

Voters in largest Northeast, Mid-Atlantic states are open to new policy to reduce transportation emissions

New polling of voters in the seven largest states in the Transportation and Climate initiative finds broad support for the proposed policy and various uses of potential funds.

Over the course of this year, the Transportation and Climate Initiative, a collaboration between 12 Northeast and Mid-Atlantic state and the District of Columbia, have been designing a new policy to curb carbon pollution from transportation. Key details are yet to be decided, but in broad strokes, the program would cap the amount of pollution from transportation in the region. Over time, that cap would decrease. Fuel distributors would have to pay for the pollution their fuels produce by buying allowances. The funds generated from the sale of those allowances would be distributed to the states participating in the program to invest in cleaner and better transportation options.

As these states finalize the details of the program, new polling finds broad public support for the concept. The MassINC Polling Group conducted simultaneous surveys of registered voters in the seven largest TCI states: Connecticut, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Virginia.

The polling was made possible thanks to support from The Barr Foundation.

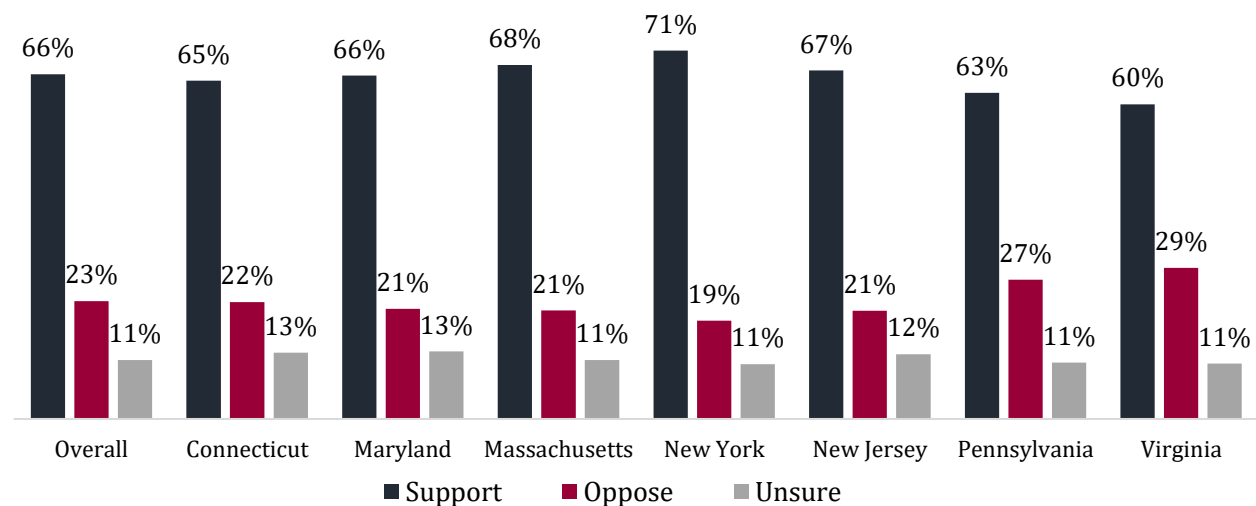
This report highlights key findings from the polling. Full topline results for the region and each state are appended to this report. Crosstabular results for the region each state surveyed [are available online](#).

Broad support for the policy in the polls conducted across the region

In each state surveyed, support for the policy outpaces opposition by wide margins. Overall, 66% of registered voters across the seven states support the proposal (Figure 1). Support varies from 60% in Virginia to 71% in New York. Opposition ranges from 19% to 29%, while the remaining 11% to 13% in each state are unsure.

These figures represent initial support for the proposal, after voters read a brief description of the policy. After rating several potential uses of the funds generated by the program, voters were asked to rate the policy again. Support on

Figure 1: Support strong across 7 largest states exploring TCI
% in each state who support / oppose TCI policy on initial inquiry



this second ask rose slightly, to 69% overall. In Maryland, Massachusetts, New York, and New Jersey, support on the second ask was 70% or higher.

Support for TCI varied somewhat by party, demographic group, and geography, although half or more in nearly every group supported the proposal. Younger voters were the most supportive, with 78% of voters under 25 in favor of the policy, steadily declining to just over 60% for the two oldest groups. Women (69%) were slightly more supportive than men (63%), and non-white voters (75%) were more supportive than white voters (63%). Support is also higher among lower-income voters, declining as income increases.

Within each state, support tends to be highest in and around urban centers: Boston and its suburbs (69%), Baltimore City (79%), Philadelphia (74%), and New York City (75%). Even by party, one of the most reliable divides in

American politics, disagreements were narrower than on many other issues. Half or more across party lines supported TCI, including 53% of self-identified Republicans, 61% of Independents, and 79% of Democrats.

Improving existing transportation tops potential uses of TCI funds.

Under the proposed policy, each states would decide how to spend their share of the funds generated by the program. Voters across the region offered support for a variety of possible uses under consideration. Support levels ranged from a 61% (expanding electric vehicle infrastructure in Virginia) up to a high of 86% (improving public transit in Massachusetts).

The rank order of potential uses varies by state, which may be expected given the different mixes of transportation infrastructure in each state. But overall, two uses were supported by 81% of voters: improving public transit systems, and protecting infrastructure from the effects of

Figure 2: Voter prioritize fixing and protecting existing transportation
% who supported each potential use of funds raised from TCI

	Overall	CT	MD	MA	NY	NJ	PA	VA
Improving existing public transportation systems, including subways, trains, buses and ferries.	81%	77%	82%	86%	81%	83%	79%	76%
Protecting existing roads, bridges, tunnels and public transportation from the effects of climate change, like sea level rise, storm surges, and flooding.	81%	78%	81%	82%	81%	83%	79%	78%
Making public transportation more affordable to encourage people to ride more.	77%	74%	78%	82%	78%	80%	75%	74%
Expanding public transportation to places that do not have it right now.	76%	71%	78%	75%	78%	76%	74%	73%
Improving sidewalks, bike lanes and bike and walking paths to give residents safe alternatives to driving.	74%	74%	79%	77%	74%	74%	72%	71%
Giving a portion of the funds back to consumers to offset higher transportation costs.	73%	71%	72%	68%	76%	75%	71%	69%
Offering consumers incentives to buy more fuel-efficient cars, like hybrids and fully electric vehicles.	69%	70%	71%	70%	72%	71%	67%	63%
Directing funds to communities most affected by air pollution and climate change.	68%	65%	70%	68%	70%	68%	66%	64%
Expanding networks of charging stations for electric vehicles.	64%	66%	68%	65%	65%	67%	62%	61%

climate change. Strong support for improving transit was particularly high in Massachusetts (53%) and New York (49%).

These top two are followed by two other ideas related to public transit: making transit more affordable to encourage ridership (77%), and expanding transit to areas that do not have it (76%). Slightly fewer favored improvements to bicycle and pedestrian infrastructure (74%), and giving some of the funds collected back to residents, to help offset higher transportation costs (73%).

Lower down the list were two uses related to electric vehicles: funding incentives to purchases hybrids or electric vehicles (69%), and expanding EV charging stations (64%). These, along with directing fund to communities most effected by air pollution (68%) formed the bottom three uses overall and in six of the seven states.

That’s not to say that these are *unpopular*, but overall it appears voters prioritize using TCI to improve existing transportation. That sentiment is very consistent with previous research MPG has conducted in Massachusetts on TCI. There, polling and focus groups has found that voters were most concerned with improving transportation infrastructure. EVs were perceived as not yet accessible to the masses,

whereas residents are encountering challenges on the roads and rails on a daily basis.

Transportation and Climate Change

The stated goal of TCI is addressing climate change. Across the TCI region and in each of these seven states except Pennsylvania, transportation is the single largest emitter of greenhouse gas pollution. Voters in this poll are also concerned about climate change. Overall, 73% think that climate change is happening, and 85% of those believers think that it is due, at least in part, to human activity. Two-thirds think climate change will be a serious problem for their state if left unchecked.

Voters also understand that transportation is contributing to climate change. When asked to rank six sectors of their state’s economy based on their greenhouse gas emissions, 65% ranked transportation first or second (Figure 3). But only 33% overall ranked transportation first, suggesting that some voters may even be underestimating transportation’s role.

Believers in man-made climate change are 28 points more supportive of TCI than climate skeptics (77% versus 49%). But even among the minority of voters who don’t believe in man-made climate change, there is more support for TCI than opposition. This may speak to the

Figure 3: Voters across the region perceive transportation as a top contributor to greenhouse gas emissions

% who ranked each sector as the #1 or #2 contributor to GHG emissions

	Overall	CT	MD	MA	NY	NJ	PA	VA
Transportation (moving people and goods by car, truck, bus, train, plane, etc)	65%	67%	68%	69%	65%	65%	61%	64%
Industry (factories, manufacturing, etc)	63%	65%	58%	58%	62%	67%	67%	62%
Commercial / Residential (heating/cooling homes and buildings, home or office electricity use, etc)	25%	25%	23%	30%	28%	22%	24%	22%
Electricity (generation, transmission, and distribution)	24%	26%	25%	23%	21%	22%	25%	27%
Agriculture	13%	9%	14%	12%	13%	14%	12%	13%
Land use / forestry	11%	9%	13%	8%	11%	9%	10%	12%

appeal of the policy as a way to improve transportation, in addition to its impacts on climate.

Indeed, voters seem more *immediately* concerned with improving the transportation system than they are in addressing climate change itself. Overall, 64% considered improving roads, highways and bridges as a “major priority” for their state government, just below health care costs (73%) and jobs and the economy (71%). Only 48% cited addressing climate change as a major priority. While a majority (57%) think the federal government is doing too little to address climate change, fewer (44%) think the same about their own state.

The disconnect between voters’ professed concern about climate change and the priority they place on addressing it is consistent with other polling MPG has conducted on climate change. Residents believe in climate change and when pressed, see it as a major threat. They also support a variety of proposed policies which would have climate-friendly outcomes. This is one instance where voters support something for reasons other than climate, though they are both aware of the potential environmental impact.

Conclusion

The support for the TCI policy found in this polling is a starting point for the public conversation about to unfold around transportation and climate change. As of right now, the public is largely unaware of the policy under development. Two-thirds of voters had heard only a little or nothing at all about TCI when asked. As policy details are announced and publicized -- including details on how much the program could raise and what impact it could have on prices at the pump -- opinion could shift.

But for now, there is strong majority support in the seven states that comprise the large share of population in the TCI region. Those voters see TCI as much as a way to improve existing

transportation as a way to combat climate change.

In the coming months policymakers will be working to refine a policy that balances the goal of reducing emissions from transportation with the public desire simply to have a better commute. They should know that, at least in the abstract, voters in their states appear to be open to the policy they are considering. The challenge will be maintaining that support as details of the program are filled in.



Transportation and Climate Initiative Regional Poll

Survey of 6,395 Registered Voters in Seven States

Sample sizes: CT 643, MD 1,043, MA 629, NY 1,015, NJ 1,019, PA 1,042, VA 1,004

Field Dates: November 12-19, 2019

In which of these states are you registered to vote, if any?

Connecticut	5%
Maryland	10%
Massachusetts	10%
New Jersey	14%
New York	28%
Pennsylvania	20%
Virginia	13%

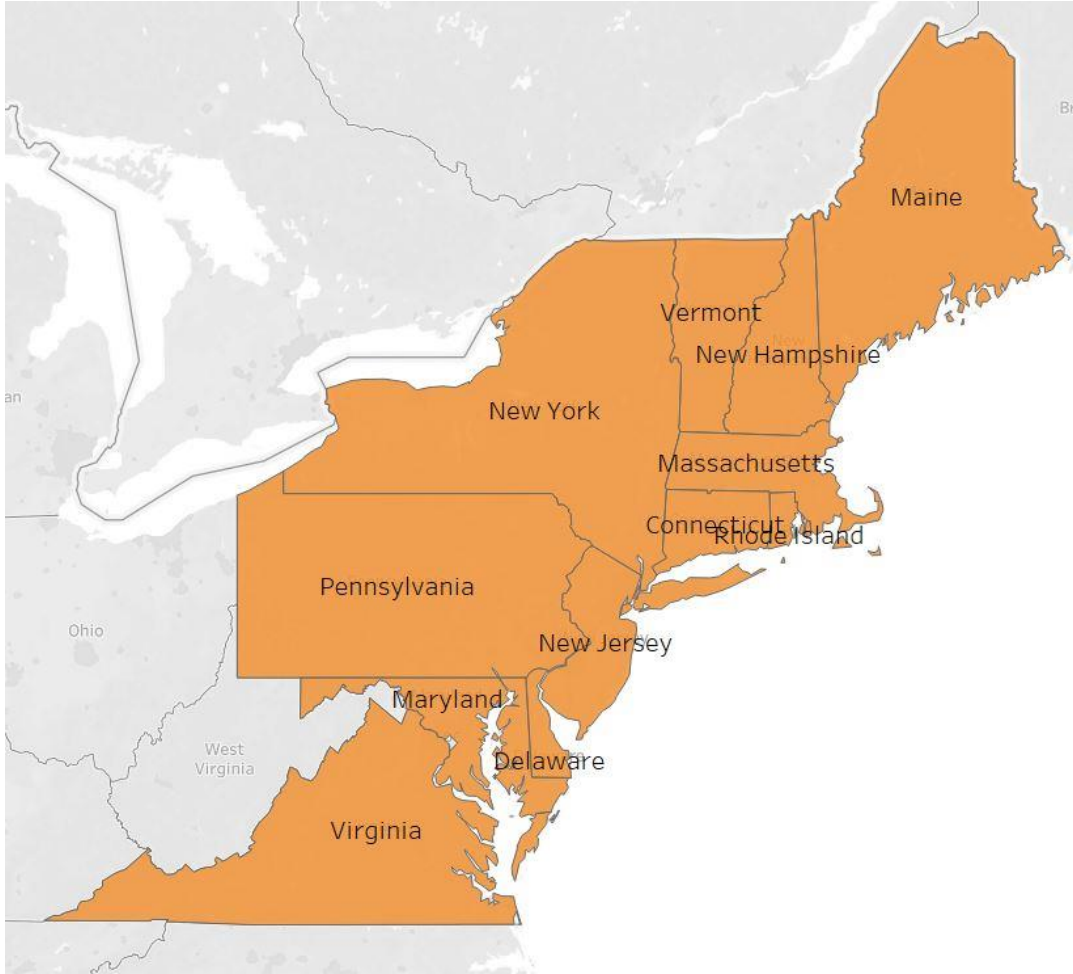
Do you approve or disapprove of the job that Donald Trump is doing as president?

	Overall	CT	MD	MA	NY	NJ	PA	VA
Strongly approve	21%	23%	18%	15%	19%	21%	26%	24%
Somewhat approve	17%	19%	15%	18%	16%	17%	19%	19%
Somewhat disapprove	11%	11%	10%	12%	12%	11%	11%	11%
Strongly disapprove	46%	45%	51%	52%	48%	45%	41%	43%
Unsure	4%	2%	5%	2%	4%	5%	3%	4%

How much of a priority do you think each of the following should be for state government in your state?

Order randomized; sorted by major priority for display.

		Overall	CT	MD	MA	NY	NJ	PA	VA
Addressing health care costs	Major priority	73%	72%	73%	73%	74%	74%	73%	72%
	Minor priority	19%	20%	19%	20%	19%	18%	19%	21%
	Not a priority	4%	4%	4%	4%	4%	4%	4%	5%
	Unsure	3%	4%	3%	3%	3%	4%	4%	2%
Jobs and the economy	Major priority	71%	73%	74%	64%	72%	72%	71%	70%
	Minor priority	23%	20%	19%	29%	22%	22%	22%	24%
	Not a priority	3%	4%	4%	3%	3%	3%	3%	4%
Improving the network of highways, roads, and bridges	Major priority	65%	63%	66%	64%	65%	65%	66%	62%
	Minor priority	29%	29%	28%	28%	28%	28%	29%	32%
	Not a priority	4%	3%	3%	5%	4%	3%	2%	5%
	Unsure	3%	4%	3%	4%	2%	4%	4%	2%
Improving public education	Major priority	64%	62%	69%	60%	65%	61%	62%	65%
	Minor priority	27%	27%	23%	31%	27%	27%	26%	25%
	Not a priority	6%	7%	5%	5%	5%	8%	7%	7%
	Unsure	4%	5%	3%	4%	3%	4%	5%	3%
Reducing air pollution	Major priority	50%	47%	54%	50%	53%	54%	46%	46%
	Minor priority	36%	36%	34%	37%	36%	32%	36%	38%
	Not a priority	10%	13%	9%	9%	7%	9%	12%	13%
	Unsure	4%	5%	4%	4%	4%	4%	5%	3%
Improving the public transportation network	Major priority	49%	43%	48%	58%	57%	49%	38%	42%
	Minor priority	37%	39%	38%	32%	32%	39%	44%	41%
	Not a priority	10%	13%	9%	6%	8%	7%	14%	13%
	Unsure	4%	5%	4%	5%	4%	5%	5%	3%
Increasing clean energy usage	Major priority	49%	48%	51%	51%	54%	51%	44%	45%
	Minor priority	35%	37%	34%	35%	33%	34%	37%	39%
	Not a priority	11%	10%	9%	10%	9%	10%	14%	13%
	Unsure	4%	5%	5%	4%	4%	4%	5%	3%
Building more housing that residents can afford	Major priority	49%	41%	55%	54%	55%	46%	41%	46%
	Minor priority	34%	39%	29%	33%	31%	32%	38%	35%
	Not a priority	13%	14%	11%	10%	9%	16%	16%	15%
	Unsure	4%	6%	4%	3%	4%	6%	4%	4%
Addressing climate change	Major priority	48%	46%	46%	52%	50%	50%	46%	43%
	Minor priority	29%	31%	34%	30%	29%	29%	24%	28%
	Not a priority	18%	19%	15%	15%	16%	16%	23%	24%
	Unsure	5%	5%	5%	4%	5%	5%	7%	5%



The states highlighted on the map above, plus the District of Columbia, are considering a program to reduce air pollution generated by cars and trucks in the region.

Under the plan, companies that sell and distribute gasoline and diesel fuel to gas stations in the region would have to pay for the pollution created by the fuels sold and used there. Each state in the program would get a share of the money collected from those companies, based on how much fuel is used in their state.

States could use this money to make transportation in their state better, cleaner, and more resilient to the effects of climate change. They could also use it to help residents with any higher costs the companies try to pass on to them.

Based on this description, would you support or oppose your state taking part in such a program?

	Overall	CT	MD	MA	NY	NJ	PA	VA
Strongly support	30%	26%	32%	30%	34%	33%	26%	27%
Somewhat support	36%	39%	34%	38%	37%	34%	37%	34%
Somewhat oppose	11%	10%	11%	11%	9%	10%	11%	14%
Strongly oppose	12%	13%	10%	10%	10%	11%	15%	15%
Unsure	11%	13%	13%	11%	11%	12%	11%	11%

If your state takes part in a program like the one described above, it will receive a portion of the money collected from fuel companies. How much would you support or oppose your state using the funds from the program in each of the following ways?

Order randomized; sorted by strong support for display.

		Overall	CT	MD	MA	NY	NJ	PA	VA
Improving existing public transportation systems, including subways, trains, buses and ferries.	Strongly support	46%	41%	48%	53%	49%	48%	40%	40%
	Somewhat support	35%	35%	34%	33%	32%	35%	39%	36%
	Somewhat oppose	8%	9%	7%	7%	7%	6%	9%	10%
	Strongly oppose	5%	7%	5%	2%	4%	4%	6%	6%
Protecting existing roads, bridges, tunnels and public transportation from the effects of climate change, like sea level rise, storm surges, and flooding.	Strongly support	46%	46%	50%	46%	48%	51%	43%	43%
	Somewhat support	34%	32%	31%	36%	33%	32%	37%	36%
	Somewhat oppose	8%	8%	9%	8%	7%	7%	8%	8%
	Strongly oppose	5%	6%	5%	5%	5%	4%	6%	6%
Making public transportation more affordable to encourage people to ride more.	Strongly support	41%	39%	43%	47%	45%	42%	35%	35%
	Somewhat support	37%	34%	35%	36%	33%	37%	41%	39%
	Somewhat oppose	9%	11%	10%	9%	8%	9%	10%	11%
	Strongly oppose	6%	8%	6%	4%	5%	4%	7%	7%
Expanding public transportation to places that do not have it right now.	Strongly support	39%	33%	42%	42%	41%	39%	34%	35%
	Somewhat support	37%	38%	36%	33%	37%	37%	39%	38%
	Somewhat oppose	11%	12%	9%	13%	9%	10%	11%	12%
	Strongly oppose	6%	8%	6%	5%	4%	6%	7%	7%
Giving a portion of the funds back to consumers to offset higher transportation costs.	Strongly support	39%	35%	38%	35%	45%	40%	37%	36%
	Somewhat support	33%	36%	34%	34%	31%	35%	34%	33%
	Somewhat oppose	11%	12%	12%	15%	9%	10%	12%	13%
	Strongly oppose	7%	7%	7%	7%	6%	6%	7%	8%
Improving sidewalks, bike lanes and bike and walking paths to give residents safe alternatives to driving.	Strongly support	37%	32%	41%	35%	40%	38%	32%	34%
	Somewhat support	38%	41%	38%	42%	34%	37%	40%	37%
	Somewhat oppose	11%	11%	10%	13%	11%	11%	12%	13%
	Strongly oppose	7%	8%	6%	5%	7%	7%	8%	8%
Offering consumers incentives to buy more fuel-efficient cars, like hybrids and fully electric vehicles.	Strongly support	33%	30%	34%	29%	38%	32%	30%	29%
	Somewhat support	37%	40%	37%	41%	34%	39%	37%	34%
	Somewhat oppose	12%	13%	12%	13%	10%	12%	12%	16%
	Strongly oppose	9%	9%	8%	7%	8%	8%	10%	13%
Directing funds to communities most affected by air pollution and climate change.	Strongly support	31%	26%	34%	29%	37%	30%	27%	29%
	Somewhat support	36%	40%	36%	39%	32%	38%	38%	35%
	Somewhat oppose	13%	13%	12%	13%	12%	13%	13%	13%
	Strongly oppose	9%	10%	9%	9%	8%	10%	10%	12%
Expanding networks of charging stations for electric vehicles.	Strongly support	27%	24%	29%	24%	31%	27%	22%	24%
	Somewhat support	38%	42%	39%	41%	34%	40%	40%	37%
	Somewhat oppose	15%	15%	14%	16%	14%	13%	14%	18%
	Strongly oppose	10%	9%	9%	9%	9%	10%	11%	11%
	Unsure	11%	10%	9%	10%	12%	10%	13%	10%

Now that you've read some potential uses for the funds raised by this program, would you support or oppose your state taking part in a plan to make fuel suppliers pay for the air pollution their fuels create and invest the proceeds in better and cleaner transportation?

	Overall	CT	MD	MA	NY	NJ	PA	VA
Strongly support	34%	32%	36%	35%	38%	35%	32%	29%
Somewhat support	35%	37%	34%	37%	34%	36%	34%	35%
Somewhat oppose	10%	10%	11%	10%	8%	10%	12%	14%
Strongly oppose	11%	12%	10%	10%	10%	10%	14%	15%
Unsure	9%	10%	8%	9%	11%	9%	9%	8%

You may have heard about the idea that the world's temperature has been going up slowly over the past 100 years, often called climate change or global warming. Do you think this...

	Overall	CT	MD	MA	NY	NJ	PA	VA
Has probably been happening	73%	75%	73%	76%	74%	73%	70%	68%
Has probably NOT been happening	14%	13%	12%	13%	12%	14%	16%	17%
Unsure	14%	12%	15%	11%	14%	13%	14%	15%

The following asked of those who answered that climate change has probably been happening.

Do you believe climate change is due more to...

	Overall	CT	MD	MA	NY	NJ	PA	VA
The effects of pollution from human activities	42%	42%	46%	47%	44%	42%	38%	37%
Natural changes in the environment	13%	12%	12%	11%	12%	13%	13%	16%
Both	43%	45%	40%	40%	43%	43%	47%	46%
Unsure	2%	1%	2%	2%	2%	2%	2%	1%

If nothing is done to reduce climate change in the future, how serious of a problem do you think it will be for your state?

	Overall	CT	MD	MA	NY	NJ	PA	VA
Very serious	44%	44%	46%	44%	49%	45%	37%	39%
Somewhat serious	26%	29%	27%	32%	24%	27%	26%	26%
Not too serious	14%	13%	12%	12%	12%	13%	17%	16%
Not serious at all	8%	8%	6%	6%	7%	7%	11%	10%
Unsure	8%	6%	8%	6%	8%	9%	8%	9%

When it comes to combating the air pollution that causes illnesses like asthma and heart disease and contributes to climate change, do you think the federal government is doing...?

	Overall	CT	MD	MA	NY	NJ	PA	VA
Too little	57%	57%	61%	59%	58%	59%	53%	52%
The right amount	22%	19%	18%	23%	21%	20%	24%	27%
Too much	8%	10%	8%	6%	9%	7%	9%	8%
Unsure	13%	14%	13%	12%	12%	14%	14%	13%

What about your own state? When it comes to combating the air pollution that causes illnesses like asthma and heart disease and contributes to climate change, do you think the state government in your state is doing...?

	Overall	CT	MD	MA	NY	NJ	PA	VA
Too little	44%	46%	45%	39%	47%	44%	42%	40%
The right amount	27%	25%	24%	33%	25%	25%	30%	31%
Too much	10%	10%	9%	9%	11%	10%	10%	10%
Unsure	19%	19%	22%	19%	17%	21%	19%	19%

Different sectors of the economy in each state emit different amounts of the greenhouse gas pollution that contributes to climate change. Thinking about your own state, please rank the items below based on how much of your state's greenhouse gas pollution you think each one emits.

Order randomized; sorted by percent ranking each item first for display.

		Overall	CT	MD	MA	NY	NJ	PA	VA
Industry (factories, manufacturing, etc)	1	38%	34%	33%	36%	39%	39%	41%	36%
	2	25%	30%	24%	22%	23%	28%	26%	26%
	3	14%	13%	14%	16%	14%	12%	14%	13%
	4	11%	11%	12%	13%	10%	9%	9%	12%
	5	7%	7%	8%	8%	8%	6%	6%	8%
	6	6%	5%	8%	5%	7%	6%	4%	5%
Transportation (moving people and goods by car, truck, bus, train, plane, etc)	1	33%	37%	38%	37%	31%	34%	30%	34%
	2	32%	30%	30%	32%	34%	32%	31%	30%
	3	16%	16%	16%	16%	14%	15%	19%	16%
	4	9%	8%	8%	7%	9%	9%	10%	10%
	5	6%	6%	6%	4%	6%	5%	6%	6%
	6	5%	3%	2%	4%	5%	5%	4%	5%
Commercial / Residential (heating/cooling homes and buildings, home or office electricity use, etc)	1	9%	8%	9%	9%	11%	8%	10%	9%
	2	16%	16%	14%	21%	17%	15%	14%	13%
	3	27%	29%	25%	30%	27%	31%	25%	24%
	4	28%	31%	29%	23%	25%	27%	31%	30%
	5	12%	9%	15%	11%	12%	12%	13%	14%
	6	8%	6%	9%	7%	8%	7%	8%	10%
Electricity (generation, transmission, and distribution)	1	9%	11%	8%	9%	8%	9%	8%	10%
	2	15%	15%	17%	14%	13%	13%	17%	17%
	3	27%	24%	27%	23%	27%	25%	28%	30%
	4	31%	29%	28%	35%	33%	33%	28%	25%
	5	12%	12%	13%	12%	11%	13%	13%	12%
	6	7%	9%	7%	7%	7%	7%	6%	6%
Agriculture	1	6%	5%	6%	7%	7%	6%	5%	6%
	2	7%	4%	9%	5%	6%	7%	7%	8%
	3	9%	8%	11%	9%	9%	8%	8%	11%
	4	12%	12%	13%	13%	10%	11%	13%	14%
	5	35%	37%	32%	38%	32%	37%	38%	35%
	6	31%	33%	29%	28%	36%	31%	29%	27%
Land use / forestry	1	5%	5%	7%	3%	4%	4%	6%	5%
	2	6%	4%	6%	5%	7%	5%	5%	6%
	3	8%	9%	7%	6%	9%	9%	7%	7%
	4	10%	10%	10%	9%	12%	9%	10%	10%
	5	28%	28%	26%	27%	32%	28%	24%	26%
	6	44%	44%	45%	50%	37%	44%	49%	47%

How much, if anything, have you heard or read about the Transportation and Climate Initiative?

	Overall	CT	MD	MA	NY	NJ	PA	VA
A lot	8%	8%	7%	9%	9%	9%	6%	8%
Some	19%	18%	19%	19%	19%	18%	19%	19%
A little	25%	26%	24%	25%	24%	27%	23%	25%
Nothing at all	41%	40%	42%	39%	39%	38%	44%	40%
Unsure	8%	8%	7%	8%	9%	8%	8%	7%

How much, if anything, have you heard or read about the Regional Greenhouse Gas Initiative?

	Overall	CT	MD	MA	NY	NJ	PA	VA
A lot	6%	7%	5%	6%	7%	7%	5%	6%
Some	16%	13%	17%	15%	18%	16%	13%	14%
A little	23%	24%	21%	23%	24%	23%	23%	20%
Nothing at all	47%	46%	48%	47%	43%	45%	50%	52%
Unsure	8%	9%	9%	8%	8%	8%	8%	7%

DEMOGRAPHICS

		Overall	CT	MD	MA	NY	NJ	PA	VA
Age	18-24	8%	7%	12%	7%	9%	8%	8%	8%
	25-34	15%	15%	15%	16%	15%	16%	14%	16%
	35-44	15%	14%	15%	13%	15%	15%	14%	14%
	45-64	36%	37%	35%	39%	34%	37%	38%	37%
	65+	25%	26%	23%	24%	27%	24%	26%	25%
		Overall	CT	MD	MA	NY	NJ	PA	VA
Gender	Male	46%	46%	46%	47%	46%	47%	47%	46%
	Female	53%	53%	52%	53%	53%	53%	53%	53%
	Transgender	<1%	<1%	1%	<1%	<1%	<1%	<1%	<1%
	None of these	<1%	0%	<1%	<1%	<1%	0%	0%	<1%
	Prefer not to say	<1%	<1%	1%	<1%	<1%	<1%	<1%	0%
		Overall	CT	MD	MA	NY	NJ	PA	VA
Race / Ethnicity	White	72%	78%	61%	81%	67%	66%	84%	72%
	Black	15%	9%	28%	7%	17%	15%	10%	18%
	Hispanic	7%	8%	4%	5%	10%	11%	3%	3%
	Asian	4%	2%	4%	4%	5%	6%	1%	5%
	Other	1%	1%	1%	1%	1%	1%	1%	1%
	More than one race	1%	1%	1%	1%	<1%	1%	1%	1%
	Prefer not to say	1%	<1%	1%	1%	<1%	1%	1%	<1%
		Overall	CT	MD	MA	NY	NJ	PA	VA
Party Identification (with leaners)	Democrat	51%	49%	56%	56%	55%	50%	46%	44%
	Republican	34%	35%	30%	27%	29%	33%	42%	41%
	Independent / Other	10%	10%	8%	13%	9%	12%	8%	9%
	Prefer not to say	6%	6%	6%	4%	7%	6%	5%	6%
		Overall	CT	MD	MA	NY	NJ	PA	VA
Education	High school or less	35%	32%	35%	29%	36%	32%	40%	32%
	Some college / Associate's Degree	26%	26%	27%	25%	26%	25%	26%	29%
	Bachelor's degree	23%	24%	22%	26%	22%	27%	21%	24%
	Advanced degree	15%	18%	16%	18%	16%	15%	12%	15%
	Prefer not to say	1%	<1%	<1%	1%	1%	1%	1%	<1%

About the Poll

These results are based on a survey of 6,395 registered voters across seven Northeast and Mid-Atlantic states: Connecticut (643 responses), Maryland (1,043), Massachusetts (629), New Jersey (1,019), New York (1,015), Pennsylvania (1,042), and Virginia (1,004). Responses were collected via online survey interviewing November 12-19, 2019. Final survey data was weighted to known and estimated population parameters to represent each state's registered voters by age, gender, race, education, geography, and party. Each state was then weighted to its relative proportion of registered voters to create the overall regional average. This project was sponsored by The Barr Foundation.