

TUESDAY OCTOBER 20, 2015

EDITOR'S NOTE: ATTENTION POLITICAL, ASSIGNMENT EDITORS, Poll Asst. Director Ashley Koning may be contacted at 908-872-1186 (cell), 848-932-8940 (office), or akoning@rutgers.edu until 11:00pm. Poll Director David Redlawsk may be reached at 319-400-1134 (cell) or redlawsk@rutgers.edu. Questions and tables are available at <http://eagletonpoll.rutgers.edu/rutgers-eagleton-nj-gas-tax-estate-tax-Oct2015>. Find all releases at <http://eagletonpoll.rutgers.edu>, and visit our blog at <http://eagletonpollblog.wordpress.com> for additional commentary. Follow the Rutgers-Eagleton Poll on Facebook <https://www.facebook.com/RutgersEagletonPoll> and Twitter [@EagletonPoll](https://twitter.com/EagletonPoll).

GAS TAX HIKE A NONSTARTER FOR NEW JERSEYANS; PROPOSED ESTATE TAX TRADE-OFF FAILS TO BOOST SUPPORT

Many say roads in good shape, but over half see need for more money on maintenance

NEW BRUNSWICK, N.J. – An increase in the gasoline tax now seems all but certain in New Jersey, but opposition persists among most residents, according to the latest Rutgers-Eagleton Poll. As talks between Gov. Chris Christie and legislative leaders are anticipated in the coming month on this issue, about six in 10 are against hiking the gas tax for any reason. Thirty-seven percent support the increase, compared with 57 percent who do not, a slightly more negative turn since the issue was last polled in February. There is virtually no change when residents are told the revenue would be dedicated entirely to paying for road maintenance and improvement and other transportation costs: 36 percent support an increase while 58 percent do not.

When respondents are told a gas tax hike would cost the average driver about 50 cents more per day – or \$180 annually – their opposition grows stronger: only 29 percent support the hike, while 66 percent oppose it.

“New Jerseyans have remained adamant in their opposition to a gas tax hike over the past 18 months, even as news continues about a near-broke Transportation Trust Fund and the need for many important repairs to the state’s transportation infrastructure,” said Ashley Koning, assistant director of the Eagleton Center for Public Interest Polling at Rutgers University. “New Jerseyans agree more money is needed for this upkeep, but even when told specifically how the extra revenue would be used, they do not want it coming out of their own pockets.”

A corresponding cut in estate and inheritance taxes, a trade-off allegedly supported by Christie, does not make the gas tax hike any more appealing to New Jerseyans. Just 31 percent (down six points since last December) say they would be more likely to support an increase in the gas tax if it were linked to a cut in estate taxes, while 44 percent say this would make them less supportive of a higher gas tax. Sixteen percent say it would make no difference, and 10 percent remain unsure.

Cheaper gas prices in recent months somewhat soften the blow: 48 percent say now would be a better time for a gas tax hike, although 32 percent say it would be a worse time, and 15 percent say no

time is good.

Opinions on local and state roads remain steady; 37 percent say the former are in excellent or good condition, while 55 percent say the same of the latter. Nevertheless, 54 percent believe not enough money is spent on road, highway and bridge maintenance.

Results are from a statewide poll of 935 adults contacted by live callers on both landlines and cell phones from October 3 to 10, 2015. The sample has a margin of error of +/-3.6 percentage points. Interviews were done in English and, when requested, Spanish.

Gas tax increase still a partisan issue

The poll randomly divided respondents into three groups to ask about the gas tax. One group was asked for their views about the hike with no further context, another was given additional information about the generated revenue going entirely to road and bridge maintenance, and the third was only told about the hike's average additional cost to New Jersey drivers.

The gas tax continues to be politicized both within and across each of the different versions. Democrats look more like independents and Republicans in both the version with no additional context and the one specifying an extra 50 cents per day, although they are still over 10 points more likely than their counterparts to be in favor of the hike even when told the latter. Democrats show almost double the support of other partisans (at 50 percent, versus 46 percent oppose) when told the hike's revenue would go to the upkeep of transportation infrastructure.

Independents and especially Republicans show more opposition in both the "50 cents more per day" version and, surprisingly, the version about dedicating revenue to repairs than they do when provided no additional information.

Driving habits, road ratings steer views on hike

New Jerseyans who drive a car almost every day are more likely to oppose the hike in all three scenarios (over six in 10 are against it in each) compared to those who drive less. While daily drivers show little change across versions, less frequent drivers show a large spike in negativity when told about the added cost (24 percent support to 65 percent oppose) while being more split in other versions.

New Jerseyans who spend an hour or more driving on an average weekday are most likely to oppose the hike when told about the added personal cost per day (25 percent support to 72 percent oppose), and generally more likely to oppose the hike than those who drive less than an hour. Sixty-two percent of those with hour-plus commutes are still against the hike even when told how the funds would be used, compared to 55 percent of residents who drive less than that.

Views on roadway conditions only somewhat affect gas tax hike support. New Jerseyans who say local roads are in excellent or good shape are about as likely as those who say they are only fair or poor to oppose the hike. Similarly, those more positive about the condition of state highways are just as likely to oppose the hike as those who are more negative in all except the additional cost version; those who rate the state's highways as excellent or good are 10 points more likely (at 71 percent) to oppose an

increase than those who say the highways are only fair or poor.

“The results are as we would expect: views on a gas tax increase remain politicized, as well as ‘driven’ in part by how much you drive and how well you know the roads,” said Koning, while noting limits in interpretative strength given the smaller sub-groups produced by the split design. “But whatever the variations, it’s clear that no one wants it. Not even being told what the revenue would be used for increases support much – sometimes, just the opposite. Perhaps residents don’t trust new taxes or doubt they will be spent as promised.”

Estate tax compromise has some support but not widespread

More than any other demographic, Republicans like the idea of cutting estate and inheritance taxes to balance a gas tax hike: 39 percent say linking the two would make them more likely to support increasing the gas tax, although this is down nine points since last December. Another 39 percent say they would be less likely to support it, making them more split than they were last year. White residents and those in households making \$150,000 or more annually most resemble Republicans in these views.

Other groups more swayed by a corresponding estate tax decrease include those who drive almost every day or more (32 percent) and those who agree now is a better time to raise the gas tax (48 percent). Regardless of what context (if any) was presented in the original gas tax hike question, half or more of supporters say they would be even more likely to favor the hike if there was a corresponding decrease in the estate tax.

New Jerseyans who rate local and state roads as only fair or poor actually have stronger negative reactions than those who give more positive ratings; 48 percent say they would be less likely to support a gas tax increase even in light of an estate tax cut.

Despite significant opposition, almost half of New Jerseyans say that if the gas tax is going to go up, there is no time like the present, given lower prices at the pump in recent months – though this number is down five points since last December. Even more frequent drivers and those who spend a longer time in their cars tend to agree more than disagree.

Road conditions, views on funding for repairs determined by usage

Over half of residents say that state roads, excluding the toll-funded Turnpike and Garden State Parkway, are in either good (48 percent) or excellent (7 percent) shape. Another 33 percent see them as in only fair condition, and 9 percent think they are in poor shape. Opinions on local roads are more negative: 5 percent say they are excellent, and 32 percent call them good. Thirty-seven percent say local road conditions are fair, and 25 percent, poor.

New Jerseyans who drive almost daily are not much different from less frequent drivers regarding local roads, but they rank highways more negatively. Those who spend more time in the car are slightly more likely to think local roads and highways are in worse shape than those who spend less time driving.

Despite giving the roadways decent ratings, about half or more of almost every group believes

*Transportation Part I: Roads and Gas Tax October 2015
Rutgers-Eagleton Poll*

New Jersey is not spending enough on road, highway and bridge maintenance. New Jerseyans who drive more frequently especially feel this way, as do those who spend longer than 30 minutes in the car on average. Those who rate local roads and highways as only fair or poor are about twice as likely as those who give more positive ratings to say more money is needed.

Those living in suburban, exurban, and shore counties are more likely to say the state is not spending enough than those living in other areas.

Among those who support a gas tax increase, large majorities say New Jersey does not spend enough on road and bridge repairs. Even a plurality of gas tax hike opponents say the same.

“It’s an interesting disconnect,” said Koning. “Most New Jerseyans – including the gas tax hike’s dissenters – agree more funding for road and bridge maintenance is needed, but they are largely against the most likely method for securing it.”

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QUESTIONS AND TABLES START ON THE FOLLOWING PAGE

Questions and Tables

The questions covered in the release of October 20, 2015 are listed below. Column percentages may not add to 100% due to rounding. Respondents are New Jersey adults; all percentages are of weighted results.

Q. How often do you drive a motor vehicle, regardless of whether it is for work or for personal use? Is it almost every day or more, a few days a week, a few days a month, a few days a year, or do you never drive?

Almost every day (or more)	76%
Few days a week	11%
Few days a month	2%
Few days a year	1%
Never	9%
Unwght N	935

Q. Overall, how much time do you spend driving in the car on an average weekday? Is it less than 30 minutes, 30 to under 60 minutes, 60 to under 90 minutes, or 90 minutes or more?

Less than 30 minutes	16%
30 to less than 60 minutes	29%
60 to less than 90 minutes	23%
90 minutes or more	31%
Unwght N	850

Q. How would you rate the condition of the local roads in your area? Are they excellent, good, only fair, or poor?

		Driving Frequency			Time Spent Driving on Avg. Weekday			
		Almost Daily	Few days/wk	Few days/mo. or less	Less than 30 min.	30 to less than 60 min.	60 to less than 90 min.	90 min. or more
Excellent	5%	5%	2%	8%	6%	3%	6%	4%
Good	32%	31%	40%	30%	35%	38%	34%	25%
Only fair	37%	38%	35%	33%	35%	38%	38%	39%
Poor	25%	25%	23%	28%	23%	21%	21%	32%
Don't know	1%	1%	0%	1%	2%	1%	0%	0%
Unwght N	935	718	109	108	143	261	207	239

	Party ID			Ideology			Gender		Race		Age			
	Dem	Ind	Rep	Lib	Mod	Con	Male	Female	White	Non-wht.	18-29	30-49	50-64	65+
Excellent	3%	6%	6%	4%	4%	7%	4%	6%	6%	4%	3%	4%	7%	6%
Good	31%	32%	36%	29%	32%	39%	35%	30%	39%	23%	24%	33%	35%	35%
Only fair	40%	35%	37%	41%	39%	30%	36%	39%	34%	41%	42%	37%	35%	36%
Poor	26%	26%	20%	26%	24%	24%	25%	25%	21%	31%	30%	25%	23%	22%
Don't know	0%	1%	0%	0%	1%	0%	0%	1%	0%	1%	2%	0%	0%	0%
Unwght N	311	403	204	221	477	205	452	483	615	287	144	232	301	258

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	Income				Region				
	<50K	50K-100K	100K-150K	>150K	Urban	Suburb	Exurban	Phil/South	Shore
Excellent	5%	4%	2%	8%	2%	7%	4%	3%	7%
Good	26%	29%	43%	34%	27%	25%	43%	31%	45%
Only fair	38%	35%	41%	39%	41%	38%	37%	41%	29%
Poor	29%	32%	14%	18%	31%	30%	15%	24%	19%
Don't know	1%	0%	0%	0%	0%	0%	0%	2%	0%
Unwght N	195	297	154	158	119	314	181	168	153

Q. Other than toll roads like the Parkway and Turnpike, how would you rate the highways throughout New Jersey -- excellent, good, only fair, or poor?

		Driving Frequency			Time Spent Driving on Avg.			
		Almost Daily	Few days/wk	Few days/mo. or less	Few			
					< 30 min.	30-<60 min.	60-<90 min.	90 min.+
Excellent	7%	8%	2%	7%	4%	7%	8%	9%
Good	48%	45%	58%	52%	58%	47%	46%	42%
Only fair	33%	34%	35%	29%	28%	35%	36%	34%
Poor	9%	11%	4%	6%	9%	8%	10%	13%
Don't know	2%	2%	1%	6%	1%	3%	1%	2%
Unwght N	934	717	109	108	143	260	207	239

	Party ID			Ideology			Gender		Race		Age			
	Dem	Ind	Rep	Lib	Mod	Con	Male	Female	White	Non-wht.	18-29	30-49	50-64	65+
Excellent	9%	6%	9%	8%	7%	7%	8%	6%	6%	9%	9%	6%	8%	8%
Good	46%	47%	50%	46%	45%	55%	49%	47%	47%	49%	50%	49%	45%	46%
Only fair	35%	33%	33%	33%	36%	27%	31%	35%	37%	28%	30%	34%	36%	32%
Poor	8%	12%	6%	10%	9%	10%	10%	9%	8%	11%	9%	9%	10%	10%
Don't know	3%	2%	2%	2%	2%	2%	2%	3%	3%	2%	1%	3%	2%	5%
Unwght N	310	403	204	221	476	205	452	482	615	286	144	232	301	257

	Income				Region				
	<50K	50K-100K	100K-150K	>150K	Urban	Suburb	Exurban	Phil/South	Shore
Excellent	6%	7%	7%	10%	7%	9%	6%	7%	5%
Good	57%	43%	52%	41%	44%	45%	53%	56%	41%
Only fair	30%	35%	30%	39%	36%	32%	32%	29%	39%
Poor	5%	12%	10%	9%	9%	11%	9%	6%	12%
Don't know	3%	2%	1%	0%	4%	3%	0%	2%	3%
Unwght N	195	296	154	158	119	314	181	167	153

Q. Do you think New Jersey is spending too much, not enough, or just the right amount of money on road, highway, and bridge repair and maintenance?

**Transportation Part I: Roads and Gas Tax October 2015
Rutgers-Eagleton Poll**

		Time Spent Driving										
		Driving Frequency			on Avg.				Local Roads		Highways	
		Almost daily	Few days/wk	Few days/mo. or less	< 30 min.	<60 min.	<90 min.	90 min. +	Exclnt. /Good	Fair /Poor	Exclnt. /Good	Fair /Poor
Too much	6%	6%	5%	5%	8%	2%	5%	8%	5%	6%	7%	4%
Not enough	54%	54%	63%	47%	45%	57%	57%	55%	36%	65%	38%	76%
Just the right amount	29%	30%	28%	24%	32%	29%	30%	32%	48%	18%	43%	11%
Don't know	11%	10%	5%	24%	15%	12%	8%	5%	11%	10%	12%	8%
Unwght N	927	710	109	108	141	259	206	237	355	566	488	414

		Gas Tax Increase (Version A)		Gas Tax Increase (Version B)		Gas Tax Increase (Version C)	
		Support	Oppose	Support	Oppose	Support	Oppose
Too much		0%	7%	4%	9%	3%	8%
Not enough		70%	45%	63%	47%	80%	48%
Just the right amount		24%	36%	24%	32%	15%	32%
Don't know		7%	12%	10%	12%	2%	12%
Unwght N		119	162	121	172	95*	196

** Small N, results should be interpreted with caution*

	Party ID			Ideology			Gender		Race		Age			
	Dem	Ind	Rep	Lib	Mod	Con	Male	Female	White	Non-wht.	18-29	30-49	50-64	65+
Too much	5%	7%	5%	7%	5%	7%	6%	5%	6%	5%	4%	8%	6%	3%
Not enough	58%	53%	46%	61%	55%	45%	55%	53%	56%	51%	48%	52%	58%	59%
Right amount	26%	30%	35%	20%	31%	35%	30%	28%	29%	29%	34%	29%	28%	26%
Don't know	11%	10%	13%	11%	10%	14%	9%	13%	9%	14%	14%	11%	8%	12%
Unwght N	310	400	203	220	473	205	451	476	611	285	143	232	298	254

	Income				Region				
	<50K	50K- 100K	100K- 150K	>150K	Urban	Suburb	Exurban	Phil/ South	Shore
Too much	7%	5%	2%	7%	3%	8%	5%	4%	7%
Not enough	49%	58%	55%	58%	49%	60%	56%	42%	58%
Right amount	28%	28%	31%	30%	30%	24%	35%	36%	25%
DK	16%	9%	12%	5%	18%	8%	4%	17%	11%
Unwght N	192	296	153	157	117	313	180	164	153

[RESPONDENTS RANDOMLY ASSIGNED TO VERSION A (NO ADDITIONAL INFORMATION), VERSION B (“INCREASE WOULD BE DEDICATED ENTIRELY TO PAYING FOR ROAD MAINTENANCE AND IMPROVEMENT”), OR VERSION C (“INCREASE WOULD BE ABOUT 50 CENTS MORE PER DAY FOR THE AVERAGE DRIVER IN NEW JERSEY, OR \$180 A YEAR”)]

*Transportation Part I: Roads and Gas Tax October 2015
Rutgers-Eagleton Poll*

[VERSION A]

Q. Legislative leaders have proposed increasing New Jersey's gasoline tax. Do you support or oppose a gas tax increase?

		Driving Frequency		Time Spent Driving on Avg.		Local Roads		Highways	
		Almost Daily	Less	<60 min.	60 min.+	Excellent /Good	Only Fair /Poor	Excellent/ Good	Only Fair /Poor
		Support	37%	36%	42%	39%	37%	37%	38%
Oppose	57%	61%	44%	59%	59%	57%	57%	59%	57%
Don't know	5%	3%	14%	3%	4%	6%	5%	7%	3%
Unwght N	300	230	70*	134	134	112	186	159	133

	Party ID		
	Dem	Ind	Rep
Support	32%	42%	36%
Oppose	62%	53%	57%
Don't know	6%	5%	6%
Unwght N	94*	130	70*

* Small N, results should be interpreted with caution

[VERSION B]

Q. Legislative leaders have proposed increasing New Jersey's gasoline tax. The increase would be dedicated entirely to paying for road maintenance and improvement, as well as other transportation costs. Do you support or oppose a gas tax increase?

		Driving Frequency		Time Spent Driving on Avg.		Local Roads		Highways	
		Almost Daily	Less	<60 min.	60 min.+	Excellent /Good	Only Fair /Poor	Excellent/ Good	Only Fair /Poor
		Support	36%	34%	42%	38%	32%	36%	35%
Oppose	58%	61%	51%	55%	62%	55%	61%	58%	59%
Don't know	6%	6%	7%	7%	6%	8%	4%	7%	4%
Unwght N	317	248	69*	142	153	132	183	166	144

	Party ID		
	Dem	Ind	Rep
Support	50%	27%	28%
Oppose	46%	68%	62%
Don't know	5%	6%	10%
Unwght N	113	137	63*

* Small N, results should be interpreted with caution

**Transportation Part I: Roads and Gas Tax October 2015
Rutgers-Eagleton Poll**

[VERSION C]

Q. Legislative leaders have proposed increasing New Jersey’s gasoline tax. The increase would be about 50 cents more per day for the average driver in New Jersey, or \$180 a year. Do you support or oppose this gas tax increase?

		Driving Frequency		Time Spent Driving on Avg.		Local Roads		Highways	
		Almost Daily	Less	<60 min.	60 min.+	Excellent /Good	Only Fair /Poor	Excellent/ Good	Only Fair /Poor
		Support	29%	31%	24%	36%	25%	28%	30%
Oppose	66%	66%	65%	57%	72%	68%	64%	71%	60%
Don't know	5%	3%	11%	7%	3%	3%	6%	6%	3%
Unwght N	307	232	75*	126	153	111	194	163	134

	Party ID		
	Dem	Ind	Rep
Support	39%	25%	22%
Oppose	57%	69%	73%
Don't know	4%	6%	6%
Unwght N	103	130	70*

* Small N, results should be interpreted with caution

Q. There is talk about combining an increase in the gas tax with a decrease in estate and inheritance taxes. While the gas tax would go up, the amount of taxes paid on estates after death would go down. Would such an agreement make you more likely or less likely to support an increase in the gas tax?

		Driving Frequency				Time Spent Driving on Avg.				Local Roads		Highways	
		Almost daily	Few days/wk	Few days/mo. or less		< 30 min.	30-60 min.	60-90 min.	+	Exclnt. /Good	Fair /Poor	Exclnt. /Good	Fair /Poor
		More likely	31%	32%	29%	23%	26%	36%	30%	31%	35%	29%	31%
Less likely	44%	44%	42%	42%	50%	42%	47%	41%	36%	48%	41%	48%	
Neither/no difference (vol)	16%	15%	19%	16%	15%	14%	15%	19%	19%	14%	18%	13%	
Don't know	10%	8%	10%	18%	9%	9%	8%	10%	10%	9%	10%	8%	
Unwght N	913	701	108	104	139	252	206	234	350	557	481	407	

	Gas Tax Increase (Version A)		Gas Tax Increase (Version B)		Gas Tax Increase (Version C)		Better Time to Raise Gas Tax		
	Support	Oppose	Support	Oppose	Support	Oppose	Better	Worse	No time is good
More likely	50%	15%	54%	21%	52%	24%	48%	15%	10%
Less likely	30%	52%	26%	55%	24%	57%	31%	63%	48%
Neither/no difference (vol)	12%	21%	16%	16%	18%	13%	14%	12%	33%
Don't know	7%	12%	4%	8%	5%	7%	8%	10%	9%
Unwght N	115	161	119	172	92*	193	442	278	143

* Small N, results should be interpreted with caution

Transportation Part I: Roads and Gas Tax October 2015
Rutgers-Eagleton Poll

	Party ID			Ideology			Gender		Race		Age			
	Dem	Ind	Rep	Lib	Mod	Con	Male	Female	White	Non-wht.	18-29	30-49	50-64	65+
More likely	29%	30%	39%	31%	31%	32%	33%	29%	35%	25%	34%	27%	33%	31%
Less likely	45%	44%	39%	44%	45%	40%	41%	46%	41%	48%	42%	48%	44%	37%
Neither	18%	15%	14%	18%	16%	15%	17%	15%	18%	12%	13%	17%	15%	19%
Don't know	9%	11%	8%	6%	9%	13%	9%	10%	6%	15%	12%	8%	7%	14%
Unwght N	305	393	199	214	467	201	437	476	602	280	143	227	294	249

	Income				Region				
	<50K	50K-100K	100K-150K	>150K	Urban	Suburb	Exurban	Phil/South	Shore
More likely	29%	28%	32%	38%	27%	32%	29%	32%	34%
Less likely	46%	46%	45%	41%	43%	45%	40%	45%	43%
Neither	9%	18%	16%	18%	17%	14%	20%	14%	17%
Don't know	16%	8%	7%	2%	13%	9%	11%	9%	6%
Unwght N	191	293	148	157	116	304	177	164	152

Q. With gas prices continuing to fall the last few months, do you think it is a better or worse time to increase the gas tax?

		Time Spent Driving										
		Driving Frequency			on Avg.				Local Roads		Highways	
		Almost daily	Few days/wk	Few days/mo. or less	< 30 min.	30-60 min.	60-90 min.	90 min. +	Exclnt./Good	Fair/Poor	Exclnt./Good	Fair/Poor
Better	48%	48%	57%	41%	47%	58%	49%	44%	48%	48%	49%	47%
Worse	32%	33%	23%	36%	32%	26%	30%	36%	29%	34%	31%	34%
No time is good (vol)	15%	15%	15%	14%	18%	12%	15%	15%	19%	13%	17%	12%
Don't know	5%	5%	4%	9%	3%	4%	6%	5%	5%	5%	3%	7%
Unwght N	929	713	109	107	143	259	206	237	355	568	490	414

	Party ID			Ideology			Gender		Race		Age			
	Dem	Ind	Rep	Lib	Mod	Con	Male	Female	White	Non-wht.	18-29	30-49	50-64	65+
Better	53%	47%	43%	61%	47%	38%	50%	46%	51%	45%	47%	45%	53%	47%
Worse	28%	36%	30%	21%	37%	34%	29%	34%	28%	37%	40%	34%	28%	26%
No time is good	13%	13%	22%	13%	11%	22%	16%	13%	15%	13%	8%	15%	16%	20%
Don't know	5%	5%	5%	5%	5%	5%	4%	6%	5%	5%	5%	6%	3%	7%
Unwght N	310	400	203	219	473	205	449	480	611	286	144	231	299	255

	Income				Region				
	<50K	50K-100K	100K-150K	>150K	Urban	Suburb	Exurban	Phil/South	Shore
Better	44%	47%	57%	57%	48%	48%	51%	46%	47%
Worse	38%	34%	25%	20%	28%	32%	30%	35%	34%
No time is good	13%	14%	14%	19%	16%	16%	14%	15%	12%
Don't know	5%	5%	4%	4%	8%	3%	6%	4%	7%
Unwght N	194	295	152	157	117	312	180	168	152

Transportation Part I: Roads and Gas Tax October 2015
Rutgers-Eagleton Poll

The Rutgers-Eagleton Poll was conducted by telephone using live callers October 3-10, 2015 with a scientifically selected random sample of 935 New Jersey adults, 18 or older. Respondents within a household are selected by asking randomly for the youngest adult male or female currently available. If the named gender is not available, the youngest adult of the other gender is interviewed. The poll was available in Spanish for respondents who requested it. This telephone poll included 573 landline and 362 cell phone adults, all acquired through random digit dialing using a sample obtained from Survey Sampling International. Distribution of household phone use in this sample is:

Cell Only:	14%
Dual Use, Reached on Cell:	25%
Dual Use, Reached on LL:	56%
Landline Only:	5%

Data were weighted to the demographics of adults in New Jersey. Weights account for the probability of being selected within the sample frame and the probability of being sampled within a household, based on the number of individuals living in the household and the phone composition (cell, landline) of the household. The samples were weighted using a raking algorithm to several demographic variables reflecting the adult population parameters of the state of New Jersey: gender, race, age, and Hispanic ethnicity. The final weight, which combined all of the parameters mentioned, was trimmed at the 5th and 95th percentile so as to not accord too much weight to any one case or subset of cases. All results are reported with these weighted data.

All surveys are subject to sampling error, which is the expected probable difference between interviewing everyone in a population versus a scientific sampling drawn from that population. Sampling error should be adjusted to recognize the effect of weighting the data to better match the population. In this poll, the simple sampling error for the 935 adults is +/-3.2 percentage points at a 95 percent confidence interval. The adult sample weighting design effect is 1.29, making the adjusted margin of error +/- 3.6 percentage points for the adult sample.

Thus if 50 percent of New Jersey adults in this sample favor a particular position, we would be 95 percent sure that the true figure is between 46.4 and 53.6 percent (50 +/-3.6) if all New Jersey adults had been interviewed, rather than just a sample.

Sampling error does not take into account other sources of variation inherent in public opinion studies, such as non-response, question wording, or context effects.

This Rutgers-Eagleton Poll was fielded in house by the Eagleton Center for Public Interest Polling. The questionnaire was developed and all data analyses were completed in house. The Rutgers-Eagleton Poll is paid for and sponsored by the Eagleton Institute of Politics, Rutgers University, a non-partisan academic center for the study of politics and the political process. Full questionnaires are available on request, and can also be accessed at the Eagleton Poll archive at www.eagletonpoll.rutgers.edu. For more information, please contact eagleton.poll@rutgers.edu.

Weighted Sample Characteristics			
935 New Jersey Adults			
35% Democrat	49% Male	21% 18-29	60% White
45% Independent	51% Female	32% 30-49	12% Black
19% Republican		28% 50-64	18% Hispanic
		19% 65+	10% Asian/Other/Multi