city streets as 'below average'.

<b>District by Question 7.4: Rating of county roads</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>1</b>	4%	30%	37%	23%	7%
<b>2</b>	1%	21%	50%	23%	4%
<b>3</b>	3%	36%	45%	13%	3%
<b>4</b>	4%	21%	47%	24%	5%
<b>5</b>	4%	22%	49%	21%	3%
<b>6</b>	5%	20%	48%	23%	5%

22 respondents refused/don't know/missing.  
 Chi-square statistic=34.54, df=20, p=0.0174  
 District 3 is more likely than Districts 4, 5, and 6 to rate county roads as 'good'.

<b>District by Question 8: Priority of the state legislature increasing funding for Idaho's roads and bridges</b>		
	<b>One of the three highest priorities</b>	<b>Lower down on the list</b>
<b>1</b>	53%	47%
<b>2</b>	68%	32%
<b>3</b>	52%	48%
<b>4</b>	58%	42%
<b>5</b>	45%	55%
<b>6</b>	60%	40%

80 respondents refused/don't know/missing.  
 Not significant.

<b>District by Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>1</b>	53%	42%	5%	0%
<b>2</b>	50%	43%	4%	3%
<b>3</b>	57%	37%	5%	1%
<b>4</b>	58%	35%	6%	1%
<b>5</b>	45%	47%	9%	0%
<b>6</b>	54%	43%	0%	2%
4 respondents refused/don't know/missing/no opinion. Test did not run.				

<b>District by Collapsed Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>			
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very or not at all convincing</b>
<b>1</b>	53%	42%	5%
<b>2</b>	50%	43%	8%
<b>3</b>	57%	37%	6%
<b>4</b>	58%	35%	7%
<b>5</b>	45%	47%	9%
<b>6</b>	54%	43%	3%
4 respondents refused/don't know/missing/no opinion. Not significant.			

<b>District by Question 9d: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>1</b>	44%	47%	8%	1%
<b>2</b>	54%	37%	4%	5%
<b>3</b>	51%	34%	12%	3%
<b>4</b>	43%	40%	10%	6%
<b>5</b>	43%	38%	16%	3%
<b>6</b>	53%	37%	8%	2%
7 respondents refused/don't know/missing/no opinion. Not significant.				

<b>District by Question 10a: No support in raising taxes or fees for roads and bridges because taxes and fees are too high</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>1</b>	12%	30%	32%	27%
<b>2</b>	11%	29%	29%	32%
<b>3</b>	8%	22%	39%	32%
<b>4</b>	13%	26%	34%	27%
<b>5</b>	8%	36%	32%	24%
<b>6</b>	12%	26%	35%	27%
6 respondents refused/don't know/missing/no opinion. Not significant.				

<b>District by Question 10e: We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>1</b>	18%	31%	32%	19%
<b>2</b>	13%	27%	27%	33%
<b>3</b>	10%	23%	32%	34%
<b>4</b>	10%	42%	27%	22%
<b>5</b>	15%	31%	31%	23%
<b>6</b>	13%	29%	36%	23%
64 respondents refused/don't know/missing/no opinion. Chi-square statistic=26.83, df=15, p=0.0301 District 3 is more likely than District 1 to find the argument that we shouldn't support additional funding for roads and bridges because the government will only waste or misuse it as 'not at all convincing'. District 4 is more likely than District 3 to find the same statement 'somewhat convincing'.				

<b>District by Question 11.1: Raising money from increasing fuel taxes to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	7%	25%	25%	44%
<b>2</b>	12%	28%	19%	40%
<b>3</b>	7%	30%	29%	33%
<b>4</b>	5%	25%	21%	48%
<b>5</b>	5%	29%	29%	37%
<b>6</b>	7%	26%	25%	42%
10 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.2: Raising money from charging sales tax on fuel to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	5%	17%	27%	51%
<b>2</b>	11%	25%	17%	46%
<b>3</b>	9%	25%	22%	43%
<b>4</b>	7%	29%	22%	42%
<b>5</b>	6%	24%	24%	47%
<b>6</b>	10%	25%	27%	38%
11 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.3: Raising money from the use of the current sales tax on automotive parts and tires to fund roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	28%	37%	18%	17%
<b>2</b>	34%	36%	16%	14%
<b>3</b>	28%	48%	14%	10%
<b>4</b>	28%	45%	13%	15%
<b>5</b>	27%	50%	16%	7%
<b>6</b>	33%	38%	15%	14%
18 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.4: Raising money from the increase of registration fees for passenger cars and light trucks</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	11%	42%	25%	21%
<b>2</b>	15%	39%	22%	24%
<b>3</b>	12%	48%	20%	19%
<b>4</b>	7%	53%	18%	22%
<b>5</b>	9%	43%	27%	22%
<b>6</b>	8%	48%	19%	25%
11 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.5: Raising money from the increase of registration fees for commercial vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	24%	45%	17%	14%
<b>2</b>	32%	37%	21%	10%
<b>3</b>	30%	44%	13%	13%
<b>4</b>	27%	44%	17%	12%
<b>5</b>	28%	41%	16%	15%
<b>6</b>	14%	44%	15%	27%
24 respondents refused/don't know/missing. Chi-square statistic=25.66, df=15, p=0.0418 District 6 is less likely than Districts 2 and 3 to 'strongly support' increasing registration fees for commercial vehicles.				

<b>District by Question 11.6: Raising money from charging a one-time fee on the purchase of new or used vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	16%	37%	20%	27%
<b>2</b>	17%	31%	27%	25%
<b>3</b>	12%	46%	21%	21%
<b>4</b>	12%	42%	20%	26%
<b>5</b>	14%	34%	31%	20%
<b>6</b>	16%	36%	16%	32%
30 respondents refused/don't know/missing. Not significant.				

<b>District by Question 11.7: Raising money from adding a mileage-based fee for how many miles people drive each year</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	2%	11%	17%	70%
<b>2</b>	3%	12%	28%	58%
<b>3</b>	9%	21%	21%	50%
<b>4</b>	6%	16%	15%	62%
<b>5</b>	3%	16%	28%	54%
<b>6</b>	4%	14%	19%	63%
13 respondents refused/don't know/missing. Chi-square statistic=36.06, df=15, p=0.0017 District 3 is more likely than District 1 to 'strongly support' adding a mileage based fee for how many miles people drive each year.				

<b>District by Question 11.8: Raising money from an increase in property taxes</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	0%	11%	19%	70%
<b>2</b>	1%	10%	30%	60%
<b>3</b>	3%	18%	28%	52%
<b>4</b>	1%	22%	21%	56%
<b>5</b>	3%	20%	22%	55%
<b>6</b>	1%	22%	26%	51%
8 respondents refused/don't know/missing. Test did not run.				

<b>District by Collapsed Question 11.8: Raising money from an increase in property taxes</b>			
	<b>Strongly or somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	11%	19%	70%
<b>2</b>	11%	30%	60%
<b>3</b>	20%	28%	52%
<b>4</b>	23%	21%	56%
<b>5</b>	23%	22%	55%
<b>6</b>	23%	26%	51%
8 respondents refused/don't know/missing. Chi-square statistic=19.08, df=10, p=0.0392 District 1 is more likely than Districts 3 and 6 to 'strongly oppose' increasing property taxes to fund roads and bridges in Idaho.			

<b>District by Question 11.9: Establish toll roads</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>1</b>	5%	21%	19%	55%
<b>2</b>	9%	18%	21%	52%
<b>3</b>	7%	22%	19%	53%
<b>4</b>	6%	21%	16%	57%
<b>5</b>	6%	27%	19%	49%
<b>6</b>	3%	18%	17%	62%
14 respondents refused/don't know/missing. Not significant.				

## Education Crosstabs

<b>Education by Question 1: Importance of roads and bridges to Idaho's economy</b>				
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant</b>	<b>Not at all important</b>
<b>Less than high school</b>	72%	27%	0%	1%
<b>High school including equivalency</b>	73%	25%	2%	0%
<b>Some college or associates</b>	72%	26%	1%	0%
<b>Bachelors or more</b>	68%	30%	2%	0%
14 respondents refused/don't know/missing. Test did not run.				

<b>Education by Collapsed Question 1: Importance of roads and bridges to Idaho's economy</b>			
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant or not at all important</b>
<b>Less than high school</b>	72%	27%	1%
<b>High school including equivalency</b>	73%	25%	2%
<b>Some college or associates</b>	72%	26%	2%
<b>Bachelors or more</b>	68%	30%	2%
14 respondents refused/don't know/missing. Not significant.			

<b>Education by Question 2: Views on roads and bridges being adequate to meet Idaho's needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Less than high school</b>	16%	70%	14%	0%
<b>High school including equivalency</b>	10%	48%	35%	7%
<b>Some college or associates</b>	10%	59%	26%	5%
<b>Bachelors or more</b>	10%	60%	27%	4%
23 respondents refused/don't know/missing/no opinion. Test did not run.				

<b>Education by Collapsed Question 2: Views on roads and bridges being adequate to meet Idaho's needs today</b>			
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat or completely inadequate</b>
<b>Less than high school</b>	16%	70%	14%
<b>High school including equivalency</b>	10%	48%	42%
<b>Some college or associates</b>	10%	59%	31%
<b>Bachelors or more</b>	10%	60%	31%
23 respondents refused/don't know/missing/no opinion. Not significant.			



<b>Education by Question 3: Views on Idaho's roads and bridges for personal needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Less than high school</b>	63%	32%	0%	5%
<b>High school including equivalency</b>	34%	43%	14%	8%
<b>Some college or associates</b>	43%	41%	14%	2%
<b>Bachelors or more</b>	48%	42%	9%	1%
16 respondents refused/don't know/missing/no opinion. Test did not run.				

<b>Education by Collapsed Question 3: Views on Idaho's roads and bridges for personal needs today</b>			
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat or completely inadequate</b>
<b>Less than high school</b>	63%	32%	5%
<b>High school including equivalency</b>	34%	43%	23%
<b>Some college or associates</b>	43%	41%	16%
<b>Bachelors or more</b>	48%	42%	10%
16 respondents refused/don't know/missing/no opinion. Chi-square statistic=17.54, df=6, p=0.0075 Respondents with a high school diploma or equivalent are more likely than those with a bachelors to view Idaho's roads as 'somewhat or completely inadequate' to meet their personal needs today. In the same way those with a bachelor are more likely to view the roads as 'completely adequate' than those with a high school diploma or equivalent.			

<b>Education by Question 4: Views on roads and bridges being adequate to meet Idaho's needs ten years from now</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Less than high school</b>	14%	28%	50%	7%
<b>High school including equivalency</b>	6%	24%	36%	34%
<b>Some college or associates</b>	6%	25%	40%	29%
<b>Bachelors or more</b>	3%	21%	53%	22%
51 respondents refused/don't know/missing/no opinion. Chi-square statistic=23.96, df=9, p=0.0044 People who have less than high school education are less likely than all other groups to view roads and bridges as 'completely inadequate' to meet Idaho's needs ten years from now.				

<b>Education by Question 5: Commute Distance</b>				
	<b>Less than 20 minutes</b>	<b>20-34 minutes</b>	<b>35-59 minutes</b>	<b>60 minutes or more</b>
<b>Less than high school</b>	63%	37%	0%	0%
<b>High school including equivalency</b>	40%	38%	10%	12%
<b>Some college or associates</b>	47%	35%	9%	9%
<b>Bachelors or more</b>	49%	31%	9%	11%
383 respondents refused/don't know/missing. Test did not run.				

<b>Education by Collapsed Question 5: Commute Distance</b>		
	<b>Less than 20 minutes</b>	<b>20 minutes or more</b>
<b>Less than high school</b>	63%	37%
<b>High school including equivalency</b>	40%	60%
<b>Some college or associates</b>	47%	53%
<b>Bachelors or more</b>	49%	51%
383 respondents refused/don't know/missing. Not significant.		

<b>Education by Question 7.1: Rating of major highways</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Less than high school</b>	18%	66%	16%	0%	0%
<b>High school including equivalency</b>	18%	41%	37%	4%	1%
<b>Some college or associates</b>	13%	50%	32%	3%	1%
<b>Bachelors or more</b>	16%	53%	26%	5%	0%
22 respondents refused/don't know/missing. Test did not run.					

<b>Education by Collapsed Question 7.1: Rating of major highways</b>			
	<b>Excellent</b>	<b>Good</b>	<b>Average, Below average or Failing</b>
<b>Less than high school</b>	18%	66%	16%
<b>High school including equivalency</b>	18%	41%	42%
<b>Some college or associates</b>	13%	50%	36%
<b>Bachelors or more</b>	16%	53%	31%
22 respondents refused/don't know/missing. Not significant.			

<b>Education by Question 7.2: Rating of bridges</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Less than high school</b>	22%	50%	26%	2%	0%
<b>High school including equivalency</b>	11%	26%	44%	19%	0%
<b>Some college or associates</b>	13%	42%	34%	9%	2%
<b>Bachelors or more</b>	11%	42%	37%	9%	2%
39 respondents refused/don't know/missing. Test did not run.					

	<b>Education by Collapsed Question 7.2: Rating of bridges</b>			
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average or Failing</b>
<b>Less than high school</b>	22%	50%	26%	2%
<b>High school including equivalency</b>	11%	26%	44%	19%
<b>Some college or associates</b>	13%	42%	34%	11%
<b>Bachelors or more</b>	11%	42%	37%	11%
39 respondents refused/don't know/missing. Chi-square statistic=21.29. df=9, p=0.0114 Respondents with less than a high school diploma are less likely than all other education groups to rate bridges as 'below average or failing'. Also those with a high school diploma or equivalent are less likely to rate bridges as 'good' than those with higher educational levels.				

	<b>Education by Question 7.3: Rating of city streets</b>				
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Less than high school</b>	12%	29%	51%	8%	0%
<b>High school including equivalency</b>	9%	25%	34%	24%	8%
<b>Some college or associates</b>	7%	31%	41%	20%	1%
<b>Bachelors or more</b>	5%	35%	49%	9%	2%
20 respondents refused/don't know/missing. Test did not run.					

	<b>Education by Collapsed Question 7.3: Rating of city streets</b>			
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average or Failing</b>
<b>Less than high school</b>	12%	29%	51%	8%
<b>High school including equivalency</b>	9%	25%	34%	32%
<b>Some college or associates</b>	7%	31%	41%	21%
<b>Bachelors or more</b>	5%	35%	49%	11%
20 respondents refused/don't know/missing. Chi-square statistic=34.95. df=9, p<0.0001 Respondents with less than a high school diploma or bachelors are less likely than those with a diploma or equivalent to rate city streets as 'below average or failing'. Respondents with a bachelor's degree are less likely than those with some college or an associates to rate city streets as 'below average or failing'. Respondents with a bachelors are more likely than those with a high school diploma or equivalent to rate city streets as 'average'.				

	<b>Education by Question 7.4: Rating of county roads</b>				
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Less than high school</b>	12%	39%	46%	3%	0%
<b>High school including equivalency</b>	4%	25%	44%	21%	7%
<b>Some college or associates</b>	3%	28%	44%	20%	5%
<b>Bachelors or more</b>	3%	30%	48%	18%	2%
31 respondents refused/don't know/missing. Test did not run.					

<b>Education by Collapsed Question 7.4: Rating of county roads</b>				
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average or Failing</b>
<b>Less than high school</b>	12%	39%	46%	3%
<b>High school including equivalency</b>	4%	25%	44%	28%
<b>Some college or associates</b>	3%	28%	44%	25%
<b>Bachelors or more</b>	3%	30%	48%	20%
31 respondents refused/don't know/missing. Not significant.				

<b>Education by Question 8: Priority of the state legislature increasing funding for Idaho's roads and bridges</b>		
	<b>One of the three highest priorities</b>	<b>Lower down on the list</b>
<b>Less than high school</b>	56%	44%
<b>High school including equivalency</b>	63%	37%
<b>Some college or associates</b>	55%	45%
<b>Bachelors or more</b>	49%	51%
89 respondents refused/don't know/missing. Not significant.		

<b>Education by Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Less than high school</b>	67%	31%	0%	2%
<b>High school including equivalency</b>	60%	32%	7%	1%
<b>Some college or associates</b>	53%	40%	5%	2%
<b>Bachelors or more</b>	51%	45%	4%	0%
14 respondents refused/don't know/missing/no opinion. Test did not run.				

<b>Education by Collapsed Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>			
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very or not at all convincing</b>
<b>Less than high school</b>	67%	31%	2%
<b>High school including equivalency</b>	60%	32%	8%
<b>Some college or associates</b>	53%	40%	8%
<b>Bachelors or more</b>	51%	45%	5%
14 respondents refused/don't know/missing/no opinion. Not significant.			

<b>Education by Question 9d: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Less than high school</b>	42%	47%	10%	1%
<b>High school including equivalency</b>	56%	32%	6%	6%
<b>Some college or associates</b>	47%	36%	12%	4%
<b>Bachelors or more</b>	47%	41%	11%	1%
18 respondents refused/don't know/missing/no opinion. Chi-square statistic=18.14, df=9, p=0.0336 Respondents with some college or associates degree are more likely than those with high school diploma or equivalent to find the above statement 'not very convincing'.				

<b>Education by Question 10a: No support in raising taxes or fees for roads and bridges because taxes and fees are too high</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Less than high school</b>	5%	63%	23%	9%
<b>High school including equivalency</b>	13%	33%	32%	22%
<b>Some college or associates</b>	11%	30%	33%	25%
<b>Bachelors or more</b>	6%	19%	38%	37%
19 respondents refused/don't know/missing/no opinion. Chi-square statistic=41.43, df=9, p<0.0001 Respondents with less than a high school education are more likely than those with some college, associate's or a bachelor's to find the above argument as 'somewhat convincing'. Those with an associates were more likely those with a bachelors to find the argument 'somewhat convincing'.				

<b>Education by Question 10e: We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Less than high school</b>	13%	29%	37%	20%
<b>High school including equivalency</b>	23%	29%	29%	18%
<b>Some college or associates</b>	13%	31%	32%	24%
<b>Bachelors or more</b>	7%	26%	32%	35%
73 respondents refused/don't know/missing/no opinion. Chi-square statistic=31.54, df=9, p=0.0002 Respondents with a high school diploma or equivalent were more likely than those with a bachelors or more to find the above statement 'very convincing'. In the same way, those with a bachelors or more were more likely than those with a high school diploma and some college or associates to find the statement 'not at all convincing'.				

<b>Education by Question 11.1: Raising money from increasing fuel taxes to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	6%	7%	26%	61%
<b>High school including equivalency</b>	4%	27%	32%	37%
<b>Some college or associates</b>	4%	25%	23%	47%
<b>Bachelors or more</b>	11%	33%	27%	29%
20 respondents refused/don't know/missing. Chi-square statistic=39.68, df=9, p<0.0001 Respondents with less than a high school diploma are less likely than all other groups to 'somewhat support' increasing fuel taxes to pay for Idaho's roads and bridges.				

<b>Education by Question 11.2: Raising money from charging sales tax on fuel to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	11%	7%	6%	76%
<b>High school including equivalency</b>	7%	24%	19%	49%
<b>Some college or associates</b>	6%	19%	24%	51%
<b>Bachelors or more</b>	10%	31%	26%	34%
20 respondents refused/don't know/missing. Chi-square statistic=35.85, df=9, p<0.0001 Respondents with less than a high school diploma are less likely than those with some college or associates, and with a bachelors or more to 'somewhat oppose' charging a sales tax on fuel. In the same way, those who have a bachelors or more are less likely than those with some college or an associates to 'strongly oppose'. Those with less than a high school diploma more likely than both groups to 'strongly oppose'.				

<b>Education by Question 11.3: Raising money from the use of the current sales tax on automotive parts and tires to fund roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	41%	35%	7%	17%
<b>High school including equivalency</b>	30%	47%	14%	9%
<b>Some college or associates</b>	28%	42%	15%	15%
<b>Bachelors or more</b>	28%	46%	16%	10%
28 respondents refused/don't know/missing. Not significant.				

<b>Education by Question 11.4: Raising money from the increase of registration fees for passenger cars and light trucks</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	6%	36%	32%	26%
<b>High school including equivalency</b>	8%	48%	20%	25%
<b>Some college or associates</b>	11%	43%	23%	23%
<b>Bachelors or more</b>	12%	51%	20%	17%
21 respondents refused/don't know/missing. Not significant.				

<b>Education by Question 11.5: Raising money from the increase of registration fees for commercial vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	8%	30%	16%	45%
<b>High school including equivalency</b>	24%	41%	16%	18%
<b>Some college or associates</b>	23%	39%	20%	17%
<b>Bachelors or more</b>	32%	48%	10%	10%
32 respondents refused/don't know/missing. Chi-square statistic=38.55, df=9, p<0.0001				
Respondents with a bachelor's degree or more are more likely than those with less than a high school diploma to 'strongly support' increasing registration fees for commercial vehicles. In the same way those who have less than a high school diploma are more likely than those with a bachelors to 'strongly oppose'.				

<b>Education by Question 11.6: Raising money from charging a one-time fee on the purchase of new or used vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	11%	38%	37%	14%
<b>High school including equivalency</b>	13%	40%	25%	23%
<b>Some college or associates</b>	16%	40%	19%	25%
<b>Bachelors or more</b>	12%	42%	23%	23%
39 respondents refused/don't know/missing. Not significant.				

<b>Education by Question 11.7: Raising money from adding a mileage-based fee for how many miles people drive each year</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	8%	7%	31%	53%
<b>High school including equivalency</b>	6%	16%	21%	57%
<b>Some college or associates</b>	3%	14%	17%	66%
<b>Bachelors or more</b>	8%	20%	24%	47%
23 respondents refused/don't know/missing. Chi-square statistic=25.08, df=9, p=0.0029				
Respondents with a bachelors are more likely than those with some college or associates to 'strongly support' adding a mileage based fee for how many miles people drive each year. Also those with a bachelor's degree are more likely than those with less than a high school diploma to 'somewhat support'.				

<b>Education by Question 11.8: Raising money from an increase in property taxes</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	3%	8%	20%	69%
<b>High school including equivalency</b>	2%	20%	25%	53%
<b>Some college or associates</b>	2%	19%	23%	56%
<b>Bachelors or more</b>	2%	16%	27%	55%
18 respondents refused/don't know/missing. Not significant.				

<b>Education by Question 11.9: Establish toll roads</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than high school</b>	11%	20%	11%	59%
<b>High school including equivalency</b>	7%	19%	21%	53%
<b>Some college or associates</b>	5%	20%	19%	55%
<b>Bachelors or more</b>	6%	24%	18%	52%
24 respondents refused/don't know/missing. Not significant.				

## **Income Crosstabs**



<b>Income by Question 1: Importance of roads and bridges to Idaho's economy</b>				
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant</b>	<b>Not at all important</b>
<b>Less than \$25,000</b>	77%	22%	1%	0%
<b>\$25,000-49,999</b>	73%	27%	1%	0%
<b>\$50,000-74,999</b>	61%	35%	3%	1%
<b>\$75,000 and up</b>	71%	27%	2%	0%
127 respondents refused/don't know/missing. Test did not run.				

<b>Income by Collapsed Question 1: Importance of roads and bridges to Idaho's economy</b>			
	<b>Very important</b>	<b>Somewhat important</b>	<b>Somewhat unimportant or not at all important</b>
<b>Less than \$25,000</b>	77%	22%	1%
<b>\$25,000-49,999</b>	73%	27%	1%
<b>\$50,000-74,999</b>	61%	35%	4%
<b>\$75,000 and up</b>	71%	27%	2%
127 respondents refused/don't know/missing. Not significant.			

<b>Income by Question 2: Views on roads and bridges being adequate to meet Idaho's needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Less than \$25,000</b>	5%	61%	24%	10%
<b>\$25,000-49,999</b>	10%	59%	27%	5%
<b>\$50,000-74,999</b>	12%	55%	29%	4%
<b>\$75,000 and up</b>	10%	59%	27%	4%
134 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Income by Question 3: Views on Idaho's roads and bridges for personal needs today</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Less than \$25,000</b>	47%	41%	7%	5%
<b>\$25,000-49,999</b>	42%	42%	12%	3%
<b>\$50,000-74,999</b>	45%	34%	18%	3%
<b>\$75,000 and up</b>	45%	45%	9%	1%
128 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Income by Question 4: Views on roads and bridges being adequate to meet Idaho's needs ten years from now</b>				
	<b>Completely adequate</b>	<b>Somewhat adequate</b>	<b>Somewhat inadequate</b>	<b>Completely inadequate</b>
<b>Less than \$25,000</b>	3%	22%	41%	34%
<b>\$25,000-49,999</b>	6%	27%	40%	27%
<b>\$50,000-74,999</b>	5%	22%	45%	28%
<b>\$75,000 and up</b>	5%	23%	50%	23%
152 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Income by Question 5: Commute Distance</b>				
	<b>Less than 20 minutes</b>	<b>20-34 minutes</b>	<b>35-59 minutes</b>	<b>60 minutes or more</b>
<b>Less than \$25,000</b>	47%	41%	6%	5%
<b>\$25,000-49,999</b>	41%	41%	12%	6%
<b>\$50,000-74,999</b>	49%	32%	7%	11%
<b>\$75,000 and up</b>	49%	30%	9%	11%
442 respondents refused/don't know/missing. Not significant.				

<b>Income by Question 7.1: Rating of major highways</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Less than \$25,000</b>	12%	47%	34%	5%	1%
<b>\$25,000-49,999</b>	14%	55%	27%	4%	1%
<b>\$50,000-74,999</b>	16%	49%	31%	4%	0%
<b>\$75,000 and up</b>	17%	52%	27%	4%	0%
132 respondents refused/don't know/missing. Test did not run.					

<b>Income by Collapsed Question 7.1: Rating of major highways</b>				
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average or Failing</b>
<b>Less than \$25,000</b>	12%	47%	34%	7%
<b>\$25,000-49,999</b>	14%	55%	27%	5%
<b>\$50,000-74,999</b>	16%	49%	31%	4%
<b>\$75,000 and up</b>	17%	52%	27%	4%
132 respondents refused/don't know/missing. Not significant.				

<b>Income by Question 7.2: Rating of bridges</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Less than \$25,000</b>	12%	36%	38%	11%	3%
<b>\$25,000-49,999</b>	10%	45%	34%	9%	2%
<b>\$50,000-74,999</b>	12%	36%	43%	10%	0%
<b>\$75,000 and up</b>	13%	41%	32%	12%	1%
146 respondents refused/don't know/missing. Test did not run.					

<b>Income by Collapsed Question 7.2: Rating of bridges</b>				
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average or Failing</b>
<b>Less than \$25,000</b>	12%	36%	38%	14%
<b>\$25,000-49,999</b>	10%	45%	34%	11%
<b>\$50,000-74,999</b>	12%	36%	43%	10%
<b>\$75,000 and up</b>	13%	41%	32%	13%
146 respondents refused/don't know/missing. Not significant.				

<b>Income by Question 7.3: Rating of city streets</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Less than \$25,000</b>	9%	26%	40%	20%	4%
<b>\$25,000-49,999</b>	7%	30%	47%	13%	3%
<b>\$50,000-74,999</b>	5%	32%	42%	19%	2%
<b>\$75,000 and up</b>	6%	38%	42%	12%	2%
132 respondents refused/don't know/missing. Not significant.					

<b>Income by Question 7.4: Rating of county roads</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Less than \$25,000</b>	2%	25%	44%	25%	4%
<b>\$25,000-49,999</b>	4%	24%	50%	17%	5%
<b>\$50,000-74,999</b>	4%	32%	42%	20%	3%
<b>\$75,000 and up</b>	2%	32%	47%	17%	3%
141 respondents refused/don't know/missing. Not significant.					

<b>Income by Question 8: Priority of the state legislature increasing funding for Idaho's roads and bridges</b>		
	<b>One of the three highest priorities</b>	<b>Lower down on the list</b>
<b>Less than \$25,000</b>	73%	27%
<b>\$25,000-49,999</b>	56%	44%
<b>\$50,000-74,999</b>	48%	52%
<b>\$75,000 and up</b>	49%	51%
192 respondents refused/don't know/missing. Chi-square statistic=16.82, df=3, p=0.0008 Respondents who earn less than \$25,000 a year are more likely than all other groups to view funding for Idaho's roads and bridges as one of the three highest priorities. They are also less likely than all other groups to rate it as lower down on the list.		

<b>Income by Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Less than \$25,000</b>	67%	28%	4%	1%
<b>\$25,000-49,999</b>	55%	41%	4%	0%
<b>\$50,000-74,999</b>	52%	42%	4%	2%
<b>\$75,000 and up</b>	52%	42%	5%	0%
126 respondents refused/don't know/missing/no opinion. Not significant.				

<b>Income by Question 9d: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Less than \$25,000</b>	61%	34%	3%	2%
<b>\$25,000-49,999</b>	53%	37%	9%	1%
<b>\$50,000-74,999</b>	43%	39%	13%	5%
<b>\$75,000 and up</b>	46%	39%	13%	2%
129 respondents refused/don't know/missing/no opinion. Chi-square statistic=18.68, df=9, p=0.0280 People with an income of less than \$25,000 are more likely than those who make \$50,000 to \$74,999 to find the above argument as 'very convincing'. Also those who make less than \$25,000 are less likely than those who make \$50,000-\$75,000, and over \$75,000 to find the argument 'not very convincing'.				

<b>Income by Question 10a: No support in raising taxes or fees for roads and bridges because taxes and fees are too high</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Less than \$25,000</b>	12%	27%	35%	26%
<b>\$25,000-49,999</b>	9%	33%	35%	24%
<b>\$50,000-74,999</b>	8%	27%	37%	29%
<b>\$75,000 and up</b>	8%	24%	35%	33%
129 respondents refused/don't know/missing/no opinion. Not significant.				

	<b>Income by Question 10e: We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it</b>			
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Less than \$25,000</b>	7%	27%	31%	36%
<b>\$25,000-49,999</b>	16%	29%	30%	25%
<b>\$50,000-74,999</b>	9%	36%	30%	25%
<b>\$75,000 and up</b>	12%	23%	32%	33%
178 respondents refused/don't know/missing/no opinion. Not significant.				

	<b>Income by Question 11.1: Raising money from increasing fuel taxes to pay for Idaho roads and bridges</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	7%	17%	27%	48%
<b>\$25,000-49,999</b>	4%	27%	28%	41%
<b>\$50,000-74,999</b>	8%	33%	26%	33%
<b>\$75,000 and up</b>	8%	34%	27%	31%
133 respondents refused/don't know/missing. Chi-square statistic=17.81, df=9, p=0.0375 Voters who make less than \$25,000 are less likely than those who make between \$50,000 and \$75,000 and those who make over \$75,000 to 'somewhat support' raising money by increasing fuel taxes.				

	<b>Income by Question 11.2: Raising money from charging sales tax on fuel to pay for Idaho roads and bridges</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	7%	20%	20%	52%
<b>\$25,000-49,999</b>	9%	20%	24%	47%
<b>\$50,000-74,999</b>	8%	27%	25%	40%
<b>\$75,000 and up</b>	10%	30%	24%	36%
132 respondents refused/don't know/missing. Not significant.				

	<b>Income by Question 11.3: Raising money from the use of the current sales tax on automotive parts and tires to fund roads and bridges</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	38%	35%	16%	11%
<b>\$25,000-49,999</b>	30%	46%	12%	11%
<b>\$50,000-74,999</b>	23%	48%	16%	12%
<b>\$75,000 and up</b>	29%	45%	15%	10%
135 respondents refused/don't know/missing. Not significant.				

	<b>Income by Question 11.4: Raising money from the increase of registration fees for passenger cars and light trucks</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	13%	35%	28%	24%
<b>\$25,000-49,999</b>	7%	46%	25%	22%
<b>\$50,000-74,999</b>	12%	49%	20%	19%
<b>\$75,000 and up</b>	12%	53%	17%	18%
133 respondents refused/don't know/missing. Not significant.				

	<b>Income by Question 11.5: Raising money from the increase of registration fees for commercial vehicles</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	24%	40%	15%	21%
<b>\$25,000-49,999</b>	23%	41%	19%	18%
<b>\$50,000-74,999</b>	27%	48%	15%	11%
<b>\$75,000 and up</b>	32%	44%	11%	12%
143 respondents refused/don't know/missing. Not significant.				

	<b>Income by Question 11.6: Raising money from charging a one-time fee on the purchase of new or used vehicles</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	21%	38%	23%	18%
<b>\$25,000-49,999</b>	16%	40%	25%	19%
<b>\$50,000-74,999</b>	12%	48%	19%	22%
<b>\$75,000 and up</b>	11%	39%	24%	26%
144 respondents refused/don't know/missing. Not significant.				

	<b>Income by Question 11.7: Raising money from adding a mileage-based fee for how many miles people drive each year</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	3%	13%	22%	62%
<b>\$25,000-49,999</b>	4%	13%	24%	58%
<b>\$50,000-74,999</b>	4%	20%	18%	58%
<b>\$75,000 and up</b>	8%	21%	22%	50%
131 respondents refused/don't know/missing. Not significant.				

	<b>Income by Question 11.8: Raising money from an increase in property taxes</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	2%	21%	26%	52%
<b>\$25,000-49,999</b>	2%	23%	23%	52%
<b>\$50,000-74,999</b>	3%	20%	27%	51%
<b>\$75,000 and up</b>	2%	15%	26%	57%
131 respondents refused/don't know/missing. Not significant.				

	<b>Income by Question 11.9: Establish toll roads</b>			
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Less than \$25,000</b>	11%	18%	20%	51%
<b>\$25,000-49,999</b>	4%	25%	17%	54%
<b>\$50,000-74,999</b>	6%	18%	20%	56%
<b>\$75,000 and up</b>	5%	26%	16%	53%
133 respondents refused/don't know/missing. Not significant.				

## Rural vs Urban Crosstabs

County Type by Question 1: Importance of roads and bridges to Idaho's economy				
	Very important	Somewhat important	Somewhat unimportant	Not at all important
Rural	75%	23%	1%	1%
Urban	69%	29%	2%	0%
3 respondents refused/don't know/missing. Not significant.				

County Type by Question 2: Views on roads and bridges being adequate to meet Idaho's needs today				
	Completely adequate	Somewhat adequate	Somewhat inadequate	Completely inadequate
Rural	9%	57%	27%	6%
Urban	11%	58%	27%	4%
13 respondents refused/don't know/missing/no opinion. Not significant.				

County Type by Question 3: Views on Idaho's roads and bridges for personal needs today				
	Completely adequate	Somewhat adequate	Somewhat inadequate	Completely inadequate
Rural	38%	44%	13%	4%
Urban	46%	41%	11%	2%
5 respondents refused/don't know/missing/no opinion. Not significant.				

County Type by Question 4: Views on roads and bridges being adequate to meet Idaho's needs ten years from now				
	Completely adequate	Somewhat adequate	Somewhat inadequate	Completely inadequate
Rural	5%	22%	45%	28%
Urban	5%	24%	45%	27%
43 respondents refused/don't know/missing/no opinion. Not significant.				

County Type by Question 5: Commute Distance				
	Less than 20 minutes	20-34 minutes	35-59 minutes	60 minutes or more
Rural	44%	27%	15%	15%
Urban	49%	36%	7%	8%
376 respondents refused/don't know/missing. Chi-square statistic=15.67, df=3, p=0.0013 Rural residents are more likely than urban residents to commute 35-59 minutes on average.				



<b>County Type by Question 7.1: Rating of major highways</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Rural</b>	15%	53%	26%	5%	1%
<b>Urban</b>	15%	49%	31%	3%	1%
11 respondents refused/don't know/missing. Not significant.					

<b>County Type by Question 7.2: Rating of bridges</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Rural</b>	12%	42%	33%	10%	3%
<b>Urban</b>	12%	38%	39%	10%	1%
28 respondents refused/don't know/missing. Not significant.					

<b>County Type by Question 7.3: Rating of city streets</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Rural</b>	6%	27%	42%	22%	4%
<b>Urban</b>	7%	34%	44%	13%	2%
9 respondents refused/don't know/missing. Chi-square statistic=12.28, df=4, p=0.0154 Rural residents are more likely to than urban residents to rate city streets as 'below average'.					

<b>County Type by Question 7.4: Rating of county roads</b>					
	<b>Excellent</b>	<b>Good</b>	<b>Average</b>	<b>Below average</b>	<b>Failing</b>
<b>Rural</b>	4%	20%	43%	27%	6%
<b>Urban</b>	3%	32%	47%	15%	3%
22 respondents refused/don't know/missing. Chi-square statistic=26.81, df=4, p<0.0001 Rural drivers are less likely than urban drivers to rate county roads as 'good'. Rural residents are more likely than urban residents to rate county roads as 'below average'.					

<b>County Type by Question 8: Priority of the state legislature increasing funding for Idaho's roads and bridges</b>		
	<b>One of the three highest priorities</b>	<b>Lower down on the list</b>
<b>Rural</b>	59%	41%
<b>Urban</b>	52%	48%
80 respondents refused/don't know/missing. Not significant.		

<b>County Type by Question 9b: Bridges and roads are essential to Idaho's economy and must be maintained for state growth</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Rural</b>	56%	39%	4%	1%
<b>Urban</b>	53%	40%	6%	1%
4 respondents refused/don't know/missing/no opinion. Not significant.				

<b>County Type by Question 9d: Additional funding will allow Idaho to make older bridges and roads safer and reduce accidents</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Rural</b>	51%	36%	11%	2%
<b>Urban</b>	47%	38%	11%	4%
7 respondents refused/don't know/missing/no opinion. Not significant.				

<b>County Type by Question 10a: No support in raising taxes or fees for roads and bridges because taxes and fees are too high</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Rural</b>	9%	29%	31%	30%
<b>Urban</b>	10%	25%	37%	28%
9 respondents refused/don't know/missing/no opinion. Not significant.				

<b>County Type by Question 10e: We shouldn't support additional funding for roads and bridges because the government will only waste or misuse it</b>				
	<b>Very convincing</b>	<b>Somewhat convincing</b>	<b>Not very convincing</b>	<b>Not at all convincing</b>
<b>Rural</b>	16%	35%	23%	26%
<b>Urban</b>	11%	26%	35%	28%
64 respondents refused/don't know/missing/no opinion. Chi-square statistic=16.28, df=3, p=0.0010 Urban voters are more likely than rural voters to find the argument 'we shouldn't support additional funding for roads and bridges because the government will only waste or misuse it' as 'not very convincing'.				

<b>County Type by Question 11.1: Raising money from increasing fuel taxes to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	7%	23%	26%	44%
<b>Urban</b>	7%	31%	26%	36%
10 respondents refused/don't know/missing. Not significant.				

<b>County Type by Question 11.2: Raising money from charging sales tax on fuel to pay for Idaho roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	9%	20%	22%	50%
<b>Urban</b>	8%	26%	24%	42%
11 respondents refused/don't know/missing. Not significant.				

<b>County Type by Question 11.3: Raising money from the use of the current sales tax on automotive parts and tires to fund roads and bridges</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	36%	41%	12%	11%
<b>Urban</b>	26%	46%	16%	12%
18 respondents refused/don't know/missing. Chi-square statistic=7.98, df=3, p=0.0463 Rural voters are more likely than urban voters to 'strongly support' using money from sales tax and automotive parts to fund roads and bridges.				

<b>County Type by Question 11.4: Raising money from the increase of registration fees for passenger cars and light trucks</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	11%	43%	22%	24%
<b>Urban</b>	10%	48%	21%	20%
11 respondents refused/don't know/missing. Not significant.				

<b>County Type by Question 11.5: Raising money from the increase of registration fees for commercial vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	28%	36%	19%	17%
<b>Urban</b>	26%	46%	14%	14%
24 respondents refused/don't know/missing. Not significant.				

<b>County Type by Question 11.6: Raising money from charging a one-time fee on the purchase of new or used vehicles</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	13%	37%	23%	27%
<b>Urban</b>	14%	42%	21%	23%
30 respondents refused/don't know/missing. Not significant.				

<b>County Type by Question 11.7: Raising money from adding a mileage-based fee for how many miles people drive each year</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	6%	14%	18%	61%
<b>Urban</b>	5%	18%	22%	55%
15 respondents refused/don't know/missing. Not significant.				

<b>County Type by Question 11.8: Raising money from an increase in property taxes</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	2%	19%	19%	61%
<b>Urban</b>	2%	17%	28%	53%
8 respondents refused/don't know/missing. Chi-square statistic=8.05, df=3, p=0.0449 Urban voters are more likely than rural voters to 'somewhat oppose' increasing property taxes as a way to fund roads and bridges.				

<b>County Type by Question 11.9: Establish toll roads</b>				
	<b>Strongly support</b>	<b>Somewhat support</b>	<b>Somewhat oppose</b>	<b>Strongly oppose</b>
<b>Rural</b>	9%	17%	17%	57%
<b>Urban</b>	5%	23%	19%	53%
14 respondents refused/don't know/missing. Chi-square statistic=8.28, df=3, p=0.0406 Rural residents are more likely to 'strongly support' establishing toll roads than urban residents.				

## Appendix E: Respondent Final Comments

Instead of putting people in prison we take that money and use it to build the roads.

I think that the options for raising money need to come from places that can afford it, like logging companies. I hate the idea of some person who is just making ends meet having to go through a toll road everyday just to get to their job. I just think funding should be more tailored to avoid people who can't afford it.

They want to increase the speed limit to 80-85mph on highways and I am against it. The roads are not fit to support that high of speed.

I don't drive much so I am not sure I am qualified to answer these questions.

I think our roads and bridges are pretty good for our community. The one's I drive over are pretty good!

I think that there are some specific bridges in my city that need to be repaired so I hope we get the funds for those.

I thought the Idaho lottery was supposed to help the roads?

In my traveling, I see some with dire need for work for roads and bridges. The bridges are getting old and could collapse like the one in Washington.

I'm glad they are at least looking into it!

I would like to see them take put in radar speed signs at work construction zones and school zones. The fines for speeding are too small, they should increase the fines for violations. They could use that income to improve roads.

I like the idea of the GARVEE program that we had In Idaho. That way everyone gets to pay for major road construction. We saw that really make a difference between Sandpoint and Coeur d'Alene. Roads in South Idaho are a lot better than they are in northern Idaho. I think we need to look into that. We saw the GARVEE program help a lot in northern Idaho before it went away. That way we can get bonds to help construct the roads. Everyone gets to pay into that, not just people who are registering cars and buying new rigs.

If there is some way that the roads are bridges can be fixed without raising taxes for senior citizens and people on social security. Some of us can't afford vehicles and have to walk, how are the senior citizens and disabled people supposed to live in ID if you raise the taxes. That is my main concern.

I have worked as a paid chaplain in the jails and prisons since 1980. We could fund the roads and bridges totally with what we're spending on long sentences with people with minor offenses that don't NEED long sentences. The money used to fund those prisoners could be used for the roads and bridges or somewhere else. I'm firmly convinced that Idaho is wasting on long sentences that could be used to fund roads and bridges and a lot of other things.

I've lived off and on in ID, in Clearwater County, and the roads and the bridges are your lifeline. Without roads and bridges you're in trouble.

I wish they'd get them fixed up. They need a major highway that looks like a major highway that has wider lanes that goes the whole length of the state. As for the city streets, it's just pothole time for now.

I think trucks should pay more, they're the ones that make the big ruts in the roads. Otherwise just raise some taxes and get the thing done!

I've always wondered why Washington can keep so much better highways than Idaho. Just that they really need to be better. I just couldn't answer, I just couldn't think.

Quality of the roads I am not quite impressed with. I would pay more taxes to improve the quality of the roads and how efficiently they are built. Seems like the roads here in Boise are only being expanded only instead of building new routes.

I think commercial vehicles need to pay a larger share than they currently do.

It's kind of been neglected for way too long it's time to make it a priority.

I've been behind the wheel of a commercial truck for almost 39 years and we are always taxed to death with everything that has to do with that. The main problem I have is that the money never seems to go where the money is supposed to go. I know that the amount of tax revenue generated from commercial trucks is very large and there are thousands in the state and the tax burden for trucking is just about putting people out of business. Fuel tax especially is a killer, the industry in particular is being taxed to death. Mile driven per dollar taxed is ridiculous, I haul heavy equipment right now and am very disappointed with the way we are taxed and the place the money is spent vs the place we were told it was going to be spent.

I don't think we have to volume of traffic to justify toll roads. They wouldn't be able to pay for themselves.

There are no roads in the center of the state that are drivable. They should make roads in that area.

I do think that it is extremely important to invest in our roads and bridges because it promotes our economy. Also I think that we should be careful about taxing our citizens so that they don't have to struggle as well.

I think we have a good funding system. I'm a driver of fuel. Our county highways need assistance but our state highways are super.

The last few years they've been fixing them up but right now they're not bad

I do think the roads need to be maintained a little better than they are now.

I am concerned about mega-loads, I feel like they put a lot of stress on roads and cause them to wear down a lot faster. On highway 95 I think they should just slow people down around Thorn Creek when they go over the hill.

Our legislators don't seem to realize how important transportation dept. funding is as well as funding for roads etc. and I wish they would realize this.

I believe in taxation with representation. Is all the money going towards roads and bridges? I don't think that it is. Off road vehicles should pay for road fuel. I think that the fuel taxes should go to support building roads and bridges and that the general fund should pay for police salaries.

I think they need to realize that when they're either maintaining or building roads I think having the state or county build and maintain roads is the worst spent money we have and should be sent out to the private sector.

I agree that fixing and maintaining the roads are very important. I would like them to stay on top of the maintenance before the growth in Idaho is on top of us. I would like to see them put a second bypass between Northern Idaho and Boise, but again I think that keeping our roads maintained and safe is important for the economy in Idaho.

Those big trucks mess them up.

I farm and when crop sizes grow so does the need to have larger equipment and tractors. Roads need to be able to allow for tractors and traffic to pass them. Bridges also need to be reinforced rather than putting higher weight restrictions on them for this equipment to pass over them.

I just think we need to get better construction going on between northern and southern

We need to address the mega-load issue and keep them from ruining our roads and bridges. These trucks are way too heavy for our roads and they cause a bunch of damage.

The last 8 to 10 years and I drove all over Idaho for my job and I think Idaho has some great bridges and roads. Some of the smaller bridges could use some improvement, but for the most part I think they are pretty good.

I think the governor ought to pay for everything as well. No tax exemptions for anyone. If you breathe, you ought to pay taxes. Also, for the registration fees, I feel there should be one fee that blankets everything with wheels. If it has rubber wheels, it should have to pay the extra fee for registering. There shouldn't be a separate fee for commercial vehicles and private vehicles. It shouldn't be like the Obama thing where some of it works, and some of it doesn't.

I hate round-a-bouts, they don't work in Idaho. Imagine a school bus going on one when the roads are icy, that is an accident just waiting to happen. Idaho Falls beautification project is absolutely terrible, nobody even wants to go down by the river now because they don't know where to park or end up being confused.

There should be an increase of fines for those who misuse the roads such as inattentive drivers or commercial trucks with overloaded weight.

The roads and bridges in Idaho are way better than those in California, where I grew up.

I think a lot of it should be paid for by semi-trucks because they do most of the damage to the roads.

My issue is that the repairs that they have done, have made the roads more unsafe, because they didn't plan it correctly.

Condition of roads and bridges definitely has a huge effect on the economy. If our roads are bad then we are not going to get a lot of good business in the state.

The infrastructure needs to be improved. If you don't improve the roads they will get worn out if we don't spend money on up keep. I would support additional funding of roads and bridges is realistic. Idaho has done a good job on keeping the roads clear this winter, but that plowing takes away money that could be used on up keeping pot holes. The state does a really good job at up keeping the high ways, but cities are another story.

I'd like to see them get a better road between Coeur d'Alene and Sandpoint, a 4 lane road would be better. I approve of anything to make the roads safer.

I wish our legislator would get off their butts and actually do something.

State highways need work that run adjacent to water (North and South). Lack on structure improvement on Idaho's bridges. Need more forms of public transport.

Gas prices shouldn't be what they are (they should be lower) and the roads need to be safer



Our infrastructure is just super important and things move by the roads especially here in Idaho.

There's quite a bit of need for work to be done, that's for sure!

More bridges need to be built.

It's the bigger vehicles that tear up the road and they should be held responsible and if they're caught overloaded they should be fined more

I understand that Idaho has some trouble with the weather impacting the roads, but I hope they keep them up to date going forward.

Our roads in town are not good and are in need of repair-- Moscow.

Butte county roads aren't in very good shape and the county roads are even worse I would like to see something that would improve them

I wish I understood it better so my answers could have been thought out. I don't have an understanding of the funding or where it all starts, but that's my own fault.

I wish our county roads would get better! That's all.

I think that they're very important, but where the funding comes from is very important as well. Increasing taxes on such a low income base does not help anyone.

I just moved up here from New Mexico, and I think the roads in Idaho are way better than down there!

I hope they get enough money to fix them in the next 10 years!

I would prefer to pay a higher fee in some place and save some wear and tear on my car.

I'm pretty happy overall with how the roads and bridges are maintained by the state and local governments. I know it's a difficult task to keep the roads and bridges up to snuff with all of the inclement weather we get in Idaho, especially up North.

I'm impressed actually, compared to Utah! We came up from there a few years ago, and the roads are way better here than down there.

I would say the only problems are the neighborhood roads. The bridges and highways are good. The in town roads are terrible. The access to back country roads are poor and access could be improved.

It is good the reasons they have for keeping the roads nice, but I think they need to control their spending a bit more. They need to follow Colorado's example and start doing more luxury taxes to pay for roads. There is such a conglomeration of wealth in my county and the burden of paying for things like roads always falls on the working class.

We need to fix are road, even when the president Obama come to Idaho he said that we need to fix are roads.

I think that if they separate a mileage based fee out for commercial vehicles then I would support it. A lot of the traffic on our roads comes from these big 18 wheeled trucks. I think since they are the ones putting the most wear and tear on our roads then they should have to pay a little bit more.

I really don't want to raise taxes on something that will hurt people with a lower income. I think the spending on roads just needs to be put into better use and spent more efficiently.

The last resort would be to add any taxes that impact agriculture, I am a strong supporter of agriculture and if they don't farm who is going to supply us with food? We don't know why there isn't another bridge across the Snake River at the end of highway 93. Twin Falls always cuts that idea off for fear of losing traffic through the city.

They've got to keep the roads and bridges good because there are so many trucks coming through here, and that's how we get stuff, they must be maintained.

I think it's very important that we do a better job of maintaining them and find a way to fund them without taking away from education. I think it's a very important project.

I think the roads and bridges in Idaho are actually pretty good. I travel all over the world and around the country, and when you travel that much you realize that we really don't have it that bad.

Rocks kicked up into windshield are a problem in the area

I think their pretty good for what money they have.

I think they can use the funding that they do have. I think they abuse the funding that they have now, I think there could be a better use out of the money that they have now.

In our area the roads and bridges are in good shape.

We have lottery that people buy. The money goes for schools and state buildings, but I think all the extra money should also go for roads and bridges.

Generally the repair work on the roads and bridges doesn't seem to be adequate (at least in Emmett). They just patched a bunch of pot holes around where I live a week or so ago and they are already breaking open again! I do, however, appreciate the way the politicians in Idaho balance the budget and use the money the right way. I know we don't have a lot of money as a state but I would rather be a poor state than in the hole.

They need to improve the roads in Madison County because they are too narrow. It seems like the commissioners only chose certain roads to fix up, and they are not always roads that need to be fixed up when there are roads that are far worse.

Bridges are just okay and some of the roads are really not okay.

I just wish they would get on it and get it done sooner, because it is 20 years too late.

Here's how they can fund the roads. For public schools, combine the school districts, eliminate extraneous superintendents, use the money we save from that to fund the roads. I mean really, how much oversight do the schools need? Plus that was we could keep the price of gas from going up, I mean, it's already among the highest in the nation.

In my particular area, there are certain bridges across roadways that have been on hold for a number of years and I think more than one of them should have been completed by now. I have a suggestion. They can get rid of that local highway department (can't remember the name) that's from Boise-Meridian that does all that road work, it's a huge waste of money.

They are very important, keeping up maintenance on them is very important, especially improving Highway 95.

I'm too old, but I still vote when I can, the roads are good for the little that we drive.

I actually work on roads and bridges, I think they are essential to the state. I think we have enough funding for the roads and bridges, but it needs to be used more wisely.

I think overall, everything works pretty well here. I'm from the East and I do a lot of traveling, and things are okay here. When you only have two lanes, and there's construction that makes it one lane, that slows traffic. That's my only real issue. Other places around the country have multiple lanes and don't have that problem. Physically, there's not much wrong with the roads, just increasing the lanes would be nice. Quality is good, the size isn't enough.

Something needs to be done, but they need to think of something other than taxing. They need to re-evaluate the budget.

I live right next to I-90 and there is a bridge that's elevated and I've had conversations with transportation department and there are big trucks that shake my house when they go over the

bridge. It was blown off by the department as a "nuisance problem". It's also very loud and frustrating, have lived there for 17 years.

When are we going to start tapping our own oil resources and get our own oil refinery? When is the Ariba foundation going to get going? I'd like to see that Idaho gets their own oil refinery.

I think that it should be separated into a demographic area. Northern Idaho has wonderful roads and southern Idaho does not, so it is really hard to grade the roads when it is different around the state.

I know since we travel a lot that our roads from state to state in a comparison are in dire need of improvement. I know they are doing a lot a construction, and they need to keep doing it. I'm not supportive of raising taxes because people are taxed to death. I think there are other ways to get government support, like grant money or other means. I drive over 40 hours a week for my job.

There are a few things I would be hesitant to support raising money from unless I knew the fee they are proposing. It is really easy to imagine that being pretty high.

If you don't pay for them now you will later and they won't get any better.

There should be an additional tax for people who have studded snow tires, they destroy the road.

I think that we ought to seriously consider toll bridges and toll roads. We could use them where they're needed most; from Canyon county over to Boise and from the East back to Boise. I see nothing wrong with toll bridges. It lets let the people who use the roads and bridges the most pay for them. With toll roads in Idaho, we could probably even reduce the fuel tax. Idaho has a high sales tax, property taxes, income tax; we don't need any more taxes.

They should consider income tax as an option to fund roads and bridges.

They need to be watched.

Legislators should take a cut in pay. Use lottery money. Nothing happens in Northern Idaho, legislators only care about what happens in the southern part of the state.

Many bridges in my area have been replaced within the last year and last summer highway 95 was redone from Council to Payette and improved those bridges as well.

They're in need of repair. Heavy commercial vehicles cause most wear and tear on our roads, also I think there should be an additional fuel tax on commercial vehicles.

I know there are areas that need to be improved upon. If they could put a lot of people to work, who are currently jobless, to support the economy, I would like that. I would like to see the money used in areas where there will be a lot of improvement.

I think the studs on the snow tires are causing a problem with ripping up the roads. I don't know if putting chains on the tires would make a difference, but if one is better I hope they would tell us.

I just wish they would fix the pot holes.

Increase the income from people who gain more money.

We got to have them! They need to be kept maintained and a lot need rebuilding. But, I think generally the more traveled roads outside of cities have the greatest needs, along with the rural places. Cities take care of their own pretty well.

Fixing roads should be put on a rotation system throughout each county so that every county in the state receives attention. Also, Idaho residents cannot afford any more taxes because of the state of the economy in the state thanks to Obama's economic policies towards our industries.

I just think people need to drive better, when wrecks happen, it's because of people driving not because of the roads! I haven't seen an issue with the bridges and I think they're doing a good job. I was born and raised in Idaho and have been seeing this my whole life, and have never had an issue or concern about the roads or bridges.

I just think there needs to be something done about the north, south roads from southern Idaho, say the Treasure Valley, to northern Idaho and the bridges, those need really good repair. Tell Nampa to do something about their roads and streets.

I think our governor has done a great job but he needs to start doing more for are roads like Montana. We need to use the other stuff that Montana uses because if we do it would decrease the amount of money we spend on our roads and it last for ten years.

Proposed before to have emission testing to earn revenue MA does it yearly the fees helped to fund roads and this made people to take care of their cars to receive a passing sticker. This was in all areas not just one spot.

I think they are basically very adequate. I don't understand the need for additional funding beyond the current level of funding.

Commercial trucks should be charges more because they make the most damage on the roads. Also the mountains should have better roads.

Just don't let them get bad.

Half of them are terrible, and the government should pay for tire and car problems because of pot holes and other poorly maintained roads.

Roads and bridges should accommodate all users such as pedestrians and cyclists and not just cars and trucks.

I think we should start doing something to improve them. I do a lot of traveling and a lot of the country roads and state highways need some work. Some of our bridges are under standard.

I think roads and bridges are a priority, and they're doing a pretty good job at new construction and updating the federal roads. But local roads are not always in the best shape.

Our infrastructure needs to be worked on. In Boise, they are always doing construction but when they finish they are still 5 years behind on what needs to be done. Some of the bridges around here look like they are about ready to fall down.

People that use the roads the most should pay more money, commercial for example they are making money off of what they do. Having a retired citizen increasing fees when they are on a limited income and they do not use the roads as much as commercial cars. I think we are late in the game on the repair and it should be sooner than later

I am satisfied with the roads around Bonner, but I know about the rest of Idaho. I don't want taxes to go up, but as long as the money doesn't get wasted, I would support it.

The survey presupposes that there needs to be an increase.

If it ain't broke don't fix it. Unless the road has a 10 foot hole, leave it alone. Use the extra funding for education or something. If there's a hole, fix the hole, not 20 miles on either side. Makes sure every penny coming from Idaho, stays in Idaho. NO out of state contractors.

I support maintaining roads and bridges, but I would have to be convinced that more are needed.

Keep them safe!

Find a better way to fix them and a better way to fund them.

We need to find ways to improve the roads and get new bridges, especially in the Twin Falls area. My concern is that the government wants to use sales tax for everything but you can only use it for so many things.

I think Idaho needs to put more guard rails on dangerous roads next to rivers. Idaho has some kind of vendetta against guard rails on roads along cliffs. I think guard rails would make Idaho a lot safer.

I think they're doing a pretty good job! I know they've been working on them up here in Madison County. We drive down to Utah quite a bit and they've been working on them a lot

down south there. I think they've done a good job! I know they're working on the bridges down there too, and it's a little painfully slow, but it pays off!

I'm interested in maintaining the current state of the roads, so I would support increases that are absolute necessary for that purpose, but no more than that.

The USA gov't has twice as many regulations and cost twice as much as the need in order to make bridges and roads. They tore up a road with federal funds in my county when there was nothing wrong with it!

We need to use less energy and we need to use more mass transport like other countries. Also roads and bridges are one of the most important things besides health care. We need to take money from our defense system and use it for roads and bridges and pay Americans to do this work.

If they are going to work on the roads use material that will last, not just patching the roads (county roads, highways). They are just fixing the same spots in the roads.

I think they need to take some of the general sales tax and use it towards road repairs.

As far as I can see, the state has the newest equipment, they make the most money, have more benefits. We're getting government poor, we have so much [roads] we don't need more for another ten years.

We need to support the roads and bridges. Letting the infrastructure wear down is not a good idea.

Highway 20 is especially bad. When it rains you practically need a boat to get down it

I hope they can figure out something because the roads are awful and if they don't do it soon then they'll only get worse. Otter's a jerk.

I think they're pretty well maintained.

They need to be better maintained during the winter. That's all I have to say on the issue.

I was absolutely amazed by roads in this state, compared to others.

I hope they keep holding us up!

I think that a roadway that generates revenue would be fantastic. In Sandpoint there is a road that has solar panels on it. The entire cost of the road is covered plus any repairs that would need to be made on it. So I think that is a great idea. Taxes on fuel should definitely not be increased. It seems like people spend more money on that than anything and that includes

buying a house. I am okay with finding good options for adding to the budget, but I want to make sure it isn't aimed at people who cannot afford it.

I think the roads are fairly adequate right now, but as time goes on they're going to have to do something. Especially in the Boise area, we're going to need another lane on the freeway. I think we're going to need another bypass, something coming off the freeway and tying back in on the other side of Boise. Something so heavier trucking wouldn't have to go through the city. I think it would cut down on pollution and accidents.

I think they do a good job based on how many people there are compared to the amount of miles of roads in the state.

I think we need to charge truckers more because they are doing the most damage to the roads. I think that they definitely need to start doing more with agriculture and including them in the cost. They need to pay their fair share as well.

I think a good argument would have to do with that they are going to fall down and it will be scary. Its not just the potholes in the streets, some of these bridges were built a hundred years ago and need repair before anything terrible happens.

I own a trucking business and am directly affected by the amount of fees that are charged on registering commercial trucks. I believe that Idaho has some of the best roads in the entire nation. I think Idaho might even be over doing it a little bit.

I think the legislature should look for other resources rather than taxing the public. Such as the commercial trucks that come through Idaho. I think that the public is taxed too much as it is right now. We have some of the best roads in the nation. Additionally, I think the government should look to farmers for paying for the roads. They use them all of the time with heavy equipment.

The roads need a lot of help, they need to become more like the roads in Nevada.

I think the longer they put it off the worse it's going to be, they should improve them as much and as soon as they can, I think they're extremely important from the viewpoint of commerce.

I wish they would add a slow lane on HWY 34 in and out of Riverdale on the steep hill.

I'm on the roads and bridges every day and I think they need to be better.

I think the roads and bridges are in pretty good shape, especially in comparison with the states around Idaho. I think that well-kept roads are important for industry in the U.S., but for the most part, Idaho keeps really good care of their roads as it is right now.



I think they should plow the roads when there is only an inch or two on them. I have seen to many accidents this year it is ridiculous.

Fix them.

I feel the funding levels for the roads are fine as they are. Increased funds should be used for educational services, medical services, mental health, and public health. I would support increased taxes and revenue sources for those things as opposed to roads and bridges, where the funding should remain somewhat the same. It seems like the roads and bridges have been worked on a lot down in Pocatello.

One problem I really have is a lot of the roads and bridges in Boise get all the attention. Boise is one of the biggest cities, the rest of the counties and the rest of the cities are basically ignored. I don't agree with that, even though Twin Falls is only 40,000, we still have vehicles and Boise still gets all the attention. Because we have some roads here that are horrible. Mostly the main roads thru town. But some of the side streets and some of the rural streets are a mess! They put a band aid on it and you can't fix it with a band aid! They redid the Washington road downtown nice and beautiful, but then they had to tear it up and put in a waterline. And it was a big waste of money! I understand the workers needed work, but most of the city did it. Why didn't they put a waterline in at the beginning? They had to disturb all the homes and businesses to redo it.

I think there needs a rebuilding of politics because they are not doing anything and we need to structure it to create some good that comes out of it. Politics and laws are only in it for big business and it's not about us; it is only to increase big business and not the people. Also, if we are taken out of the war and out of everyone else's business we can focus on us the US and our people's needs. Gas has doubled in price and propane has tripled. Bad for the little people but good for the rich people.

The government should be audited on an annual basis to show where the money goes.

There needs to be a balance. If they are going to increase taxes, they need to balance it out. We are being taxed like before the revolutionary war.

After you fund education, maybe you should fix them! Money's need to be channeled in the right way!

The roads in Ada county are getting big and getting hard to navigate, people doing U-turns all over, the roads aren't meant for that and it's dangerous. And it's all due to these new wide roads with these medians that block you from going places, can't go into businesses anymore.

I've heard about using money from cigarette taxes going towards roads, and I think it should be used originally intended for.

I strongly oppose federal funding for roads and bridges in Idaho.

The only thing that I would add, they are starting to get repaired up in our area, and that's a very good thing!

I strongly support the idea of building our infrastructure, we have a new bridge here and it is awesome.

I don't think people really how important upkeep is for roads and bridges.

I think a tax should be something that effects everybody. Not just the people who drive or drink beer.

I support an increase in auto fuel tax (for passenger vehicles and light trucks), but not for commercial vehicles.

Given what we have to work with I think the states doing as best it can. The economic base of this nation has been exported.

We need to do better with the funds then they have. We have to use taxes, but our gov't does such a poor job of wasting that money. If that money was turned over to private enterprise, or doing a better job of contracting, we wouldn't need to use more money. We've maintained these roads all these years, let's just be efficient with what we have.

Roads are better in the other states. The money that should be going to the roads are going in the governments pockets. Some of these older bridges are not being maintained or kept, instead they are just knocking them down. By doing this they ruin the landscape.

I am a truck driver so question about commute to work varies.

There will be proposed legislation on taxation of hybrid and electric vehicle. There needs to be a distinction made between hybrid and electric vehicles. For example, a traditional Toyota Prius or any hybrid vehicle runs fully on gas but should not be penalized.

I would like to see the roads and bridges that have not been fixed, get fixed.

I think the people that use the roads can/should be taxed on their fuel instead of all this mileage and property tax stuff.

They are critical and need to be maintained, it HAS to be done or they will become increasingly dangerous and inadequate to our needs especially as our population increases.

I've been hearing that they might want to increase speed limits, but I don't think they should do that at all.

Increasing fuel taxes and increasing registration fees are the best options because they target users of the roads and bridges in the state instead of everyone (like increased property taxes would).

The roads and bridges are in great shape the way they are and they should just keep up what they're currently doing.

I just wish the government would get out of my pocket. I think taxing all of us into oblivion is a huge mistake. We're already taxing too much as it is. I strongly oppose any increases in taxes for anything.

Everyone should pay fair, large commercial vehicles should be paying more fuel taxes, and the passenger cars should be paying a slightly lower fuel tax. Citizens shouldn't be required to report their mileage, problematic reporting system for Idaho.

I drive truck for a living and it is a struggle sometimes. Many of the roads in the state need repair badly.

The state of Idaho condemned a few bridges in Camas County and now I can't get over the bridge to land I own because of it. For two years I've been cut off from my land.

For me personally, there are quite a few bridges next to where I live and they are all disasters. I drive across them every day and it's really hard on my vehicles. I would like to see improvement with the roads and bridges.

I worked for the street department for 35 years and I can say that Idaho needs a lot of work. If the cities could get more money, that would be nice too; the highways look pretty decent.

I would really support businesses paying more than they currently do (taxes and on fuel, registration fees), it would help on highway improvements. Maybe certain businesses can implement that mileage based fee.

We need to find some way to tax battery powered cars. They aren't paying their fair share.

Onetime fee on new or used cars question should be separated, I think that contextually the answers could vary.

Right now we have a dilemma from Bellevue to Sun Valley, Idaho where they have roads under construction. It's a very dangerous road and it needs to be fixed, they never completed the road. Our city is growing and we need to pay attention to our road quality.

I think they are pretty good as long as people drive slowly.

I think it's a safety priority.

I strongly suggest that they increase fees for out-of-staters for licenses of boats or travel trailers or state park, things like that. We already work and live here, and it should be as best as accessible to us, especially with the income we have here in Idaho.

I'd like to see game trails put under roads along Idaho. These game trails enable game to walk under roads of freeways without getting hit. Game trails are very popular in parts of Montana and Canada, and as a person from Northern Idaho; I'd love to see it done here.

I wish they would paint the lines better, I wish they'd put up more side rails for when its raining

I guess I'm a little bit negative about any kind of taxes on anything, because people are hurting. We can drive in the ruts and not put the money towards roads while the gov't figures things out. Let the gov't get our financial things under tow and not put it where things aren't needed. Things aren't like they used to be, that's for sure.

I strongly support that the yearly registration fee for all vehicles (especially privates) be raised to \$100, much like other states (excluding Oregon). We should base the fee according to the year and value of our cars. Then we should put those funds towards education first, then roads and bridges second.

I think the people that maintain them do a good job. They have good services, they probably have fairly low wages but they do an excellent job.

I haven't been here very long so I don't have many questions.

From what I've seen I think they do a pretty good job, I don't have a lot of complaints.

I think they should tax tobacco and alcohol to fund roads and bridges.

Out there on highway 12 by casino, east of Lewiston, a few people have died out there, we need to fix that, I'm tired of cleaning up the mess.

Get rid of the potholes but do it cheap.

I think that we wait too long until we fix the roads.

The roads and bridges are becoming a more critical every day. All you have to do is drive around and see the pot holes.

There's plenty of stuff that Idaho needs to spend money on, and most of us are broke. We need to keep that into perspective.

They need to be improved, there's no question about that.

One thing that should be considered, is that traffic violations, fines, or tickets for drunk driving, speeding, or things like that should be used towards roads and bridges. The fines that people pay for those could be used towards funding roads and bridges.

I would like to see the roads between northern and eastern Idaho improved so that those towns can help with our economy more than they currently are. I would like to see those towns not become ghost towns either.

They can use some help. Especially if they are going to be running these mega loads over them. That's just one thing there are other things but that's all I can think of right now.

There are places that need fixed up.

Highway 20 seems to have poorly done refinishing job. The road keeps breaking into little pieces that fly up and crack your windshield. I think they should have a little higher quality road repair. They have done a bad job on a lot of roads around here. They get more focused on getting done and don't plan out anything efficiently.

The should be better kept that they are without devastating the budget

I am advanced EMS and I regularly see vehicle wrecks caused by horrible road conditions.

I think they need to be fixed, it would make travel a lot nicer

For county roads, it's very difficult to drive on when the roads are in such poor conditions, not just for people to travel but for emergency vehicles to get anywhere and it's really hard on people's personal property. The dirt roads should be paved. I think they are throwing money away by regrade-ing the roads. They are throwing money away for a two day solution. I think toll bridges are good if only less than twenty percent of the profits go towards administrative purposes. The rest needs to go toward actually supporting the roads.

Use such slob technics and don't clean off roads. Great amount of issues such environment. Need to put more work into it. Need more public transportation. Need more planning.

I feel that the infrastructure, roads and bridges in particular, are something that we're not giving enough attention to, nationwide. If we don't start paying attention to it we will start having some dire consequences down the road. It is not getting proper attention, and it is a mistake in the long run.

I'm glad you're doing this survey and I very much support fixing up the roads in Idaho.

I hope that there will be some improvements. I have been here a long time and I am really noticing the deterioration of the roads.

They need more maintenance on bridges and roads. They are not taking care of that as well as they should. This isn't even just in Idaho, this is nationwide from what I have experienced.

I think if they wanted to offset some costs, they could always give the option of working on roads to people in jail. I don't know how complex that work is, or if that is even a feasible idea. Then they could pay them with reducing their sentence or giving money towards their families if they have them.

I think what needs the most work in my area is the bridges. I get a little nervous with the upkeep of those. As far as the options for funding roads and bridges, I think many of those would be good, but maybe a little bit of each rather than just one being used. I wouldn't mind some fees increased, I just don't want to tax things excessively that someone with a lower income cannot get around.

We need someone to lead that has common sense. We don't need anything else instilled. We need to take the monetary resources that are already at hand and put them to good use. Instead of "pissing it away" with more taxes. We were told that the lottery fund would do that and they have NOT helped schools. I live next to a school that shut down, and that's terrible. Let's take some of that lottery money and ACTUALLY put it back in our schools, roads, and put people back to work. Stop taking people's money with taxes, because the taxes never go away, they keep piling up, we must use the resources we have now. We need someone to actually run the budget, make it a place that we're really proud of. Let's become an example, a leader, not a follower.

I wish they would spend some more money on central Idaho's roads.

I liked the mileage based fee for drivers. I think by raising taxes on fuel would make it fair for everyone.

The roads need more funding.

If road and bridges are the physical infrastructure of our economy then we need to get our houses in order to improve our education infrastructure.

I travel a lot, I have gone thru most of the highways in Idaho and travel on them all the time. I say the state has done a good job on the maintenance and up-keep, repairing bridges down along the Salmon (finished those a few years ago) and such. Any number of projects they have done well with. They claim they need more money but I questions it. I don't see a lot of problems like some people tend to say.

They better get on it or there will be big losses because of the gas pocket. I've seen examples of other state losing their roads due to heavy traffic.

I was in the state senate and I spent a long time trying to make the funding and gas tax split properly. I think the distribution of funds for roads is flawed and smaller cities and counties are getting less money for their roads. So their distribution formula needs to change.

I think local bonds are the best way to raise money for local roads and bridges that need the work. At least where I am from, people would be more likely to want to put money into something short term that would affect them directly.

Both Colorado and Washington have legalized marijuana and look at all the money they have for the roads. We got told that I95 would be done 30 years ago and every year Boise takes our money for it. Their area is growing where as ours is not, but that doesn't mean they should be able to dip into our road money. Luckily when Obama was elected some of the money got put back for roads. The roads in my area have been around since before I was born and it is showing that they are not up kept. They are investing the money overseas and not locally. I think they are really going to see a vast improvement if they just invest some money in the people.

I'm strongly against having to report mileage, it is an invasion of privacy.

Roads and bridges are very bad on highway 12, it needs a lot of fixing.

I currently live right off of an exit that is 50 mph, there are no shoulders. There are 4 different speed limits and people wreck every winter in our yard. It is called exit 98 Rose Road in Bingham country by Blackfoot, Idaho. It is heavily used by farmer's trucks and big semi's. The entire exit needs work, it is too tight and has sharp turns.

I'd highly suggest to make this survey more accurate and include dollar amounts with the proposed funding sources so people can fully understand and then decide whether they would support the issue or not.

They need funding from the state to remove all these dirt roads in the county.

You have to keep them maintained. There wouldn't be an economy without roads, everything costs and the money has to come from somewhere.

Money comes from more sources then just the state. Once something is purchased it should not be taxed again.

I'm the person who uses the bus rather than drive. I see how some big projects come to place but some parts get more money push to those places rather then other parts that may need more fixing. I'm not very educated about how this works but it would be great to get information.

We need to clean the roads. There are a lot of tax opportunities to manage how we use the money to fix the roads. We need to have better roads because when we have visitors from other states are not used to see the roads this bad. For bridges make sure we manage how they get fix.

We need this highway fixed south of Moscow (95), we need to get that done right away before more people die. I am not sure why they didn't finish that last 15 miles.

The maintenance level is not that closely followed by civil engineers who know about roads. They reach a level of incompetency because they get bored with fixing problems like potholes. I don't think there are people who really stick with it because other states pay better so they leave to better jobs. The timber industry should be paying higher use of the roads because they are a lot of the traffic. Then the money should go to the roads maintenance like rather than getting siphoned off like usual. A lot of the roads are not built well to begin with. They get worn because of the heavy trucks but they blame it on studded snow tires.

Used to be a professional driver and used a lot of Idaho roads. There are a lot of way to save money and still update the roads and bridges. There's a lot of wasted money.

I believe that the bridges are the major problem from just what I've heard and read. I believe that those are a high priority issue and then the other needs coming after that. The increase of agriculture, especially in magic valley, the trust weights and the impacts on all the roads due to that needs more study. I think there's a critical need for more study on weight distribution on those trucks. Also, we've got to raise the gas taxes in order to help with the road situation.

I just think that moving forward that it would be wise to for example to make a high way that goes north to south that will not require you to drive on county roads to build bridges across the highways (i90) over/ under the high way but not an entrance or exit. Problem with pot holes in the winter needs improvement.

If we could do something about logging trucks and maintaining the truck holes. The logging trucks rip apart the asphalt, and the temporary patches don't work and it's like driving thru rocks or boulders. Then you'll hit a 2 foot-by-2 foot hole, 8 inches deep, but even after they fill that hole another one comes along that's bigger. They also never snow plow certain areas because the reservations and the state can't agree on who does it, so that causes accidents. The roads just need to be taken care of.

Throughout this last summer, the county did grading on the county roads in my area. They took gravel off the sides of the road and put in in the middle of the roads to try and make a short term resolution to the bad road problem. Basically this made the roads un-drivable because they pulled up a lot of sod and dirt onto the road and now when it rain it is just muddy mess. I don't think we are going to be able to use them at all this spring because of how bad they will be.



I wish they would put some money into alternate modes of transportation. I think that high-speed railways in between major cities would be great. I think those are the future of transportation.

I think we live in a wonderful state and I am very pleased with the roads and maintenance of them.

We pay more for administration and studies than we do for the roads themselves

The government really needs to spend some money on this before it gets really bad

I heard something on TV about some surplus from some source and I think that would be a good idea to go towards Roads and Bridges in Idaho.

There needs to be additional funding, but people are taxed out.

I just think they should charge more for commercial use!

I built roads for five years before I went to college, so infrastructure is very important. The roads need to be maintained.

Increase the use tax on commercial heavy trucks, because they do a disproportional amount of damage.

I wish there were more guard rails on river road. (HWY 12)

I think roads and bridges are moderately important. I think education funding is far more important in Idaho.

Like the options trying to improve the road improvements through uses where those are using them are paying for them not just taxing unrelated to using the roads such as property taxes.

We could use some of the legislators' raises for fixing up the roads. That's my idea.

Currently the fuel taxes is split up so that 67% of the tax goes to highways and 33% goes to local roads. I think the local roads should get more than that from the fuel tax. I also think that one of the ways that we could tax people more fairly would be to tax people when they purchase tires to help with the roads. People that use the roads more have to buy tires more often. So they should have to pay more taxes.

I think the roads and bridges are especially important for Idaho because of our position relative to other places in the Northwest.

In my area, they use the "green" paint, and it fades every year and the roads have to be repainted.

Some of the county roads are completely un-drivable unless you have a truck in my area. For the most part, the highways are great, and most bridges are fine. Mainly just the county roads that are bad.

I read that Idaho was thinking about using cigarette taxes for funding roads and bridges and I think it's a good idea. The roads are super important, but we shouldn't go out of our way to tax people who make their living using the roadways.

I think improving the roads is more important than adding a bus service (which is what they want to do in my area and I am strongly opposed to it).

We need to bring railroads back because they do not damage our highways. It would also be more cost effective and free up some traffic in Idaho.

I would like to see the commercial vehicles charged a usage fee on top of higher registration fees. I would also like to phase different things in overtime rather than all at once.

The trucking industry takes a toll on the roads in Northern Idaho because law enforcement doesn't enforce load limits.

I think the State should learn how properly use the money they already get for funding the roads.

I hope we can maintain them [the roads] without our property taxes to go up. It's really hard for me to imagine where they would get the money, but I know it's a necessity. I don't think the people down south listen; but I think these surveys are great just that they have their own agenda.

If Idaho wants to grow, then they need to pull their heads out of the behind and wake up. Our infrastructure is totally inadequate right now.

I think our county engineer is doing a great job and I'm excited to have him.

The interstate system needs to be moved along it can put a lot of people to work if the government can get off their butts and do something instead of fighting.

I think that at our current level of population growth it is ridiculous for them to put in two lane roads rather than four lanes. I think that is just a matter of common sense. They should always put in four lanes. Those are much safer.

We have to make sure they're maintained.

Highway 95 up towards Sandpoint is being improved a ton recently and that is great, however, the same highway going down towards Moscow could really use some work. It has had minor improvements in some areas but overall could use a lot of work.

We have a few county roads that were not built well. When the spring rolls around, the road breaks up and it just needs to be fixed. It is just ripping up our cars. They have been good about trying to fix it, but it has been a big problem. I work in Wyoming and their snow removal is just so much better. When I cross over from Idaho, there is an instant difference in quality. They are getting better, but they still have some issues.

Encourage them to raise money in another way besides raising taxes.

I grew up in Mississippi and they keep their roads really nice and I wish I could say the same about Idaho.

I was opposed to all increasing funds. What they need to do is manage the money they have. They have enough money, they just need to keep the road workers working. They need to be managed. They are not holding the subcontractors accountable. We've got to keep them good for the farmers market and improving the counties.

The major HWY 95 needs to be completely re-done.

I believe that they are deteriorating rapidly. Commercial use and private use are at serious risk and we need to have user fees of some sort, which would be the best way to fund them. But I noticed you asked about user fees in the survey, which is good.

By adding a mileage based fee that charges drivers according to how many miles they drive each year, how would the state be able to keep track of which miles are driven in Idaho? I don't think it would be fair to charge a fee on miles driven outside of the state of Idaho. When it comes to the conditions of the roads, I think that the bigger trucks and commercial vehicles are the ones causing the most wear and tear. I am for charging registration fees on both commercial and passenger vehicles though.

We just need to get the legislature to fund the roads. I worked for the ITD for 35 years and we always had problems with funding.

The one thing I would love to see if Idaho is really serious about fixing their roads the roads; would be to see major improvements on the road from southern Idaho to northern Idaho. As Idaho grows and we start getting people from Oregon and the North West traveling to Northern Idaho we are going to need a lot of improvement on that road. Its scenic, but the main reason I don't travel up north is how dangerous that road is in the winter and spring.

I think that they could be taken care of a lot better. Especially during the winter.

My support of increasing taxes or installing new taxes is contingent on actually needing the revenue for roads and bridges. I don't want to increase taxes just for the sake of raising taxes; if there's no need, then don't raise taxes.

The upkeep is important, and it will be worth helping to pay more is a good thing.

For the highest priority question, the female wanted to note that she would not like it very far from the top 3 priorities, even though she said "lower down on the list." For the "use current sales tax on automotive parts," she would be interested to know how much that would actually be if it were to be put into action.

I hope they fix the bridge in Harrison on highway 200. You can see the river underneath it's so damaged. It needs help.

I'd like to see the road between Boise and McCall improved.

We don't need to increase funding, but we should use the money from fuel taxes that has already been collected.

I think that truckers should be taxed more. They put a lot of wear and tear on the roads, and they need to pay more for maintenance.

They are way behind the power curve but I guess they will have to work on it.

I think highway 95 between Cambridge and Riggins needs to be improved.

I think increasing registration for commercial trucks could be a good idea, but I would hate to see fees increase for smaller business owners. So maybe they could have some special requirements before those fees get applied. Maybe they could only charge commercial trucks if the business is making a large amount of money.

I think that funding for schools should be prioritized above funding for roads and bridges.

We need some help, we need to get with the program.

I think they need to expand the freeway and highway in Ada County. Especially, on the main roads coming off of the highway leading into Middleton and Boise. Those roads are just packed when there is traffic. I know they are working to improve those roads right now, but I think there needs to be a lot more done in Ada County.

I think overall they are in pretty fair shape, I see no desperate need on any particular front.

Stop putting all the money in Ada county, highway 95 is pretty bad.

I think that with the money they use for roads needs to be used efficiently. Also, they need to check into the contractors that they hire because I don't think that they are doing a very good job.

Increase registration fees for commercial vehicles - not on the little guys. Not everyone's a big company, they can't all afford it.

I think there are too many potholes.

They need to consider that freeway system they were talking about from Boise to Coeur d'Alene. It would be nice to have a 4 lane highway for Hwy 95. I'd also like to see the speed limit taken up to 80 mph in areas where they have been talking about. I'd like to see putting another bridge over to Oregon in the Fruitland/Ontario area over the Snake River, it's getting really congested, especially with St. Luke's Hospital.

Without anything regarding politics, the roads and bridges would be better off if the money collected for it actually went to it. We're not just talking about Idaho, the feds are the same way. For years they have collected money for roads and bridges, but the money has been used for different things.

For the question on what priority should roads and bridges be on the state legislator.

The places I've traveled. Idaho has some of the better roads I've seen. Other states need a lot more work than Idaho. When I went to Canada, Canada's highways are a disaster compared to the United States.

Commercial vehicles cause more degradation to the roads, so I'd be okay with taxing them more than others. I am generally against increasing taxes in a down economy though, especially with so little results being seen in so many areas of state funding.

I think that it would be better to start on this sooner than later.

I feel that current road structure is fine but I feel like there is a lot of waste by money from the government. If we did our work like the government does then our employees would get away with so much that we would never make any money.

I am very strongly opposed to using the money that was designated for schools (lottery) or the cigarette sales tax (meant for health care) to be used for roads.

Some of the bridges are subpar. I came from Minneapolis and was there when the 35W Bridge collapsed and I know that bridges were evaluated across the country and that at least one bridge in Boise is in need of repair, the Broadway Bridge.

They're a lot better than the roads in Oregon. Roads were well improved by the GARVEE bonds, and the work that was done two years ago.

Don't make other companies from other states fix them, keep the money in Idaho.

2 or 3 years ago I noticed they repaved a section of I 84 from Burley going towards UT, and that half was done in concrete, and half in blacktop. The blacktop side already needs repair work.

I think it is the truckers who ruin the roads in Idaho.

The road between Star and Meridian- why is it not done yet? I would pay a tax to help that get done. Its huge and a great idea.

Use the current funds the government has and use them properly or accordingly. Not be charging more, just use what we already have. On the question for average time spent driving to work is more than an average of 60 minutes. The male drives anywhere from 2.5 up to 12 hours per day driving from his home to work in Canadian Border or Ontario.

I am hesitant to answer some questions just because there is not a dollar amount attached to the question. I might be for increasing a few things but what is reasonable to me is probably completely different than what is reasonable to someone else.

I would love if they would add extra bike lanes. We love to bike as a family, but it is too difficult because my children almost get hit by drivers.

Projects seem like they take a long to complete, not sure why they do, but there seems to be a lot of money that is wasted on projects that drag on for long periods of time.

No new taxes.

Overall I feel that we should increase monies through fuel tax, pay as I go. There is enough tax burden in other areas. I like the idea of a 'user fee'. Rather have a sales tax than a federal income tax.

I wouldn't mind taxes being used for roads and bridges if it was actually being done but every time they say they will use taxes for it, it never gets done or improved.

I think that they really just need to be careful with their spending and go for quality so the roads last longer.

I think that our roads are maintained as well as some of the other states.

I think that places such as highway 16 where there have been a lot of deaths something needs to be done to improve the safety of that road. They also need to put up some type of barrier

because people go too fast on Bogus Basin Road. In the winter it is very dangerous on the way up to that ski resort.

My attitude is that they are very important and look pretty good to me. There is no need to change.

It seems like the gas tax is the fairest way, because the people that are out driving are paying for it. Any other way of funding would basically be Idaho people, and I don't think they need to shoulder all that load because they're not the only ones using the roads, some people don't even use them. It would be nice to not charge for registration fees or that kind of thing, because it should be used by all the people that use the highways (vacationers, truckers, etc.) which includes non-Idahoans. Basically, putting on a tax on gas will make it so where everyone on the roads (including non-Idaho residents that are passing thru like truckers or vacationers) would need to help pay for potential road damage. Charging fees and increasing property taxes and things like that would be unfair to Idaho residents.

The state legislature needs to focus on our roads and bridges because it is critical for our state's future.

They need to come up with a method to come up with money. The bridges were built in the 40s and 50s and need to be fixed.

They are extremely important to our economic system and we need to keep them up to speed. But we can't keep over-taxing those that are already paying high taxes.

I feel like the person who devised this study, they need to go back and really look at this study because it's not a very good one.

Our roads should be similar to California's. Our roads are a lot less busy than theirs are so it's nicer to drive but we should still be spending a comparable amount on the roads

Fund them to keep them going.

The DOT should restructure their department so there are less supervisors in relation to the number of employees.

Take money from the lottery that we use for education and use that for roads.

Most of the money is used in Ada county road & bridges.

Caldwell's freeways are horrible. The road from Nampa to Caldwell is so bumpy teenagers are scared to drive on it. It's just horrible. You can hardly keep your wheels on the road. There has to be somewhere in Idaho's state fund where we could raise money to repair these roads. So

much money is wasted, that we should be able to take that money and fix the roads without raising taxes.

I think they should go back to logging and use that surplus money for roads and bridges. In Valley county taxpayers don't pay for roads that comes out of the timber dollars. Idaho should start using its resources with logging and send that money over to the roads and bridges, and also the schools.

They spend too much time coming up with proposals to change an intersection when residents don't want put in. Some roundabout is being put in and people don't want it there

I think we could use a few more of them, overall I think the state does well with what it has because we're lightly populated. Tourists should pick up some of the slack through tourism taxing.

I think the highways are good but the bridges could definitely use some work.

I think Boise and Treasure Valley are growing so fast that the streets are just congested with two lane streets everywhere, and I think they need to be bigger. If we're going to grow more 10 years from now I don't think those roads are going to be good. People could use the carpool idea a lot more too.

Roundabouts are a pain in the 'you know what' Idaho should not build roundabouts, that what they are talking about doing in Boise.

We probably should increase taxes on things like food or cigarettes for roads and bridges.



## Appendix F: Rural / Urban County Designations

RURAL—Counties in which the largest town or city has less than 20,000 residents

URBAN—Counties in which the largest town or city has 20,000 residents or more

<b>Class</b>	<b>FIPS</b>	<b>County name</b>
Rural	16003	Adams
Rural	16007	Bear Lake
Rural	16009	Benewah
Rural	16011	Bingham
Rural	16013	Blaine
Rural	16015	Boise
Rural	16017	Bonner
Rural	16021	Boundary
Rural	16023	Butte
Rural	16025	Camas
Rural	16029	Caribou
Rural	16031	Cassia
Rural	16033	Clark
Rural	16035	Clearwater
Rural	16037	Custer
Rural	16039	Elmore
Rural	16041	Franklin
Rural	16043	Fremont
Rural	16045	Gem
Rural	16047	Gooding
Rural	16049	Idaho
Rural	16051	Jefferson
Rural	16053	Jerome
Rural	16059	Lemhi
Rural	16061	Lewis
Rural	16063	Lincoln
Rural	16067	Minidoka
Rural	16071	Oneida
Rural	16073	Owyhee
Rural	16075	Payette
Rural	16077	Power
Rural	16079	Shoshone
Rural	16081	Teton
Rural	16085	Valley

<b>Class</b>	<b>FIPS</b>	<b>County name</b>
Urban	16001	Ada
Urban	16005	Bannock
Urban	16019	Bonneville
Urban	16027	Canyon
Urban	16055	Kootenai
Urban	16057	Latah
Urban	16065	Madison
Urban	16069	Nez Perce
Urban	16083	Twin