

**Regional Rail Research Project**  
**The University of Texas at Dallas**  
Quantitative Phase:  
Public Opinion Telephone Survey

Conducted for the North Texas Commission

Conducted by:

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*Phone interviews done by the Survey Research Center at the University of North Texas*

## Introduction

Researchers at The University of Texas at Dallas (UTD) contracted with The North Texas Commission (NTC) and the three regional transit authorities to conduct a public opinion study on support for regional rail expansion and financing options for that expansion. We completed the qualitative phase of the research—a series of four focus group sessions—last spring.

The quantitative phase of the research began with the drafting of the survey instrument, putting into survey form many of the things we had heard from focus group participants from Dallas, Denton, and Tarrant Counties. We produced a 39-item questionnaire, done with input from representatives of the NTC, the Denton County Transit Authority, the Fort Worth Transportation Authority, and DART. The questionnaire averaged 12 minutes in length per completed interview.

Telephone interviewing began August 10 and continued through September 18, 2006. We subcontracted the interviewing to the Survey Research Center at the University of North Texas. SRC completed 4,077 interviews with registered voters in the non-transit-member areas of Collin and Dallas Counties, in Tarrant County, and in parts of Ellis, Johnson, Kaufman, Parker, and Rockwall Counties. Denton County was not surveyed, as an election was recently held there to form the DCTA. Fort Worth Transit Authority member cities were surveyed to determine their interest in increasing their transit sales tax from a half cent to a full cent. DART member cities in Dallas and Collin Counties already are paying the full-cent sales tax for rail service.

The unusually high number of interviews produces a statistical margin for error of plus or minus 1.5 percentage points at the 95 percent confidence interval. In other words, if the survey were conducted 100 times, the results would vary by no more than 1.5 percentage point in either direction 95 of those times. And in a sample this large, the results are accurate to within plus or minus 2 percentage points at the 99 percent confidence interval. To give some perspective, the typical nationwide presidential preference poll conducted by major news organizations uses a sample of about 1,000 interviews to get to within plus or minus three percentage points at the 95 percent confidence interval.

More importantly, though, this large number of interviews gives us error margins around plus or minus 5 percentage points (at the 95 percent confidence interval) in all eight counties and most of the nine state Senate districts within the survey area.

## Results

Support for the Half-Cent Sales Tax Increase: Initial support in the region appears quite strong for the half-cent sales tax. Support on first consideration was 62.9%, with one respondent in five (19.4%) saying they strongly favor the sales tax increase “to fund an expansion of the rail transit system in the Dallas-Fort Worth Metroplex, to include multiple lines in Dallas, Tarrant, and Denton Counties and into outlying areas.”

This response is quite robust, not least because the large number of interviews reduces the statistical margin for error to plus or minus 1.5%. Another factor assuring us of its validity is that this was only the fourth or fifth question asked in the survey (some questions were randomly rotated), and the first that had anything to do with either transit or taxation. It was “masked” by a companion item described as something “that could be on the ballot in the next year or so,” a proposal “to raise the minimum wage in Texas by \$1 per hour, from \$5.15 to \$6.15 per hour. The law would take effect one year from the election date.” (Incidentally, 82.2% of respondents would favor the one-dollar minimum wage increase.)

Near the end of the survey, respondents were asked again for their position on the sales tax increase for rail system expansion, “taking into account everything we’ve talked about,” and support rose from

62.9% on first consideration to 74.7% on reconsideration. More on this in the “Reconsideration of Half-Cent Sales Tax Increase” section following.

Interviewers then told respondents that a better system, running more trains to more stops more frequently, could be built even sooner if a full-cent sales tax increase were levied rather than the half-cent. Respondents were told that benefits of the one-cent version of the proposal would have more opportunities for economic development, and would include a bus feeder system. This led 44.5% of respondents to say they would be more likely to support the proposal if it were for one cent, and 55.5% to say they would be less likely to support such a proposal.

Public Policy Problems: In the focus group phase of the study, support for rail expansion appeared to be tied to frustration over traffic congestion and high gasoline prices, and, to a lesser extent, concern over air pollution. The phone survey provides ample support for this hypothesis. We asked respondents to rate several “public policy problems” on a five-point scale, on which “5” was most serious and “1” was least serious.

- Six in ten (60.5%) respondents ranked gasoline prices a 5, and three-fourths rated it a 4 or 5. Fewer than one in ten (9.6%) rated gas prices a 1 or 2.
- Traffic congestion was rated a 5 by four in ten respondents (40.4%), and a 4 or 5 by nearly two-thirds (64.9%). Only 15% rated congestion a 1 or 2.
- Air pollution was seen as less of a problem in our focus groups as well as in our phone survey. Still, more than half (52.6%) of survey respondents said pollution rated a 4 or 5 on the five-point scale.
- Somewhat fewer (49.6%) respondents said population growth was a serious enough problem to rank a 4 or 5 on the scale.

Certainly the seriousness of pollution, gas price, and congestion problems combine in favor of support for a measure that respondents think would ease them: a linked rail transit system in the region.

#### Use of Sales Tax Revenue:

There had been concerns in our group client meetings over citizens’ preferences for the use of sales tax money: Would they prefer locally levied sales taxes to be used in the community, or to be used for infrastructure needs areawide? The clear result is areawide infrastructure, with 61.3% favoring that option over the 38.7% who favored “economic development in individual cities.”

#### Statements About Rail Transit:

We asked respondents to agree or disagree with a series of statements about “public policy for rail transit,” to see the extent to which opinions we heard in focus groups were held in the general public. Not surprisingly, given the high initial support we saw for transit expansion, respondents agreed with favorable characterizations of rail transit. However, they also overwhelmingly agreed with the less-favorable assessment that the DFW Metroplex is behind other large metro areas when it comes to mass transit. Respondents seemed to think the spread-out nature of the area called for rail to link the areas, rather than it being a hindrance to the effectiveness of a rail system.

- Eight in ten (80.9%) agreed that they would ride a rail system that “went where I wanted to go, when I wanted to go there.” More than a third of the sample (35.3%) strongly agreed.

- More than eight in ten (82.3%) agreed that “The Dallas-Fort Worth area is way behind other large metropolitan areas when it comes to efficient, modern mass transit systems.” Only 17.8% disagreed.
- Almost 85% agreed that rail would help them—even if they didn’t use it—“by getting more cars off the road and making it easier to drive around the area.”
- We heard in focus groups that the Dallas-Fort Worth area is “too spread-out to benefit from a coordinated rail transit system.” Only about three in ten (29.0%) survey respondents agreed.
- Quite the contrary, respondents overwhelmingly (81.7%) agreed that in such a spread-out area, “A rail system that could do a better job of linking the communities in our area would do a lot to help our economy grow.”

#### Alternatives for Reducing Congestion and Pollution:

We asked respondents to rate rail systems and bus systems against carpooling, better traffic engineering, and alternative fuels as the best ways to effectively reduce traffic congestion, pollution, and gas prices. In each of the three “contests,” respondents rated bus systems least effective. The rail system was seen as the preferred alternative over bus and carpooling and over the bus and traffic engineering. In the third grouping, alternative fuels beat a rail system by nine-tenths of a point.

Statements About a Gasoline Tax Increase: In the phone survey, as in the focus groups, respondents appeared concerned about high fuel prices and more or less hostile to the notion of funding rail expansion with a gasoline tax. In order to understand public policy preferences on the issue, we read a number of statements based on what we’d heard in the focus groups and asked respondents whether they found the arguments persuasive, whether in favor of or opposition to a 13-cent-per-gallon increase in the fuel tax.

Respondents tended to disagree with arguments favorable to the proposal and to agree with statements that opposed the gasoline tax increase.

- Only 38% found very or somewhat persuasive the argument that the proposal “would encourage people to drive less, to conserve fuel, and would help reduce the dangerous pollution levels we see in our area.”
- Similarly, fewer than half (46.5%) found very or somewhat persuasive the argument that the gas tax would pay to build and maintain a rail system, while the higher fuel prices would encourage the use of transit and save on gasoline, saying further that “It is a good solution to the serious and complex problems caused by traffic congestion.”
- More than two-thirds (69.9%) found persuasive the argument that the gas tax is unfair, burdening people who would not be able to take advantage of a rail system.
- Most persuasive of the four arguments tested (84.5% very/somewhat persuasive) was that gasoline prices are already too high, and that even higher prices “would hurt both individuals and businesses in our area.”

Support for Gasoline Tax Increase: We asked respondents to tell us, “if the election were held today, taking everything we’ve talked about into account,” whether they would favor or oppose the 13-cent-per-gallon gas tax increase to fund rail expansion. We also expanded our description of the rail line, saying “the system would include existing rail lines in Denton, Tarrant, and Dallas Counties, and would extend into cities north, south, east, and west of Dallas and Tarrant Counties.” We also added

area-specific cities into the description, for example telling residents of northern Dallas and Collin Counties that the system would serve Allen, McKinney, Frisco and Rockwall, and telling residents of Parker County that it would serve Weatherford and Granbury.

- Even with that more comprehensive description of proposed lines, nearly six in ten (58.1%) opposed the gas tax solution, with half of those (31.5%) strongly opposed.
- We then informed respondents that an even better rail system could be built sooner with a 26-cent increase in the fuel tax and asked them how that information would impact their support at the polls for a gasoline tax. Only one in eight (12.0%) said that would make them much or somewhat more inclined to support a gas tax as a way to fund rail expansion.

#### Statements About Half-Cent Sales Tax:

We read a number of statements, some favorable and some unfavorable, about the proposed half-cent sales tax increase to fund rail expansion and asked respondents whether they found the arguments persuasive. As before, we want to know the extent to which arguments we heard during the qualitative phase of the research were held in the larger Metroplex population.

- Most persuasive of the arguments in favor of the proposal (77.7% very/somewhat) was that it was “a small price to pay for a modern, coordinated rail system that will reduce traffic congestion, air pollution, time wasted in commuting, and personal energy costs.”
- A little over a third (35.0%) found persuasive the argument that the “sales tax increase will hurt the local governments that impose it, because people will shop elsewhere in order to avoid paying the tax.”
- Almost seven in ten (69.8%) found very or somewhat persuasive that the sales tax is a good way to finance the rail expansion “because tourists and out-of-towners will help pay for those improvements when they shop here.”
- It was somewhat surprising that, in a tax-averse state and metro area, no more than four in ten (41.4%) found persuasive the statement that, with the level of taxation already high, “I won’t support an increase in taxes, no matter how good the cause.”
- Nearly seven in ten (69.8%) found persuasive that the benefit to our economy of recouping millions of productive hours otherwise wasted in traffic “will far outweigh the small cost of a sales tax.”
- Similarly, 69.2% found very or somewhat persuasive the argument that economic development around rail stops would be a benefit to communities served by expansion of the rail transit system.

Reconsideration of Half-Cent Sales Tax Increase: We asked respondents their opinion on the half-cent sales tax again, “taking into account everything we’ve talked about.” And, as with the question asked on the gasoline tax increase, we described the proposed route in greater detail and added area-specific cities that would be served.

Favorable responses went up by almost 12 percentage points, from 62.9% to 74.7%.

- As with the gas-tax question, we told respondents that a better system, with more trains running more frequently to more stations, could be built more quickly if we doubled the tax increase to a full cent. We asked them what effect this would have for their support for the measure; 44.5%

said this would make them more likely to support the proposal, and 55.5% said they would be less likely to support the full-cent increase.

Given the strong initial support for the proposal in this survey, we were not surprised to see the jump in support at the end. Respondents, particularly in outlying areas, would be more likely to support the rail expansion and sales tax once they were informed that it would serve areas near them. Thinking harder about the serious problems of pollution, congestion, high gas prices, and population growth probably made them more favorable toward rail expansion.

Nor is it surprising that, even with broad support for a rail system, respondents did not want to use gas taxes to pay for it—high gas prices were one of the problems that led them to favor rail, and raising gasoline prices is not an intuitively appealing solution.

In short, the survey results indicate that there is strong baseline support across the region for an integrated rail system, and that registered voters appear willing to tax themselves to get it. The jump in support from first consideration to reconsideration indicates that when voters think about the seriousness of the problems and solutions to those problems, they are even more willing as a group to support a half-cent sales tax—even when presented with some strong arguments to the contrary.

**County Results:**

Support in Johnson County moved from 61.6% on first consideration to 72.7% on reconsideration.

Support in Ellis County moved from 53.5% on first consideration to 72.1% on reconsideration.

Support in Kaufman County moved from 58.5% on first consideration to 77.6% on reconsideration.

Support in Parker County moved from 57.8% on first consideration to 71.2% on reconsideration.

Support in Tarrant County moved from 69.6% on first consideration to 78.6% on reconsideration.

Support in Dallas County moved from 64.5% on first consideration to 72.0% on reconsideration.

Support in Rockwall County moved from 60.8% on first consideration to 76.5% on reconsideration.

Support in Collin County moved from 62.0% on first consideration to 77.0% on reconsideration.

### **Notes on Reporting of Results**

- Figures are rounded to the nearest one-tenth of one percentage point. Sometimes the sum of answer categories will not equal 100% because of rounding.
- Percentages on each question are reported from among those respondents providing a codable response. “Don’t know” or other non-codable responses are not included in this report. “Don’t know” responses ranged from a low of 0.2 percentage points on (among others) the question of seriousness of traffic congestion to a high of 16.7% on the question about the general direction of things in the State of Texas.

**Survey Questions and Frequency Distributions**

1) Hello, I’m (name) calling from the Survey Research Center at the University of North Texas. We’re conducting a survey in your area about some important public issues. This number was chosen at random. This is a legitimate survey, and there is nothing to buy or sell. According to our research protocol, I need to speak to the youngest (male/female) who is registered to vote and who is at home when I place this call.

2) First, I’d like to ask a few questions about the general direction of things in your community, neighborhood, or part of the city. Generally speaking, do you feel that your community is moving in the right direction or in the wrong direction?

*Right direction* 81.8%                      *Wrong direction* 18.2%

3) How about in the Dallas/Fort Worth metropolitan area? Generally speaking, do you feel that the D-FW Metroplex is moving in the right direction or in the wrong direction?

*Right direction* 69.8%                      *Wrong direction* 30.2%

4) And how about in the State of Texas? Generally speaking, do you feel that the State of Texas is moving in the right direction or in the wrong direction?

*Right direction* 63.9%                      *Wrong direction* 36.1%

Next I’m going to read a couple of proposals that could be on the ballot in the next year or so. For each, please tell me if the election were held today, whether you’d strongly favor, favor, oppose, or strongly oppose that proposal. First is . . .

*(Rotate)*

<b>Proposal</b>	<b>%Strongly Favor</b>	<b>%Strong+ Favor</b>	<b>%Strongly Oppose</b>	<b>%Strong+ Oppose</b>
5) A proposal to raise the minimum wage in Texas by \$1 per hour, from \$5.15 to \$6.15 per hour. The law would take effect one year from the election date.	44.3%	82.2%	11.8%	17.9%
6) An increase of one half-cent in the local sales tax to fund an expansion of the rail transit system in the Dallas-Fort Worth Metroplex, to include multiple lines in Dallas, Tarrant, and Denton Counties and into outlying areas.	19.4%	62.9%	12.3%	37.1%

Now I'm going to name some public policy problems that some say are facing people in your area. For each problem that I read, please rate the seriousness of that problem on a five-point scale, where a "5" is very serious in your area and a "1" is not at all serious. Of course, you can use any number between 1 and 5, okay? First is . . .

*(rotate)*

<b>Policy Problem</b>	<b>% 5 Very Serious</b>	<b>% 4+5 Serious</b>	<b>%3 Neutral</b>	<b>% 1+2 Not Serious</b>
7. Air pollution.	31.4%	52.6%	26.5%	21.0%
8. Traffic congestion.	40.4%	64.9%	20.1%	15.1%
9. Rising gasoline prices.	60.5%	76.4%	14.0%	9.6%
10. Population growth.	28.0%	49.6%	28.6%	21.8%
11. There has been a debate among some policy makers about how sales taxes should be used in the Dallas-Fort Worth area. Some think that sales tax would be better used to promote local economic development, with spending decisions made by mayors and councils of individual cities in the Metroplex. Others think that sales tax would be better spent on area-wide infrastructure, such as rail lines or new highways, benefiting the area as a whole. Which is closer to the way you think? That . . .				
<i>Sales taxes would be better used for economic development in individual cities</i>			38.7%	
or that . . .				
<i>Sales taxes would be better used for infrastructure improvements all over the area</i>				61.3%

Some have suggested that an expanded rail transit system, coordinated throughout the Metroplex, would help solve pollution problems, congested roadways, and higher personal energy costs. Other people are not so sure. I'm going to read some things people are saying about public policy for rail transit. For each statement that I read, I'd like you to tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. First is . . .

*(Rotate)*

<b>Statement</b>	<b>% Strong Agree</b>	<b>% Strong+ Agree</b>	<b>%Strong Disagree</b>	<b>%Strong+ Disagree</b>
12. If a rail system served my area, and it went where I wanted to go, when I wanted to go there, I would ride it.	35.3%	80.9%	4.0%	19.1%
13. The Dallas-Fort Worth area is way behind other large metropolitan areas when it comes to efficient, modern mass transit systems.	37.6%	82.3%	1.6%	17.8%
14. Even if I chose not to ride the train for commuting, errands, or recreation, a rail system would help me by getting more cars off the road and making it easier to drive around the area.	32.8%	84.9%	2.5%	15.0%

<b>Statement</b>	<b>% Strong Agree</b>	<b>% Strong+ Agree</b>	<b>%Strong Disagree</b>	<b>%Strong+ Disagree</b>
15. The Dallas-Fort Worth area is too spread-out to benefit from a coordinated rail transit system.	5.4%	29.0%	18.3%	71.1%
16. The Dallas-Fort Worth Metroplex is very spread-out. A rail system that could do a better job of linking the communities in our area would do a lot to help our economy grow.	26.6%	81.7%	2.7%	18.3%
17. Which of the following methods would be more effective in reducing traffic congestion pollution and gas prices?				
a. A Rail System 67.4%	A Bus System 10.4%	or Carpooling? 22.3%		
b. A Rail System 59.0%	A Bus System 7.1%	or Traffic Engineering? 33.9%		
c. A Rail System 46.4%	A Bus System 6.4%	or Alternative Fuels? 47.3%		

Next we are going to talk about some ways people have proposed to pay the costs of expanding a rail transit system for the Dallas-Fort Worth area. The first is a 13 cent-per-gallon tax on gasoline and diesel fuel. I'm going to read some statements people have made both for and against the gasoline tax to fund rail expansion. For each statement that I read, please tell me whether you find that statement very persuasive, somewhat persuasive, not very, or not at all persuasive.? First is . . .

(Rotate)

<b>Statement</b>	<b>% Very Persuasive</b>	<b>% Very+ Somewhat</b>	<b>%Not at All</b>	<b>%Not Very+ Not at all</b>
18. Higher gasoline taxes would encourage people to drive less, to conserve fuel, and would help reduce the dangerous pollution levels we see in our area.	13.8%	38.0%	32.3%	62.0%
19. Gasoline prices are already too high. Raising gas prices this much would hurt both individuals and businesses in our area.	61.1%	84.5%	6.1%	15.5%
20. A gasoline tax would both pay for expansion and upkeep of the rail system <i>and</i> encourage people to use mass transit to save on gas. It is a good solution to the serious and complex problems caused by traffic congestion.	12.5%	46.5%	25.0%	53.5%
21. A gasoline tax to fund rail expansion is unfair. It would tax many people who would not be able to take advantage of a new rail system, as well as those who would be able to use it.	37.2%	69.9%	11.9%	31.1%

22. Now, please tell me how likely you would be to support a 13-cent-per-gallon gasoline tax to fund a rail system expansion. The system would include existing rail lines in Denton, Tarrant, and Dallas counties, and would extend into cities north, south, east and west of Dallas and Tarrant Counties. These would include:

RESPONDENTS FROM NORTH DALLAS COUNTY AND COLLIN COUNTY READ: Allen, McKinney, Frisco and Rockwall

RESPONDENTS FROM SOUTH DALLAS, JOHNSON AND ELLIS COUNTIES READ: Waxahachie, Midlothian, Cleburne, Cedar Hill, Duncanville and Alvarado

RESPONDENTS FROM TARRANT COUNTY READ: Weatherford, Granbury, Arlington

PARKER COUNTY: Weatherford, Granbury

RESPONDENTS FROM ROCKWALL, EAST DALLAS, KAUFMAN READ: Rockwall and Greenville and through Mesquite as far as Forney, Terrell and Kaufman.

TO ALL: D-FW Airport would be linked by rail from all points. If the election were held today, taking into account everything we've talked about, would you strongly favor, favor, oppose, or strongly oppose this proposal?

<b>Proposal</b>	<b>%Strongly Favor</b>	<b>%Strong+ Favor</b>	<b>%Strongly Oppose</b>	<b>%Strong+ Oppose</b>
13-cent increase in the gasoline tax	13.0%	41.9%	31.5%	58.1%

23. Some have suggested that an even better rail system could be built sooner if it were funded by a 26-cent per gallon gasoline tax. The proposed rail system would serve more citizens of the Metroplex, involve more frequent trains, more stations, provide more options for economic development around stations and would be served by a bus feeder system. How would a 26-cent per gallon gasoline tax increase—for a more comprehensive system—affect your support for rail expansion? Would you be much more, somewhat more, somewhat less, or much less likely to support the proposal?

<i>Much more</i>	<i>somewhat more</i>	<i>somewhat less</i>	<i>Much less</i>
2.9%	9.1%	18.6%	72.2%

Others have suggested a one-half-cent sales tax increase would be an alternative way to fund the expansion of the rail system that we have been talking about. I'm going to read some statements people have been making both for and against the proposal to fund rail expansion with a half-cent sales tax. For each one that I read, again, please tell me whether you find that statement very persuasive, somewhat persuasive, not very, or not at all persuasive,?. First is . . .

(Rotate)

<b>Statement</b>	<b>% Very Persuasive</b>	<b>% Very+ Somewhat</b>	<b>%Not at All</b>	<b>%Not Very+ Not at all</b>
24. A half-cent sales tax is a small price to pay for a modern, coordinated transit system that will reduce traffic congestion, air pollution, time wasted in commuting, and personal energy costs.	40.1%	77.7%	10.6%	22.3%
25. A sales tax increase will hurt the local governments that impose it, because people will shop elsewhere in order to avoid paying the tax.	13.2%	35.0%	27.0%	65.0%

<b>Statement</b>	<b>% Very Persuasive</b>	<b>% Very+ Somewhat</b>	<b>%Not at All</b>	<b>%Not Very+ Not at all</b>
26. A sales tax is a good way to finance improvements such as an integrated rail system, because tourists and out-of-towners will help pay for those improvements when they shop here.	29.1%	69.8%	13.0%	30.2%
27. The amount of taxes we pay is already too high. I won't support an increase in taxes, no matter how good the cause.	20.2%	41.4%	27.1%	58.6%
28. As a region we waste millions of productive hours stuck in traffic. The benefit to our economy—as well as to the lives of commuters—will far outweigh the small cost of a sales tax increase.	28.8%	69.8%	12.5%	30.1%
29. Residents of cities that would be served by rail would get the benefits of economic development and increased property values near the new rail stations as well as the benefits of having rail travel convenient to them.	25.0%	69.2%	12.3%	30.8%
30. Now, please tell me how likely you would be to support a half-cent-sales tax to fund a rail system expansion. The system would include existing rail lines in Denton, Tarrant, and Dallas counties, and would extend into cities north, south, east and west of Dallas and Tarrant Counties. These would include:				

RESPONDENTS FROM NORTH DALLAS COUNTY AND COLLIN COUNTY READ: Allen, McKinney, Frisco and Rockwall

RESPONDENTS FROM SOUTH DALLAS, JOHNSON AND ELLIS COUNTIES READ: Waxahachie, Midlothian, Cleburne, Cedar Hill, Duncanville, Alvarado and Arlington

RESPONDENTS FROM TARRANT COUNTY READ: Weatherford, Granbury, and Arlington

PARKER COUNTY: Weatherford, Granbury

RESPONDENTS FROM ROCKWALL, EAST DALLAS, KAUFMAN READ: Rockwall and Greenville and through Mesquite as far as Forney, Terrell and Kaufman.

TO ALL: D-FW Airport would be linked by rail from all points. If the election were held today, taking into account everything we've talked about, would you strongly favor, favor, oppose, or strongly oppose this proposal?

<b>Proposal</b>	<b>%Strongly Favor</b>	<b>%Strong+ Favor</b>	<b>%Strongly Oppose</b>	<b>%Strong+ Oppose</b>
Half-cent increase in the sales tax	35.2%	74.7%	12.3%	25.3%

31. Some have suggested that an even better rail system could be built sooner if it were funded by a full one-cent increase in the sales tax. The proposed rail system would serve more citizens of the Metroplex, involve more frequent trains, more stations, provide more options for economic development around stations and would be served by a bus feeder system. How would a one-cent sales tax increase—for a more comprehensive system—affect your support for rail expansion? Would you be much more, somewhat more, somewhat less, or much less likely to support the proposal?

<i>Much more</i>	<i>somewhat more</i>	<i>somewhat less</i>	<i>Much less</i>
14.8%	29.7%	26.5%	29.0%

Thank you. Now I just have a few more questions for classification purposes.

32. DO NOT READ, just code:

*Male* 39.7% *Female* 60.3%

33. What is the last level of education you have completed? Is it . . .

<i>less than high school</i>	2.0%	<i>high school</i>	18.1%	<i>some college</i>	29.5%
<i>associate's degree</i>	8.4%	<i>bachelor's degree</i>	26.2%	<i>graduate degree</i>	15.8%

34. How often do you use rail systems in the Dallas-Fort Worth area for commuting, recreation, errands, or special events? Would you say you use rail
1. Daily 0.6% 2. Weekly 1.3% 3. Monthly 3.5% 4. Less than monthly 23.0% 5. Not at all 71.5%

35. How many children under 18 live in your home?

*none* 65.9% *one* 14.2% *two* 13.2% *three* 4.5% *four or more* 2.2%

36. Do you own or rent your home?

*Own* 92.8% *Rent* 7.2%

37. What is your marital status? Are you

*Married* 74.1% *Living with someone* 1.0% *Divorced* 5.6% *Widowed* 6.6% *Single* 12.7%

38. How would you describe yourself in terms of political party?

<1> Republican	48.5%
<2> Democrat	24.0%
<3> Independent	21.2%
<4> Libertarian	1.5%
<7> Other	4.9%

38A. (If Republican) Do you consider yourself a strong Republican or a not-so-strong Republican?

<1> Strong Republican	62.5%
<2> Not-so-strong Republican	37.5%

38B. (If Democrat) Do you consider yourself a strong Democrat or a not-so-strong Democrat?

<1> Strong Democrat	65.0%
<2> Strong Not-so-strong Democrat	35.0%

38C. (If Independent) Do you consider yourself closer to the Democrats or the Republicans?

<1>Independent-Dem	29.5
<2>Pure Ind. (Vol)	30.4
<3>Independent-Rep	40.1

39. For statistical purposes only, please tell me what race or ethnicity you consider yourself.

<i>white</i>	84.5%
<i>black</i>	6.7%
<i>Asian</i>	0.7%
<i>Hispanic</i>	3.8%
<i>Multiracial</i>	0.9%
<i>Other</i>	2.0%
<i>Refused</i>	1.4%

And finally, again for statistical purposes, we'd like a rough estimate of your total household income last year. Just stop me when I get to your category. Was it:

<i>Under 25,000</i>	7.5%
<i>25,001 to 35,000</i>	7.2%
<i>35,001 to 50,000</i>	13.4%
<i>50,001 to 60,000</i>	16.5%
<i>70,001 to 90,000</i>	18.7%
<i>100,001 to 150,000</i>	15.0%
<i>150,001 to 250,000</i>	6.4%
<i>Over 250,000</i>	2.4%
<i>Other/Refused</i>	13.0%

And that's all the questions we have. Thank you for your time and cooperation with this very important survey. Good night.