

MARCH 15, 2018

CONTACT:

Dr. Ashley Koning, Director
Office: 848-932-8940
Cell: 908-872-1186
akoning@rutgers.edu

Release available at: <http://eagletonpoll.rutgers.edu/state-of-the-garden-state-transportation-2018>. Find all releases at <http://eagletonpoll.rutgers.edu>. Read more about the Rutgers-Eagleton Poll's "2018 State of the Garden State" series at <http://eagletonpoll.rutgers.edu/2018-state-of-the-garden-state-series/>. Follow the Rutgers-Eagleton Poll on Facebook <https://www.facebook.com/RutgersEagletonPoll> and Twitter [@EagletonPoll](https://twitter.com/EagletonPoll).

NEW JERSEYANS, COMMUTERS GIVE STATE'S ROADWAYS AND PUBLIC TRANSPORTATION SYSTEM LACKLUSTER RATINGS

NEW BRUNSWICK, N.J. – New Jersey commuters are unhappy with the state of the Garden State's transportation infrastructure: drivers are more negative than positive about their local roadways and split when it comes to assessing the state's highways, while mass transit users are far more negative about the state's public transportation system, especially when it comes to the cost of transit fares. New Jerseyans are mixed on how satisfied they are with the state government's handling of transportation and infrastructure, in general. These are some of the main findings from a Rutgers-Eagleton Poll late last year, as part of the "2018 State of the Garden State" series.

Almost four in 10 New Jersey drivers rate the condition of local roads in their area as "excellent" or "good." Drivers are more positive about the state's highways, on the other hand, with about half giving them a positive rating.

Just under half of New Jersey's mass transit users rate the state's public transportation system as "excellent" or "good." Three in 10 give the same rating to public transit fares, just over four in 10 say the same about public transit's punctuality, and just under half say the same about mass transit's vehicles and equipment.

This Rutgers-Eagleton Poll contacted 1,203 adults by live callers on both landlines and cell phones from Nov. 15-27, 2017, including a subsample of 530 drivers and 634 mass transit commuters. The total sample has a margin of error of +/-3.0 percentage points. Interviews were done in English and, when requested, Spanish.

Highways get better ratings than local roads

Just 6 percent of all New Jerseyans rate the condition of local roads in their area as “excellent” and another 32 percent rate them as “good.” A slight plurality of residents – 35 percent – say their roads are “only fair,” and 27 percent say they are “poor.” New Jerseyans give the state’s highways slightly more

positive ratings: 9 percent

say they are “excellent,” and

another 40 percent say they

are “good.” Thirty-eight

percent, on the other hand,

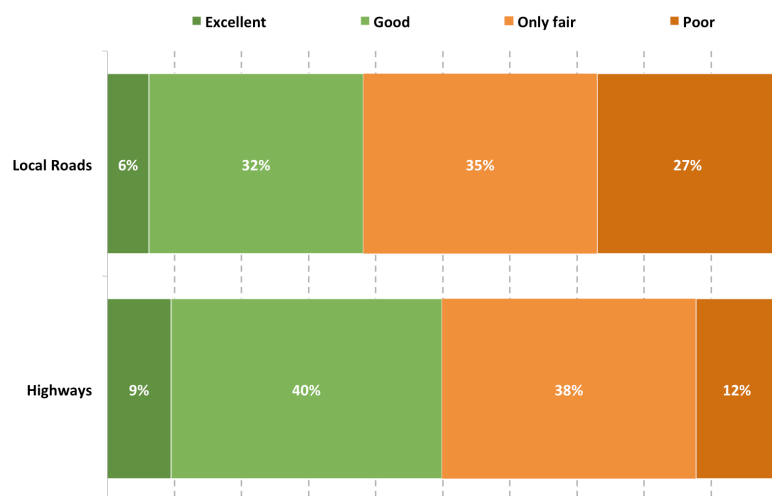
feel that state highways are

in “only fair” condition, and

12 percent rate them as

“poor.”

Figure 1 | Local Roads and Highways Ratings



Drivers share similar views as residents as a whole. Those who drive 30 minutes or more on an average weekday are especially less likely to give a positive rating to their local roads than those who are typically in the car for 30 minutes or less. Drivers, like residents overall, are mostly split on highway conditions, regardless of how long they are usually in the car.

Negative views on public transit

New Jerseyans’ ratings of public transportation in the state have grown more negative over the past few years. Four percent now rate New Jersey mass transit as “excellent” (now half of what

it was in 2015), and another 35 percent rate it as “good” (down 6 points from 2015). Thirty-three percent, on the other hand, rate it as “only fair” (up 4 points), and 12 percent rate it as “poor” (up 2 points).

Ratings are similar no matter how often residents ride the train, with transit commuters of all kinds more negative than positive about public transportation (51 percent to 47 percent) and much more negative than residents as a whole.

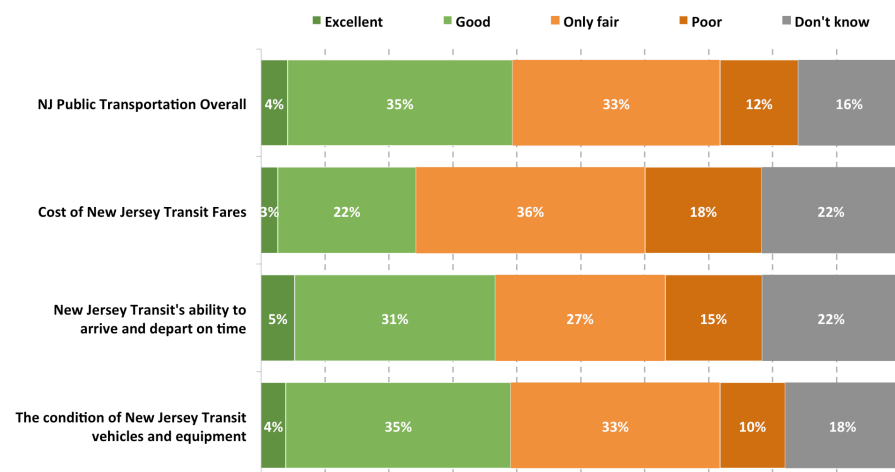
Assessing mass transit fares, punctuality, and equipment

When it comes to rating specific aspects of the mass transit system, New Jerseyans’ negativity persists – especially in regard to the cost of transit fares. About a quarter rate fare prices as “excellent” (3 percent) or “good” (22 percent), while 54 percent feel the opposite (36 percent “only fair,” 18 percent “poor”).

Those who use public transportation are even more negative: while about three in 10 say the price of fares is “excellent” or “good,” two-thirds of commuters say the opposite. Those who never use public transit are more likely than their counterparts to be uncertain.

New Jerseyans are only slightly more positive when it comes to the

Figure 2 | New Jersey Mass Transit Ratings



punctuality of transit. Just under four in 10 rate transit’s ability to arrive on time as “excellent” or “good,” while just over four in 10 say it is “only fair” or “poor.” Those who actually use public transit feel similarly: 44 percent have a more positive view about transit’s ability to arrive on

time, while 51 percent have a negative one.

Residents are split when it comes to the condition of mass transit vehicles and equipment: 39 percent rate them as “excellent” or “good,” while 43 percent rate them as “only fair” or “poor.” Transit riders – no matter how frequently they use public transportation – are similarly split about the condition of vehicles and equipment.

Most drive, but most do not regularly use public transportation

Almost everyone in New Jersey spends time driving on a typical weekday; just 12 percent say they do not. Socioeconomic status impacts driving, however: those in the lowest income bracket and those who are the least educated are more likely than their counterparts to say they do not regularly drive. Those living in urban areas are also more likely than residents living elsewhere in the state to say they do not use a car.

Nearly three-quarters of New Jerseyans report never (47 percent) using public transportation or using it only a few days a year (26 percent). Meanwhile, 8 percent take some form of public transit every day, 6 percent take public transit a few days per week, 12 percent do so a few days a month, and 26 percent take it a few days per year.

Clear demographic differences in mass transit usage emerge. Non-white residents are more than twice as likely as white residents to report using public transportation a few days a week or more. Urban residents are also far more likely than their counterparts to make frequent use of public transportation.

###

QUESTIONS AND TABLES START ON THE FOLLOWING PAGE

Questions and Tables

The questions covered in the release for March 15, 2018 are listed below. Column percentages may not add to 100 percent due to rounding. Respondents are New Jersey adults; all percentages are of weighted results.

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, 90 minutes or more, or do you not regularly use a car on weekdays?

| | |
|--|-----|
| Less than 30 minutes | 18% |
| 30 to less than 60 minutes | 27% |
| 60 to less than 90 minutes | 17% |
| 90 minutes or more | 26% |
| Do not regularly use a car on weekdays | 12% |
| Unwt N= | 594 |

| | Party ID | | | Gender | | Race | | Age | | | | Income | | |
|------------|----------|-----|-----|--------|--------|-------|-----------|-------|-------|-------|-----|--------|---------|---------|
| | Dem | Ind | Rep | Male | Female | White | Non-white | 18-34 | 35-49 | 50-64 | 65+ | <\$75K | <\$150K | \$150K+ |
| >30 min. | 16% | 19% | 22% | 19% | 18% | 23% | 9% | 13% | 15% | 23% | 22% | 19% | 17% | 25% |
| 30 to > 60 | 30% | 22% | 29% | 25% | 29% | 25% | 32% | 25% | 30% | 22% | 32% | 26% | 31% | 19% |
| 60 to > 90 | 18% | 19% | 11% | 18% | 16% | 19% | 12% | 20% | 16% | 17% | 15% | 15% | 17% | 22% |
| 90 + min. | 24% | 26% | 27% | 27% | 24% | 22% | 31% | 28% | 33% | 25% | 14% | 23% | 28% | 30% |
| Don't ... | 12% | 13% | 10% | 11% | 13% | 11% | 15% | 13% | 6% | 14% | 17% | 17% | 5% | 4% |
| Unwt N= | 214 | 259 | 110 | 309 | 285 | 411 | 172 | 139 | 145 | 186 | 124 | 240 | 163 | 102 |

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

| | 11/17 | | | 10/15 | | | 9/80 | | | Time Spent Driving on Avg. Weekday | | | | |
|------------------|-------|-------|------|-------|-------|------|----------|----------------|----------------|------------------------------------|-------|-------|------|-------|
| | 11/17 | 10/15 | 9/80 | 11/17 | 10/15 | 9/80 | < 30 min | 30 to < 60 min | 60 to < 90 min | 90+ min | 11/17 | 10/15 | 9/80 | 11/17 |
| Excellent | 6% | 5% | 4% | 6% | 5% | 4% | 8% | 5% | 7% | 6% | 8% | 5% | 7% | 6% |
| Good | 32% | 32% | 32% | 32% | 32% | 32% | 39% | 30% | 28% | 32% | 39% | 30% | 28% | 32% |
| Only fair | 35% | 37% | 38% | 35% | 37% | 38% | 38% | 35% | 42% | 30% | 38% | 35% | 42% | 30% |
| Poor | 27% | 25% | 25% | 27% | 25% | 25% | 14% | 30% | 23% | 32% | 14% | 30% | 23% | 32% |
| Don't know (vol) | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 0% | 0% | 1% | 1% |
| Unwt N= | 599 | 935 | 1002 | 599 | 935 | 1002 | 115 | 160 | 102 | 153 | 115 | 160 | 102 | 153 |

| | Party ID | | | Gender | | Race | | Age | | | | Income | | |
|------------|----------|-----|-----|--------|--------|-------|-----------|-------|-------|-------|-----|--------|---------|---------|
| | Dem | Ind | Rep | Male | Female | White | Non-white | 18-34 | 35-49 | 50-64 | 65+ | <\$75K | <\$150K | \$150K+ |
| Excellent | 4% | 7% | 10% | 6% | 6% | 6% | 5% | 5% | 6% | 6% | 9% | 5% | 9% | 5% |
| Good | 30% | 29% | 42% | 32% | 31% | 34% | 29% | 31% | 28% | 37% | 29% | 28% | 34% | 38% |
| Only fair | 40% | 34% | 26% | 29% | 40% | 35% | 34% | 28% | 36% | 39% | 35% | 34% | 38% | 37% |
| Poor | 26% | 28% | 21% | 32% | 21% | 24% | 31% | 36% | 30% | 17% | 25% | 32% | 19% | 20% |
| Don't know | 1% | 1% | 0% | 0% | 2% | 1% | 1% | 0% | 1% | 2% | 1% | 1% | 0% | 0% |
| Unwt N= | 217 | 260 | 110 | 310 | 289 | 412 | 175 | 140 | 147 | 188 | 124 | 243 | 163 | 102 |

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

| | 11/17 | | | 10/15 | | | 9/80 | | | Time Spent Driving on Avg. Weekday | | | |
|------------------|-------|-------|------|----------|----------------|----------------|---------|--|--|------------------------------------|--|--|--|
| | 11/17 | 10/15 | 9/80 | < 30 min | 30 to < 60 min | 60 to < 90 min | 90+ min | | | | | | |
| Excellent | 9% | 7% | 12% | 8% | 6% | 14% | 8% | | | | | | |
| Good | 40% | 48% | 49% | 44% | 38% | 41% | 41% | | | | | | |
| Only fair | 38% | 33% | 29% | 40% | 40% | 35% | 35% | | | | | | |
| Poor | 12% | 9% | 8% | 9% | 15% | 9% | 15% | | | | | | |
| Don't know (vol) | 1% | 2% | 3% | 0% | 0% | 2% | 1% | | | | | | |
| Unwt N= | 599 | 934 | 1002 | 115 | 160 | 102 | 153 | | | | | | |

| | Party ID | | | Gender | | Race | | Age | | | | Income | | |
|------------|----------|-----|-----|--------|--------|-------|-----------|-------|-------|-------|-----|--------|---------|---------|
| | Dem | Ind | Rep | Male | Female | White | Non-white | 18-34 | 35-49 | 50-64 | 65+ | <\$75K | <\$150K | \$150K+ |
| Excellent | 10% | 9% | 8% | 10% | 9% | 8% | 12% | 11% | 12% | 8% | 8% | 12% | 6% | 11% |
| Good | 42% | 36% | 50% | 41% | 39% | 42% | 37% | 38% | 39% | 43% | 41% | 41% | 42% | 40% |
| Only fair | 35% | 43% | 31% | 35% | 40% | 38% | 38% | 33% | 38% | 37% | 44% | 37% | 44% | 30% |
| Poor | 13% | 11% | 10% | 14% | 10% | 11% | 14% | 18% | 10% | 12% | 7% | 10% | 9% | 19% |
| Don't know | 0% | 1% | 1% | 0% | 1% | 0% | 0% | 0% | 1% | 1% | 2% | 0% | 0% | 0% |
| Unwt N= | 217 | 260 | 110 | 310 | 289 | 412 | 175 | 140 | 147 | 188 | 124 | 243 | 163 | 102 |

Q. How often do you use public transportation, 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 use public transportation?

| | |
|----------------------------|------|
| Almost every day (or more) | 8% |
| Few days a week | 6% |
| Few days a month | 12% |
| Few days a year | 26% |
| Never | 47% |
| Don't know (vol) | 1% |
| Unwt N= | 1198 |

| | Party ID | | | Gender | | Race | | Age | | | |
|------------|----------|-----|-----|--------|--------|-------|-----------|-------|-------|-------|-----|
| | Dem | Ind | Rep | Male | Female | White | Non-white | 18-29 | 30-49 | 50-64 | 65+ |
| Every day | 10% | 8% | 3% | 9% | 7% | 5% | 15% | 9% | 12% | 7% | 2% |
| Few dys/wk | 8% | 3% | 4% | 5% | 6% | 4% | 9% | 8% | 4% | 6% | 6% |
| Few dys/mo | 14% | 12% | 9% | 14% | 10% | 11% | 15% | 22% | 11% | 9% | 9% |
| Few dys/yr | 24% | 29% | 25% | 26% | 27% | 28% | 22% | 26% | 28% | 27% | 23% |
| Never | 42% | 46% | 59% | 45% | 49% | 52% | 39% | 33% | 44% | 51% | 61% |
| Don't know | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 0% |
| Unwt N= | 452 | 506 | 221 | 618 | 580 | 801 | 364 | 193 | 386 | 369 | 250 |

| | Region | | | | | Income | | | |
|------------|--------|--------|---------|------------|-------|--------|-------------------|--------------------|---------|
| | Urban | Suburb | Exurban | Phil/South | Shore | <\$50K | \$50K- <\$100K | \$100K- <\$150K | \$150K+ |
| Every day | 23% | 9% | 4% | 2% | 3% | 11% | 8% | 5% | 11% |
| Few dys/wk | 11% | 6% | 3% | 4% | 2% | 9% | 4% | 5% | 3% |
| Few dys/mo | 13% | 19% | 10% | 8% | 3% | 13% | 10% | 15% | 13% |
| Few dys/yr | 19% | 25% | 31% | 30% | 31% | 21% | 25% | 31% | 30% |
| Never | 33% | 41% | 51% | 56% | 61% | 46% | 52% | 44% | 43% |
| Don't know | 1% | 1% | 1% | 0% | 1% | 0% | 2% | 0% | 0% |
| Unwt N= | 189 | 429 | 178 | 199 | 203 | 281 | 373 | 174 | 202 |

Q. Overall, how would you rate public transportation in New Jersey? Is it excellent, good, only fair, or poor?

| | | | Frequency of Public Transit Use | | | |
|------------------|--------------|--------------|---------------------------------|---------------------|--------------------|-------|
| | 11/17 | 10/15 | Few days a week or more | Few days a month | Few days a year | Never |
| Excellent | 4% | 8% | 8% | 6% | 4% | 3% |
| Good | 35% | 41% | 38% | 37% | 46% | 28% |
| Only fair | 33% | 29% | 40% | 44% | 37% | 26% |
| Poor | 12% | 10% | 15% | 11% | 11% | 12% |
| Don't know (vol) | 16% | 12% | 0% | 2% | 3% | 31% |
| Unwt N= | 1195 | 929 | 158 | 144 | 331 | 553 |

| | Party ID | | | Gender | | Race | | Age | | | |
|------------|----------|-----|-----|--------|--------|-------|-----------|-------|-------|-------|-----|
| | Dem | Ind | Rep | Male | Female | White | Non-white | 18-29 | 30-49 | 50-64 | 65+ |
| Excellent | 4% | 3% | 7% | 4% | 5% | 4% | 4% | 5% | 2% | 5% | 6% |
| Good | 40% | 33% | 33% | 32% | 38% | 35% | 35% | 37% | 34% | 37% | 34% |
| Only fair | 33% | 33% | 29% | 36% | 30% | 31% | 37% | 36% | 34% | 31% | 28% |
| Poor | 11% | 14% | 11% | 13% | 12% | 12% | 13% | 15% | 12% | 10% | 13% |
| Don't know | 12% | 17% | 20% | 16% | 16% | 18% | 12% | 7% | 18% | 17% | 20% |
| Unwt N= | 451 | 504 | 221 | 615 | 580 | 801 | 362 | 193 | 386 | 368 | 248 |

| | Region | | | | | Income | | | | |
|------------|--------|--------|---------|------------|-------|--------|---------|---------|---------|--|
| | Urban | Suburb | Exurban | Phil/South | Shore | <\$50K | <\$100K | <\$150K | \$150K+ | |
| Excellent | 9% | 4% | 2% | 2% | 4% | 7% | 3% | 3% | 2% | |
| Good | 39% | 38% | 30% | 36% | 28% | 37% | 32% | 42% | 31% | |
| Only fair | 35% | 30% | 34% | 32% | 34% | 32% | 33% | 27% | 40% | |
| Poor | 8% | 13% | 15% | 11% | 13% | 12% | 9% | 12% | 18% | |
| Don't know | 9% | 15% | 19% | 18% | 21% | 11% | 22% | 16% | 9% | |
| Unwt N= | 189 | 428 | 178 | 199 | 201 | 281 | 373 | 174 | 201 | |

Q. And using the same scale of excellent, good, only fair or poor, how would you rate each of the following:

| | The cost of NJ Transit fares | NJ Transit's ability to arrive and depart on time | The condition of NJ Transit vehicles and equipment |
|------------------|------------------------------|---|--|
| Excellent | 3% | 5% | 4% |
| Good | 22% | 31% | 35% |
| Only fair | 36% | 27% | 33% |
| Poor | 18% | 15% | 10% |
| Don't know (vol) | 22% | 22% | 18% |
| Unwt N= | 1192 | 1192 | 1192 |

The cost of New Jersey Transit fares

| | Frequency of Public Transit Use | | | |
|------------------|---------------------------------|------------------|-----------------|-------|
| | Few days a week or more | Few days a month | Few days a year | Never |
| Excellent | 4% | 6% | 1% | 2% |
| Good | 28% | 19% | 31% | 15% |
| Only fair | 43% | 53% | 39% | 27% |
| Poor | 23% | 19% | 23% | 14% |
| Don't know (vol) | 2% | 3% | 6% | 41% |
| Unwt N= | 158 | 145 | 330 | 550 |

| | Party ID | | | Gender | | Race | | Age | | | |
|------------|----------|-----|-----|--------|--------|-------|-----------|-------|-------|-------|-----|
| | Dem | Ind | Rep | Male | Female | White | Non-white | 18-29 | 30-49 | 50-64 | 65+ |
| Excellent | 3% | 2% | 2% | 3% | 2% | 2% | 4% | 3% | 1% | 3% | 4% |
| Good | 20% | 21% | 28% | 22% | 21% | 24% | 18% | 24% | 20% | 23% | 20% |
| Only fair | 39% | 35% | 30% | 35% | 36% | 32% | 43% | 46% | 35% | 34% | 30% |
| Poor | 19% | 21% | 12% | 19% | 18% | 17% | 19% | 16% | 22% | 18% | 14% |
| Don't know | 19% | 21% | 28% | 21% | 22% | 25% | 16% | 9% | 22% | 23% | 31% |
| Unwt N= | 452 | 505 | 219 | 614 | 578 | 797 | 365 | 192 | 383 | 367 | 250 |

| | Region | | | | | Income | | | |
|------------|--------|--------|---------|------------|-------|--------|---------|---------|---------|
| | Urban | Suburb | Exurban | Phil/South | Shore | <\$50K | <\$100K | <\$150K | \$150K+ |
| Excellent | 6% | 3% | 1% | 1% | 1% | 2% | 3% | 3% | 3% |
| Good | 25% | 19% | 22% | 22% | 22% | 23% | 19% | 23% | 21% |
| Only fair | 37% | 39% | 36% | 37% | 26% | 39% | 35% | 35% | 36% |
| Poor | 21% | 21% | 16% | 9% | 22% | 20% | 16% | 20% | 22% |
| Don't know | 11% | 19% | 25% | 30% | 29% | 16% | 27% | 19% | 17% |
| Unwt N= | 188 | 428 | 174 | 199 | 203 | 280 | 372 | 174 | 202 |

New Jersey Transit's ability to arrive and depart on time

Frequency of Public Transit Use

| | Frequency of Public Transit Use | | | |
|------------------|---------------------------------|------------------|-----------------|-------|
| | Few days a week or more | Few days a month | Few days a year | Never |
| Excellent | 3% | 5% | 6% | 5% |
| Good | 36% | 38% | 40% | 23% |
| Only fair | 33% | 30% | 34% | 20% |
| Poor | 26% | 23% | 13% | 12% |
| Don't know (vol) | 2% | 3% | 7% | 40% |
| Unwt N= | 158 | 145 | 330 | 550 |

| | Party ID | | | Gender | | Race | | Age | | | |
|------------|----------|-----|-----|--------|--------|-------|-----------|-------|-------|-------|-----|
| | Dem | Ind | Rep | Male | Female | White | Non-white | 18-29 | 30-49 | 50-64 | 65+ |
| Excellent | 5% | 6% | 5% | 5% | 5% | 5% | 5% | 7% | 4% | 7% | 5% |
| Good | 31% | 28% | 37% | 30% | 32% | 34% | 28% | 30% | 31% | 34% | 30% |
| Only fair | 27% | 29% | 21% | 28% | 25% | 23% | 33% | 29% | 27% | 26% | 24% |
| Poor | 18% | 15% | 11% | 15% | 15% | 13% | 18% | 24% | 15% | 11% | 12% |
| Don't know | 19% | 22% | 26% | 21% | 22% | 25% | 16% | 9% | 24% | 23% | 29% |
| Unwt N= | 452 | 505 | 219 | 614 | 578 | 797 | 365 | 192 | 383 | 367 | 250 |

| | Region | | | | | Income | | | |
|------------|--------|--------|---------|----------------|-------|--------|-------------------|--------------------|---------|
| | Urban | Suburb | Exurban | Phil/ South | Shore | <\$50K | \$50K- <\$100K | \$100K- <\$150K | \$150K+ |
| Excellent | 7% | 6% | 3% | 4% | 6% | 6% | 5% | 9% | 5% |
| Good | 29% | 32% | 29% | 36% | 30% | 34% | 30% | 33% | 31% |
| Only fair | 34% | 28% | 26% | 20% | 23% | 30% | 25% | 23% | 26% |
| Poor | 17% | 18% | 18% | 9% | 11% | 14% | 14% | 17% | 21% |
| Don't know | 14% | 17% | 23% | 31% | 30% | 17% | 27% | 19% | 17% |
| Unwt N= | 188 | 428 | 174 | 199 | 203 | 280 | 372 | 174 | 202 |

The condition of NJ Transit vehicles and equipment

Frequency of Public Transit Use

| | Few days | | | |
|------------------|-------------------|---------------------|--------------------|-------|
| | a week or more | Few days a month | Few days a year | Never |
| Excellent | 7% | 6% | 3% | 3% |
| Good | 42% | 38% | 46% | 27% |
| Only fair | 41% | 45% | 36% | 26% |
| Poor | 8% | 10% | 9% | 11% |
| Don't know (vol) | 2% | 2% | 6% | 33% |
| Unwt N= | 158 | 145 | 330 | 550 |

| | Party ID | | | Gender | | Race | | Age | | | |
|------------|----------|-----|-----|--------|--------|-------|---------------|-------|-------|-------|-----|
| | Dem | Ind | Rep | Male | Female | White | Non- white | 18-29 | 30-49 | 50-64 | 65+ |
| Excellent | 4% | 3% | 5% | 5% | 3% | 3% | 5% | 4% | 3% | 5% | 4% |
| Good | 34% | 35% | 38% | 36% | 35% | 35% | 35% | 39% | 34% | 35% | 33% |
| Only fair | 35% | 34% | 25% | 32% | 34% | 31% | 36% | 41% | 34% | 29% | 27% |
| Poor | 10% | 11% | 9% | 11% | 9% | 10% | 11% | 11% | 9% | 10% | 11% |
| Don't know | 17% | 17% | 23% | 17% | 19% | 21% | 13% | 5% | 19% | 21% | 24% |
| Unwt N= | 452 | 505 | 219 | 614 | 578 | 797 | 365 | 192 | 383 | 367 | 250 |

| | Region | | | | | Income | | | |
|------------|--------|--------|---------|----------------|-------|--------|-------------------|--------------------|---------|
| | Urban | Suburb | Exurban | Phil/ South | Shore | <\$50K | \$50K- <\$100K | \$100K- <\$150K | \$150K+ |
| Excellent | 5% | 5% | 1% | 2% | 6% | 5% | 3% | 4% | 3% |
| Good | 41% | 35% | 31% | 34% | 34% | 38% | 31% | 36% | 36% |
| Only fair | 35% | 35% | 34% | 32% | 24% | 32% | 35% | 31% | 39% |
| Poor | 8% | 11% | 13% | 8% | 10% | 11% | 8% | 11% | 11% |
| Don't know | 10% | 14% | 21% | 24% | 26% | 14% | 23% | 17% | 12% |
| Unwt N= | 188 | 428 | 174 | 199 | 203 | 280 | 372 | 174 | 202 |

Methodology

The Rutgers-Eagleton Poll was conducted by telephone using live callers Nov. 15-27, 2017 with a scientifically selected random sample of 1,203 New Jersey adults, 18 or older. The sample contains a subsample of 600 New Jersey adults, as reported on in this release. 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 516 landline and 687 cell phone adults, all acquired through random digit dialing. Distribution of household phone use in this sample is:

| | |
|----------------------------|-----|
| Cell Only: | 31% |
| Dual Use, Reached on Cell: | 26% |
| Dual Use, Reached on LL: | 41% |
| Landline Only: | 2% |

The data were weighted to be representative of New Jersey adults. The weighting balanced sample demographics to population parameters. The sample is balanced, by form¹, to match parameters for sex, age, education, race/ethnicity, region, and phone use. The sex, age, education and race/ethnicity parameters were derived from 2015 American Community Survey PUMS data. The region parameter was derived from 2011-2015 American Community Survey 5-Year Estimates based on total population. The phone use parameter derived from estimates provided by the National Health Interview Survey Early Release Program.²³⁴ Weighting was done in two stages. The first stage of weighting corrected for different probabilities of selection associated with the number of adults in each household and each respondent's telephone usage patterns. This weighting also adjusts for the overlapping landline and cell sample frames and the relative sizes of each frame and each sample. The second stage of weighting balanced sample demographics to match target population parameters. Weights were trimmed at the 3rd and 97th percentile to prevent individual interviews from having too much influence on the final results. The use of these weights in statistical analysis ensures that the demographic characteristics of the sample closely approximate the demographic characteristics of the target population.

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 1,203 New Jersey adults is +/-2.8

¹ Most of the survey had a split sample design, randomly assigning half of respondents to Form A (N=603) and half to Form B (N=600). Certain sets of questions are only asked to one half of the sample or the other.

² NCHS, National Health Interview Survey, 2011–2015; U.S. Census Bureau, American Community Survey, 2010–2014; and infoUSA.com consumer database, 2011–2015.

³ Blumberg SJ, Luke JV. Wireless substitution: Early release of estimates from the National Health Interview Survey, July–December 2014. National Center for Health Statistics. June 2015.

⁴ Blumberg SJ, Luke JV. Wireless substitution: Early release of estimates from the National Health Interview Survey, July–December 2016. National Center for Health Statistics. May 2017.

percentage points at a 95 percent confidence interval. The design effect is 1.14, making the adjusted margin of error +/- 3.0 percentage points. 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 47 and 53 percent (50 +/- 3.0) if all New Jersey adults had been interviewed, rather than just a sample.

The simple sampling error for the subsample of 265 New Jersey public school parents is +/-6.0 percentage points at a 95 percent confidence interval. The design effect is 1.14, making the adjusted margin of error +/- 6.4 percentage points. Thus if 50 percent of New Jersey public school parents in this subsample favor a particular position, we would be 95 percent sure that the true figure is between 43.6 and 56.4 percent (50 +/- 6.6) if all New Jersey public school parents had been interviewed, rather than just a sample.

The simple sampling error for the subsample of 318 New Jersey parents with a child in school (regardless of school type) is +/-5.5 percentage points at a 95 percent confidence interval. The design effect is 1.14, making the adjusted margin of error +/- 5.9 percentage points. Thus if 50 percent of New Jersey parents with a child in school (regardless of school type) in this subsample favor a particular position, we would be 95 percent sure that the true figure is between 44.1 and 55.9 percent (50 +/- 5.9) if all New Jersey parents with a child in school (regardless of school type) 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 by Braun Research, Inc. The questionnaire was developed and all data analyses were completed in house by the Eagleton Center for Public Interest Polling (ECPIP). Dr. Cliff Zukin, Professor Emeritus of Political Science and Public Policy and Senior Survey Advisor to ECPIP, assisted with this questionnaire and analysis. William Young assisted with analysis and preparation of this report. The Rutgers-Eagleton Poll is paid for and sponsored by the Eagleton Institute of Politics at Rutgers, The State University of New Jersey, 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 through our archives at eagletonpoll.rutgers.edu. For more information, please contact poll@eagleton.rutgers.edu.

**Weighted Sample Characteristics
1,203 New Jersey Adults**

| | | | | | | | | | |
|---------------|-----|--------------------|-----|--------------|-----|---------------------|-----|-----------------|-----|
| Male | 49% | Democrat | 39% | 18-34 | 27% | HS or Less | 34% | White | 59% |
| Female | 51% | Independent | 43% | 35-49 | 24% | Some College | 30% | Black | 12% |
| | | Republican | 18% | 50-64 | 30% | College Grad | 22% | Hispanic | 18% |
| | | | | 65+ | 20% | Grad Work | 14% | Other | 10% |