

Amtrak Support Levels

Wisconsin, Illinois, Missouri, North Dakota, & WV-3



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Executive Summary:

Just 20 percent of residents compiled from the nine SMART Transportation Division (SMART TD) year 2014 surveys encompassing 40 congressional district believe that current Amtrak federal funding should be reduced or eliminated, even when informed the federal government contributes over one billion dollars per year in subsidies. In fact, more constituents believe passenger rail funding should increase (29 percent), than those who want to see a reduction (4 percent) or elimination of government funding (16 percent).

Analyzing the data from the 4,579 interviews, it is clear that a very strong level of support exists amongst all demographic groupings for Amtrak funding. Finding show:

- Age is a relative non-factor on whether one supports Amtrak, with only 18 percent over the age of 65 is support of eliminating federal funding. All age demographic groupings show very strong support levels for at least maintaining Amtrak funding.
- A clear gender gap exists on Amtrak, with only ten percent of women in favor of eliminating federal funding, compared to 21 percent of men.
- Among self-identified Republicans, just three-in-ten favor reducing or eliminating Amtrak funding; while close to two-thirds (61 percent) support maintaining or increasing federal funding.
- The more likely one is to vote, the more likely they support additional funding for Amtrak; 31 percent of strong/likely voters favor additional funding, compared to 27percent for those who identify themselves as not so strong voters.
- Even non-passengers of Amtrak show solid support for maintaining (43 percent) or increasing (26 percent) federal funding of Amtrak.

In the summer of 2014, Congressman Pete Sessions proposed a U.S. House Amendment to reduce Amtrak's operational funding by ten percent (RCV #273, H.R. 4745, 6/9/14); the amendment failed 154-248. The next four SMART TD surveys tested support for the amendment – which moves the Amtrak question series away from the theoretical. The findings show:

- Depending on the congressional district, support levels for cutting the operation budget range from 25 percent in Dallas, Texas (TX-32) to 16 percent in the Hudson Valley area of New York (NY-19). In all four surveys, at least seven-in-ten said they would vote 'no' and keep Amtrak's operational budget at current levels.
- Looking specifically at Dallas, 58 percent of self-identified Republicans and 68 percent of self-identified Independents support keeping Amtrak funding at current levels. Of the four surveys where this question was asked, the Dallas numbers are the lowest of the lot.

In conclusion, public opinion data from the year 2014 clearly indicates that a wide swath of the American public supports passenger rail; and that said support level is fairly consistent no matter where you live, who you are, or what your partisan inclinations.

Methodology:

<u>Interviews:</u>	January 12-16	400 respondents in the state of North Dakota
	February 13-23	800 respondents in the state of Missouri
	March 1-10	680 respondents in the state of Illinois
	April 22-27	400 respondents in West Virginia 3 rd District
	May 8-16	680 respondents in the state of Wisconsin
	June 21-28	400 respondents in Texas 32 nd District
	July 7-12	450 respondents in New York 19 th District
	July 29-August 4	400 respondents in Florida 7 th District
	October 21-25	369 respondents in Omaha, Nebraska

<u>Margin of Error:</u>	± 3.5 percentage points for the Missouri survey
	± 3.8 percentage points for the Illinois and Wisconsin survey
	± 4.6 percentage points for NY-19 survey
	± 4.9 percentage points for North Dakota, WV-3, TX-32, and FL-7 survey
	± 5.1 percentage points for Omaha survey

Sample: Stratified Sample. Random digit numbers for the surveys provided by Survey Sample International (SSI) of Fairfield, CT. SSI provided Stone Research with an appropriate number of residential random phone numbers for each survey (only the North Dakota survey did not use a cell phone component) from a pool of listed and unlisted numbers in the boundary area, which then were stratified into distinct geographical regions to ensure that all section of each district were thoroughly represented in the survey.

Survey Sponsor: SMART Transportation Division, National Legislative Office

Project Management: Project management and data analysis was completed by Dean Mitchell of DFM Research in St. Paul, Minnesota. In addition to 22 years of political experience, including working with polling data, Dean is a graduate of the University of Minnesota's Hubert H. Humphrey Institute of Public Affairs, and has completed course work in survey techniques and statistics as part of his Master in Public Policy (MPP) degree.

Reading the Survey Results:

When reading the results, it should be noted that the surveys have been weighted to reflect the current demographics of each district. Weighting is a standard technique in survey analysis to best reflect the total population being surveyed without contacting all residents.

The attached report provides the topline number for each selected question, followed by key demographic cross tabulation (crosstabs) results. The results are one question per page. Crosstabs results are for key demographic groups: based on gender, age, geographic region, likely to vote, and political self-identification.

In questions where (VOL) is before the answer category, this means the respondent volunteered that response (it was not read to the respondent). Due to rounding, numbers in the topline and crosstabs may not equal 100 percent.

Support Levels for Government Funding of Amtrak

Combined Data (Representing 40 congressional districts)

Q: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in INSERT STATE and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service	29%
Provide funding to keep current levels of Amtrak service	43
Provide less funding, which will cut Amtrak service	4
Privatize or cut Amtrak, eliminating most Amtrak service	16
(VOL) Unsure	8

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	28%	40	5	21	6
Women	31	46	4	10	10
<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	29	46	3	14	7
40-64	31	42	4	15	8
65 plus	28	41	5	18	9
<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Omaha, Nebraska	31	35	7	20	7
Florida 7 th District	31	37	2	22	7
New York 19 th District	34	39	3	15	8
Texas 32 rd District	31	33	4	24	8
Wisconsin	33	37	4	16	10
West Virginia 3 rd District	36	34	3	19	8
Illinois	29	47	4	13	7
Missouri	28	42	5	17	8
North Dakota	26	47	2	15	10
<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	41	44	3	6	6
Independent	29	39	4	18	10
Republican	17	44	5	25	8
<u>Voter Frequency</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Strong or Likely	31	41	4	18	7
Not Strong or Not Likely	27	47	5	11	10
<u>Amtrak Passenger</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	26	43	5	18	9
Passenger	42	43	3	8	5

Omaha, Nebraska

Partisan Voting Index Rating: Even

Q12: Currently Amtrak has one daily passenger train in Omaha, with service to Chicago and California. When it comes to passenger rail service, which best fits your view?

Passenger rail service should increase **53%**
 Passenger rail service should remain the same **33**
 Passenger rail service should be eliminated **5**
 (VOL) Unsure **8**

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Men	58%	30	7	6
Women	47	38	4	11

<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
18-39	49	36	5	10
40-64	55	32	6	7
65 plus	56	32	4	9

<u>Education</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
High School/Less	48	40	2	10
Some College/AA Degree	46	38	6	10
Bachelor/Graduate Degree	62	24	8	5

<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Eastern Douglas County	56	33	5	6
Western Douglas County	50	34	6	10

<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Democrat	53	36	2	9
Independent	54	30	6	10
Republican	50	35	8	7

<u>Ideology</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Liberal	60	30	2	8
Moderate	54	31	5	10
Conservative	48	36	7	9

<u>Voter</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Likely Voter	56	31	5	8
Not Likely	40	40	4	16

Amtrak Support Levels

Prepared by DFM Research

Q14: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in Omaha and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service	31%
Provide funding to keep current levels of Amtrak service	35
Provide less funding, which will cut Amtrak service	7
Privatize or cut Amtrak, eliminating most Amtrak service	20
(VOL) Unsure	7

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	31%	35	5	24	4
Women	31	36	8	17	9
<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	32	35	5	22	7
40-64	31	35	7	21	6
65 plus	29	36	11	16	7
<u>Education</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
High School/Less	33	40	10	10	8
Some College/AA Degree	28	29	8	27	8
Bachelor/Graduate Degree	31	37	3	24	4
<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Eastern Douglas County	36	43	7	10	5
Western Douglas County	28	31	7	27	7
<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	47	34	6	6	7
Independent	29	36	7	20	8
Republican	19	35	8	34	4
<u>Ideology</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Liberal	37	43	3	11	5
Moderate	31	30	8	24	6
Conservative	16	29	13	32	10
<u>Voter</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Likely Voter	32	35	6	20	7
Not Likely	26	37	10	21	6

Q15: Over the summer the U.S. House voted on a new transportation bill. One amendment proposed was to cut Amtrak’s operational budget by ten percent. Suppose you could vote on the amendment, would you vote YES to cut Amtrak’s budget, or would you vote NO, and keep Amtrak’s budget where it is?

Yes, cut budget **22%**
 No, keep where it is **72**
 (VOL) Unsure **6**

<u>Gender</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Men	23%	72	5
Women	21	71	8

<u>Age</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
18-39	24	70	5
40-64	22	71	7
65 plus	18	76	6

<u>Education</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
High School/Less	18	78	4
Some College/AA Degree	24	66	9
Bachelor/Graduate Degree	24	71	5

<u>Region</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Eastern Douglas County	12	84	4
Western Douglas County	28	64	8

<u>Party Identification</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Democrat	4	88	8
Independent	21	72	7
Republican	39	56	4

<u>Ideology</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Liberal	5	87	8
Moderate	17	78	5
Conservative	37	57	7

<u>Voter</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Likely Voter	23	72	5
Not Likely	16	72	12

Florida 7th District

Partisan Voting Index Rating: R+4

Q15: Currently Amtrak has two daily passenger trains in Central Florida, with service between Miami and up the East Coast. When it comes to passenger rail service here in Central Florida, which best fits your view?

Passenger rail service should increase	51%
Passenger rail service should remain the same	32
Passenger rail service should be reduced	4
Passenger rail service should be eliminated	1
(VOL) Unsure	13

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Men	54%	29	8	9
Women	47	34	3	16
<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
18-39	47	34	4	15
40-64	57	28	6	9
65 plus	45	35	6	14
<u>Education</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
High School/Less	45	34	8	12
Some College/AA Degree	54	26	6	14
Bachelor/Graduate Degree	53	34	1	12
<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Orange County	48	32	8	13
Seminole County	51	33	4	12
Volusia County	54	28	6	13
<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Democrat	59	31	4	5
Independent	47	32	7	15
Republican	47	32	5	17
<u>Ideology</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Liberal	59	27	4	10
Moderate	57	30	4	10
Conservative	40	36	8	17
<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Not a Past Passenger	47	32	6	14
Passenger	63	31	1	5

Amtrak Support Levels

Prepared by DFM Research

Q17: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in Florida and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service **31%**
 Provide funding to keep current levels of Amtrak service **37**
 Provide less funding, which will cut Amtrak service **2**
 Privatize or cut Amtrak, eliminating most Amtrak service **22**
 (VOL) Unsure **7**

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	30%	29	4	31	5
Women	32	45	0	14	9
<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	24	43	0	21	12
40-64	36	33	5	23	4
65 plus	37	32	1	24	5
<u>Education</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
High School/Less	28	40	1	20	10
Some College/AA Degree	32	37	3	22	6
Bachelor/Graduate Degree	34	34	3	24	5
<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Orange County	30	36	3	20	12
Seminole County	31	40	2	22	6
Volusia County	34	32	3	26	5
<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	47	40	2	8	3
Independent	31	31	4	24	10
Republican	17	41	1	32	9
<u>Ideology</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Liberal	47	34	2	11	7
Moderate	40	41	3	13	4
Conservative	16	37	1	34	12
<u>Amtrak Passenger</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	27	36	3	25	8
Passenger	46	41	1	9	3

Amtrak Support Levels

Prepared by DFM Research

Q18: Recently the U.S. House voted on a new transportation bill. One amendment proposed was to cut Amtrak’s operational budget by ten percent. Suppose you could vote on the amendment, would you vote YES to cut Amtrak’s budget, or would you vote NO, and keep Amtrak’s budget where it is?

Yes, cut budget	20%
No, keep where it is	73
(VOL) Unsure	7

<u>Gender</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Men	26%	69	5
Women	14	78	8
<u>Age</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
18-39	20	75	5
40-64	23	71	7
65 plus	14	75	11
<u>Education</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
High School/Less	15	77	8
Some College/AA Degree	21	75	4
Bachelor/Graduate Degree	25	67	8
<u>Region</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Orange County	18	75	7
Seminole County	22	71	7
Volusia County	16	77	7
<u>Party Identification</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Democrat	5	90	4
Independent	21	70	8
Republican	31	61	7
<u>Ideology</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Liberal	12	84	4
Moderate	12	83	5
Conservative	27	61	11
<u>Amtrak Passenger Status</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Not a Past Passenger	21	71	8
Passenger	15	81	3

New York 19th District
Partisan Voting Index Rating: D+1

Q15: Currently Amtrak has over 10 daily departures to New York City, and limited service to the western New York and beyond. Thinking about passenger rail service, generally speaking which best fits your view?

Passenger rail service should increase	49%
Passenger rail service should remain the same	38
Passenger rail service should be reduced	2
Passenger rail service should be eliminated	2
(VOL) Unsure	9

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Men	52%	38	4	6
Women	46	39	4	11
<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
18-39	45	38	6	11
40-64	53	36	3	8
65 plus	46	42	4	8
<u>Education</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
High School/Less	40	42	5	13
Some College/AA Degree	46	45	4	6
Bachelor/Graduate Degree	68	22	3	7
<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
East Hudson	52	37	4	7
West Hudson	47	41	4	9
Western Counties	47	37	5	11
<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Democrat	52	32	3	13
Independent	53	35	3	9
Republican	43	46	6	5
<u>Ideology</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Liberal	53	34	3	9
Moderate	52	36	4	9
Conservative	45	40	5	10
<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Not a Past Passenger	47	38	4	11
Passenger	53	37	4	6

Amtrak Support Levels

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Q17: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service to Western New York and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service **34%**
 Provide funding to keep current levels of Amtrak service **39**
 Provide less funding, which will cut Amtrak service **3**
 Privatize or cut Amtrak, eliminating most Amtrak service **15**
 (VOL) Unsure **8**

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	36%	36	3	21	5
Women	33	43	3	10	12
<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	31	45	2	16	6
40-64	36	37	4	14	8
65 plus	36	36	1	15	12
<u>Education</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
High School/Less	32	39	4	15	11
Some College/AA Degree	29	45	3	16	7
Bachelor/Graduate Degree	47	33	1	13	7
<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
East Hudson	34	44	3	15	4
West Hudson	37	37	3	14	9
Western Counties	32	36	2	17	13
<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	47	38	2	5	9
Independent	35	37	3	16	10
Republican	23	43	3	24	7
<u>Ideology</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Liberal	46	37	1	7	9
Moderate	37	43	3	10	7
Conservative	23	37	4	24	12
<u>Amtrak Passenger</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	32	38	4	17	9
Passenger	40	41	1	11	8

Amtrak Support Levels

Prepared by DFM Research

Q18: Recently the U.S. House voted on a new transportation bill. One amendment proposed was to cut Amtrak’s operational budget by ten percent. Suppose you could vote on the amendment, would you vote YES to cut Amtrak’s budget, or would you vote NO, and keep Amtrak’s budget where it is?

Yes, cut budget **16%**
 No, keep where it is **77**
 (VOL) Unsure **7**

<u>Gender</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Men	16%	80	4
Women	15	75	10

<u>Age</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
18-39	10	85	5
40-64	19	73	8
65 plus	17	74	9

<u>Education</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
High School/Less	16	78	7
Some College/AA Degree	14	79	7
Bachelor/Graduate Degree	16	76	8

<u>Region</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
East Hudson	16	81	3
West Hudson	14	77	8
Western Counties	18	72	10

<u>Party Identification</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Democrat	10	84	6
Independent	12	79	9
Republican	24	69	7

<u>Ideology</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Liberal	12	82	6
Moderate	13	79	8
Conservative	16	77	7

<u>Amtrak Passenger Status</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Not a Past Passenger	17	75	8
Passenger	12	82	6

Texas 32nd District

Partisan Voting Index Rating: R+10

Q15: Currently Amtrak has limited daily passenger train serviced here in North Texas, with service to Chicago and San Antonio via the Texas Eagle, and service to Oklahoma City via the Heartland Flyer. Thinking about passenger rail service, generally speaking which best fits your view?

Passenger rail service should increase	52%
Passenger rail service should remain the same	29
Passenger rail service should be reduced	3
Passenger rail service should be eliminated	4
(VOL) Unsure	12

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Men	52%	27	11	10
Women	52	31	3	14

<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
18-39	47	36	6	11
40-64	58	23	8	11
65 plus	51	26	6	18

<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Dallas	55	27	6	13
Garland	55	30	7	8
Rest of District	46	32	8	14

<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Democrat	61	26	3	9
Independent	54	23	9	14
Republican	44	36	8	12

<u>Ideology</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Liberal	65	26	4	0
Moderate	56	30	1	1
Conservative	46	28	3	5

<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Not a Past Passenger	49	30	7	13
Passenger	68	23	3	5

Amtrak Support Levels

Prepared by DFM Research

Q17: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in Texas and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service	31%
Provide funding to keep current levels of Amtrak service	33
Provide less funding, which will cut Amtrak service	4
Privatize or cut Amtrak, eliminating most Amtrak service	24
(VOL) Unsure	8

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	30%	28	4	31	7
Women	33	38	3	16	9

<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	30	36	6	21	7
40-64	32	30	2	25	11
65 plus	34	33	2	27	4

<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Dallas	30	36	4	22	8
Garland	36	30	6	20	8
Rest of District	29	32	2	29	7

<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	46	39	3	7	6
Independent	34	26	3	28	9
Republican	18	35	5	33	8

<u>Ideology</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Liberal	46	40	4	5	4
Moderate	38	30	4	20	8
Conservative	23	34	3	31	9

<u>Amtrak Passenger</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	28	33	4	26	9
Passenger	49	34	4	12	2

Amtrak Support Levels

Prepared by DFM Research

Q18: Recently the U.S. House voted on a new transportation bill. One amendment proposed was to cut Amtrak’s operational budget by ten percent. Suppose you could vote on the amendment, would you vote YES to cut Amtrak’s budget, or would you vote NO, and keep Amtrak’s budget where it is?

Yes, cut budget	25%
No, keep where it is	70
(VOL) Unsure	5

<u>Gender</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Men	33%	62	6
Women	18	78	5

<u>Age</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
18-39	30	67	4
40-64	23	72	5
65 plus	18	74	8

<u>Region</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Dallas	23	73	4
Garland	23	69	8
Rest of District	31	65	4

<u>Party Identification</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Democrat	10	87	3
Independent	25	68	7
Republican	37	58	5

<u>Ideology</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Liberal	8	85	6
Moderate	19	76	5
Conservative	32	62	6

<u>Amtrak Passenger Status</u>	<u>Yes</u>	<u>No</u>	<u>Unsure</u>
Not a Past Passenger	26	68	6
Passenger	23	77	0

State of Wisconsin

Partisan Voting Index Rating: D+2

Q13: Right now Wisconsin has one daily passenger train service to Chicago and the West Coast, as well as daily service between Milwaukee and Chicago. Generally speaking, when it comes to passenger rail service here in Wisconsin, which best fits your view?

Passenger rail service should increase **50%**
 Passenger rail service should remain the same **35**
 Passenger rail service should be cut **4**
 Passenger rail service should be eliminated **10**

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Men	47%	38	6	9
Women	53	33	2	12

<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
18-39	52	33	5	11
40-64	51	37	4	9
65 plus	45	35	5	16

<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Milwaukee County	48	41	2	9
Suburbs & Southeast Counties	47	40	4	9
Dane County	66	24	3	7
South & West (CDs 2,3&6)	47	36	6	11
Northern Counties (CDs 7&8)	51	31	5	13

<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Democrat	64	29	2	5
Independent	54	28	5	13
Republican	30	52	5	13

<u>Ideology</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Liberal	64	25	3	8
Moderate	57	32	4	7
Conservative	29	48	6	17

<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Not a Past Passenger	45	38	5	13
Passenger	70	24	3	3

Amtrak Support Levels

Prepared by DFM Research

Q15: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in Wisconsin and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service	33%
Provide funding to keep current levels of Amtrak service	37
Provide less funding, which will cut Amtrak service	4
Privatize or cut Amtrak, eliminating most Amtrak service	16
(VOL) Unsure	10

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	30%	34	4	24	8
Women	37	39	4	9	12

<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	40	31	2	17	10
40-64	32	40	4	15	9
65 plus	28	37	6	18	11

<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Milwaukee County	38	39	4	8	11
Suburbs & Southeast Counties	30	40	3	19	8
Dane County	56	22	2	10	10
South & West (CDs 2,3&6)	30	39	5	16	10
Northern Counties (CDs 7&8)	28	35	5	22	10

<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	49	36	2	6	7
Independent	33	37	4	15	11
Republican	15	41	6	28	9

<u>Ideology</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Liberal	55	29	1	6	9
Moderate	36	40	4	12	7
Conservative	12	38	6	30	14

<u>Amtrak Passenger</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	27	38	5	19	12
Passenger	57	32	2	6	3

West Virginia 3rd District

Partisan Voting Index Rating: R+14

Q10: Currently Amtrak has one daily passenger train in your area, with service each way to Chicago and the East Coast. When it comes to passenger rail service, which best fits your view?

Passenger rail service should increase.....	54%
Passenger rail service should remain the same	33
Passenger rail service should be eliminated	4
(VOL) Unsure	10

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Men	54%	34	4	8
Women	54	31	3	12

<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
18-39	49	40	3	8
40-64	57	30	3	10
65 plus	54	27	6	13

<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
West Counties	54	31	3	12
Central Counties	54	31	6	9
East Counties	54	37	1	8

<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Democrat	59	30	3	9
Independent	52	34	4	10
Republican	47	37	4	12

<u>Ideology</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Liberal	60	30	5	5
Moderate	58	31	1	9
Conservative	48	35	5	12

<u>2014 Voter</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Likely	57	31	3	9
Not Likely	43	38	6	13

<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Not a Past Passenger	52	33	4	11
Passenger	61	32	3	4

Amtrak Support Levels

Prepared by DFM Research

Q12: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in West Virginia and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service	36%
Provide funding to keep current levels of Amtrak service	34
Provide less funding, which will cut Amtrak service	3
Privatize or cut Amtrak, eliminating most Amtrak service	19
(VOL) Unsure	8

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	33%	35	3	24	5
Women	40	33	2	14	11

<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	34	39	1	19	5
40-64	40	31	3	17	9
65 plus	33	31	4	21	11

<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
West Counties	35	38	4	18	5
Central Counties	40	24	3	23	10
East Counties	35	39	1	16	9

<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	46	35	3	10	6
Independent	31	31	4	24	9
Republican	26	36	0	27	11

<u>Ideology</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Liberal	31	31	4	24	9
Moderate	31	31	4	24	9
Conservative	31	31	4	24	9

<u>2014 Voter</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Likely	37	35	1	22	5
Not Likely	34	33	7	9	17

<u>Amtrak Passenger</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	35	33	3	20	9
Passenger	45	38	3	10	4

State of Illinois

Partisan Voting Index Rating: D+8

Q10: As you may know, Chicago is a major Amtrak rail hub with over 50 departures per day; some are long distance to both the east and west coast, while others serve communities here in Illinois. Generally speaking, when it comes to passenger rail service in the Illinois, which best fits your view?

Passenger rail service should increase	54%
Passenger rail service should remain about the same	33
Passenger rail service should be cut	2
Passenger rail service should be eliminated	2
(VOL) Unsure	8

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Men	54%	34	6	5
Women	54	32	3	11

<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
18-39	51	37	3	9
40-64	58	30	5	8
65 plus	53	33	5	8

<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Cook County	57	33	4	6
Collar Counties	49	42	4	6
Northern	56	29	4	12
Central	56	31	8	5
Southern	51	28	2	19

<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Democrat	63	29	3	5
Independent	55	30	2	13
Republican	42	40	7	11

<u>Voter Frequency</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Strong	58	32	5	5
Not Strong	51	34	4	11

<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Not a Past Passenger	51	33	4	11
Passenger	61	33	3	2

Amtrak Support Levels

Prepared by DFM Research

Q11: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in Illinois and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service **29%**
 Provide funding to keep current levels of Amtrak service **47**
 Provide less funding, which will cut Amtrak service **4**
 Privatize or cut Amtrak, eliminating most Amtrak service **13**
 (VOL) Unsure **7**

<u>Gender</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	28%	45	6	18	4
Women	30	49	3	9	10
<u>Age</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	29	51	4	12	3
40-64	30	44	4	14	8
65 plus	26	43	6	14	11
<u>Region</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Cook County	31	48	4	12	5
Collar Counties	25	51	4	14	6
Northern	30	40	8	15	6
Central	33	44	4	16	3
Southern	19	49	4	10	18
<u>Party Identification</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	39	49	3	5	4
Independent	24	47	4	14	11
Republican	16	45	6	24	9
<u>Voter Frequency</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Strong	32	42	6	15	5
Not Strong	26	52	3	11	9
<u>Amtrak Passenger</u>	<u>More</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	25	47	4	16	8
Passenger	38	47	4	7	4

State of Missouri

Partisan Voting Index Rating: R+5

Q10: Right now Missouri has daily passenger train service to Chicago, south to Texas and west to Los Angeles, as well as twice daily service between St. Louis and Kansas City. Generally speaking, when it comes to passenger rail service here in Missouri, which best fits your view?

Passenger rail service should increase	47%
Passenger rail service should remain the same	35
Passenger rail service should be cut	2
Passenger rail service should be eliminated	3
(VOL) Unsure	13

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Men	42%	36	8	14
Women	52	33	3	12

<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
18-39	42	38	5	15
40-64	52	32	6	10
65 plus	47	33	5	15

<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
St. Louis Metro	58	30	4	8
Kansas City Metro	39	44	7	10
Northern	47	37	3	13
Central	44	37	4	14
Southern	44	31	9	17

<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Democrat	58	29	4	9
Independent	43	33	5	19
Republican	39	40	7	14

<u>Voter Frequency</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Strong	52	31	6	11
Not Strong	42	38	5	15

<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Cut/Elmnte</u>	<u>Unsure</u>
Not a Past Passenger	44	36	6	14
Passenger	62	30	3	5

Amtrak Support Levels

Prepared by DFM Research

Q12: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in Missouri and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service	28%
Provide funding to keep current levels of Amtrak service	42
Provide less funding, which will cut Amtrak service	5
Privatize or cut Amtrak, eliminating most Amtrak service	17
(VOL) Unsure	8

<u>Gender</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	24%	39	5	25	7
Women	31	44	4	10	10

<u>Age</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	24	45	4	19	8
40-64	30	40	5	16	8
65 plus	30	40	4	17	9

<u>Region</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
St. Louis Metro	39	42	4	10	5
Kansas City Metro	22	51	4	14	10
Northern	24	43	7	17	9
Central	27	42	5	19	6
Southern	23	35	4	25	12

<u>Party Identification</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	39	42	4	8	7
Independent	24	40	5	19	13
Republican	19	42	6	25	8

<u>Voter Frequency</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Strong	32	40	4	19	6
Not Strong	24	43	6	16	11

<u>Amtrak Passenger</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	25	42	5	19	9
Passenger	39	39	3	14	6

State of North Dakota

Partisan Voting Index Rating: R+10

Q19: Currently Amtrak has one daily passenger train through North Dakota, with service between Chicago and the West Coast. When it comes to passenger rail service here in North Dakota, which best fits your view?

Passenger rail service should increase..... **45%**
 Passenger rail service should remain the same **43**
 Passenger rail service should be eliminated **4**
 (VOL) Unsure **8**

<u>Gender</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Men	43%	46	5	6
Women	46	41	3	10

<u>Age</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
18-39	46	40	4	9
40-64	47	41	5	7
65 plus	42	52	1	5

<u>Region</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
East City	41	46	5	8
West City	49	40	5	6
East Rural	45	37	8	10
Central Rural	51	43	0	7
West Rural	42	49	1	8

<u>Party Identification</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Democrat	46	38	5	10
Independent	42	45	5	8
Republican	47	45	2	6

<u>Amtrak Passenger Status</u>	<u>Increase</u>	<u>Same</u>	<u>Eliminate</u>	<u>Unsure</u>
Not a Past Passenger	42	45	4	9
Passenger	61	35	2	2

Amtrak Support Levels

Prepared by DFM Research

Q21: Critics of Amtrak point out that the federal government spends over \$1 billion dollars per year to subsidize passenger rail service -- mostly in capital improvements -- and that as a nation we can no longer afford Amtrak and its national rail network. Some suggest that the rail lines be privatized to the highest bidder. Such action would likely mean rail service only in the Northeast Corridor, with a loss of rail service here in North Dakota and most of America. Knowing this, which best fits your view?

Provide more funding for additional Amtrak service	26%
Provide funding to keep current levels of Amtrak service	47
Provide less funding, which will cut Amtrak service	2
Privatize or cut Amtrak, eliminating most Amtrak service	15
(VOL) Unsure	10

<u>Gender</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Men	27%	46	3	14	10
Women	25	48	1	16	10

<u>Age</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
18-39	29	47	2	12	10
40-64	25	49	1	15	9
65 plus	23	43	2	21	12

<u>Region</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
East City	21	53	3	14	8
West City	22	48	1	18	10
East Rural	27	38	3	20	11
Central Rural	35	48	1	9	7
West Rural	27	42	0	16	14

<u>Party Identification</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Democrat	27	49	2	14	8
Independent	30	41	2	18	10
Republican	22	51	2	14	11

<u>Amtrak Passenger</u>	<u>Higher</u>	<u>Keep</u>	<u>Less</u>	<u>Cut</u>	<u>Unsure</u>
Not a Past Passenger	24	48	2	18	10
Passenger	38	46	0	5	9