



The Limousine Bus Taxi Operators of Upstate New York (LBTOUNY) is the trade organization representing over 60 upstate small businesses providing transportation services. Our members are part of an industry that employs over 80,000+ individuals statewide, who live in New York State and spend their money in the local economies. Our member companies contribute to their local economy, buying vehicles, services and other goods which generate tax revenue for the municipalities and New York State. Many of our member's help contribute towards the \$25 million dollars that's collected annually for sales tax on Transportation services. Our members have helped spur economic activity in New York State since 1986.

Many elected officials have called for enactment of laws allowing so-called Transportation Network Companies (TNCs), such as Uber and Lyft, to operate in upstate New York. These elected official have been misled into believing Uber and Lyft are allowed to operate in New York City, but not upstate. However, there are no special laws in New York City for TNCs. Uber and Lyft currently abide by all of the same New York City laws as other for-hire vehicles. Like New York City, there is nothing that prohibits Uber and Lyft from operating now in upstate New York, if they choose to comply with the law. TNCs provide the exact for-hire vehicle service as limousines and taxis. The only difference is TNCs are dispatched by an app, which does not change the nature of the service provided. In fact, many limousines and taxis are now dispatched through apps.

While we believe TNCs can operate under existing local laws, we realize that special laws for TNCs are being proposed. If TNC laws are enacted, we believe that certain provisions and protections must be in whichever law is enacted to protect and ensure fairness to the people of New York and to existing for-hire vehicle companies. These provisions are:

Background Checks

While many existing laws require taxi and limousine drivers to undergo a fingerprint-based biometric background check, proposed laws would allow TNCs to use name-based checks, which are not as reliable. In New York City, every Uber and Lyft driver has to undergo a fingerprint-based background check. People in upstate New York deserve the same protection.

Local regulations

The regulation of for-hire vehicles have traditionally been exercised by local municipalities under their police powers. Local officials have the best perspective about the types and numbers of for-hire vehicles that they need and are in the best position to determine what type of protection they want to provide to riders through the background checks. Many TNC proposals would create one standard in a state where municipalities have populations ranging from several hundred to over a million. This makes no sense and the State should respect the authority of local municipalities to exercise their police powers.

Sales Tax and Surcharges

Depending on the type of for-hire vehicle, the for-hire vehicle may have to pay sales tax or an MTA surcharge. The TNCs will add thousands of new vehicles that will make millions of miles of trips on New York's roads. The TNCs should pay their fair share to help pay for the roads and other infrastructure they will use for their business.

Insurance

One of the largest expenses for existing for-hire vehicle owners is insurance. For-hire vehicle owners are often required to obtain expensive commercial insurance which is in effect 24/7. Under proposed TNC laws, TNC vehicle owners would be able to obtain group TNC insurance to supplement their personal insurance. This group TNC insurance is less expensive and would provide a huge competitive advantage to TNCs. TNC group insurance or some type of hybrid commercial insurance must be available to existing FHV owners to keep the field level.

Transparency

New York State's Freedom of Information Law presumes that any record in the possession of a government agency is available for public disclosure, unless specifically exempted. Many existing taxi and for-hire vehicle companies provide trip and other data to regulating agencies to aid in creation of new policies and enforcement actions. Proposed TNC laws would create a categorical exemption for TNC data provided to government agencies. With the expected thousands of new vehicles that will be operating in New York State, it is essential that the public is allowed access to trip data and other information to help understand their impact on our state.

If you need further information on LBTOUNY's stance on the proposed TNC legislation, please call Kevin Barwell at 716 308 6815.

**BACKGROUND
CHECKING /
FINGERPRINTING**

Four Key Arguments in Support of Fingerprint Background Checks

1. Fingerprint background checks have a 99% accuracy rate.
 - According to a 2014 report by the FBI, the FBI's fingerprint technology currently has an accuracy rate of 99%, which reduces the "dependency on supplemental name checks and manual fingerprint verification." <https://www.fbi.gov/services/cjis/cjis-link/ngi-officially-replaces-iafis-yields-more-search-options-and-investigative-leads-and-increased-identification-accuracy>
2. Name-based background checks are error-prone and susceptible to false information; they are neither as accurate nor as comprehensive as fingerprint-based checks.
 - Name-based background checks are prone to fraud and data-entry errors. Individuals that are run through a name check may have nicknames, abbreviations, middle names, common names, misspellings, etc. Even worse, the information that an applicant provides for a name-based check could be fraudulent—it is possible for one to acquire on the black market a name, credit card number and expiration date, social security and mother's maiden name for around \$5 per search. For more information, see: <http://www.utrc2.org/publications/one-standard-for-all> (Report Attached)
3. When TNCs fail to provide safe background check procedures, the results can be tragic.
 - In Maryland this past May, an Uber driver with an extensive criminal record, including an armed robbery conviction was charged with the attempted murder of two Montgomery County police officers. <http://wjla.com/news/crime/police-uber-driver-arrested-after-attempting-to-murder-police-officers>; More information on the wide array of recent incidents involving TNC drivers with a criminal record may be found at "Who's Driving You?": <http://www.whosdrivingyou.org/rideshare-incidents>
4. TNCs are willing to remain in jurisdictions that adopt fingerprint-based background checks.
 - When voters in Austin, Texas voted in May 2016 to keep fingerprint-based background checks for TNC drivers, Uber left the city, but Lyft and at least 9 other TNCs remained despite the fingerprint requirement. <http://www.bizjournals.com/austin/news/2016/06/07/the-complete-field-guide-to-austins-ridesharing.html>

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http://www.pressofatlanticcity.com/our-view-legislators-fail-to-protect-public-with-fingerprinting-of/article_3db3ef50-d408-11e6-9361-bcf0a424c16.html

Our view: Legislators fail to protect public with fingerprinting of ride-hailing drivers

Jan 6, 2017



Craig Matthews / Staff Photographer

Uber driver Anthony Mazzone using app to drive to pick up customer in Atlantic City. The burden the lack of statewide regulation of Uber and other ride-hailing services has on drivers, who essentially have to learn how to avoid large fines for being operating illegally in the busy shore towns. Nov. 5, 2016 (Craig Matthews / Staff Photographer)



Ride-hailing rules head to governor's desk

As the state legislative session ended last month, the Senate and Assembly finally proposed a legal basis for ride-hailing services to operate in the state. On the most crucial question of assuring a level of public security and protection similar to that required of taxi and limousine services, the legislators punted the matter to the attorney general.

The Transportation Network Company Safety and Regulatory Act, which cleared the Legislature on Dec. 19, proposed general requirements of registration and state oversight typical of businesses in New Jersey.

Ride-hailing companies such as Uber and Lyft would have to pay an annual fee of \$25,000 to operate in the state.

They'd have to implement a zero-tolerance drug and alcohol policy regarding their drivers (who are considered independent contractors) and ensure that drivers don't discriminate against



Uber drivers playing 'cat and mouse' in South Jersey

potential riders on the basis of the usual aspects of identity or their intended destination.

The companies and/or their drivers would have to boost the insurance on the vehicles used with \$1.5 million in liability coverage for accidents with uninsured or underinsured motorists.

Legislative leaders, who said they worked with Uber, Lyft and law-enforcement officials on the regulations, pointed out that the bill would prohibit a ride-hailing driver from soliciting or accepting a rider other than through the company's digital network. So such drivers couldn't try to pick up riders at airports and bus stations like a taxi, although the bill doesn't specify penalties for doing so.

What the legislators didn't mention, however, was that the bill also prohibits taxi and limo drivers from using their vehicles to provide transportation-network rides. Along with state regulation comes protection from competition for both sides.

When it came to protecting the public, though, legislators caved to pressure from Uber, Lyft and others in not requiring fingerprint background checks for drivers, the accepted and widespread gold standard in reviewing possible criminal history. Identification papers can be counterfeited and identities can be stolen, but fingerprints specify a person and connect to criminal records.

Such fingerprint background checks are required for taxi, limo and bus drivers, and there's no good reason not to require them of ride-hailing drivers — 20,000 of them already working for Uber and Lyft in New Jersey — especially in light of reports nationally of passengers assaulted by such drivers.

Instead, the Legislature chose to let ride-hailing companies come up with their own method of criminal background check, subject to approval by the state Attorney General's Office. If the method is disallowed, the checks would be done by the State Police and include fingerprinting of drivers.

Maybe the Attorney General's Office will stand firm, or maybe it too will bend to the influence of the companies, if not this year then in the future.

New York City insists on fingerprint background checks, and Uber and Lyft provide them. We would like to hear state legislators explain why New Jersey people should get less protection.

The ride-hailing companies don't like the background checks mainly because of the small cost and inconvenience, but also because they undermine the case that the drivers are cheap-to-use independent contractors and not employees.

But that's another area where the legislators are abandoning long-standing policies to create exceptions to standard business practices for favored companies. Those tens of thousands of

drivers won't be protected from corporate abuse by basic state laws such as wage and hours requirements.

Will legislators allow home-care providers, for example, to be turned into unprotected "independent contractors" the same way? This issue will come back at legislators sooner than they realize.

The governor should conditionally veto the transportation-network bill, requiring fingerprint background checks instead of leaving them merely a possibility.

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Uber and Lyft's arguments against fingerprinting make little sense

By Editorial Board January 2

MANY OF the nation's biggest cities have tried to require ride-booking services such as Uber and Lyft to establish fingerprint background checks for their drivers, in the interest of public safety, only to discover that the companies, which hate the idea, have them over a barrel. The pressure on local leaders can be intense: Don't they want their town to remain in (or join) the 21st century? And what about the thousands of people who make ends meet as part-time drivers in the gig economy — don't they deserve the extra income?

In the face of threats by Uber and Lyft to leave or stay out of a city, a county or even an entire state, many public officials have buckled, much as Maryland's Public Service Commission did last month in dropping its effort to force fingerprint background checks. (It did beef up rules for biographic background checks.)

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Uber and Lyft complain that fingerprinting is unfair, onerous, racially tilted and unreliable. Those arguments are largely specious. For one thing, both firms submit to the requirement in New York City, and Uber also does so in Houston. In other words, if the city (and profit potential) is big enough, the firms suck it up and bear the burden. And if the city isn't big enough, the firms have shown themselves willing to walk, as they did when voters in Austin passed a ballot measure requiring fingerprint background checks this past spring.

The firms say they worry fingerprinting is a hassle that may discourage the flow of new drivers — about a half-million have already signed up across the country. In fact, the burden is minimal: In Houston, prospective Uber drivers pay about \$40 to be fingerprinted, a process that takes about 10 minutes.

As for the argument that fingerprinting disadvantages black prospective drivers because they are disproportionately and sometimes erroneously

represented in criminal databases — well, yes. Yet few dispute that fingerprinting provides the public with added protection when it comes to hiring bus drivers, teachers, security guards, mortgage brokers, real estate agents, nurses, government employees and many other prospective employees in sensitive occupations that involve interacting with the public.

The firms' real reason for opposing fingerprinting may be that it (slightly) strengthens the argument that their drivers are employees and not, as Uber and Lyft insist, private contractors. As employees, they would be eligible to press for a range of benefits that would upend the firms' labor costs and business models.

Uber and Lyft say their own biographic background checks, performed by private contractors, are just as efficient in weeding out applicants with criminal backgrounds. Not many law enforcement agencies buy that. Fingerprinting isn't a foolproof tool for background checks, but neither are the biographic databases used by the ride-booking services now. The best way to protect the public is to insist on both.

Read more on this topic:

Catherine Rampell: Uber continues to flout laws and brawl with cities

Mark R. Warner: Asking tough questions about the gig economy

Catherine Rampell: Who will win the ridesharing war? Probably not consumers.

Catherine Rampell: The dark side of 'sharing economy' jobs

Evan Feinberg: D.C. and Virginia should stop fighting Uber, Lyft and Sidecar

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WORKERS COMPENSATION

From: LBTOUNY [lbtonylegislativ@gmail.com<mailto:lbtonylegislativ@gmail.com><mailto:lbtonylegislativ@gmail.com><mailto:lbtonylegislativ@gmail.com>>]

Sent: Tuesday, December 27, 2016 4:36 PM

To: Hardwick, Hon. Kevin

Subject: Black Car fund

Uber Attempting to Bypass State-Mandated Black Car Fund

Category: Industry News

Published: 2016, December 27

New York — As Uber advances its plans to expand upstate, New Yorkers expect that ride-hailing apps would adhere to the same safety standards and driver protections currently in place in New York City. Yet Uber is trying to get out of this basic obligation by proposing to start its own workers' compensation fund—under private control—which would not offer sufficient protections for riders and drivers.

As a matter of New York State law, Uber currently is required to provide drivers with workers' compensation insurance, unemployment benefits, safety training, and support services as a member of the award-winning, state-regulated Black Car Fund (BCF) that insures both drivers and riders enjoy the highest professional standards. However, in the last legislative session, Uber attempted to get out of this common sense requirement, which all black car dispatch bases statewide must meet.

The New York Black Car Operators' Injury Compensation Fund, now known simply as the BCF, was created by statute for the sole purpose of providing workers' compensation coverage to black car operators in the state of New York. The statute was signed into law by Governor George Pataki in May 1999. The BCF derives its income from a 2.5 percent surcharge, which is billed and collected by member bases from their clients and then remitted to the fund. Today, it has approximately 300 member bases and covers more than 33,000 affiliated drivers.

“Uber is an ambitious company with big plans, but the company's continued success cannot come at the expense of its customers or the real-life people who drive for it. Upstate New Yorkers deserve the same protections that exist in New York City for a safer ride,” said Ira Goldstein, BCF executive director. “We want Uber to thrive, but New Yorkers also need to be protected. There is no reason we can't do both.”

According to Goldstein and the BCF leadership, Uber should:

1. Mandate fingerprinting as part of any criminal background check to protect riders. Uber agreed to fingerprinting for its New York City drivers but refused to do so in Austin, Texas, and instead left the city. Convenience is not more important than rider safety, and Uber continues to be plagued by frequent news reports about its drivers harassing or even sexually assaulting female passengers. This should be a major concern as Uber markets itself on college campuses where N.Y. Governor Andrew Cuomo has made a concerted effort to address rape statistics. New York City riders know that when they step into an Uber, their driver has been fully vetted for their protection, and Upstate riders deserve the same peace of mind.

2. Remain part of New York State's mandated workers' compensation fund and continue to provide drivers with workers' compensation insurance, safety training, and support services. An independent analysis by Oliver Wyman Actuarial Consulting found Uber's proposed fund to be "economically unsound," concluding that it would result in "gross underfinancing."

Drivers cannot work without a minimum standard of protection, but Goldstein says the BCF goes even further to encourage a safe and healthy workforce through a Wellness Program, which includes:

Healthy Driving, which is instructed by a BCF Driver Wellness Coach and addresses issues of driving in NYC, as well as the affects it has on the drivers. The program also includes instruction on posture, start movements, exercise, and stress reduction.

- * Hands-Only CPR instruction, through a partnership with New York Presbyterian Hospital/Weill Cornell's Heart Institute

- * Share the Road, a partnership with Bike New York, to reinforce drivers' sense of responsibility to provide leadership as the most responsible and professional team of drivers on the roadways of NYC.

- * The BCF Wellness STEP 2016 includes AMBER Alert training in conjunction with the New York State Police Department to educate drivers on how to register to receive text message AMBER Alerts, as well as the steps drivers can actively take upon receiving the notification that an AMBER Alert has been issued.

**POLLS FOR
RIDE-SHARING**

UPSTATE NY



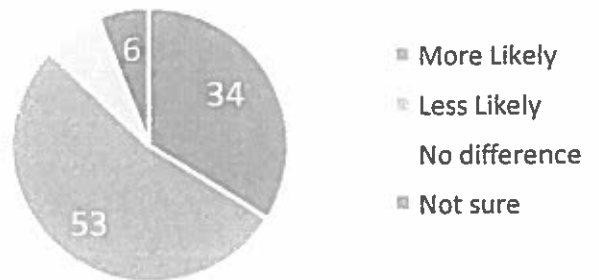
TO: Interested Parties
 FROM: Brock McCleary, President
 Date: December 27, 2016
 RE: Key Poll Findings—Upstate New York Voter Opinion Survey on Ride Sharing

Voters Generally Favor Ride Sharing in Upstate New York

Likely voters in Upstate New York generally favor allowing “ride sharing services like Uber and Lyft to operate in Upstate New York” (66% favor/17% oppose). This includes voters in all four of the major media markets of the region, with slight increases in Albany and Rochester (Albany: 71% favor, Rochester: 73%, Syracuse: 66%, Buffalo: 69%).

However, Without Background Checks and Fingerprinting, Voters are Much Less Likely to Favor

When informed that the legislation under consideration “would prohibit local governments upstate from requiring fingerprinting or background checks of Uber drivers,” a full **53% majority** of respondents would be less likely to support legislation allowing ride sharing (34% more likely). This includes a plurality who are *much* less likely to support the legislation (29%).



A majority of parents say they are less likely to favor the legislation without fingerprinting and background checks (56%). Voters of all self-identified political ideologies and parties agree (Very Conservative: 52% less likely, Somewhat: 48%, Moderate: 59%, Somewhat Liberal: 62%, Very: 49%; Republicans: 50%, Democrats: 53%, Independents: 60%). The fact that the legislation prohibits fingerprinting or background checks makes voters in the four main media markets less likely to support the legislation as well (Albany: 53% less likely, Rochester: 57%, Syracuse: 45%, Buffalo: 47%). Even younger voters, who are most likely to *strongly* favor allowing ride sharing in Upstate New York, are net less likely to support the legislation after hearing this information (18-39 yo: 34% more likely, 42% less likely).

An Overwhelming Majority of Voters Say the Same Ride Sharing Rules Should Apply to the Whole State



After being informed that Uber and Lyft drivers are required to be fingerprinted in New York City, an **overwhelming 84% majority** of voters say “the same rules should apply for ride sharing services in the whole state.” This sentiment and its intensity hold across all demographics, including ideology, party, and geography. Eighty-six percent of parents say the same rules should apply across the state.

Set, Reliable Pricing is Important to Voters

After hearing the definition of surge pricing, 58% of likely voters say it is “very important” to them to “have set, reliable pricing for [their] trips.” An additional 15% describe this as “somewhat important.” Having set, reliable pricing is especially important to likely voters in the Buffalo media market (62% very important).

Pay Raise

Fifty-five percent of likely voters are less likely to support the ride sharing legislation in Upstate New York after hearing that “Governor Cuomo is asking the State Legislature to approve ride sharing in exchange for a pay raise” (55% less likely). This information makes Republicans (57% less likely), Independents (64%), Conservatives (Very Conservative: 63%, Somewhat: 59%) and men (61%) particularly less likely to favor the legislation.

METHODOLOGY: The sample size for the survey is 611 likely voters in 47 counties across upstate New York and the margin of error is +/-3.96%. Responses were gathered via landline interviews conducted with Interactive Voice Response (IVR) technology. The survey was conducted December 22-23, 2016 by Harper Polling. The total percentages for responses may not equal 100% due to rounding.

COUNTIES:

Dutchess, Ulster, Sullivan, Delaware, Broome, Tioga, Chemung, Steuben, Allegany, Cattaraugus, Chautaugua, Erie, Niagara, Orleans, Genesee, Wyoming, Monroe, Livingston, Ontario, Yates, Seneca, Schuyler, Tompkins, Cayuga, Onondaga, Oswego, Oneida, Lewis, Jefferson, St Lawrence, Herkimer, Hamilton, Madison, Chenango, Otsego, Schoharie, Greene, Columbia, Rensselaer, Washington, Schenectady, Saratoga, Warren, Essex, Clinton, Franklin



**Upstate New York
Voter Opinion Survey Crosstabs
December 22-23, 2016**

Q: Governor Cuomo is asking the New York State legislature to approve legislation to allow ride sharing services like Uber and Lyft to operate in Upstate New York. Do you favor or oppose this legislation?

Legislation * Ideology Crosstabulation

% within Ideology

		Ideology				
		Very Conservative	Somewhat Conservative	Moderate	Somewhat Liberal	Very Liberal
Legislation	Strongly favor	42.27%	35.34%	36.81%	41.10%	54.76%
	Somewhat favor	22.68%	25.56%	32.64%	35.62%	19.05%
	Somewhat oppose	8.25%	15.04%	6.94%	6.85%	2.38%
	Strongly oppose	13.40%	6.02%	7.64%	5.48%	2.38%
	Not sure	13.40%	18.05%	15.97%	10.96%	21.43%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Legislation * Ideology Crosstabulation

% within Ideology

		Ideology
		Not sure
Legislation	Strongly favor	0.00%
	Somewhat favor	0.00%
	Somewhat oppose	0.00%
	Strongly oppose	50.00%
	Not sure	50.00%
Total		100.00%

Surge Pricing * Age Crosstabulation

% within Age

		Age				
		18 to 39	40 to 54	55 to 64	65 to 74	75 or older
Surge Pricing	Very important	44.44%	57.66%	60.77%	66.96%	51.90%
	Somewhat important	13.89%	14.41%	14.62%	15.18%	17.72%
	Not very important	19.44%	12.61%	13.85%	7.14%	11.39%
	Not at all important	12.50%	9.01%	7.69%	4.46%	8.86%
	Not sure	9.72%	6.31%	3.08%	6.25%	10.13%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Surge Pricing * Voter Likelihood Crosstabulation

% within Voter Likelihood

		Voter Likelihood		
		Always	Most of the time	Sometimes
Surge Pricing	Very important	58.97%	48.35%	77.78%
	Somewhat important	14.10%	21.98%	5.56%
	Not very important	13.08%	12.09%	0.00%
	Not at all important	9.49%	3.30%	5.56%
	Not sure	4.36%	14.29%	11.11%
Total		100.00%	100.00%	100.00%

Surge Pricing * Gender Crosstabulation

% within Gender

		Gender	
		Female	Male
Surge Pricing	Very important	64.34%	50.81%
	Somewhat important	14.73%	15.45%
	Not very important	6.98%	18.29%
	Not at all important	6.98%	9.35%
	Not sure	6.98%	6.10%
Total		100.00%	100.00%

Surge Pricing * Party Affiliation Crosstabulation

% within Party Affiliation

		Party Affiliation		
		Republican	Democrat	Independent or any other party
Surge Pricing	Very important	55.68%	57.65%	59.66%
	Somewhat important	12.43%	18.37%	14.29%
	Not very important	13.51%	11.22%	13.45%
	Not at all important	11.89%	5.10%	7.56%
	Not sure	6.49%	7.65%	5.04%
Total		100.00%	100.00%	100.00%

Surge Pricing * Media Market Crosstabulation

% within Media Market

		Media Market			
		ALBANY- SCHENECTADY -TROY	BINGHAMTON	BUFFALO	BURLINGTON- PLATTSBURGH
Surge Pricing	Very important	51.95%	60.71%	61.69%	55.56%
	Somewhat important	10.39%	14.29%	12.34%	11.11%
	Not very important	18.18%	14.29%	10.39%	11.11%
	Not at all important	7.79%	10.71%	6.49%	22.22%
	Not sure	11.69%	0.00%	9.09%	0.00%
Total		100.00%	100.00%	100.00%	100.00%

Surge Pricing * Media Market Crosstabulation

% within Media Market

		Media Market				
		ELMIRA (CORNING)	NEW YORK	ROCHESTER, NY	SYRACUSE	UTICA
Surge Pricing	Very important	50.00%	73.17%	54.10%	51.16%	55.56%
	Somewhat important	14.29%	14.63%	16.39%	22.09%	27.78%
	Not very important	21.43%	4.88%	11.48%	15.12%	11.11%
	Not at all important	7.14%	4.88%	11.48%	8.14%	5.56%
	Not sure	7.14%	2.44%	6.56%	3.49%	0.00%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Surge Pricing * Media Market Crosstabulation

% within Media Market

		Media Market
		WATERTOWN
Surge Pricing	Very important	62.50%
	Somewhat important	12.50%
	Not very important	6.25%
	Not at all important	12.50%
	Not sure	6.25%
Total		100.00%

Surge Pricing * Last Four General Crosstabulation

% within Last Four General

		Last Four General		
		2	3	4
Surge Pricing	Very important	58.67%	61.38%	54.55%
	Somewhat important	18.67%	11.03%	15.31%
	Not very important	12.00%	11.72%	13.40%
	Not at all important	4.67%	8.97%	10.05%
	Not sure	6.00%	6.90%	6.70%
Total		100.00%	100.00%	100.00%

Surge Pricing * Congressional District Crosstabulation

% within Congressional District

		Congressional District							
		18	19	20	21	22	23	24	25
Surge Pricing	Very important	73.33%	65.45%	50.00%	53.06%	52.94%	64.00%	55.93%	53.33%
	Somewhat important	20.00%	10.91%	8.33%	14.29%	25.49%	12.00%	22.03%	17.78%
	Not very important	0.00%	16.36%	19.44%	10.20%	13.73%	12.00%	10.17%	13.33%
	Not at all important	0.00%	7.27%	2.78%	16.33%	7.84%	8.00%	6.78%	11.11%
	Not sure	6.67%	0.00%	19.44%	6.12%	0.00%	4.00%	5.08%	4.44%
Total		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Surge Pricing * Congressional District Crosstabulation

% within Congressional District

		Congressional ...	
		26	27
Surge Pricing	Very important	57.50%	59.38%
	Somewhat important	12.50%	10.94%
	Not very important	12.50%	10.94%
	Not at all important	8.75%	6.25%
	Not sure	8.75%	12.50%
Total		100.00%	100.00%

Surge Pricing * Parent Crosstabulation

% within Parent

		Parent	
		Yes	No
Surge Pricing	Very important	58.13%	56.96%
	Somewhat important	16.26%	12.66%
	Not very important	12.81%	10.13%
	Not at all important	7.39%	10.13%
	Not sure	5.42%	10.13%
Total		100.00%	100.00%

Surge Pricing * Income Crosstabulation

% within Income

		Income			
		\$25,000 or less	Between \$25,000 and \$50,000	Between \$50,000 and \$75,000	Between \$75,000 and \$100,000
Surge Pricing	Very important	63.64%	65.14%	60.00%	51.43%
	Somewhat important	11.69%	13.76%	12.00%	18.57%
	Not very important	7.79%	11.01%	13.33%	17.14%
	Not at all important	9.09%	2.75%	12.00%	7.14%
	Not sure	7.79%	7.34%	2.67%	5.71%
Total		100.00%	100.00%	100.00%	100.00%

Surge Pricing * Income Crosstabulation

% within Income

		Income	
		Between \$100,000 and \$250,000	Over \$250,000
Surge Pricing	Very important	47.30%	60.00%
	Somewhat important	18.92%	0.00%
	Not very important	16.22%	20.00%
	Not at all important	13.51%	20.00%
	Not sure	4.05%	0.00%
Total		100.00%	100.00%

Pay Raise * Age Crosstabulation

% within Age

		Age				
		18 to 39	40 to 54	55 to 64	65 to 74	75 or older
Pay Raise	Much more likely	6.41%	8.77%	8.03%	11.48%	10.59%
	Somewhat more likely	11.54%	19.30%	10.22%	12.30%	20.00%
	Somewhat less likely	19.23%	20.18%	24.09%	21.31%	18.82%
	Much less likely	43.59%	32.46%	37.96%	31.97%	24.71%
	No difference	8.97%	9.65%	11.68%	10.66%	7.06%
	Not sure	10.26%	9.65%	8.03%	12.30%	18.82%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Q: Uber uses a model called “surge pricing” that can hike fares 2 to 3 times higher for instances like peak travel hours or if it is raining which significantly increases the cost of a ride. How important is it to you to have set, reliable pricing for your trips?

Surge Pricing * Ideology Crosstabulation

% within Ideology

		Ideology				
		Very Conservative	Somewhat Conservative	Moderate	Somewhat Liberal	Very Liberal
Surge Pricing	Very important	56.25%	60.15%	55.56%	59.21%	59.52%
	Somewhat important	14.58%	15.79%	13.89%	21.05%	11.90%
	Not very important	13.54%	10.53%	13.89%	10.53%	14.29%
	Not at all important	12.50%	6.02%	9.03%	3.95%	7.14%
	Not sure	3.13%	7.52%	7.64%	5.26%	7.14%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Surge Pricing * Ideology Crosstabulation

% within Ideology

		Ideology
		Not sure
Surge Pricing	Very important	66.67%
	Somewhat important	0.00%
	Not very important	0.00%
	Not at all important	0.00%
	Not sure	33.33%
Total		100.00%

Pay Raise * Voter Likelihood Crosstabulation

% within Voter Likelihood

		Voter Likelihood		
		Always	Most of the time	Sometimes
Pay Raise	Much more likely	10.29%	5.38%	5.00%
	Somewhat more likely	12.92%	18.28%	30.00%
	Somewhat less likely	21.05%	21.51%	20.00%
	Much less likely	37.08%	23.66%	20.00%
	No difference	10.53%	8.60%	5.00%
	Not sure	8.13%	22.58%	20.00%
Total		100.00%	100.00%	100.00%

Pay Raise * Gender Crosstabulation

% within Gender

		Gender	
		Female	Male
Pay Raise	Much more likely	8.03%	10.31%
	Somewhat more likely	16.06%	12.60%
	Somewhat less likely	22.26%	19.85%
	Much less likely	27.37%	41.22%
	No difference	10.58%	9.16%
	Not sure	15.69%	6.87%
Total		100.00%	100.00%

Pay Raise * Party Affiliation Crosstabulation

% within Party Affiliation

		Party Affiliation		
		Republican	Democrat	Independent or any other party
Pay Raise	Much more likely	8.59%	11.54%	6.35%
	Somewhat more likely	16.16%	13.46%	12.70%
	Somewhat less likely	19.19%	20.19%	26.19%
	Much less likely	38.38%	27.88%	38.10%
	No difference	7.58%	12.50%	8.73%
	Not sure	10.10%	14.42%	7.94%
Total		100.00%	100.00%	100.00%

Pay Raise * Media Market Crosstabulation

% within Media Market

		Media Market			
		ALBANY- SCHENECTADY -TROY	BINGHAMTON	BUFFALO	BURLINGTON- PLATTSBURGH
Pay Raise	Much more likely	4.76%	3.57%	12.35%	0.00%
	Somewhat more likely	13.10%	17.86%	14.81%	20.00%
	Somewhat less likely	22.62%	21.43%	17.28%	30.00%
	Much less likely	36.90%	42.86%	37.04%	40.00%
	No difference	10.71%	3.57%	8.02%	10.00%
	Not sure	11.90%	10.71%	10.49%	0.00%
Total		100.00%	100.00%	100.00%	100.00%

Pay Raise * Media Market Crosstabulation

% within Media Market

		Media Market				
		ELMIRA (CORNING)	NEW YORK	ROCHESTER, NY	SYRACUSE	UTICA
Pay Raise	Much more likely	6.67%	21.43%	7.46%	7.78%	4.55%
	Somewhat more likely	13.33%	9.52%	11.94%	14.44%	27.27%
	Somewhat less likely	20.00%	16.67%	25.37%	24.44%	22.73%
	Much less likely	40.00%	28.57%	26.87%	26.67%	40.91%
	No difference	0.00%	4.76%	17.91%	14.44%	4.55%
	Not sure	20.00%	19.05%	10.45%	12.22%	0.00%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Pay Raise * Media Market Crosstabulation

% within Media Market

		Media Market
		WATERTOWN
Pay Raise	Much more likely	6.25%
	Somewhat more likely	12.50%
	Somewhat less likely	18.75%
	Much less likely	43.75%
	No difference	6.25%
	Not sure	12.50%
Total		100.00%

Pay Raise * Last Four General Crosstabulation

% within Last Four General

		Last Four General		
		2	3	4
Pay Raise	Much more likely	11.95%	7.24%	8.44%
	Somewhat more likely	15.09%	12.50%	15.11%
	Somewhat less likely	21.38%	21.05%	20.89%
	Much less likely	35.22%	37.50%	31.11%
	No difference	10.06%	9.21%	10.22%
	Not sure	6.29%	12.50%	14.22%
Total		100.00%	100.00%	100.00%

Pay Raise * Congressional District Crosstabulation

% within Congressional District

		Congressional District							
		18	19	20	21	22	23	24	25
Pay Raise	Much more likely	12.50%	14.04%	5.00%	3.85%	3.70%	9.26%	9.38%	10.00%
	Somewhat more likely	18.75%	7.02%	7.50%	21.15%	16.67%	24.07%	15.63%	10.00%
	Somewhat less likely	18.75%	29.82%	20.00%	21.15%	20.37%	14.81%	23.44%	26.00%
	Much less likely	25.00%	35.09%	42.50%	32.69%	40.74%	33.33%	25.00%	24.00%
	No difference	6.25%	5.26%	10.00%	9.62%	7.41%	7.41%	14.06%	20.00%
	Not sure	18.75%	8.77%	15.00%	11.54%	11.11%	11.11%	12.50%	10.00%
Total		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Pay Raise * Congressional District Crosstabulation

% within Congressional District

		Congressional ...	
		26	27
Pay Raise	Much more likely	12.50%	10.14%
	Somewhat more likely	18.75%	5.80%
	Somewhat less likely	18.75%	17.39%
	Much less likely	33.75%	43.48%
	No difference	5.00%	13.04%
	Not sure	11.25%	10.14%
Total		100.00%	100.00%

Pay Raise * Parent Crosstabulation

% within Parent

		Parent	
		Yes	No
Pay Raise	Much more likely	7.88%	12.50%
	Somewhat more likely	15.52%	11.25%
	Somewhat less likely	21.43%	17.50%
	Much less likely	35.22%	31.25%
	No difference	9.61%	13.75%
	Not sure	10.34%	13.75%
Total		100.00%	100.00%

Pay Raise * Income Crosstabulation

% within Income

		Income			
		\$25,000 or less	Between \$25,000 and \$50,000	Between \$50,000 and \$75,000	Between \$75,000 and \$100,000
Pay Raise	Much more likely	15.19%	7.34%	6.85%	14.29%
	Somewhat more likely	22.78%	18.35%	19.18%	12.86%
	Somewhat less likely	16.46%	22.02%	15.07%	24.29%
	Much less likely	25.32%	30.28%	36.99%	34.29%
	No difference	8.86%	4.59%	15.07%	5.71%
	Not sure	11.39%	17.43%	6.85%	8.57%
Total		100.00%	100.00%	100.00%	100.00%

Pay Raise * Income Crosstabulation

% within Income

		Income	
		Between \$100,000 and \$250,000	Over \$250,000
Pay Raise	Much more likely	1.37%	0.00%
	Somewhat more likely	6.85%	40.00%
	Somewhat less likely	28.77%	20.00%
	Much less likely	42.47%	40.00%
	No difference	20.55%	0.00%
	Not sure	0.00%	0.00%
Total		100.00%	100.00%

Q: Governor Cuomo is asking the state legislature to approve ride sharing in exchange for a pay raise. Does this make you more likely or less likely to support this legislation?

Pay Raise * Ideology Crosstabulation

% within Ideology

		Ideology				
		Very Conservative	Somewhat Conservative	Moderate	Somewhat Liberal	Very Liberal
Pay Raise	Much more likely	9.38%	5.22%	7.69%	12.00%	14.29%
	Somewhat more likely	10.42%	23.88%	12.59%	12.00%	9.52%
	Somewhat less likely	19.79%	23.13%	20.98%	18.67%	21.43%
	Much less likely	42.71%	35.82%	36.36%	24.00%	26.19%
	No difference	8.33%	1.49%	11.19%	20.00%	19.05%
	Not sure	9.38%	10.45%	11.19%	13.33%	9.52%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Pay Raise * Ideology Crosstabulation

% within Ideology

		Ideology
		Not sure
Pay Raise	Much more likely	0.00%
	Somewhat more likely	0.00%
	Somewhat less likely	25.00%
	Much less likely	50.00%
	No difference	0.00%
	Not sure	25.00%
Total		100.00%

NYC * Voter Likelihood Crosstabulation

% within Voter Likelihood

		Voter Likelihood		
		Always	Most of the time	Sometimes
NYC	Yes	84.37%	83.51%	81.82%
	No	8.74%	9.28%	4.55%
	Not sure	6.90%	7.22%	13.64%
Total		100.00%	100.00%	100.00%

NYC * Gender Crosstabulation

% within Gender

		Gender	
		Female	Male
NYC	Yes	84.38%	84.07%
	No	5.56%	11.85%
	Not sure	10.07%	4.07%
Total		100.00%	100.00%

NYC * Party Affiliation Crosstabulation

% within Party Affiliation

		Party Affiliation		
		Republican	Democrat	Independent or any other party
NYC	Yes	80.58%	84.98%	88.06%
	No	11.65%	7.98%	5.22%
	Not sure	7.77%	7.04%	6.72%
Total		100.00%	100.00%	100.00%

NYC * Age Crosstabulation

% within Age

		Age				
		18 to 39	40 to 54	55 to 64	65 to 74	75 or older
NYC	Yes	79.01%	84.30%	83.92%	90.55%	80.23%
	No	7.41%	9.92%	10.49%	4.72%	10.47%
	Not sure	13.58%	5.79%	5.59%	4.72%	9.30%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

NYC * Congressional District Crosstabulation

% within Congressional District

		Congressional District							
		18	19	20	21	22	23	24	25
NYC	Yes	88.24%	88.71%	85.00%	78.57%	85.96%	89.66%	83.87%	80.00%
	No	5.88%	9.68%	7.50%	12.50%	10.53%	5.17%	9.68%	6.00%
	Not sure	5.88%	1.61%	7.50%	8.93%	3.51%	5.17%	6.45%	14.00%
Total		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

NYC * Congressional District Crosstabulation

% within Congressional District

		Congressional ...	
		26	27
NYC	Yes	85.54%	79.45%
	No	8.43%	8.22%
	Not sure	6.02%	12.33%
Total		100.00%	100.00%

NYC * Media Market Crosstabulation

% within Media Market

		Media Market				
		ALBANY- SCHENECTADY -TROY	BINGHAMTON	BUFFALO	BURLINGTON- PLATTSBURGH	ELMIRA (CORNING)
NYC	Yes	81.40%	96.77%	83.63%	81.82%	93.33%
	No	12.79%	3.23%	8.19%	0.00%	0.00%
	Not sure	5.81%	0.00%	8.19%	18.18%	6.67%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

NYC * Media Market Crosstabulation

% within Media Market

		Media Market				
		NEW YORK	ROCHESTER, NY	SYRACUSE	UTICA	WATERTOWN
NYC	Yes	86.96%	80.88%	86.67%	73.91%	82.35%
	No	10.87%	5.88%	8.89%	17.39%	5.88%
	Not sure	2.17%	13.24%	4.44%	8.70%	11.76%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

NYC * Parent Crosstabulation

% within Parent

		Parent	
		Yes	No
NYC	Yes	85.68%	81.01%
	No	8.64%	10.13%
	Not sure	5.68%	8.86%
Total		100.00%	100.00%

NYC * Income Crosstabulation

% within Income

		Income			
		\$25,000 or less	Between \$25,000 and \$50,000	Between \$50,000 and \$75,000	Between \$75,000 and \$100,000
NYC	Yes	78.21%	86.11%	84.93%	88.57%
	No	11.54%	8.33%	10.96%	8.57%
	Not sure	10.26%	5.56%	4.11%	2.86%
Total		100.00%	100.00%	100.00%	100.00%

NYC * Income Crosstabulation

% within Income

		Income	
		Between \$100,000 and \$250,000	Over \$250,000
NYC	Yes	89.19%	100.00%
	No	5.41%	0.00%
	Not sure	5.41%	0.00%
Total		100.00%	100.00%

NYC * Last Four General Crosstabulation

% within Last Four General

		Last Four General		
		2	3	4
NYC	Yes	86.67%	84.08%	82.63%
	No	8.48%	9.55%	8.05%
	Not sure	4.85%	6.37%	9.32%
Total		100.00%	100.00%	100.00%

Background Checks * Age Crosstabulation

% within Age

		Age				
		18 to 39	40 to 54	55 to 64	65 to 74	75 or older
Background Checks	Much more likely	18.60%	19.17%	12.77%	18.11%	16.67%
	Somewhat more likely	15.12%	12.50%	14.18%	19.69%	24.44%
	Somewhat less likely	19.77%	23.33%	32.62%	19.69%	24.44%
	Much less likely	22.09%	28.33%	33.33%	33.07%	22.22%
	No difference	17.44%	9.17%	3.55%	3.15%	4.44%
	Not sure	6.98%	7.50%	3.55%	6.30%	7.78%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Q: In New York City, Uber and Lyft drivers are required to be fingerprinted for the safety of passengers, but this bill prohibits fingerprinting Upstate. Do you think the same rules should apply for ridesharing services in the whole state?

NYC * Ideology Crosstabulation

% within Ideology

		Ideology				
		Very Conservative	Somewhat Conservative	Moderate	Somewhat Liberal	Very Liberal
NYC	Yes	80.21%	81.95%	87.41%	90.67%	88.10%
	No	15.63%	10.53%	6.99%	1.33%	4.76%
	Not sure	4.17%	7.52%	5.59%	8.00%	7.14%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

NYC * Ideology Crosstabulation

% within Ideology

		Ideology
		Not sure
NYC	Yes	66.67%
	No	33.33%
	Not sure	0.00%
Total		100.00%

Background Checks * Voter Likelihood Crosstabulation

% within Voter Likelihood

		Voter Likelihood		
		Always	Most of the time	Sometimes
Background Checks	Much more likely	16.25%	19.59%	15.38%
	Somewhat more likely	16.48%	18.56%	15.38%
	Somewhat less likely	26.09%	18.56%	23.08%
	Much less likely	30.89%	23.71%	11.54%
	No difference	5.95%	7.22%	23.08%
	Not sure	4.35%	12.37%	11.54%
Total		100.00%	100.00%	100.00%

Background Checks * Gender Crosstabulation

% within Gender

		Gender	
		Female	Male
Background Checks	Much more likely	14.63%	19.26%
	Somewhat more likely	16.33%	17.41%
	Somewhat less likely	25.17%	23.70%
	Much less likely	30.95%	26.30%
	No difference	5.78%	8.15%
	Not sure	7.14%	5.19%
Total		100.00%	100.00%

Background Checks * Party Affiliation Crosstabulation

% within Party Affiliation

		Party Affiliation		
		Republican	Democrat	Independent or any other party
Background Checks	Much more likely	20.75%	16.36%	12.03%
	Somewhat more likely	15.57%	18.69%	15.79%
	Somewhat less likely	16.98%	28.50%	28.57%
	Much less likely	32.55%	24.30%	30.83%
	No difference	8.49%	6.07%	5.26%
	Not sure	5.66%	6.07%	7.52%
Total		100.00%	100.00%	100.00%

Background Checks * Media Market Crosstabulation

% within Media Market

	Media Market			
	ALBANY- SCHENECTADY -TROY	BINGHAMTON	BUFFALO	BURLINGTON- PLATTSBURGH
Background Checks Much more likely	16.28%	19.35%	18.67%	18.18%
Somewhat more likely	15.12%	12.90%	18.67%	18.18%
Somewhat less likely	30.23%	22.58%	19.28%	9.09%
Much less likely	23.26%	38.71%	28.31%	45.45%
No difference	5.81%	3.23%	9.64%	9.09%
Not sure	9.30%	3.23%	5.42%	0.00%
Total	100.00%	100.00%	100.00%	100.00%

Background Checks * Media Market Crosstabulation

% within Media Market

	Media Market				
	ELMIRA (CORNING)	NEW YORK	ROCHESTER, NY	SYRACUSE	UTICA
Background Checks Much more likely	6.67%	17.78%	14.29%	16.33%	12.50%
Somewhat more likely	20.00%	6.67%	14.29%	21.43%	25.00%
Somewhat less likely	46.67%	26.67%	34.29%	24.49%	12.50%
Much less likely	26.67%	40.00%	22.86%	21.43%	41.67%
No difference	0.00%	2.22%	8.57%	8.16%	4.17%
Not sure	0.00%	6.67%	5.71%	8.16%	4.17%
Total	100.00%	100.00%	100.00%	100.00%	100.00%

Background Checks * Media Market Crosstabulation

% within Media Market

	Media Market
	WATERTOWN
Background Checks Much more likely	22.22%
Somewhat more likely	11.11%
Somewhat less likely	11.11%
Much less likely	50.00%
No difference	0.00%
Not sure	5.56%
Total	100.00%

Background Checks * Last Four General Crosstabulation

% within Last Four General

		Last Four General		
		2	3	4
Background Checks	Much more likely	18.93%	17.09%	15.19%
	Somewhat more likely	20.12%	11.39%	18.14%
	Somewhat less likely	25.44%	24.68%	23.63%
	Much less likely	24.85%	32.28%	29.11%
	No difference	4.73%	10.13%	6.33%
	Not sure	5.92%	4.43%	7.59%
Total		100.00%	100.00%	100.00%

Background Checks * Congressional District Crosstabulation

% within Congressional District

		Congressional District							
		18	19	20	21	22	23	24	25
Background Checks	Much more likely	18.75%	20.97%	14.63%	16.07%	12.90%	14.29%	17.91%	15.09%
	Somewhat more likely	12.50%	11.29%	14.63%	12.50%	20.97%	17.86%	19.40%	15.09%
	Somewhat less likely	25.00%	22.58%	29.27%	26.79%	24.19%	25.00%	20.90%	35.85%
	Much less likely	31.25%	35.48%	19.51%	37.50%	33.87%	25.00%	22.39%	24.53%
	No difference	6.25%	3.23%	7.32%	3.57%	4.84%	12.50%	8.96%	5.66%
	Not sure	6.25%	6.45%	14.63%	3.57%	3.23%	5.36%	10.45%	3.77%
Total		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Background Checks * Congressional District Crosstabulation

% within Congressional District

		Congressional ...	
		26	27
Background Checks	Much more likely	16.05%	21.43%
	Somewhat more likely	20.99%	17.14%
	Somewhat less likely	20.99%	20.00%
	Much less likely	33.33%	22.86%
	No difference	7.41%	8.57%
	Not sure	1.23%	10.00%
Total		100.00%	100.00%

Background Checks * Parent Crosstabulation

% within Parent

	Parent	
	Yes	No
Background Checks Much more likely	15.74%	17.95%
Somewhat more likely	17.01%	14.10%
Somewhat less likely	25.38%	26.92%
Much less likely	30.71%	21.79%
No difference	6.60%	6.41%
Not sure	4.57%	12.82%
Total	100.00%	100.00%

Background Checks * Income Crosstabulation

% within Income

	Income			
	\$25,000 or less	Between \$25,000 and \$50,000	Between \$50,000 and \$75,000	Between \$75,000 and \$100,000
Background Checks Much more likely	29.87%	15.09%	18.57%	12.86%
Somewhat more likely	15.58%	21.70%	10.00%	18.57%
Somewhat less likely	16.88%	21.70%	31.43%	22.86%
Much less likely	28.57%	26.42%	27.14%	34.29%
No difference	5.19%	6.60%	8.57%	8.57%
Not sure	3.90%	8.49%	4.29%	2.86%
Total	100.00%	100.00%	100.00%	100.00%

Background Checks * Income Crosstabulation

% within Income

	Income	
	Between \$100,000 and \$250,000	Over \$250,000
Background Checks Much more likely	7.14%	20.00%
Somewhat more likely	12.86%	60.00%
Somewhat less likely	40.00%	20.00%
Much less likely	24.29%	0.00%
No difference	8.57%	0.00%
Not sure	7.14%	0.00%
Total	100.00%	100.00%

Q: The legislation would prohibit local governments upstate from requiring fingerprinting or background checks of Uber drivers. Does this make you more likely or less likely to support this legislation?

Background Checks * Ideology Crosstabulation

% within Ideology

		Ideology				
		Very Conservative	Somewhat Conservative	Moderate	Somewhat Liberal	Very Liberal
Background Checks	Much more likely	19.15%	18.11%	14.08%	13.51%	17.95%
	Somewhat more likely	17.02%	20.47%	15.49%	13.51%	15.38%
	Somewhat less likely	22.34%	24.41%	24.65%	33.78%	25.64%
	Much less likely	29.79%	23.62%	33.80%	28.38%	23.08%
	No difference	5.32%	7.09%	7.75%	2.70%	12.82%
	Not sure	6.38%	6.30%	4.23%	8.11%	5.13%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Background Checks * Ideology Crosstabulation

% within Ideology

		Ideology
		Not sure
Background Checks	Much more likely	0.00%
	Somewhat more likely	0.00%
	Somewhat less likely	0.00%
	Much less likely	100.00%
	No difference	0.00%
	Not sure	0.00%
Total		100.00%

Legislation * Gender Crosstabulation

% within Gender

		Gender	
		Female	Male
Legislation	Strongly favor	33.54%	42.51%
	Somewhat favor	31.33%	23.69%
	Somewhat oppose	9.81%	8.36%
	Strongly oppose	5.06%	10.80%
	Not sure	20.25%	14.63%
Total		100.00%	100.00%

Legislation * Party Affiliation Crosstabulation

% within Party Affiliation

		Party Affiliation		
		Republican	Democrat	Independent or any other party
Legislation	Strongly favor	37.95%	38.86%	35.86%
	Somewhat favor	22.77%	31.44%	29.66%
	Somewhat oppose	8.04%	9.17%	11.03%
	Strongly oppose	10.71%	5.24%	7.59%
	Not sure	20.54%	15.28%	15.86%
Total		100.00%	100.00%	100.00%

Legislation * Age Crosstabulation

% within Age

		Age				
		18 to 39	40 to 54	55 to 64	65 to 74	75 or older
Legislation	Strongly favor	45.35%	39.06%	43.04%	30.71%	30.77%
	Somewhat favor	23.26%	32.81%	28.48%	27.86%	23.08%
	Somewhat oppose	8.14%	8.59%	7.59%	12.14%	8.79%
	Strongly oppose	10.47%	3.13%	9.49%	8.57%	7.69%
	Not sure	12.79%	16.41%	11.39%	20.71%	29.67%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Legislation * Media Market Crosstabulation

% within Media Market

		Media Market				
		ALBANY- SCHENECTADY -TROY	BINGHAMTON	BUFFALO	BURLINGTON- PLATTSBURGH	ELMIRA (CORNING)
Legislation	Strongly favor	39.56%	30.30%	47.51%	0.00%	31.25%
	Somewhat favor	30.77%	21.21%	20.99%	45.45%	37.50%
	Somewhat oppose	7.69%	18.18%	5.52%	9.09%	12.50%
	Strongly oppose	5.49%	12.12%	7.18%	36.36%	6.25%
	Not sure	16.48%	18.18%	18.78%	9.09%	12.50%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Legislation * Media Market Crosstabulation

% within Media Market

		Media Market				
		NEW YORK	ROCHESTER, NY	SYRACUSE	UTICA	WATERTOWN
Legislation	Strongly favor	27.66%	42.86%	35.85%	24.14%	15.79%
	Somewhat favor	36.17%	30.00%	30.19%	27.59%	26.32%
	Somewhat oppose	8.51%	10.00%	12.26%	13.79%	5.26%
	Strongly oppose	14.89%	2.86%	5.66%	10.34%	10.53%
	Not sure	12.77%	14.29%	16.04%	24.14%	42.11%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Legislation * Voter Likelihood Crosstabulation

% within Voter Likelihood

		Voter Likelihood		
		Always	Most of the time	Sometimes
Legislation	Strongly favor	40.90%	29.13%	21.43%
	Somewhat favor	27.62%	30.10%	21.43%
	Somewhat oppose	9.42%	9.71%	3.57%
	Strongly oppose	7.92%	6.80%	7.14%
	Not sure	14.13%	24.27%	46.43%
Total		100.00%	100.00%	100.00%

Legislation * Last Four General Crosstabulation

% within Last Four General

		Last Four General		
		2	3	4
Legislation	Strongly favor	40.98%	36.31%	36.51%
	Somewhat favor	23.50%	25.60%	32.14%
	Somewhat oppose	9.84%	9.52%	8.33%
	Strongly oppose	8.74%	8.33%	6.75%
	Not sure	16.94%	20.24%	16.27%
Total		100.00%	100.00%	100.00%

Legislation * Congressional District Crosstabulation

% within Congressional District

		Congressional District							
		18	19	20	21	22	23	24	25
Legislation	Strongly favor	38.89%	30.30%	42.86%	16.67%	32.31%	31.75%	36.11%	42.31%
	Somewhat favor	38.89%	33.33%	30.95%	31.67%	27.69%	23.81%	30.56%	36.54%
	Somewhat oppose	11.11%	10.61%	4.76%	10.00%	12.31%	12.70%	11.11%	5.77%
	Strongly oppose	5.56%	12.12%	2.38%	15.00%	12.31%	4.76%	4.17%	1.92%
	Not sure	5.56%	13.64%	19.05%	26.67%	15.38%	26.98%	18.06%	13.46%
Total		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Legislation * Congressional District Crosstabulation

% within Congressional District

		Congressional ...	
		26	27
Legislation	Strongly favor	47.78%	54.67%
	Somewhat favor	23.33%	14.67%
	Somewhat oppose	7.78%	5.33%
	Strongly oppose	5.56%	10.67%
	Not sure	15.56%	14.67%
Total		100.00%	100.00%

Legislation * Parent Crosstabulation

% within Parent

		Parent	
		Yes	No
Legislation	Strongly favor	40.64%	32.91%
	Somewhat favor	28.08%	26.58%
	Somewhat oppose	8.13%	13.92%
	Strongly oppose	8.37%	6.33%
	Not sure	14.78%	20.25%
Total		100.00%	100.00%

Legislation * Income Crosstabulation

% within Income

		Income			
		\$25,000 or less	Between \$25,000 and \$50,000	Between \$50,000 and \$75,000	Between \$75,000 and \$100,000
Legislation	Strongly favor	30.38%	30.56%	43.24%	51.43%
	Somewhat favor	18.99%	32.41%	25.68%	25.71%
	Somewhat oppose	10.13%	16.67%	4.05%	4.29%
	Strongly oppose	12.66%	6.48%	5.41%	4.29%
	Not sure	27.85%	13.89%	21.62%	14.29%
Total		100.00%	100.00%	100.00%	100.00%

Legislation * Income Crosstabulation

% within Income

		Income	
		Between \$100,000 and \$250,000	Over \$250,000
Legislation	Strongly favor	52.05%	40.00%
	Somewhat favor	34.25%	40.00%
	Somewhat oppose	4.11%	0.00%
	Strongly oppose	5.48%	20.00%
	Not sure	4.11%	0.00%
Total		100.00%	100.00%