

METRO TRANSPORTATION VOTER SURVEY

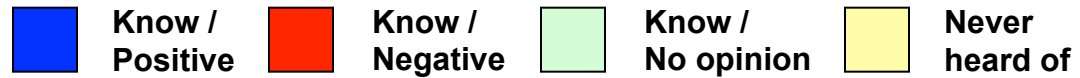
July 21 - 23, 2012

N = 501 registered voters

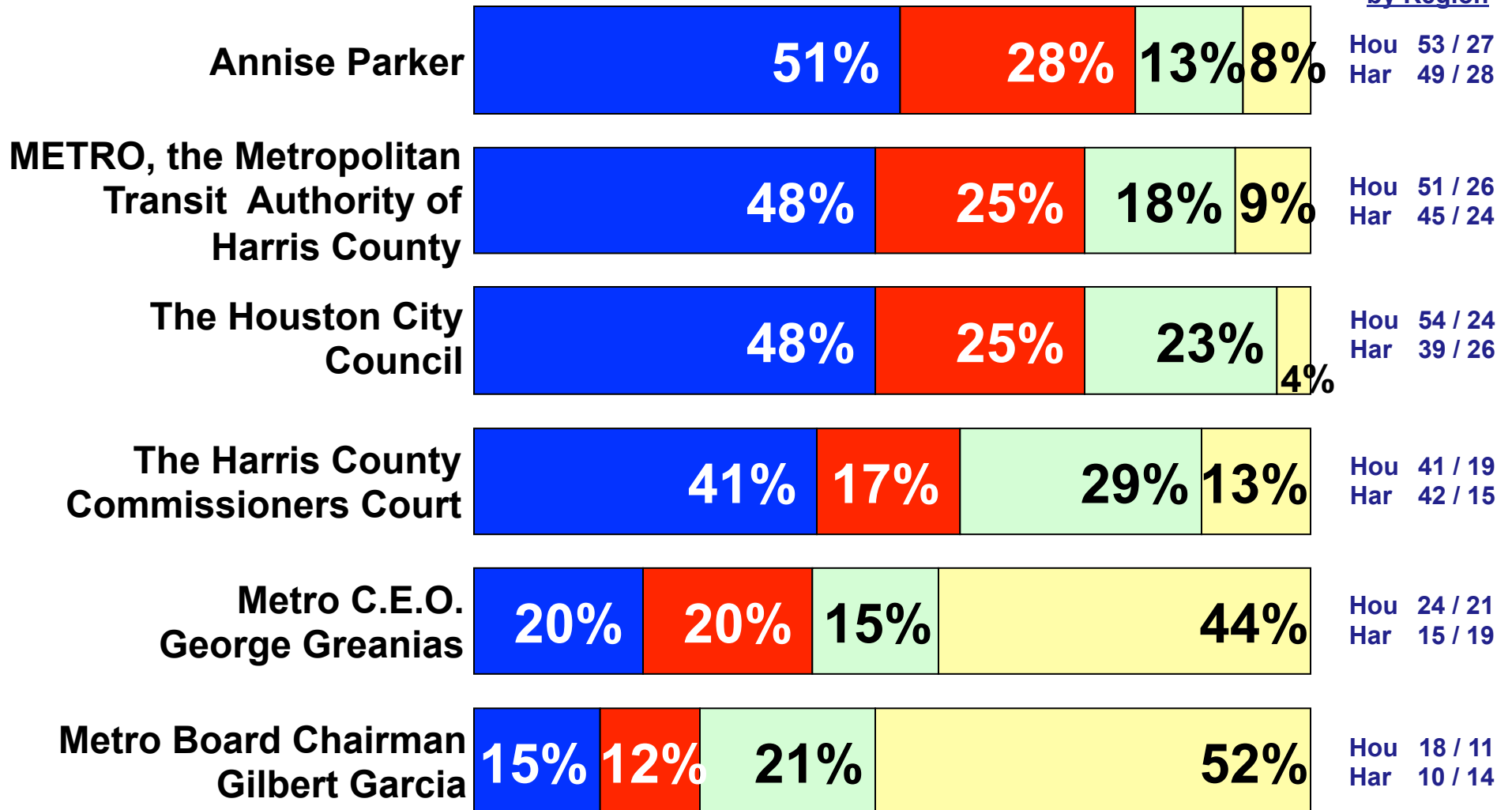
Results carry a margin of error of $\pm 4.4\%$

NAME AWARENESS LEVELS

(Ranked by Positive % plus Negative %)



Positive / Negative by Region

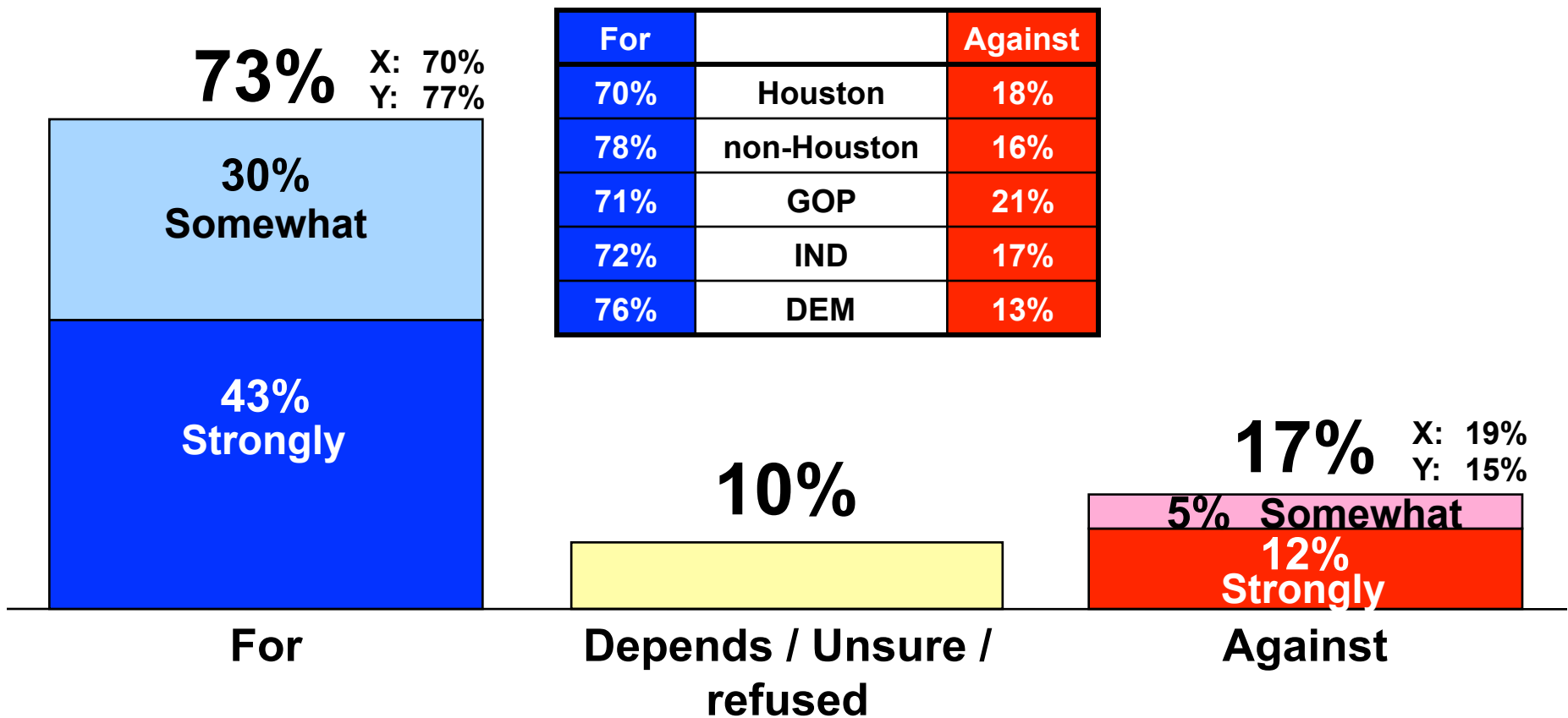


CONTINUING ¼ PERCENT

Q7. One possible referendum addresses METRO, and the one quarter of one percent of its sales tax revenues that it currently dedicates to the General Mobility Program for local street and road maintenance and improvements.

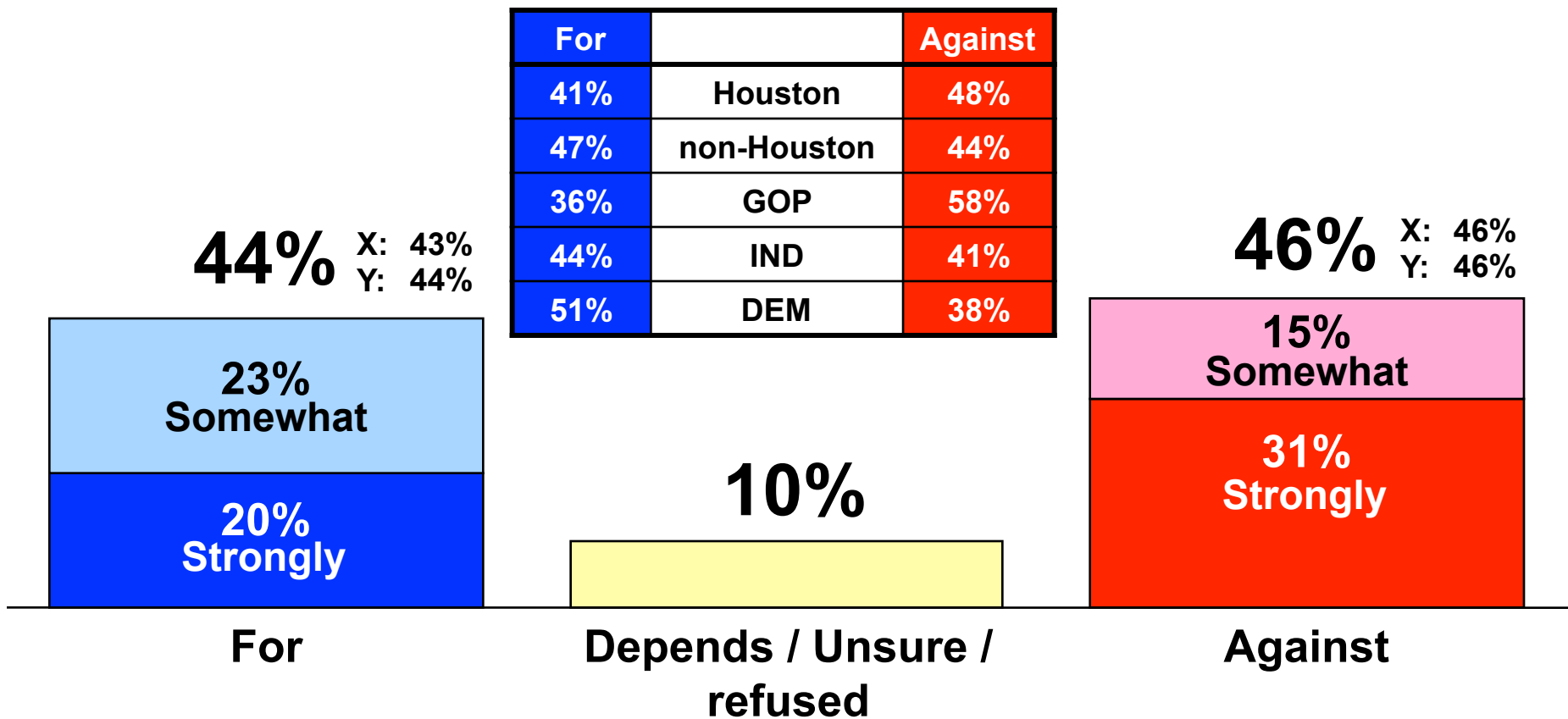
Ver X: Would you vote for or against this General Mobility Program being continued?

Ver Y: Would you vote for or against continuing to dedicate one quarter of one percent of sales tax revenues for local street and road maintenance and improvements?



INITIAL FREEZING SALES TAX REVENUES

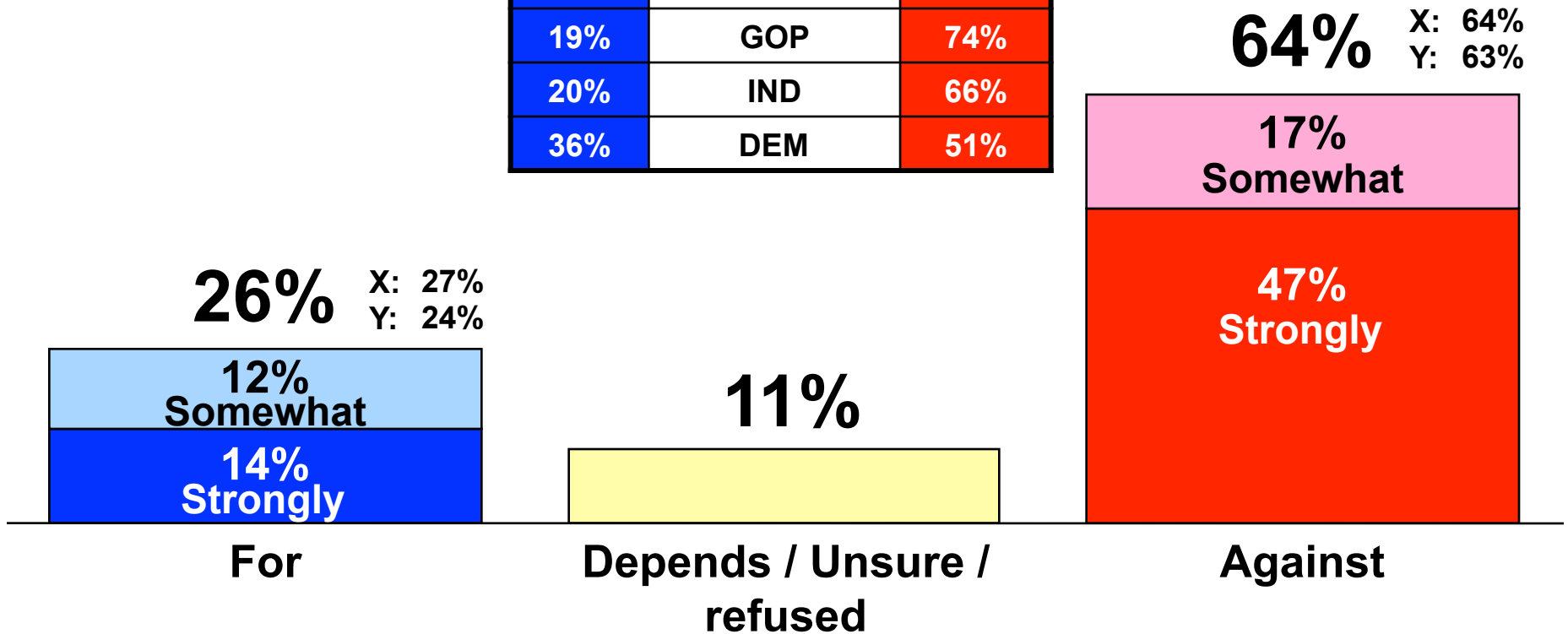
Q8. One possible referendum would authorize METRO to freeze the amount from the one quarter of one percent sales tax revenues dedicated for local street and road maintenance and improvements at an amount equal to the 2014 sale tax revenues, and then using all revenues beyond the frozen amount for rail (**Ver Y:** and buses). Would you vote for or against freezing the amount for local street and road maintenance and improvements?



ENDING REVENUES FOR ROADS

Q9. One possible referendum would be to end the one quarter of one percent sales tax revenues for local street and road maintenance and improvements. Would you vote for or against ending the revenues generated from the one-quarter cent that go to local streets and roads and using that revenue for rail (**Ver Y:** and buses)?

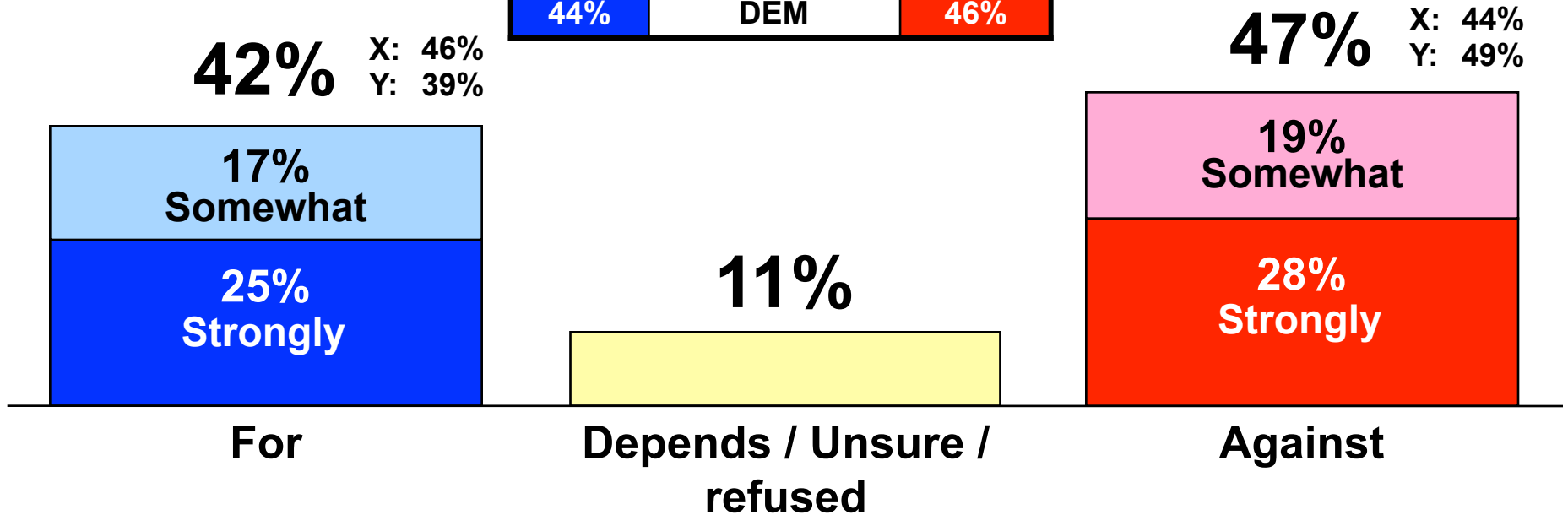
For		Against
29%	Houston	59%
21%	non-Houston	70%
19%	GOP	74%
20%	IND	66%
36%	DEM	51%



INCREASING PERCENTAGE FOR ROADS

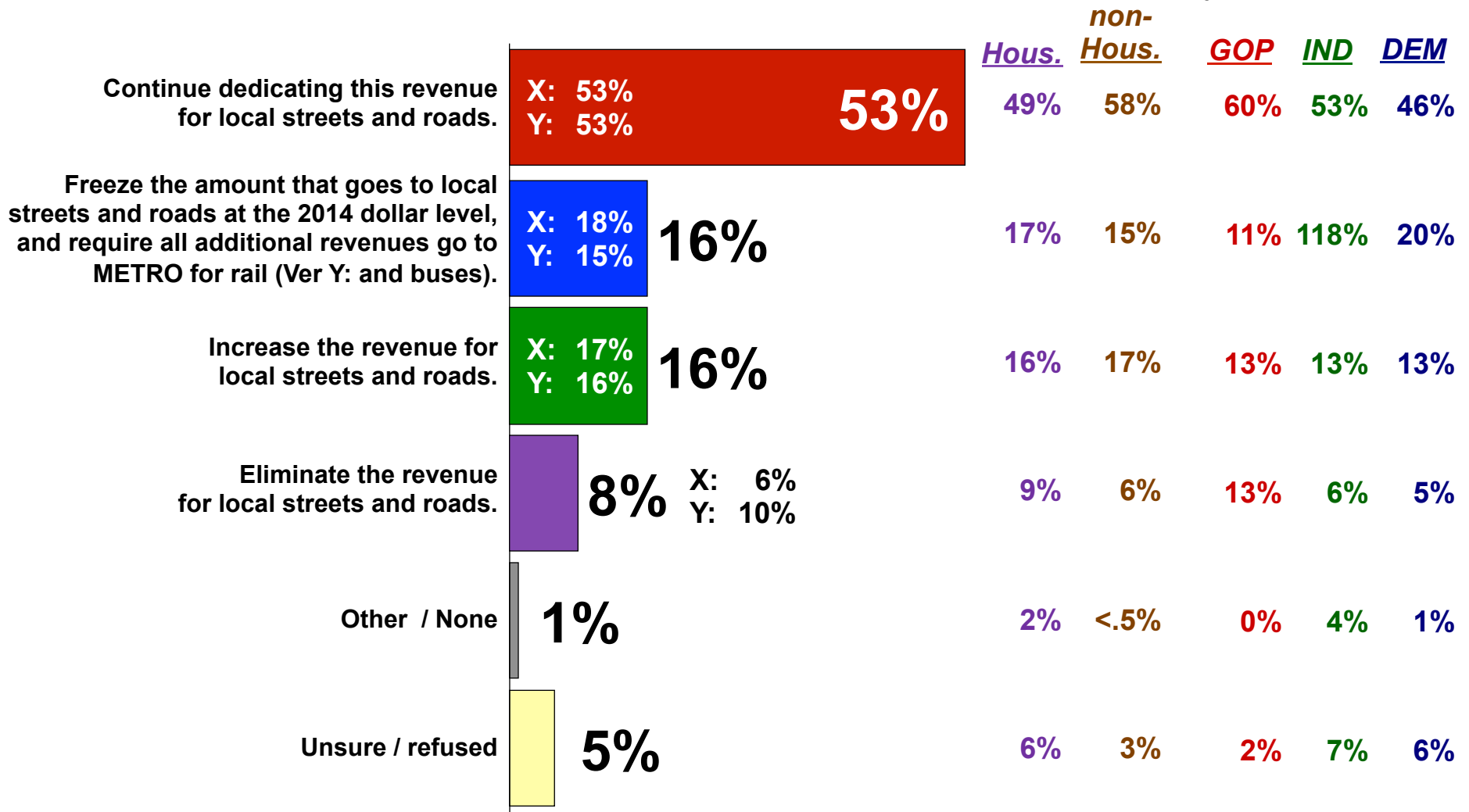
Q11. Would you vote for or against increasing the percentage such that more than one quarter of the one percent sales tax goes to local street and road maintenance and improvements, thereby reducing the overall sales tax revenues collected for rail (**Ver Y:** and buses)?

For		Against
41%	Houston	46%
45%	non-Houston	47%
44%	GOP	45%
38%	IND	50%
44%	DEM	46%



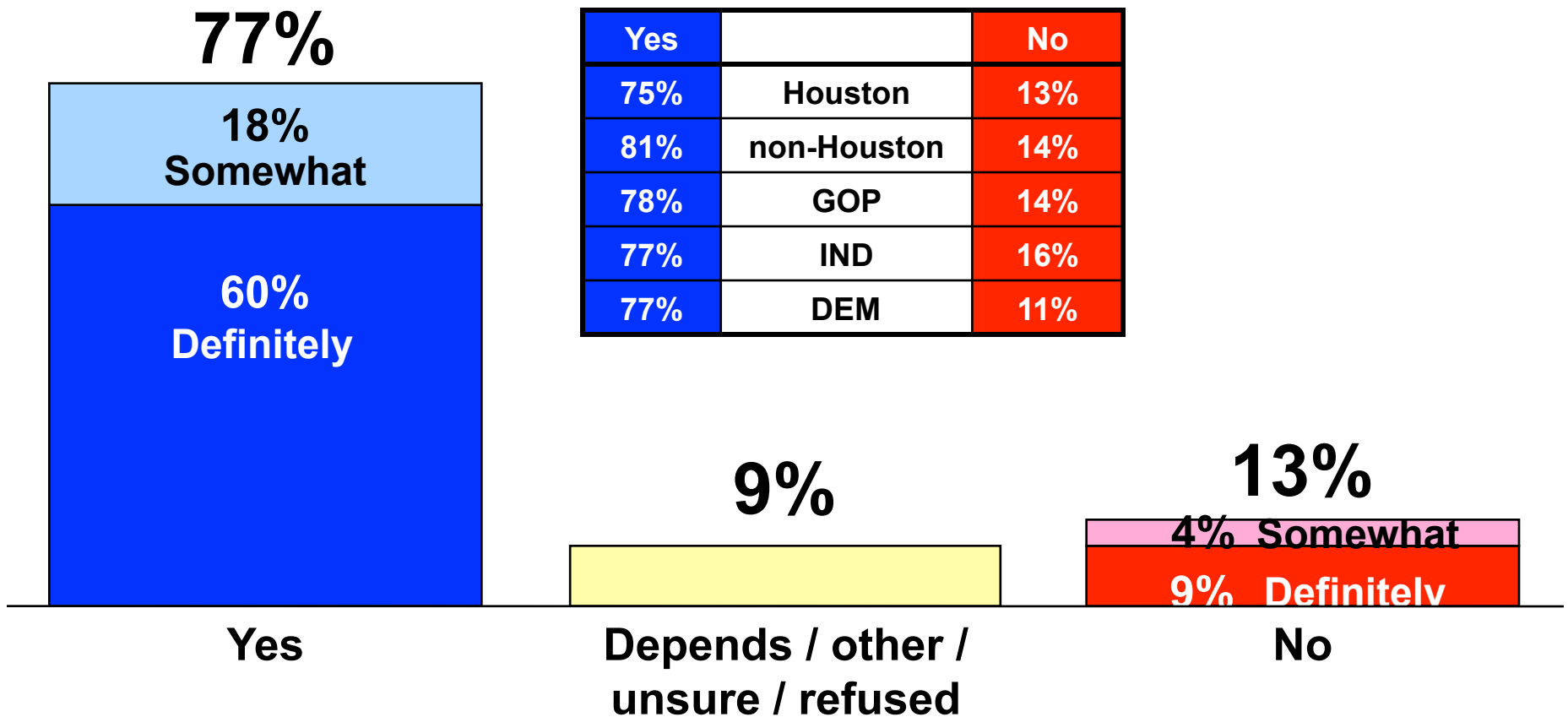
INITIAL PREFERENCE

Q10. If you had to choose, what would you prefer to do with the one quarter of one percent of sales tax revenues currently dedicated for local street and road maintenance and improvements? Would you...



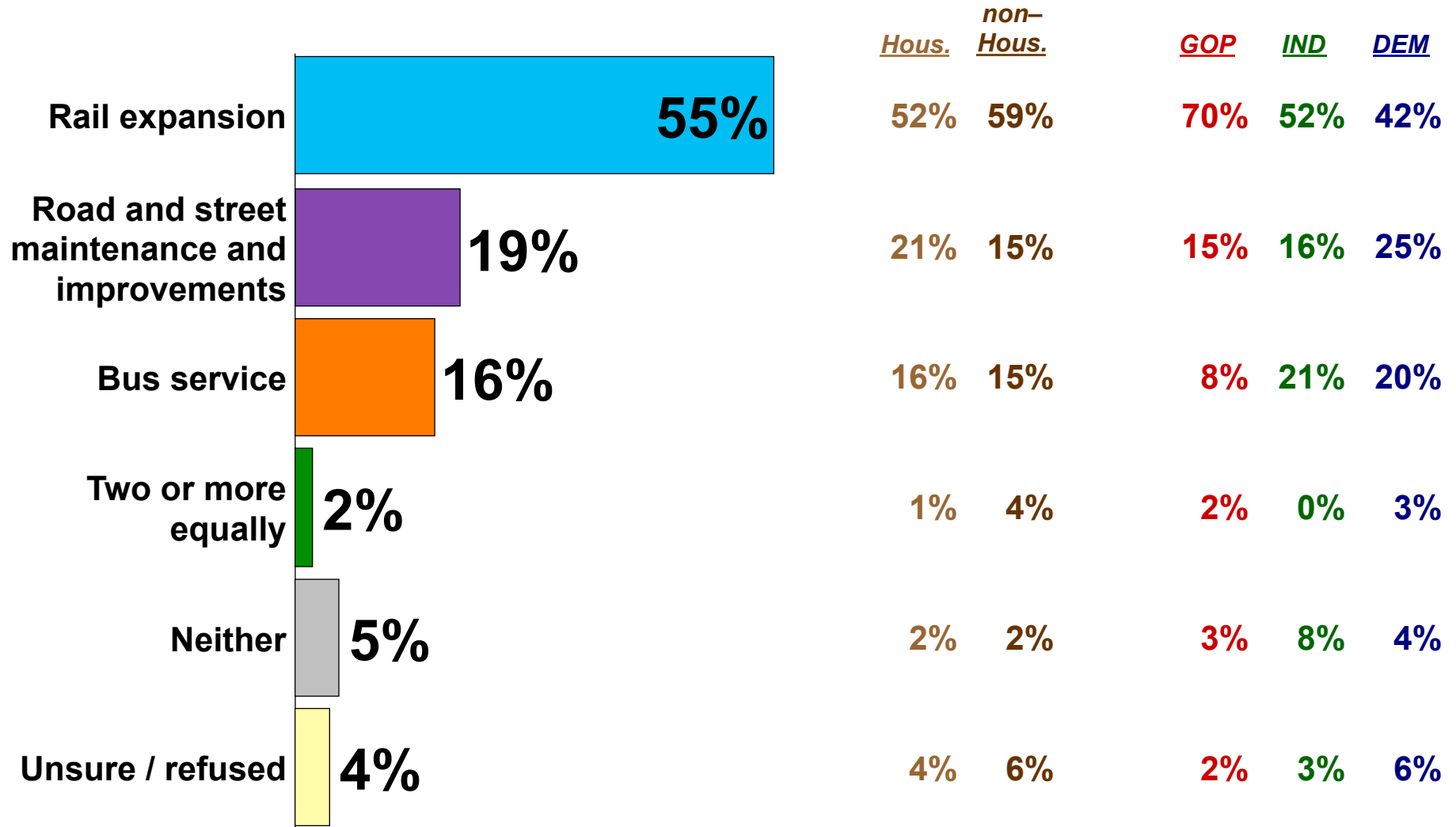
UNFAIR REFERENDUM?

Q12. If voters were presented with a single choice of whether or not to freeze the one quarter of the one percent sales tax dedicated for local street and road maintenance and improvements, then the following would happen - ONE - a vote FOR the freeze would eliminate half of the money going to streets and roads over the next 20 years, and TWO - a vote AGAINST the freeze would eliminate entirely the money going to streets and roads over the next twenty years. There would be no possible vote to continue METRO's current spending for streets and roads. Would you consider that to be an unfair referendum because the option to continue current spending on streets and roads was not presented to the voters?



SPENDING REDUCTIONS

Q13. If METRO spending had to be reduced in one of the following three areas, would you prefer spending reductions on...

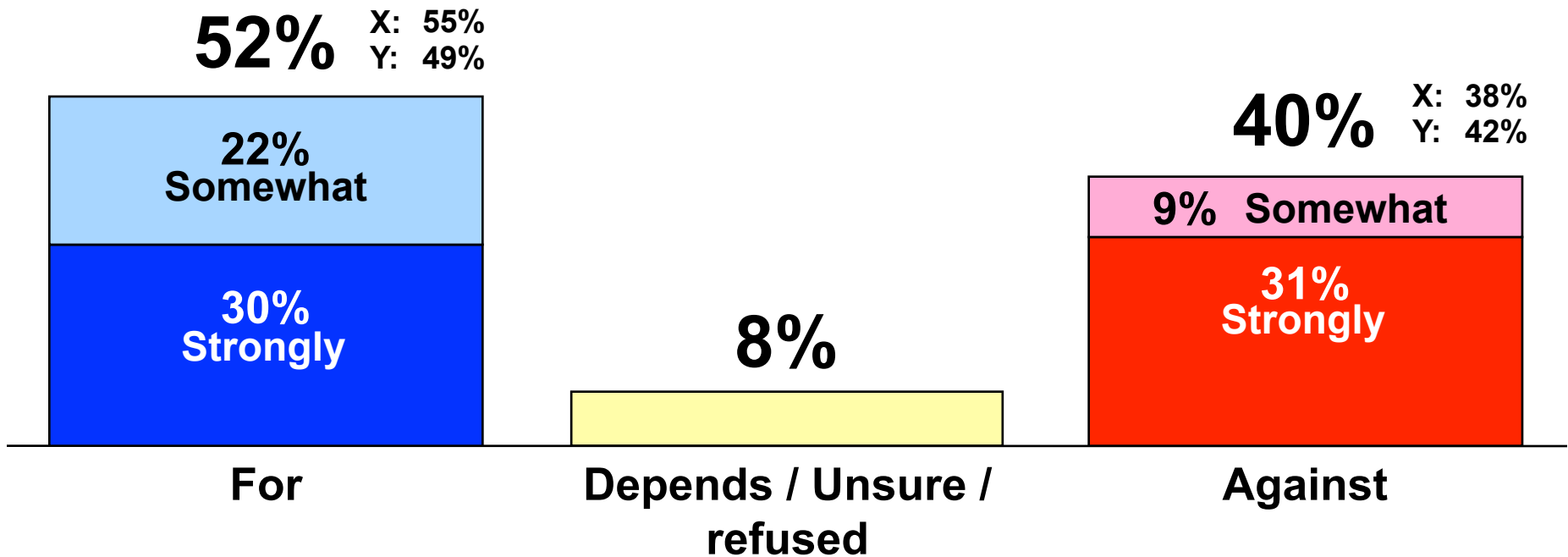


\$410 MILLION BOND

Q14. Would you vote for or against the issuance of \$410 million in bonds (**Ver X:** to be financed with property taxes) to build and repair police stations, fire houses, parks, trails, libraries and recycling centers (**Ver Y:** to be financed with property taxes)?

(n=298 City of Houston voters)

Positive		Negative
38%	GOP	52%
42%	IND	49%
67%	DEM	27%



AGREE / DISAGREE STATEMENTS - I



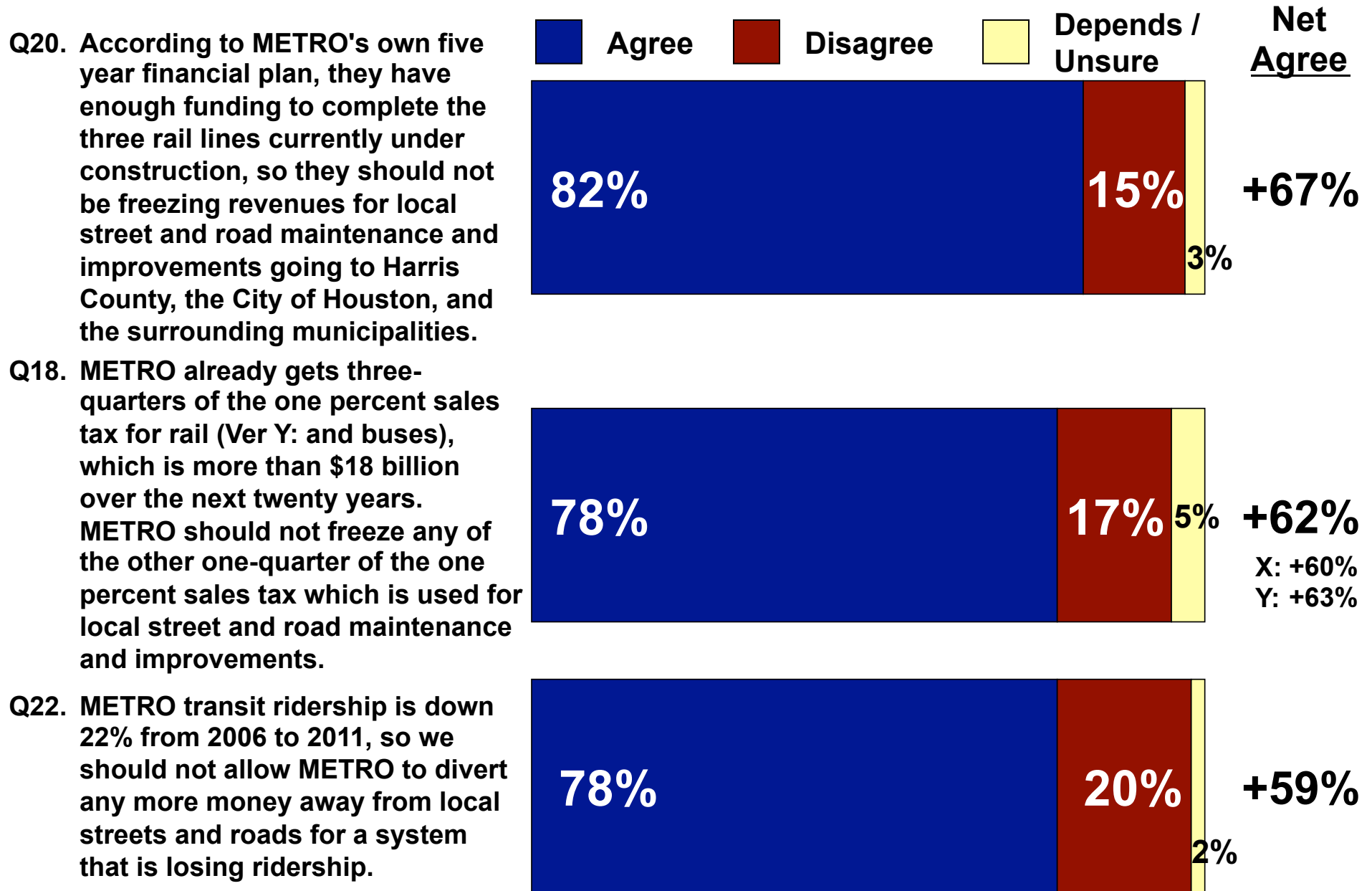
Q21. METRO should not be taking money from one source of funding to pay for their one point five billion dollar cost overruns constructing rail lines. Local roads are an equally, if not a more, important investment for mobility in our region.



Q19. It is important to keep local street and road maintenance and improvements at their current funding levels while also receiving the benefit of any increased sales tax revenues brought about by population growth. That added value and increment of sales tax revenue needs to remain consistent to support the increase in population and demand it will place on our road capacity.



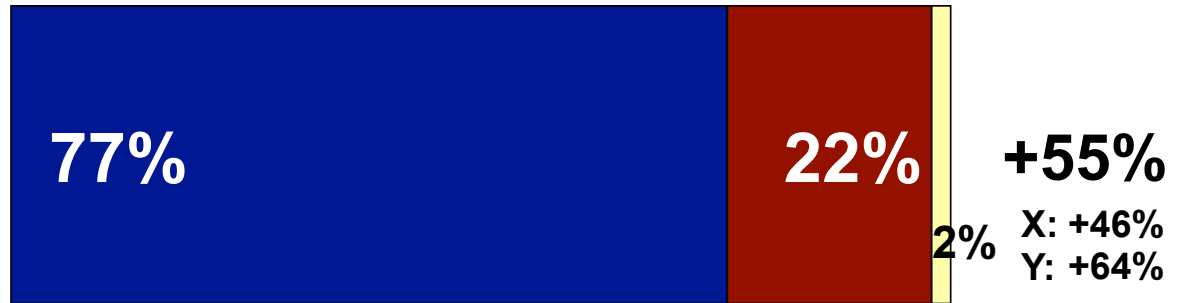
AGREE / DISAGREE STATEMENTS - II



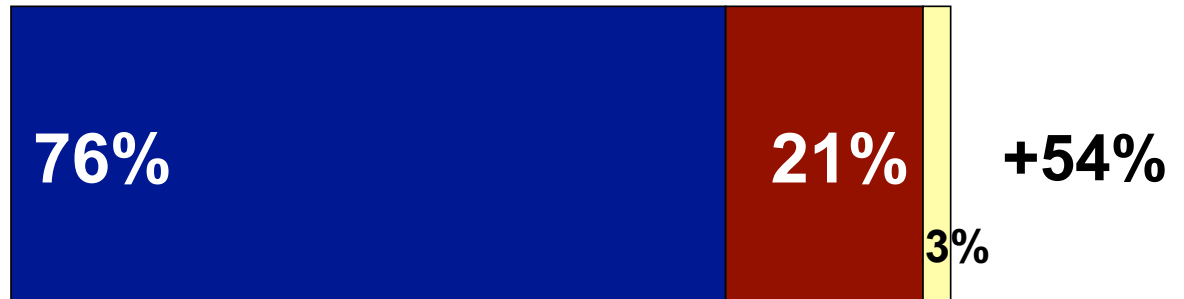
AGREE / DISAGREE STATEMENTS - III

Agree
 Disagree
 Depends / Unsure
 Net Agree

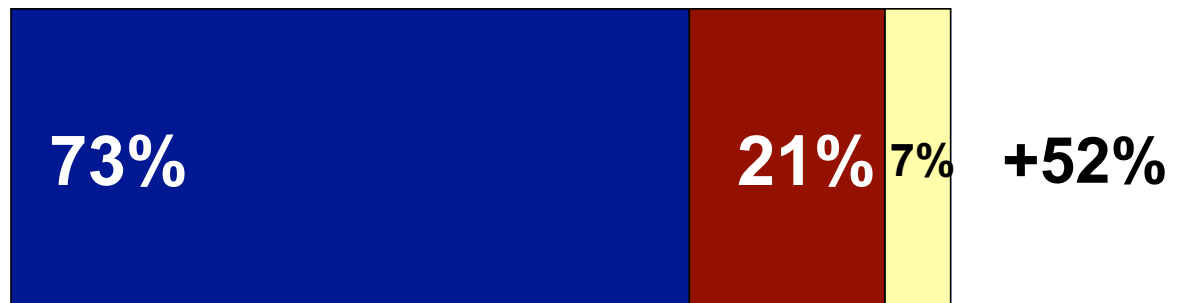
Q15. In 2003, METRO put forward its plan that outlined light rail expansion and increased bus service. None of these promises on rail and buses have been fulfilled, so we should not give rail (Ver Y: and buses) a larger share of our tax dollars.



Q24. A freeze would result in either a tax increase or would cause local roads to fall into disrepair. Both of these alternatives are unacceptable.



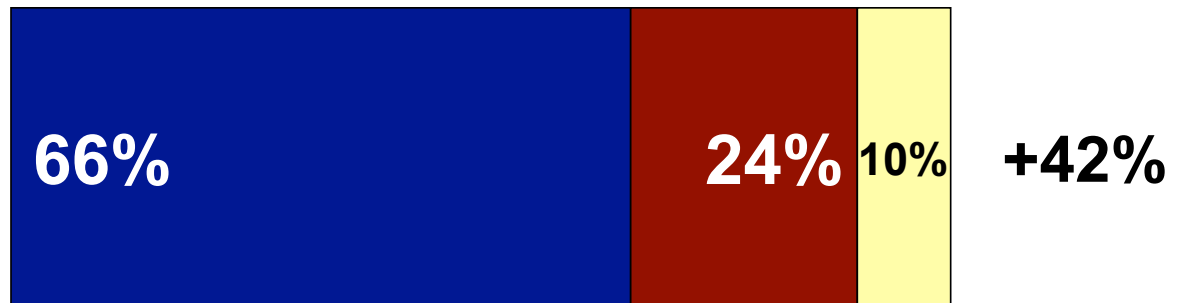
Q17. With the lack of state funding for transportation, it is important to reject METRO freezing the amount of money for local streets and roads so the county, our local cities and jurisdictions can keep getting tax dollars to invest in streets and roads.



AGREE / DISAGREE STATEMENTS - IV

 Agree  Disagree  Depends / Unsure **Net Agree**

Q23. Mayor Parker led the Renew Houston effort that combined revenues from drainage fees with the one quarter of one percent in sales tax revenues for an overall fund to improve roads and drainage. Therefore, Mayor Parker should oppose any referendum that freezes the amount of money that goes to local streets because it will take money from the Renew Houston Plan that voters recently approved.



Q16. METRO ran into unexpected costs in the construction of its rail lines, and it would be good to allow METRO to use the revenues generated above the current dollar levels going to road improvements for rail and bus service.



FAVOR / OPPOSE STATEMENTS - I

Favor
 Oppose
 No Difference / Unsure
 Net Favor

Q33. The 2003 referendum passed by the voters authorized METRO to borrow \$640 million. Since then, Metro has used loopholes to borrow one point one billion dollars, almost double what was authorized, and this referendum would allow METRO to take even more money.

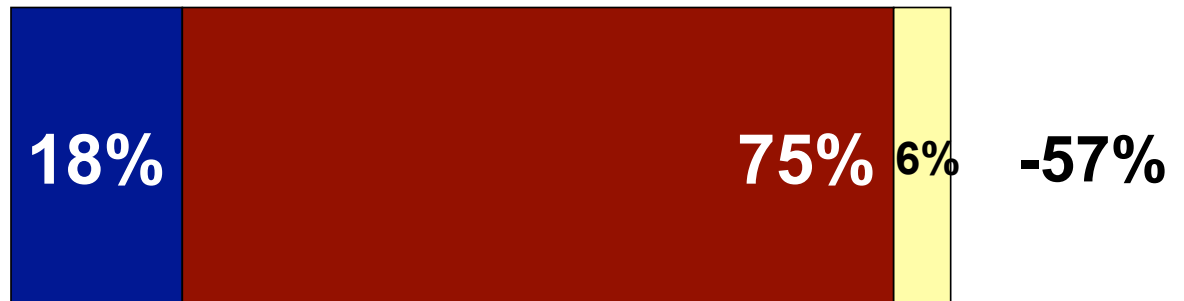


X: -63%
 Y: -74%

Q32. The freeze on revenues for local street and road maintenance and improvements in this referendum means that Harris County, the City of Houston, and the surrounding municipalities will probably have to increase taxes to make up for lost funding.



Q34. A referendum that freezes current funding will result in Harris County, the City of Houston, and the surrounding municipalities, essentially bailing out METRO by taking money away from local street and road maintenance and improvements.



FAVOR / OPPOSE STATEMENTS - II

Favor
 Oppose
 No Difference / Unsure
 Net Favor

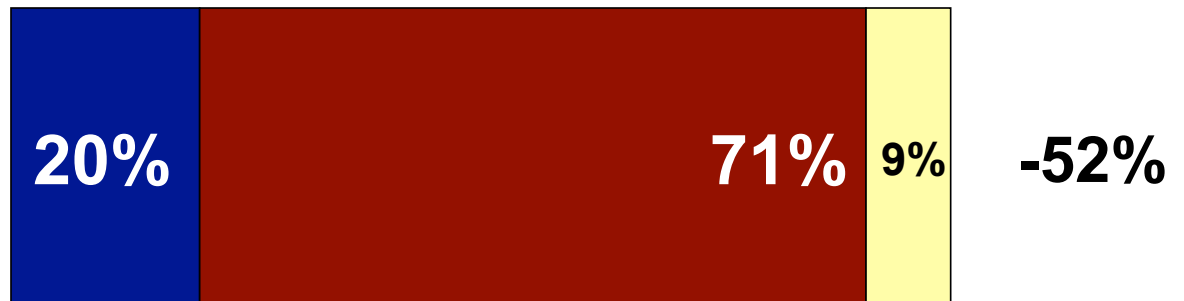
Q35. Even though METRO is struggling to pay for the rail lines they have today, this referendum would take funding away from streets and roads, as well as bus services, so METRO can build yet another rail line.



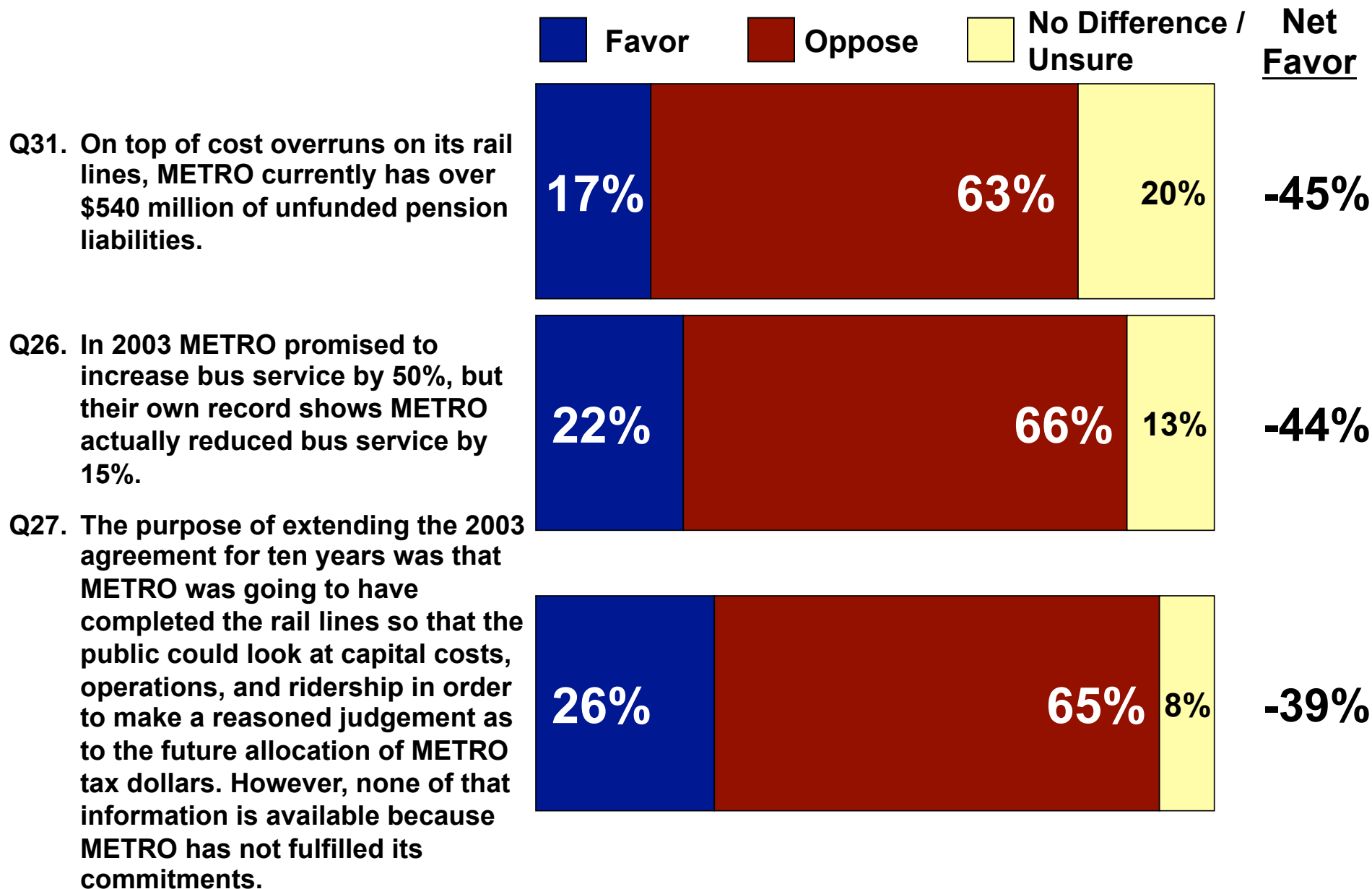
Q36. Transit carries only three percent of traffic and rail carries less than one percent of traffic, and yet, this freeze would take funding away from local street and road maintenance and improvements, and give more money to rail (Ver Y: and buses).



Q25. In 2003, METRO promised it would be able to complete the three light rail lines by 2012 and would do so within the approved bond capacity. Today, not one of the three rail lines has been completed and their costs have gone from an estimated \$600 million to \$2 billion.



FAVOR / OPPOSE STATEMENTS - III



FAVOR / OPPOSE STATEMENTS - IV

Favor
 Oppose
 No Difference / Unsure
 Net Favor

Q30. This referendum will allow METRO to divert all revenues generated for local street and road maintenance and improvements above current levels to rail (Ver Y: and buses), and to fulfill what voters approved in 2003 regarding METRO's regional mobility plan.



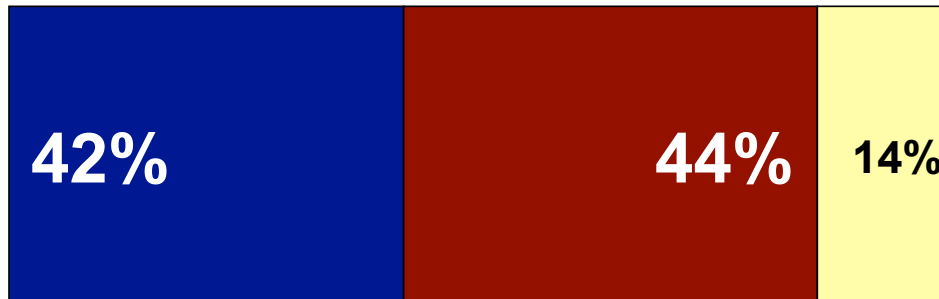
-35%
 X: -34%
 Y: -37%

Q28. Freezing local street and road maintenance and improvements at the current funding level would reduce funding from six billion dollars to \$3 billion over the next twenty years.



-29%

Q29. Freezing local street and road maintenance and improvements at current funding levels still leaves \$3 billion for local road and transportation projects through the year 2035.

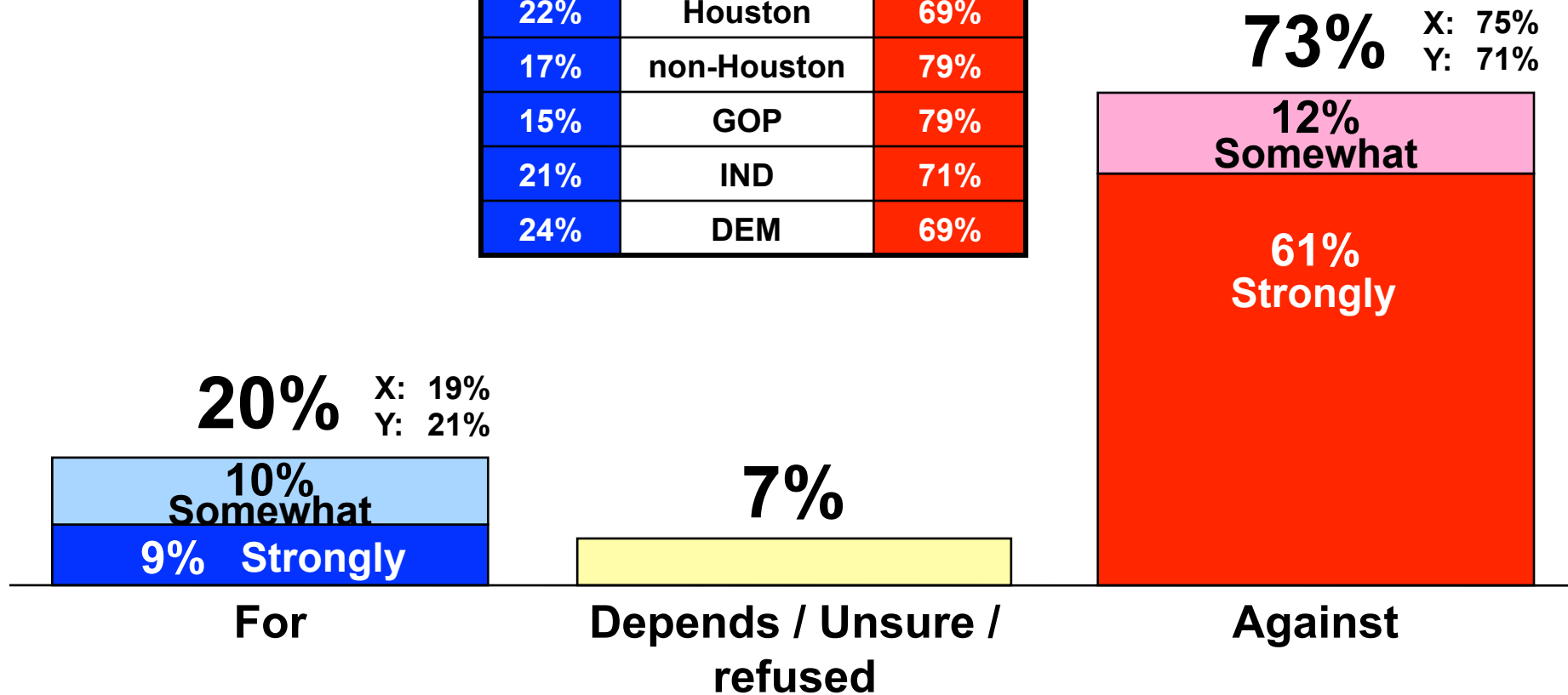


-2%

INITIAL FREEZING SALES TAX REVENUES

Q37. Having heard more about it, would you vote for or against the referendum to freeze the amount of the sales tax revenues that goes to local street and road maintenance and improvements so the additional revenues can go to METRO rail (**Ver Y:** and buses)?

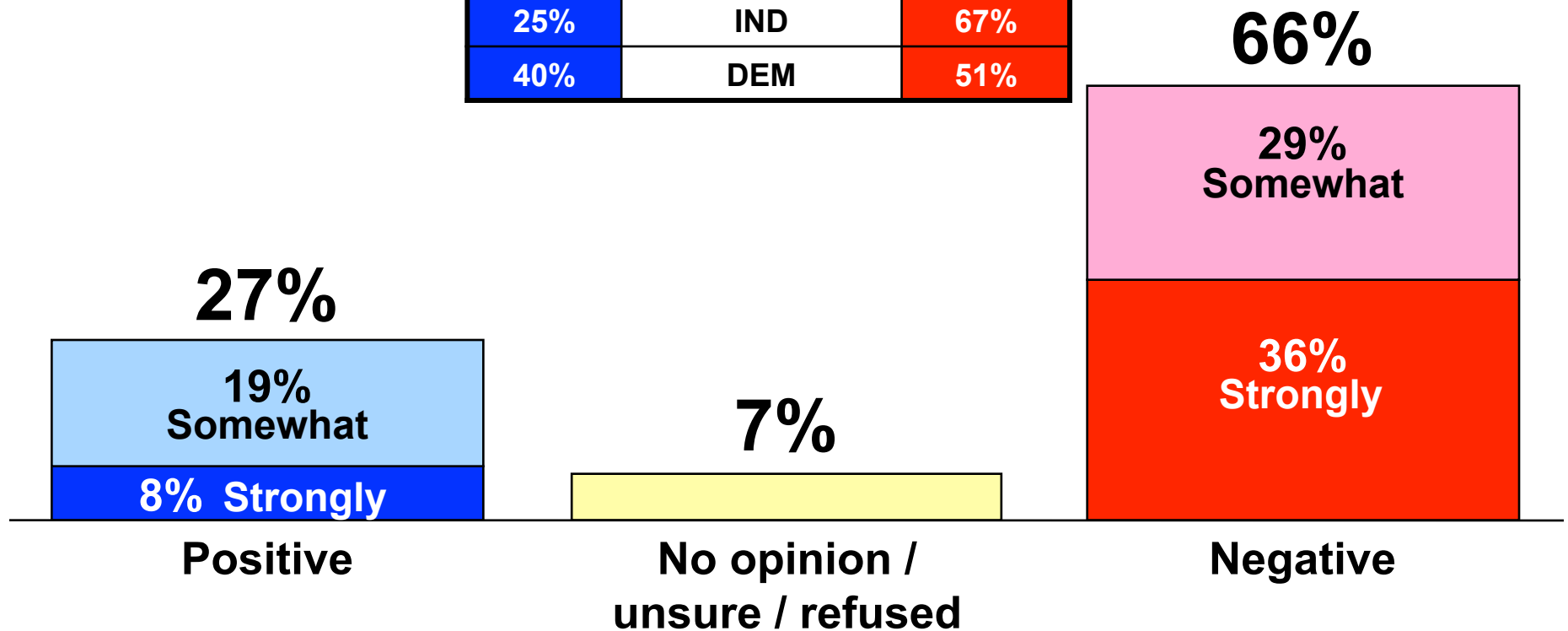
For		Against
22%	Houston	69%
17%	non-Houston	79%
15%	GOP	79%
21%	IND	71%
24%	DEM	69%



INFORMED IMPRESSION OF METRO

Q38. And having heard more about them, do you have a strong positive, somewhat positive, somewhat negative or strong negative impression of METRO?

Positive		Negative
32%	Houston	60%
21%	non-Houston	73%
16%	GOP	80%
25%	IND	67%
40%	DEM	51%



INFORMED PREFERENCE

Q39. If you had to choose, what would you prefer to do with the one quarter of one percent of sales tax revenues currently dedicated for local street and road maintenance and improvements? Would you...

