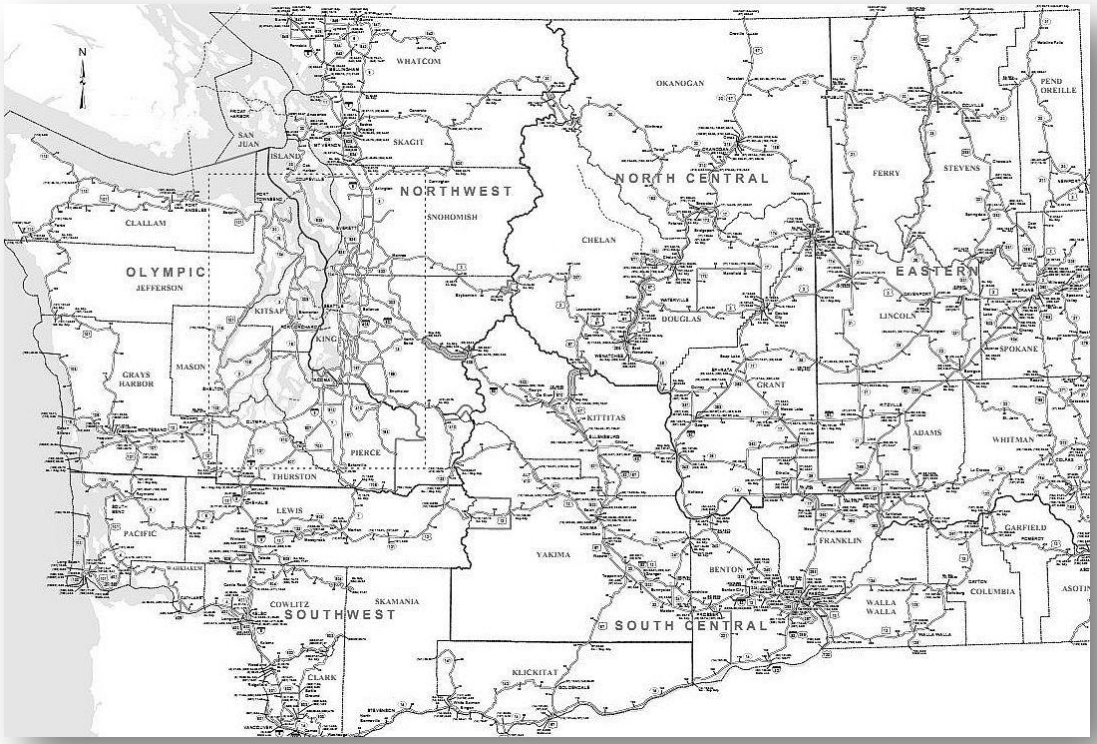
2011 Statewide Transportation Survey

Report on Findings



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NOTE: The CD that accompanies this report includes links to additional materials not included in this report due to length.

*These materials are listed in the Appendix to this report and include data tables showing **all survey questions broken out by the state's Legislative Districts**.*

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1 Project Overview

1.1 Goal

To provide WSTC, the Governor, and the Legislature with clear and accurate data about the attitudes, perceptions, and priorities that drive residents' thinking about transportation needs and funding.

The data and analysis will help inform specific transportation funding, program and investment decisions.

1.2 Approach

- ✓ Reach out to 100,000 adult residents in Washington State to invite them to participate in an online transportation survey (the survey could also be taken by phone). Referred in this report as the "main" survey.
- ✓ Structure the main survey sample based on the state's 14 Regional Transportation Planning Organizations (RTPOs) so that each region has statistically valid data for regional comparisons.
- ✓ Collect a minimum of 5,000 demographically representative main surveys across the state, structured by RTPO. A total of 5,518 responses were collected through the main survey efforts.
- ✓ Offer an open survey for the public to share their views (4,240 residents responded to the public survey). Referred in this report as the "public" survey.
- ✓ Create an online panel (Voice of Washington State) of residents for future research projects. A total of 6,500+ residents signed up for the panel through the main and public surveys - 70%+ of those completing the main survey indicated a willingness to participate in future research.

2 Key Findings (Main Survey)

1. Urgency	•*Most residents do not see the transportation system's needs or funding situation as immediately critical, however they still feel it is urgent to maintain an effective transportation system now and in the future.*
2. New Revenue	•*Even though most residents are not convinced that the immediate need is critical, a strong majority are still willing to consider raising "some transportation taxes and fees." However, only 3 of the 9 specific revenue sources tested – electric vehicle fee, emissions fee, and tolling – receive majority support as good ways to fund increased investment.*
3. Increasing Support	•*Information about the urgency of the funding need does not appear to be an effective way to increase support for new revenue. Support does increase several percentage points after descriptions of the benefits of increased transportation investment.*
4. Priorities	•*Residents across the state place a high importance on maintenance and preservation and there are also clear regional priorities - e.g. transit (urban/suburban areas), year round roads (rural areas), ferries (Puget Sound region).*
5. Tolling	•*Tolling has majority support across the state. Support increases when tolls are linked to "pay[ing] for major state projects" and reaches two-thirds when linked to a fairness element ("those who use and benefit the most...pay a bigger share of the cost").* •*A majority of residents favor using toll revenue to fund improvements within a travel corridor rather than just on the specific facility.*
6. Transit/ Passenger Rail	•*Increased state funding for transit and passenger rail has strong support in most of the state.*
7. Ferries	•*There is strong support for state funding of the ferry system, although initial support is primarily driven by strong numbers in the areas that rely on the ferry system. Informed support is also strong across the state.*

3 Summary of Methodology

There was one survey questionnaire, administered via two approaches:

- ***Approach 1 – Main Survey:*** *100,000 randomly selected households received a post card inviting them to take the survey online or by phone. This "main" survey ran from September 16th to October 24th, 2011.*

- ***Approach 2 – Public Survey:*** *The survey was posted on the WSTC web site in early October, opening it up to those who did not get a post card invite in the mail. Responses to the "public" survey were collected through the end of November.*

NOTE: The main body of this report covers the results for the 5,518 completes from the "main," by invitation survey. The results from the open, "public" survey are included in Appendix A.

A summary description of the "main" survey methodology is provided below. A complete description of the methodology is provided at the end of this report.

- 5,518 total completed surveys among a random sample of 100,000 adult residents in Washington State. A total of 5,789 postcards (5.8%) were returned as undeliverable.
- Maximum Margin of Error (MoE) of ±1.32 percentage points at the 95% confidence interval for the total sample
- Structured by RTPO to ensure that each region has sufficient interviews for comparison purposes. San Juan County is not part of any RTPO, so for this study it was included in the Island/Skagit RTPO. Kitsap County is a member of both the Peninsula RTPO and the PSRC. For this study, Kitsap County was included only in the Peninsula RTPO.
- Online survey with a live phone survey option
- Completed between September 16, 2011 and October 24, 2011
- Results weighted to match key 2010 Census demographics (by age, gender, ethnicity, and geography)

In addition to the invite "main" survey sample (5,518), a total of 4,240 "public" surveys were completed by residents of Washington based on various public relation efforts. A comparison of the results from the main survey and the public survey is provided at the end of this report.

The following table gives a breakdown of target and completed interviews by RTPO for the main survey, the margin of error for each RTPO, and the percentage of the state's adult population in each RTPO. Note that the PSRC Counties (King, Pierce, and Snohomish) make up 51.2% of the adult population in the State. A similar table displaying the open public survey is shown in Main vs. Public Section of this report.

RTPO	Target Interviews	Actual Interviews	Margin of Error	% of State (age 18+)
Benton/Franklin/Walla Walla	300	**304**	+/- 5.6%	4.4%
NE Washington	300	**275**	+/- 5.9%	1.0%
North Central RTPO	300	**261**	+/- 6.1%	2.2%
Palouse	300	**362**	+/- 5.2%	1.2%
Peninsula RTPO	300	**371**	+/- 5.1%	6.4%
Puget Sound Reg. Council	900	**1,230**	+/- 2.8%	**51.6%**
QuadCo	300	**275**	+/- 5.9%	2.2%
Skagit/Island	300	**331**	+/- 5.4%	3.2%
Spokane	400	**439**	+/- 4.7%	7.0%
SW Washington RT Council	400	**505**	+/- 4.4%	6.6%
SW Washington RTPO	300	**271**	+/- 6.0%	4.1%
Thurston	300	**351**	+/- 5.2%	3.8%
Whatcom	300	**305**	+/- 5.6%	3.1%
Yakima Valley Conf. of Gov.	300	**238**	+/- 6.4%	3.3%
TOTAL	**5,000**	**5,518**		**100%**

3.1 Open End Questions

Open end questions are question where the respondent is **not** given a specific set of responses to choose from. Respondents' answers are therefore "open ended" and are recorded verbatim. After the data collection was complete, EMC Research Analysts went through the verbatim responses and developed categories of responses. Next, the open end responses were coded into these categories. The categories are very broad and include a wide range of concerns. A significant amount of detail and distinction is sacrificed in order to aggregate responses into categories. The full verbatim text for all responses to all open end questions in this survey is included in the appendix to this report.

3.2 Understanding Margin of Error

The **maximum** Margin of Error (MoE) for the overall (5,518 interviews statewide) main survey is ±1.32 percentage points at the 95% confidence interval. This means that 95 times out of 100 times, the reported results will be within ±1.32 percentage points of the actual results, if you were to survey the entire age 18+ population of Washington State.

The Margin of Error for specific survey questions also depends on the number of possible responses and distribution of responses and can be significantly lower than the **maximum** MoE. However, for convenience, we use this maximum MoE as a quick way to determine if a result is statistically significant.

When comparing results across subgroups (for example, gender, age, RTPO, etc.), the maximum MoE will grow as the number of individuals in that subgroup decreases. Because Margin of Error increases exponentially as sample size decreases, care should be taken when assessing differences between subgroups.

Practically speaking, the quickest way to assess if there is statistically significant difference on a question between two subgroups is to add the MoE for the subgroups together and see if the difference in the responses is greater than that number. As an example, in this survey, before the data was weighted, there were 3,091 interviews among men (MoE=±1.76 percentage points) and 2,472 interviews among women (MoE=±1.97 percentage points). If you combine these to MoE's, you get 1.76 + 1.97 = 3.73. This means that any difference of 3.73 percentage points or more between the responses for men and women on a specific question is statistically significant at the 95% confidence interval. For reasons discussed below, differences smaller than this combined MoE may still be significant, but it requires additional calculations to determine if that is the case.

3.2.1 Detailed Explanation

In addition to sample/subgroup size and confidence interval, the Margin of Error for any given question also depends on the number of possible responses and the distribution of responses.

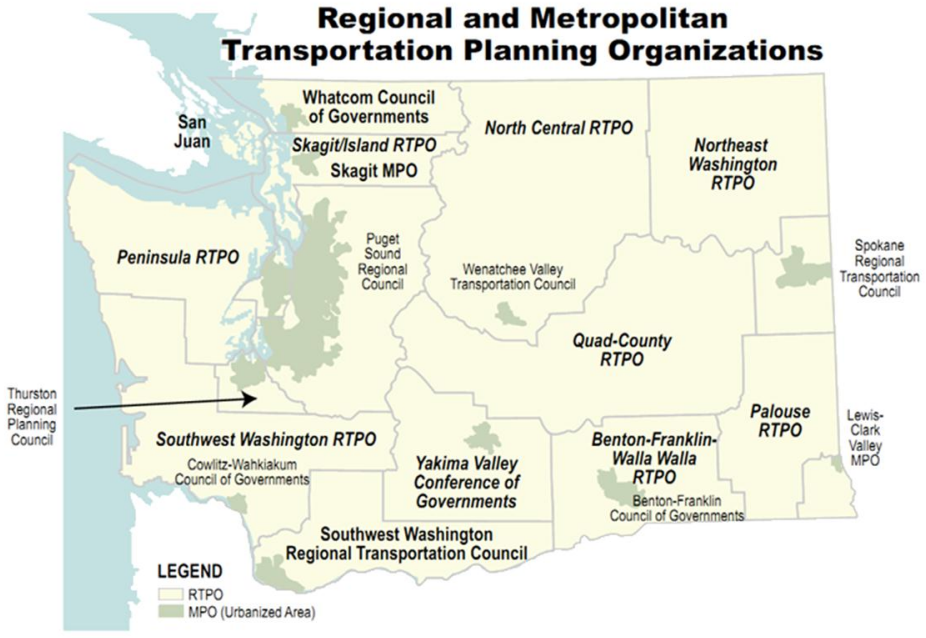
The table below shows the range in MoE for a survey of this size for a "yes" or "no" type question as a result of the response percentages. As the responses become more one-sided (90% / 10%), the MoE decreases. For example, a yes/no question where the responses are 50% yes / 50% no has the highest margin of error at ±1.32% (maximum MoE) while a question that is 90% yes / 10% no would only have a ±0.79% MoE. Again, for convenience we use the maximum MoE even though the actual MoE may be lower. For questions that have more than two possible responses, the Margin of Error is almost always even lower.

Interviews	50%/50%	60%/40%	70%/30%	80%/20%	90%/10%
5,518	**+/- 1.32%**	**+/-** 1.29%	**+/-** 1.21%	**+/-** 1.06%	**+/-** 0.79%

4 Definitions & Terminology

4.1 Regional Transportation Planning Organizations (RTPOs)

Regional Transportation Planning Organizations (RTPOs) were authorized as part of the 1990 Growth Management Act to ensure local and regional coordination of transportation plans. There are 14 RTPOs covering 38 of the 39 counties in Washington State.



- PSRC (King, Pierce and Snohomish), makes up **51.4% of the state**.
- San Juan County is not part of any RTPO, and was included in Island/ Skagit RTPO.
- Kitsap County is a member of PSRC and Peninsula. For this study, Kitsap is only included in the Peninsula RTPO.

RTPO	Counties
Benton/Franklin/Walla Walla	Benton, Franklin, Walla Walla
NE Washington	Ferry, Stevens, Pend Oreille
North Central RTPO	Chelan, Douglas, Okanogan
Palouse	Asotin, Columbia, Garfield, Whitman
Peninsula RTPO	Clallam, Jefferson, Kitsap, Mason
Puget Sound Regional Council	King, Pierce, Snohomish (Kitsap **not** included)
QuadCo	Adams, Grant, Kittitas, Lincoln
Skagit/Island	Skagit and Island (**plus** San Juan)
Spokane	Spokane
SW Washington RT Council	Clark, Klickitat, Skamania
SW Washington RTPO	Cowlitz, Grays Harbor, Lewis, Pacific, Wahkiakum
Thurston	Thurston
Whatcom	Whatcom
Yakima Valley Conference of Govts	Yakima

4.2 Survey Definitions

The following definitions we're explicitly provided to respondents during the survey for the appropriate questions:

***"DEFINITION:** When we say "Washington State's transportation system" we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people & goods."*

***"DEFINITION:** When we say the transportation system in "your local area" we mean any roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, or bike lanes that connect your city or town and the areas immediately surrounding it to move people & goods."*

***"DEFINITION:** When we say the transportation system "in your region" we mean any roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, or bike lanes that connect your county and nearby counties to move people & goods."*

***"DEFINITION:** [These next questions are about] tolling, that is, charging drivers a fee on some major highways and bridges in heavily congested areas. Tolls are collected electronically so that drivers do not have to stop at toll booths."*

4.3 Travel Habits

Two variables were created to segment residents by their travel habits. The segmentations were based on the following question:

Q58. Please think about all the trips you make from home during a typical week such as going to work, running errands, or going to appointments. Approximately what percentage of those trips per week are done by:

- Driving alone in your vehicle
- Carpooling or driving with someone else
- Riding public transit
- Riding a motorcycle
- Riding a bicycle or walking instead of driving or taking transit
- Travelling some other way

The resulting segments are shown in the table below:

Driving Alone Frequency	%	Sample Size (unweighted)	Maximum MoE
Drive alone 75% or more	47%	2,857	±1.8
Drive alone 25%-74%	30%	1,613	±2.4
Drive alone less than 25%	22%	1,048	±3.0
Transit Usage			
Ride Transit 50% or more	7%	234	±6.4
Ride Transit less than 50%	16%	622	±3.9
No Transit	77%	4,662	±1.4

If you were to compare the results on a question between those who "Drive alone 75% or more" (±1.8) and those who "Ride Transit 50% or more" (±6.4), you would be looking for differences that are 1.8 + 6.4 = 8.2 percentage points or more as a rough guide for statistical significance. Again, the MoE for any given question also depends on the number of possible responses and the distribution of responses, so smaller differences could still be significant at the 95% confidence interval.

4.4 Area Type

Residents were divided into three main Area Types based on the following question:

Q65. Would you describe the area you live in as: Urban/City, Suburban, Small Town, or Rural?

Area Type	%	Sample Size (unweighted)	Maximum MoE
Urban	32%	1,262	±2.8
Suburban	32%	1,350	±2.7
Rural/Small Town	34%	2,859	±1.8
Not sure	1%	47	N/A

4.5 Color Shaded Tables

A number of tables throughout this report (an example is shown below) use color shading to communicate the relative ranking of results for different subgroups. The shading is based on the lowest (dark red), highest (dark green), and midpoint (dark yellow) responses for that question. Lower values are shades of red, higher values are shades of green, and values in the middle are shades of yellow. The colors provide a visual guide to **where a particular result falls in relation to all the other results in that table**.

Because the shading is based on the high, middle, and low value for the specific question being examined – in this table 92% is the highest response (darkest green) and 16% is the lowest (darkest red) – **the shading is dynamic, that is, it will be different for each survey question because the ranges of responses are different for each question**.

The key in evaluating these tables is to understand that they use color to show the **relative position of one response to all the other responses in the table**.

In this example table, the darker green across the top row shows that "maintenance" is a top response across all RTPOs. Looking for table cells that don't follow the general pattern of the table – red cells towards the top or green cells towards the bottom – shows results that are counter to the overall trend.

For example, the green "80" for "WA Ferry System" in the Peninsula RTPO quickly calls out visually that ferries have high importance to Peninsula residents. Similarly the green cells for "Year-round roads" in NE WA, N. Central, Palouse, QuadCo, and Yakima show that item has high importance in these more rural RTPOs.

Investments by RTPO

	ALL	BFWW	NE WA	N. Central	Palouse	Penin-sula	PSRC	Quad Co	Skagit/ Island	Spok-ane	SW RTC	SW RTPO	Thur-ston	What-com	Yakima
Maintenance	85	91	88	85	83	89	82	85	84	92	88	89	83	82	88
Passenger rail	55	43	30	46	44	51	64	40	53	42	41	47	64	53	39
Expand transit	51	42	36	44	41	55	58	37	54	43	40	46	49	51	39
More roads	51	56	48	47	45	45	54	53	39	50	54	49	41	39	50
WA ferry system	46	32	26	35	27	80	50	38	69	29	31	36	35	54	27
Year-round roads	44	56	68	76	63	44	36	64	43	56	40	54	34	37	72
Port infrastructure	40	38	27	36	43	43	40	49	33	38	46	44	33	33	40
Enforcement/safety	38	40	35	32	30	33	36	44	39	40	46	43	35	38	48
Sidewalks	37	38	18	28	35	28	39	34	35	34	37	32	39	39	41
Bike lanes	30	31	21	31	27	33	30	30	35	34	26	23	30	43	27
Regional airports	23	32	16	30	34	19	20	31	20	33	22	21	19	33	28

5 Overall Attitudes about the Transportation System

5.1 Urgency of Maintaining an Effective System

Question(s) Analyzed

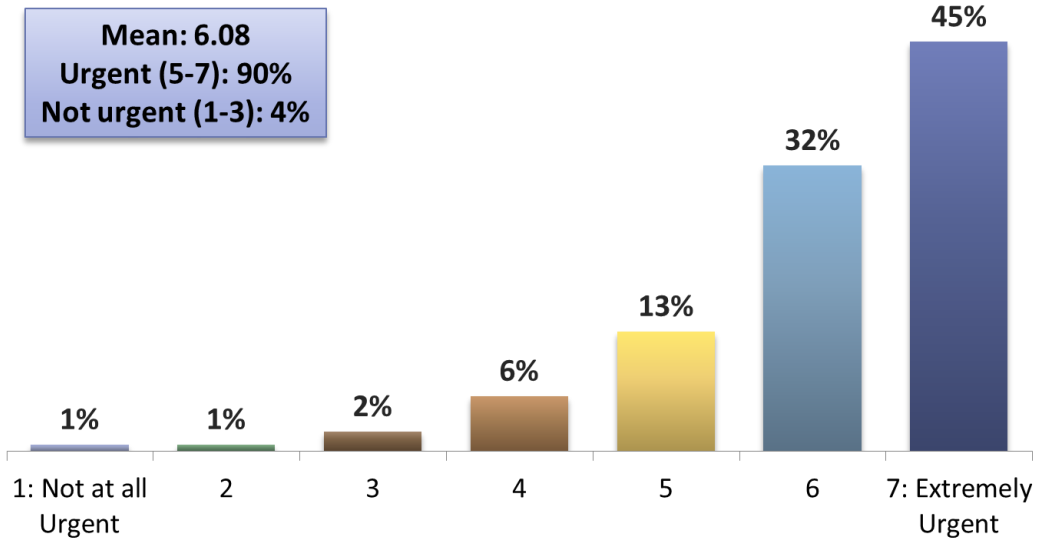
Q1. How urgent do you feel it is to make sure Washington's transportation system works effectively today and into the future?

Finding

- ***Maintaining an effective transportation system is clearly a high priority for residents across the state.***

When asked as a standalone issue (i.e. Transportation was not compared against other statewide priorities) most (90% urgent) residents feel that making sure "Washington's Transportation system works effectively today and into the future" is an urgent priority – almost half (45%) say it is "extremely urgent" (a 7 on a 7 point scale) and another 32% rate the urgency as a 6. Fewer than 4% say that maintaining an effective transportation system is not an urgent priority. This represents a mean score of 6.08 on a 7 point scale.

Figure 5-1 – Urgency of Maintaining an Effective System



This sense of urgency is high (79%+) across all 14 RTPOS with the PSRC the highest (94%) and Palouse the lowest (79%). Residents in Urban areas have a slightly higher sense of urgency (95%), than residents in Suburban (90%), and Rural (87%) areas, although the urgency is high in all three areas.

Looking at the result by residents' Travel Habits, all groups express a high level of urgency (88%+), but heavy transit users (50%+ of trips) have the highest urgency at 97%.

Figure 5-2 – Urgency by RTPO/Area

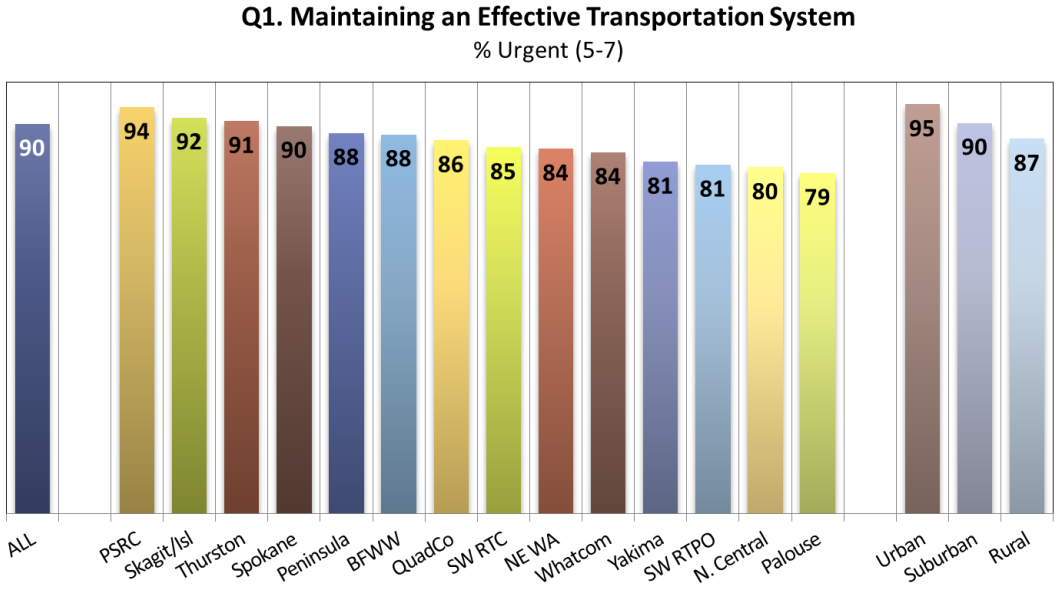
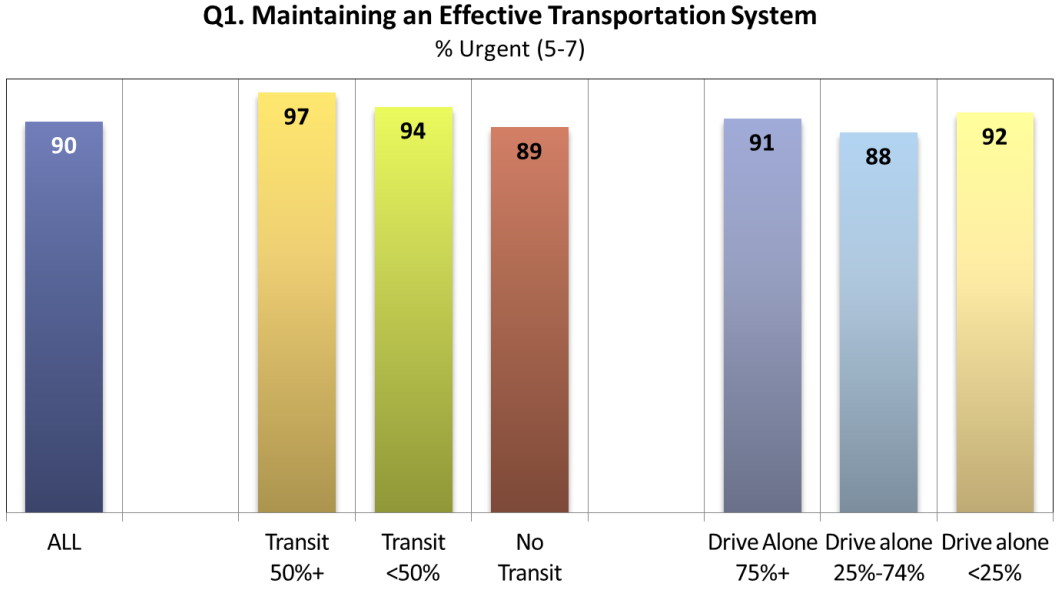


Figure 5-3 – Urgency by Travel Habits



5.2 Grading the System

Question(s) Analyzed

Q2. Using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall?

Q7. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

Q9. How would you rate the transportation system in your region – that is in your county and nearby counties?

5.2.1 Statewide System

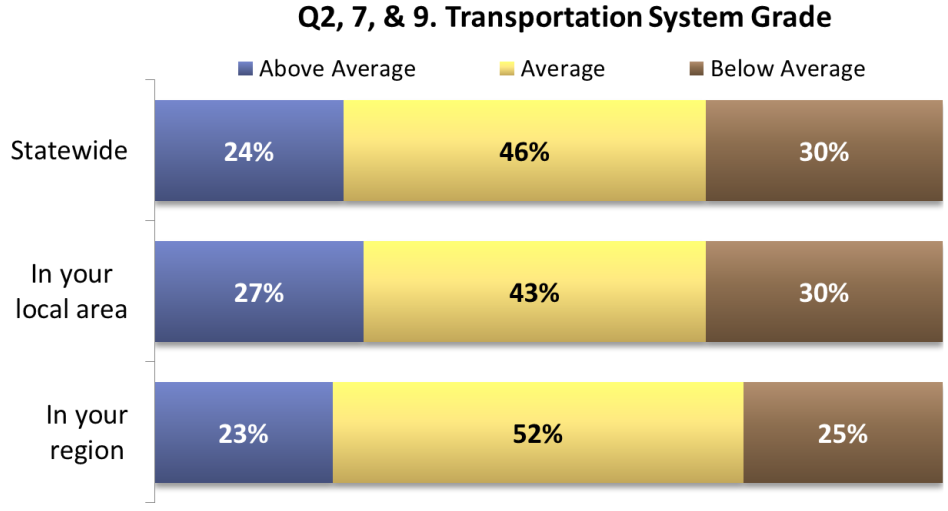
Finding

- ***Most residents do not believe the statewide transportation system is failing – two-thirds give the state system a "C" or better overall grade.***
- ***Ratings for local and regional transportation systems are similar to grades for the statewide transportation system overall, but vary significantly across RTPOs.***

NOTE: A number of questions were asked on an A thru F grading scale. To calculate averages, each letter grade was assigned points as follows: A=4.0 points, B=3.0, C=2.0, D=1.0, F=0.0.

Overall, residents give the state transportation system a "C" grade (1.89 mean). Seven-in-ten residents (70%) give the state system a "C" or higher. About a third (30%) give the state system a below average grade ("D" or "F").

Figure 5-4 – Grades for State, Local, Regional Systems



Residents in all 14 RTPOs give the state transportation system grades in the C range, with the Puget Sound region (62% "C: or Better) and Skagit/Island (63%) giving the lowest overall grade and Benton-Franklin-Walla Walla (87%), Palouse (87%), Yakima (86%) and SW RTC (86%) the highest. Grades from Rural (71%), Urban (69%), and Suburban (69%) residents are similar.

Looking at the results by Travel Habits, those who mostly drive alone (75%+ of the time) give the state system slightly lower grades (68% "C" or better) -- transit users and infrequent drivers give somewhat higher ratings.

Figure 5-5 – State System by RTPO/Area

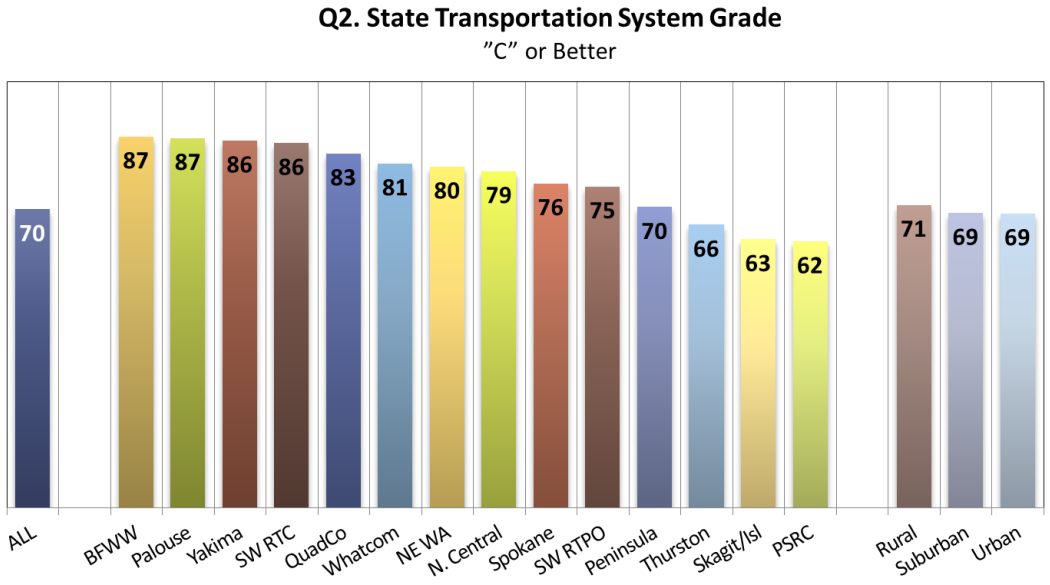
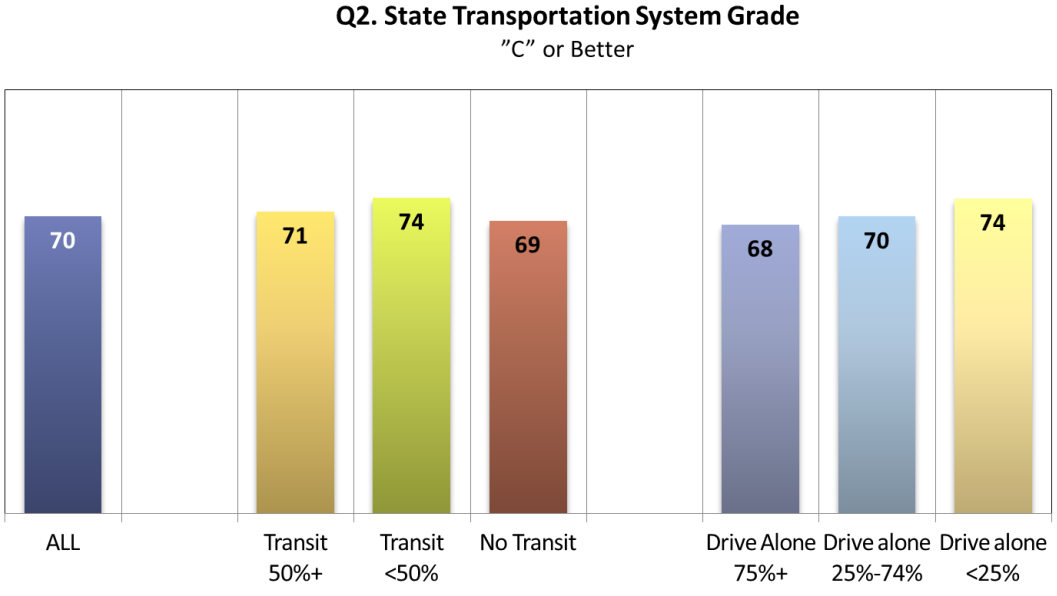


Figure 5-6 – State System by Travel Habits



5.2.2 Local/Regional System

Finding

- ***Most residents grade their local transportation system as average or above, but there are several RTPOs – Spokane, SW Washington RTPO, and NE Washington - where residents have significant concerns about their local system.***

Residents in the Benton-Franklin-Walla Walla (84% "C" or better grade) and Whatcom (82%) RTPOs are most satisfied with their local transportation system, while residents in Spokane (52%), SW RTPO (56%) and NE Washington (56%) are the least satisfied. Grades from Suburban residents (73%) are slightly better than from Rural (69%) and Urban (67%) residents.

Those who mostly drive alone give their local system lower grades (68% "C" or better) than those who use transit either regularly (75% "C" or better) or occasionally (75% "C" or better).

Residents in the RTPOs in the Puget Sound region tend to give their local transportation system higher ratings than the state system, while residents in other areas of the state tend to give their local system lower ratings than the state system.

Figure 5-7 – Local System by RTPO/Area

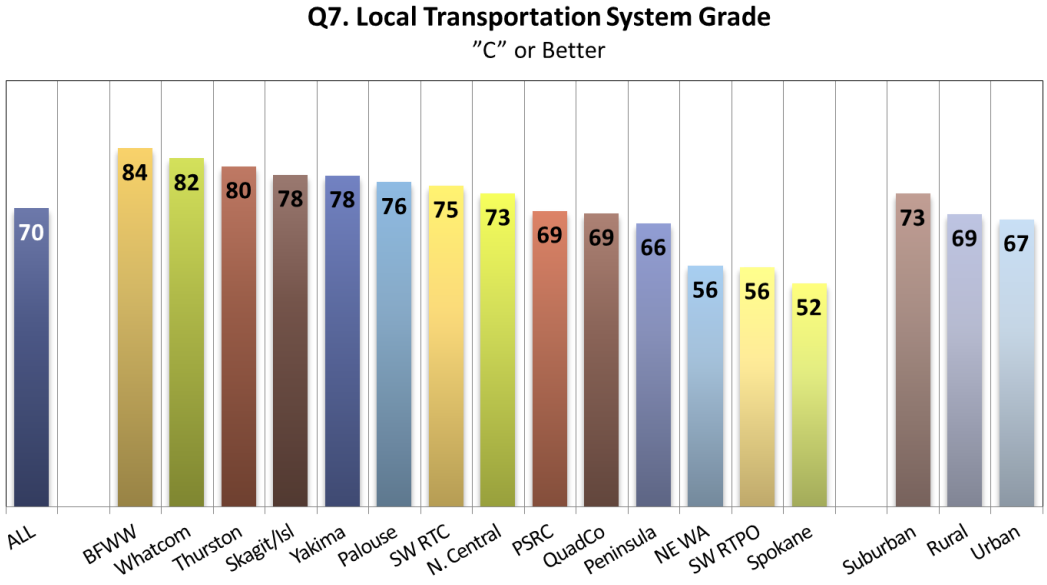
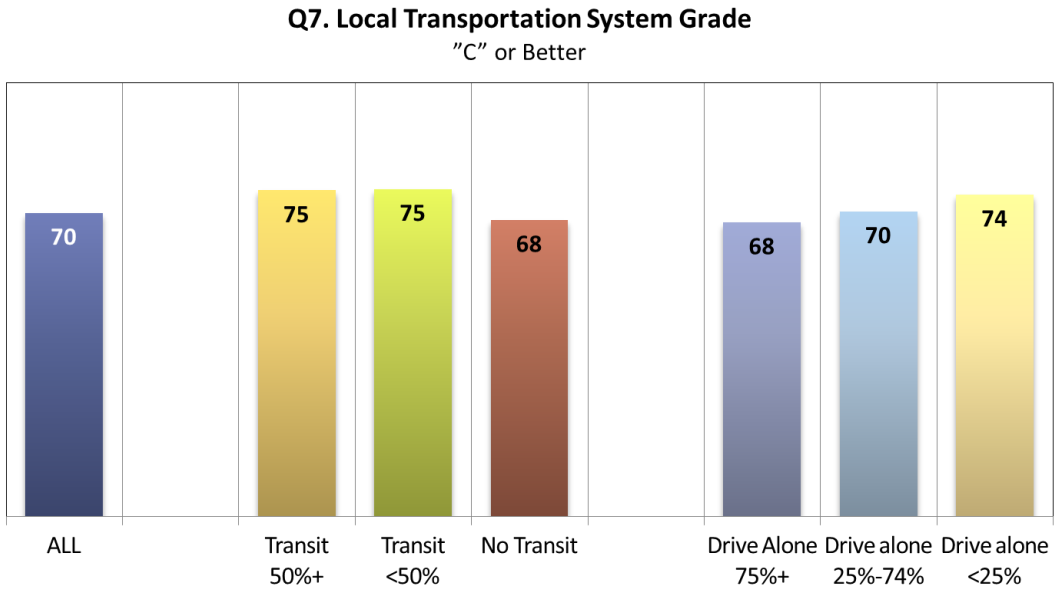


Figure 5-8 – Local System by Travel Habits



5.3 State Performance

Question(s) Analyzed

Q6. What grade would you give the state for completing transportation projects on schedule?

Q4. What grade would you give the state for spending transportation dollars responsibly?

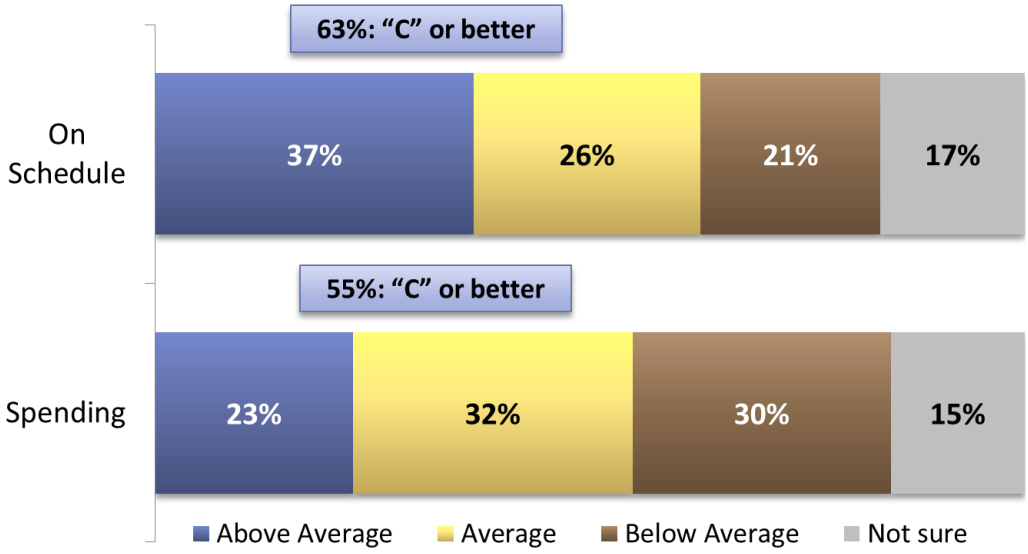
5.3.1 On Schedule and Spending Responsibly

Finding

- ***The state generally receives average or higher grades for completing projects on schedule and for spending transportation dollars responsibly, but almost one in five residents is unable to grade the state on these measures.***

The state gets slightly above average marks for "completing transportation projects on schedule" (2.20 mean on A-4.0 through F-0.0 scoring excluding those that were "not sure" / 63% gave a "C" or better score) and slightly below average marks for "spending transportation dollars responsibly" (1.83 mean / 55% "C" or better) -- 17% and 15% of residents are unable to grade the state on these two performance measures.

Figure 5-9– State Performance: On Schedule/Spending Responsibly



This is not a lot of variation by RTPO or Area in grading the state for completing projects on schedule. The NE WA RTPO is the only area where fewer than 60% of residents gave the state a "C" or better grade.

There is significantly more variation on "spending responsibly" with the Suburban (59%) and Urban (56%) areas giving the state a higher percentage of "C" or better grades than the Rural areas (50%). Residents in NE WA and SW RTPO give the state the lowest percentage of "C" or better grades for spending responsibly.

Figure 5-10 – On Schedule by RTPO

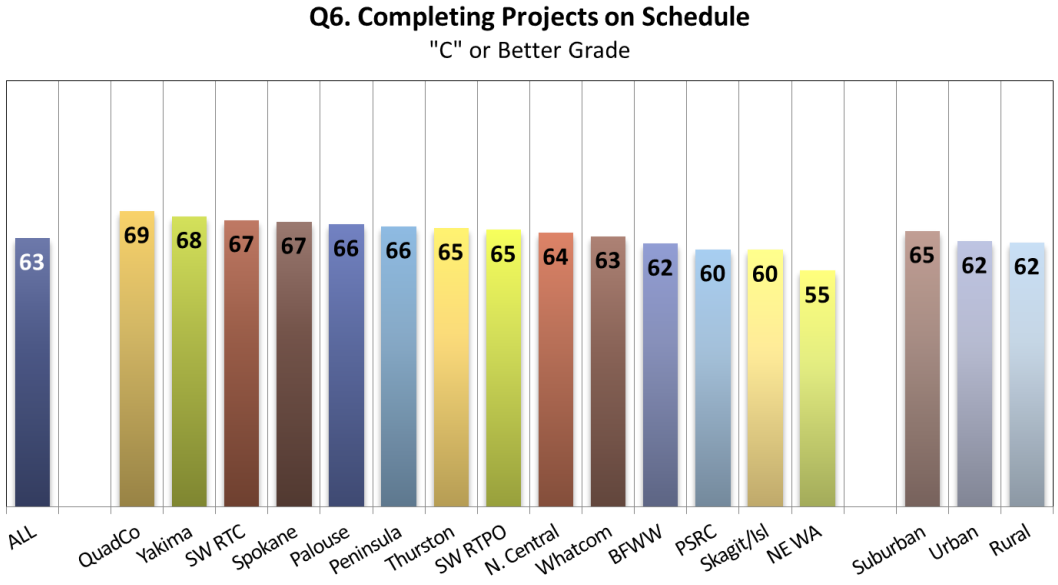
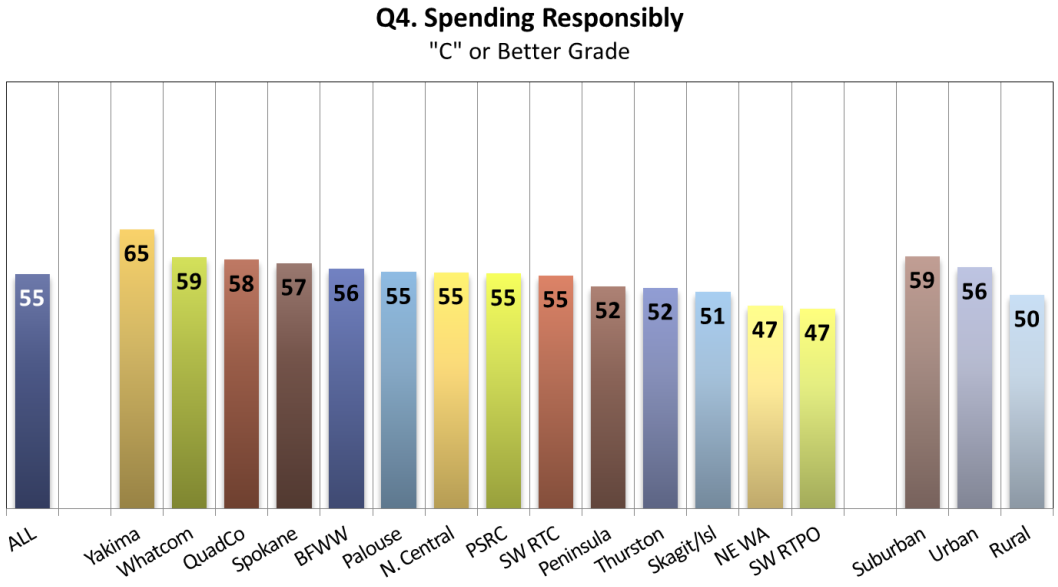


Figure 5-11 – Spending Responsibly by RTPO



5.3.2 Funding Fairness

Question(s) Analyzed

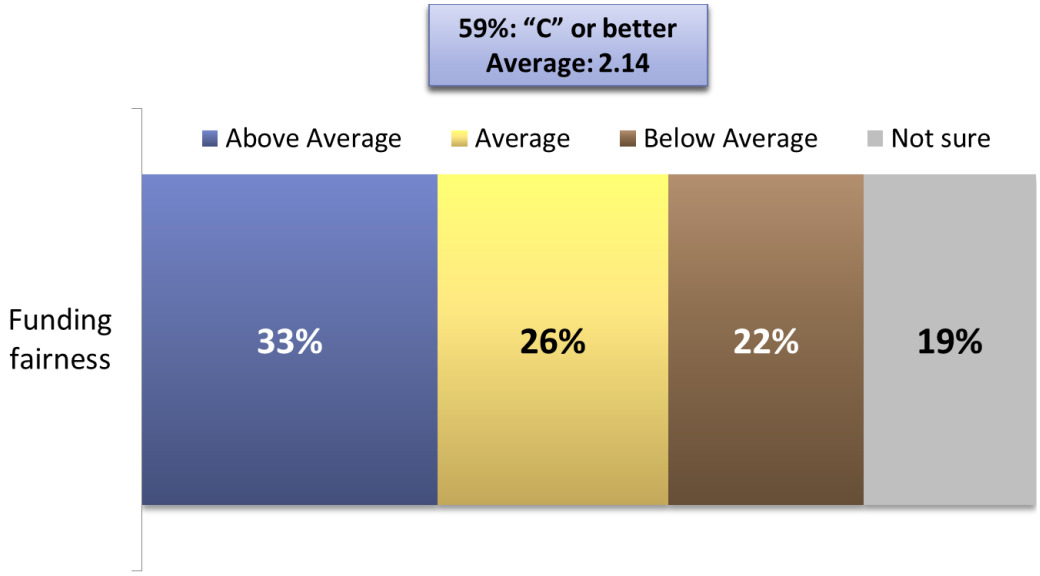
Q5. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

Finding

- ***Residents in most RTPOs give the state a "C" or better grade for transportation funding fairness, but in two RTPOs – Spokane and NE Washington – the state gets very low marks for funding fairness. Residents in these two RTPOs are also particularly dissatisfied with their local transportation system, which is likely a strong driver of the low grade for funding fairness.***

The state's grade for "making sure your area of the state gets a fair share of transportation funding" is slightly above average (59% "C" or better/ 2.1 mean excluding "not sure") overall, but varies dramatically by RTPO. One-in-five residents (19%) are unable to grade the state on funding fairness.

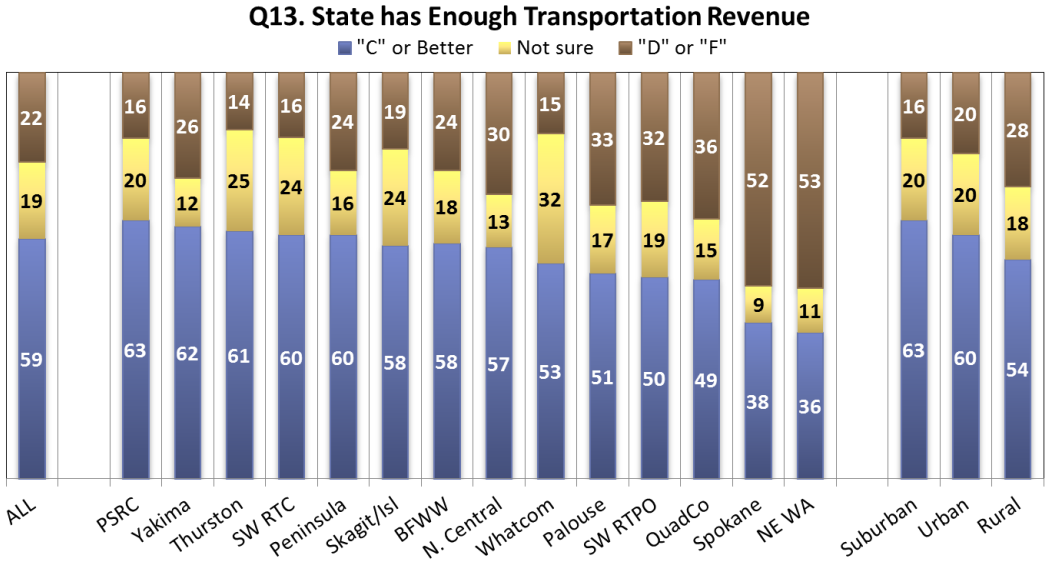
Figure 5-12 – Funding Fairness



A majority of residents in 14 of the 16 RTPOs give the state a “C” or better grade for funding fairness. Residents in the Northeast Washington (36%) and Spokane (38%) are the most likely to give the state a poor grade for transportation funding fairness. Residents in PSRC give the state the highest percentage (63%) of “C plus” grades.

Suburban (63%) and Urban (60%) residents give the state better grades than Rural residents (54%).

Figure 5-13 – Funding Fairness by RTPO/area



5.4 Improving the System

Question(s) Analyzed

Q3. [If a respondent gave a "B" or lower grade in Q2 they were asked] In your mind, what changes would need to be made to our state's transportation system to improve the grade you gave?

NOTE: This was an open end question. Specific responses were not provided to the respondents - their responses were recorded verbatim. After the data collection was complete, EMC Research Analysts went through the verbatim responses and developed categories of responses. Then, the open end responses for each respondent were coded into these categories. ***The categories are very broad and include a wide range of concerns. A significant amount of detail and distinction is lost by aggregating responses into broad categories.*** The full verbatim text for all responses to all open end questions in this survey is included in the appendix to this report.

Residents who gave the state system a "B" grade or lower (97% of residents) were asked how the grade could be improved. Transit improvements/expansion (28%) is the top category overall, followed by a desire for increased road capacity (13%) and concerns about maintenance issues (12%). No other single category was higher than 5% of the response. These responses are captured in the "All other issues" category (21%).

Transit related improvements are the top mention in 7 of the 14 RTPOs with particularly high mentions in the PSRC (36%), Thurston (39%) and Whatcom (31%) RTPOs. Maintenance issues are the top mention in BFWW (18%), QuadCo (21%), Spokane (25%), Yakima (24%) and capacity issues are the top mention in NE WA (22%), N. Central (17%), and SW RTC (21%).

NOTE: The numbers in red underline represent the top categories in each RTPO (excluding "All other issues combined"). In RTPOs where two categories have similar results, both are highlighted.

Figure 5-14 – Improving System (open end)

	ALL	B-F-WW	NE WA	N. Cent	Pa-louse	Penin-sula	PSRC	Quad Co	Skagit/Isl	Spo-kane	SW RTC	SW RTPO	Thur-ston	What-com	Ya-kima
Transit improvements	28%	13%	**20%**	14%	**20%**	**22%**	**36%**	12%	**22%**	17%	12%	**18%**	**39%**	**31%**	10%
Capacity issues	13%	10%	**22%**	**17%**	13%	14%	13%	17%	12%	16%	**21%**	12%	8%	12%	10%
Maintenance issues	12%	**18%**	16%	**15%**	13%	9%	10%	**21%**	11%	**25%**	12%	14%	8%	15%	**21%**
Traffic flow issues	9%	8%	2%	6%	5%	7%	10%	5%	8%	2%	11%	7%	11%	9%	5%
All other issues combined	21%	26%	21%	26%	23%	31%	17%	21%	36%	18%	21%	25%	24%	18%	27%
Don't know/ not sure	1%	1%	1%	2%	1%	2%	1%	<1%	<1%	2%	1%	1%	1%	0%	11%
Nothing/ No changes	1%	1%	1%	<1%	1%	0%	1%	1%	1%	%	1%	1%	1%	1%	3%
No answer	16%	25%	18%	19%	25%	15%	13%	22%	11%	21%	23%	21%	8%	13%	16%

Figure 5-15 – Improving System (sample responses)

Q3. Sample Verbatim Responses	
Transit (28%)	
QuadCo	"We need to be putting more effort into efficient, effective mass transportation, across the state."
Thurston	"Get more commuters on mass transit where viable, but don't jam them into buses/trains like sardines. I know this is expensive, but it makes a huge difference in traffic and is less stressful for commuters."
Skagit/Island	"Add more transit options especially outside the urban hubs. "
PSRC	"Improve public transportation so that it is a viable option for people who live outside the Seattle area. Add lanes on busy highways/freeways to ease traffic problems. "
Palouse	"I cannot speak for the west side of the state, where I think public transportation is better and more utilized, but on the east side of the state where I am from, public transportation is lacking. I wish it was more accessible and known about."
BFWW	"Fast trains and other forms of improved public transit are readily available in other locations in the US and particularly around the world, and need to be considered for parts of Washington as well."
Capacity (13%)	
PSRC	"More proactive capacity increases on major highways. "
SW RTPO	"I-5 isn't keeping up with population growth. We either need to add additional lanes or build another interstate highway between Canada and Oregon. Lewis County section is a mess and just north is constantly overcrowded."
QuadCo	"Don't forget about the east side of the state in your improvement of the freeway system . Finish the freeway from North Bend to Tacoma. Also study more short freeways on the west side."
Whatcom	"More work on interstate highways -- forget all the rail."
Palouse	"more passing lanes on U.S. 195 between Spokane and Pullman."
Skagit/Island	"When roads start getting more volume there needs to be a quicker response to widening or any changes that can lighten that load. Ex: Hwy 2 from I-5 to Monroe, etc... has been extremely congested for years during peak hours. It has taken years to respond."
Maintenance (12%)	
Palouse	"Repair deteriorating road surfaces. Be sure when roads are repaired that the repairs are well done, leaving more of a bump than the deterioration provided especially in snow country is dangerous. "
NE WA	"Better maintenance of existing system and long range planning in all parts of the state."
Spokane	"There should be a material WA could use on their roads (especially highways) that didn't allow it to wear down so quickly. Every summer the roads need to be fixed because of all the grooved pavement, potholes, etc. Heated roads would be beneficial to a state"
N.Central	"Maintain the highway system we have until this depression is over. Stop spending [money] you don't have."
Yakima	"Fix existing roads. No more money on new roads."
SW RTC	"The resurfacing of roads and freeways which are broken down from years of heavy traffic."

6 Transportation Priorities

6.1 Overall Objectives

Question(s) Analyzed

Q12. There are a number of objectives our transportation system is designed to meet. If you had 100 points to divide between the five objectives below (maintaining the system, increasing capacity, expanding travel options, improving safety, protecting the environment) how many points would you assign to each objective?

For example, if you assign 25 points to "improving safety" that means you think "improving safety" should get 25% of the focus. The total for the 5 objectives should add up to 100 points.

The following are the definitions given to respondents for each transportation objective (the order of the objectives shown was rotated for each respondent to eliminate position bias):

Improving safety

- making our roads, bridges, transit systems, airports, ferries, sidewalks and bike paths safer through things like improved design and increased enforcement

Increasing capacity

- improving the movement of goods and people through things like widening existing roads, and building new roads to accommodate our growing population and to connect more remote communities

Maintaining the system

- preserving and extending the life of our current transportation system through ongoing maintenance of our roads, bridges, transit systems, ferries, sidewalks and bike paths

Protecting the environment

- promoting transportation investments that help reduce air and water pollution, conserve energy and minimize impacts on the environment

Expanding travel options

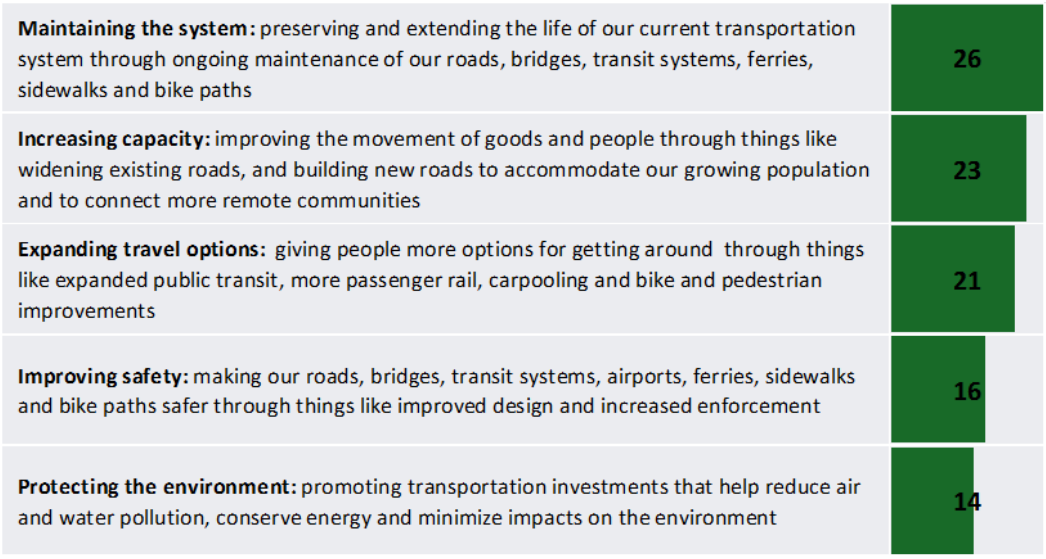
- giving people more options for getting around through things like expanded public transit, more passenger rail, carpooling and bike and pedestrian

Finding

- *Looking at overall transportation system objectives, residents believe the most emphasis should go to maintaining the transportation system, followed by increasing capacity and expanding travel options, although all three are closely ranked.*
- *The statewide numbers are driven by strong support for maintenance and expanding travel options in urban areas and strong support for maintenance and expanding capacity in suburban and rural areas.*

When asked to divide 100 points across five key state transportation system objectives, maintenance (26 points), capacity (23 points), and expanding travel options (21 points) are the top priorities with all three receiving similar allocations at the statewide level. Improving safety (16) and protecting the environment (14) receive lower point totals.

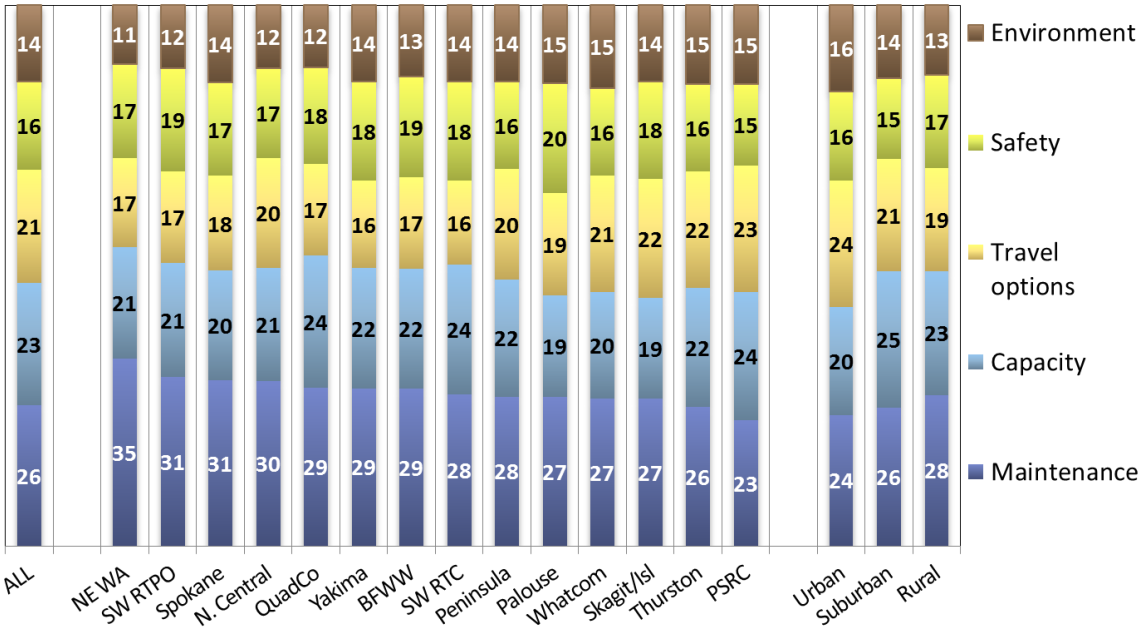
Figure 6-1 – Overall Objectives



Puget Sound residents (PSRC RTPO) give roughly equal emphasis to maintenance (23), capacity (24), and travel options (23), while the rest of the state emphasizes maintenance over capacity and expanding travel options.

Rural and suburban residents assign roughly half of the 100 points to either maintenance (28-rural & 26-suburban points) or capacity (23 & 25) and one fifth to travel options (19 & 21). In comparison, Urban residents assign one quarter (24 points) to travel options, one quarter to maintenance (24), and one fifth to capacity (20).

Figure 6-2 – Objectives by RTPO/Area



6.2 Transportation Investments

Question(s) Analyzed

Q14-24. There are a number of benefits that come from increased long term investments in our transportation system. For each of the following, please indicate how important that benefit is to you in terms of justifying additional taxes to fund new investments in our transportation system.

SCALE: Not all Important Extremely Important | Not sure
1 2 3 4 5

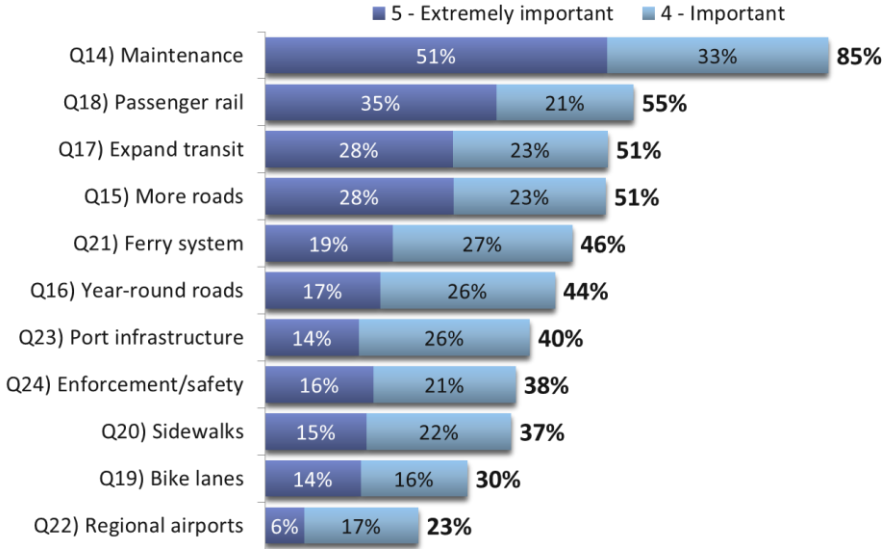
-Maintaining and repairing existing roads & highways
-Widening and building more roads & highways
-Making sure rural roads and mountain passes remain open year round
-Expanding public transit services like buses, vanpools, and dial-a-ride
-Adding or increasing intercity passenger rail service
-Building bike lanes
-Building or improving sidewalks
-Operating and maintaining Washington's ferry system
-Improving regional airports
-Improving roads and infrastructure at shipping ports to move freight and goods
-Increasing law enforcement and public safety efforts on our state highways

Finding

- ***Looking at the importance of a series of eleven specific transportation investments, maintaining and repairing existing roads/highways is again seen as the most important, both overall and within each RTPO.***
- ***Beyond the consensus on maintenance, there are some clear regional differences with transit related investments in and around Puget Sound, year round roads in rural areas, and ferries in the ferry RTPO.***

When asked to rate the importance of potential transportation investments (the order of the investments shown was rotated to eliminate position bias), maintenance is rated as the most important by a wide margin (85% important / 50% extremely important). Adding/increasing intercity passenger rail service (56% important / 35% extremely important), expanding public transit (53% / 29%), and expanding road capacity (51% / 28%) are all seen as important by a majority of residents.

Figure 6-3 – Importance of Investments



The next two tables show the 11 transportation investments ranked using color shading – dark/light green squares indicate the most important investments followed by yellow, and then light/dark red for the lowest rated. Scanning the table for green squares indicates which investments are most important in each RTPO in the first table and which are most important by Area and Travel Habits in the second. (see "Color Shaded Tables" in the Definitions & Terminology section for a more detailed explanation of how to interpret these types of tables.)

Transit investments (Passenger rail, Expand transit) have higher importance (greener squares) in the PSRC (64% & 58%), Thurston (64% & 49%), Whatcom (53% & 51%), and Peninsula (51% & 55%) RTPOs.

By contrast, Year-round roads is the second most important (greener squares) priority in 8 of 14 RTPOs that tend to be more rural – North Central (76%), Yakima (72%), NE Washington (68%), QuadCo (64%), Palouse (63%), BFWW (56%), SW RTPO (54%) and Spokane (56%).

The ferry system has high importance (greener squares) among residents in the Peninsula (80%), Skagit/Island/San Juan (69%), Whatcom (54%) and PSRC (50%) and lower importance (yellow/red squares) in the non-ferry RTPOs.

Figure 6-4 – Investments by RTPO

	ALL	BFWW	NE WA	N. Central	Palouse	Penin-sula	PSRC	Quad Co	Skagit/ Island	Spok-ane	SW RTC	SW RTPO	Thur-ston	What-com	Yakima
Maintenance	85	91	88	85	83	89	82	85	84	92	88	89	83	82	88
Passenger rail	55	43	30	46	44	51	64	40	53	42	41	47	64	53	39
Expand transit	51	42	36	44	41	55	58	37	54	43	40	46	49	51	39
More roads	51	56	48	47	45	45	54	53	39	50	54	49	41	39	50
WA ferry system	46	32	26	35	27	80	50	38	69	29	31	36	35	54	27
Year-round roads	44	56	68	76	63	44	36	64	43	56	40	54	34	37	72
Port infrastructure	40	38	27	36	43	43	40	49	33	38	46	44	33	33	40
Enforcement/safety	38	40	35	32	30	33	36	44	39	40	46	43	35	38	48
Sidewalks	37	38	18	28	35	28	39	34	35	34	37	32	39	39	41
Bike lanes	30	31	21	31	27	33	30	30	35	34	26	23	30	43	27
Regional airports	23	32	16	30	34	19	20	31	20	33	22	21	19	33	28

Not surprisingly, looking at the table below, transit investments are more important (greener squares) to transit users, less frequent drivers and residents in Urban areas while heavy/frequent drivers put higher importance on capacity/more roads. Both groups assign the highest importance to maintenance.

Figure 6-5 – Investments by Area/Travel Habits

	ALL		Urban	Sub-urban	Rural		Drive Alone 75%+	Drive alone 25-74%	Drive alone <25%		Transit 50%+	Transit <50%	No Transit
Maintenance	85		81	86	86		87	85	79		74	78	87
Passenger rail	55		65	54	48		51	54	65		74	77	49
Expand transit	51		61	49	45		47	50	64		78	76	44
More roads	51		47	54	53		58	49	41		36	32	57
WA ferry system	46		49	44	45		44	45	50		57	56	43
Year-round roads	44		42	35	53		46	42	41		35	37	46
Port infrastructure	40		40	40	39		43	36	37		36	41	40
Enforcement/safety	38		35	37	39		39	34	40		38	33	39
Sidewalks	37		44	36	31		31	37	48		43	51	34
Bike lanes	30		38	26	27		25	32	40		42	44	26
Regional airports	23		22	21	25		24	22	23		24	22	23

6.3 Most Urgent Transportation Priorities

Question(s) Analyzed

Q8. What do you think is the most urgent transportation priority facing your local area?

Q10. Outside of your local area, what do you think is the most urgent transportation priority facing your region?

Q11. Thinking about the rest of the state, what do you think is the most urgent transportation priority outside of your region?

NOTE: The questions in this section are all open end questions. Specific responses were not provided to the respondents - their responses were recorded verbatim (see Methodology 3.1).

6.3.1 Local Area

Not surprisingly, local priorities vary significantly by RTPO. Maintenance and capacity related issues are at or near the top in half of RTPOs, while mentions about transit improvements are high in PSRC (33%), and Thurston (21%) and Whatcom (23%). Transit-related mentions are high overall because of frequent mentions in the more populous RTPOs.

There are significant mentions of US 395 in Spokane (25%) and NE WA (15%) and the Columbia River Crossing and I-5 in SW WA RTC (16%). These mentions are included as part of the capacity issue category.

In Skagit/Island/San Juan 16% of residents there mentioned ferry related issues which are included as part of the broader "All other issues" category.

Figure 6-6 – Most urgent priority facing your local area (open end)

	ALL	BFWW	NE WA	N. Central	Pa-louse	Penin-sula	PSRC	Quad-Co	Skagit/ Island	Spo-kane	SW WA RTC	SW WA RTPO	Thur-ston	What-com	Yakima Valley
Transit improvements	**25%**	13%	15%	**18%**	17%	**18%**	**33%**	14%	14%	14%	17%	13%	21%	**23%**	13%
Capacity issues	**20%**	**21%**	**26%**	**17%**	16%	**20%**	18%	18%	14%	**31%**	**38%**	**25%**	16%	10%	14%
Maintenance issues	**15%**	17%	**25%**	15%	**22%**	10%	11%	**29%**	**17%**	**32%**	10%	**26%**	10%	18%	**39%**
Traffic flow improvements	**13%**	16%	3%	15%	4%	16%	14%	2%	6%	3%	11%	7%	**26%**	17%	4%
All other issues combined	**16%**	13%	23%	26%	25%	28%	14%	16%	40%	8%	13%	18%	15%	23%	10%
Don't know/ not sure	**1%**	1%	2%	1%	1%	2%	1%	1%	1%	2%	1%	%	3%	1%	8%
None / nothing	**2%**	8%	2%	3%	5%	%	2%	5%	4%	1%	2%	4%	2%	1%	4%
No answer	**8%**	10%	6%	7%	9%	7%	8%	14%	5%	9%	8%	7%	7%	7%	8%

Figure 6-7 – Most urgent priority facing your local area (sample responses)

Q8. Sample Verbatim Responses	
Transit (25%)	
N. Central	"Public transport to and from Okanogan valley."
Peninsula	"Local bus transportation between all Olympic Peninsula cities on the weekends."
NE WA	"Providing more public transportation."
PSRC	"Completing the light rail and street car systems as planned."
BFWW	"Need more rail services to other areas. Need to keep in mind the handicap and elderly."
QuadCo	"More public transportation."
Capacity (20%)	
PSRC	"Widen highway 531 from Smokey Point to Highway 9"
Palouse	"More passing lanes or better yet two lanes in each direction on U.S. 195 between Spokane and Pullman"
N. Central	"Improve Hwy 2 over Stevens Pass, more lanes, reroute around Sultan, Gold Bar, Startup. "
Peninsula	"We need a Belfair bypass."
QuadCo	"Highway 17--make it 4 lanes. It is so busy with agricultural vehicles, commuter traffic, and those people who need to travel for commerce."
Yakima	"I-82 needs another lane through Yakima."
Maintenance (15%)	
PSRC	"Fixing the roads, there are so many potholes on well used roads that it is becoming hazardous to drive them. For example on the street right in front of the Tacoma Mall (Krispy Kreme side) there is a giant pothole that when people hit it there are always sparks. On Union St near N 26th the entire road is pothole filled. I ride a moped and it is not safe for me to drive it around there anymore"
QuadCo	"East of Othello on SR 26, the road condition is deplorable. There is a lot of traffic on that road. It is so bumpy and noisy you cannot carry on a conversation in a car, much less a truck."
BFWW	"Roads that are falling apart."
Spokane	"Effective repairs and MAINTENANCE. Effective repairs and MAINTENANCE…"
Whatcom	"Improved maintenance of road surfaces."
SW RTC	"Repairing the roads, not spending money on starting projects that aren't a priority."
Traffic Flow (13%)	
BFWW	"Not enough efficiency in traffic. Roads which are referred to as 'bypasses' have just as many lights on them as 'in-town' roads"
Thurston	"Better traffic flow from Olympia to Tacoma"
SW RTC	"Make intelligent traffic lights."
PSRC	"Speed limits too low and roads too small with too many traffic lights."
N. Central	"Getting through traffic through town more efficiently, lack of on street parking in certain areas where it's needed, separation of bike routes from the traffic grid."
Whatcom	"Bellingham traffic light timing. They seem to have hugely long wait cycles and short yellows. Ban cameras."

6.3.2 Your Region

Regional priorities are similar to local priorities, but with a higher percentage of respondents not answering -- 15% left the open ended question blank and another 5% specifically said they were not sure.

Although maintenance-related mentions are at or near the top in 9 RTPOs, once again the more populous RTPOs have high mentions of transit related regional priorities making it the top category statewide.

NOTE: The numbers in red underline represent the top categories in each RTPO (excluding "All other issues combined"). In RTPOs where two categories have similar results, both are highlighted.

Figure 6-8 – Most urgent priority facing your region (open end)

Regional	All	BFW W	NE WA	N. Cent	Pa-louse	Penin-sula	PSRC	Quad-Co	Skagit / Isl	Spo-kane	SW RTC	SW RTPO	Thur-ston	What-com	Yaki ma
Transit improvements	**24%**	11%	10%	12%	**17%**	**22%**	**32%**	13%	**26%**	12%	12%	16%	24%	**26%**	7%
Traffic flow issues	**13%**	3%	3%	6%	2%	15%	15%	6%	14%	2%	8%	13%	**31%**	16%	8%
Maintenance issues	**12%**	**18%**	**23%**	**19%**	**18%**	11%	7%	**19%**	11%	**23%**	15%	**21%**	6%	17%	**22%**
Capacity issues	**14%**	15%	**23%**	**17%**	14%	10%	14%	14%	11%	16%	**19%**	15%	14%	10%	15%
All other issues combined	**16%**	19%	23%	25%	23%	26%	15%	22%	19%	13%	14%	17%	12%	12%	11%
Don't know/ not sure	**5%**	6%	7%	5%	6%	5%	3%	7%	3%	8%	7%	1%	2%	3%	15%
None / nothing	**2%**	7%	2%	2%	2%	1%	1%	1%	2%	2%	3%	2%	2%	3%	2%
No answer	**15%**	22%	9%	13%	18%	10%	14%	17%	14%	24%	22%	15%	9%	14%	21%

6.3.3 Outside Your Region

There is much less clarity at the statewide level ("outside your region") where a third (33%) either don't give an answer (18%) or say they are not sure (13%) what the most urgent priority facing the rest of the state is. No single response category is above 25% and the differences across categories are much smaller than at either the local or regional level.

NOTE: The numbers in red underline represent the top categories in each RTPO (excluding "All other issues combined"). In RTPOs where two categories have similar results, both are highlighted.

Figure 6-9 – Most urgent priority facing the rest of the state (open end)

	All	BFWW	NE WA	N. Central	Pa-louse	Penin-sula	PSRC	Quad-Co	Skagit/ Island	Spo-kane	SW RTC	SW RTPO	Thur-ston	What-com	Yakim a
Transit improvements	**15%**	16%	16%	13%	13%	17%	15%	12%	25%	12%	12%	10%	19%	22%	10%
Maintenance issues	**14%**	9%	16%	10%	12%	15%	16%	10%	13%	11%	13%	15%	17%	16%	13%
Capacity issues	**13%**	14%	13%	13%	11%	14%	12%	17%	15%	14%	14%	13%	16%	8%	11%
Traffic flow issues	**9%**	12%	7%	14%	11%	8%	5%	10%	13%	12%	13%	15%	11%	12%	18%
All other issues combined	**16%**	20%	14%	21%	18%	19%	16%	17%	13%	12%	12%	16%	17%	14%	15%
Don't know/ not sure	**13%**	5%	15%	12%	14%	11%	14%	10%	6%	14%	14%	15%	8%	12%	10%
None / nothing	**2%**	3%	3%	2%	2%	2%	2%	1%	1%	2%	2%	3%	1%	1%	5%
No answer	**18%**	22%	14%	15%	19%	14%	19%	24%	13%	24%	20%	13%	13%	16%	17%

7 Revenue

7.1 Awareness of the Need

Question(s) Analyzed

Q13. Do you agree or disagree with the following statement: The State has enough revenue to keep our transportation system safe, effective and properly maintained.

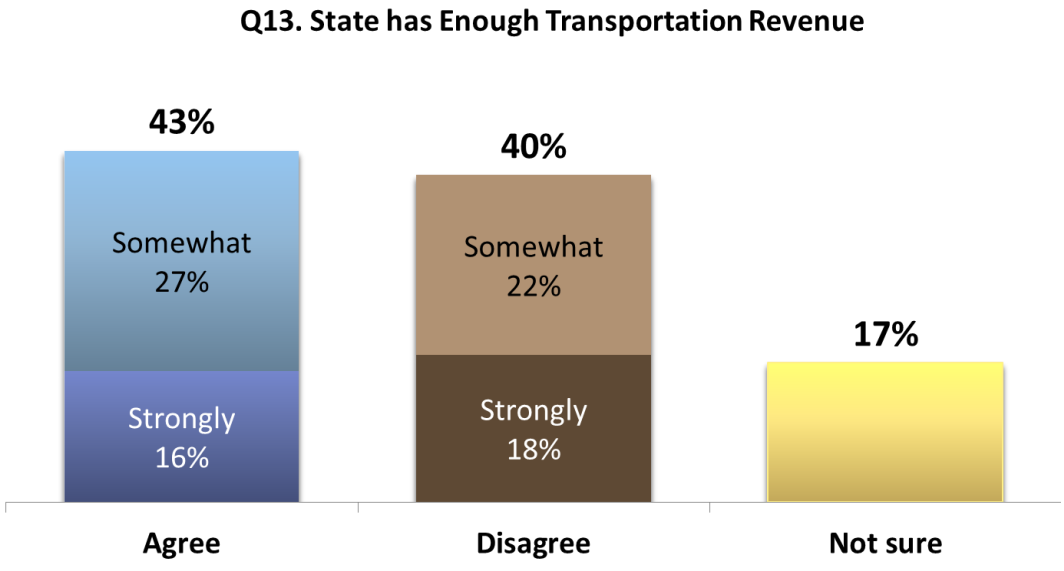
Finding

- ***Most residents do not think that there is a transportation revenue crisis – only one-in-five "strongly" disagree with the assertion that the state has enough revenue.***

Residents are divided over the question of whether or not "the state has enough revenue to keep our transportation system safe, effective and properly maintained" – 43% agree that the state has enough revenue for transportation, 40% do not think the state has enough revenue, and one-in-five (17%) are not sure one way or the other. However, only 18% "strongly" disagree with the assertion that the state has enough revenue, suggesting that most residents do not believe there is a transportation revenue crisis.

This question was intentionally phrased as a positive – "the state has enough revenue…" – so that we did not overestimate the percentage of residents who believe there is a funding problem.

Figure 7-1 – Need for Additional Revenue



By an 11 point margin (47% Agree / 36% Disagree), residents in Rural areas agree that the state has enough transportation revenue, while Urban residents are the reverse (37% Agree / 45% Disagree).

There are only 3 RTPOs – Peninsula, Spokane, and Skagit/Island - where more residents **disagree** than agree that the state has enough transportation revenue. In 10 RTPOs, more residents agree that the state has enough transportation revenue, than disagree with the statement, including a majority of residents in the Yakima (56% Agree), NE WA (57%) and QuadCo (55%) RTPOs. Residents in PSRC are divided. Overall, only 18% strongly disagree that the state has enough transportation revenue, ranging from a high of 25% in Peninsula, to a low of 7% in QuadCo.

Figure 7-2 – Need for Additional Revenue by RTPO

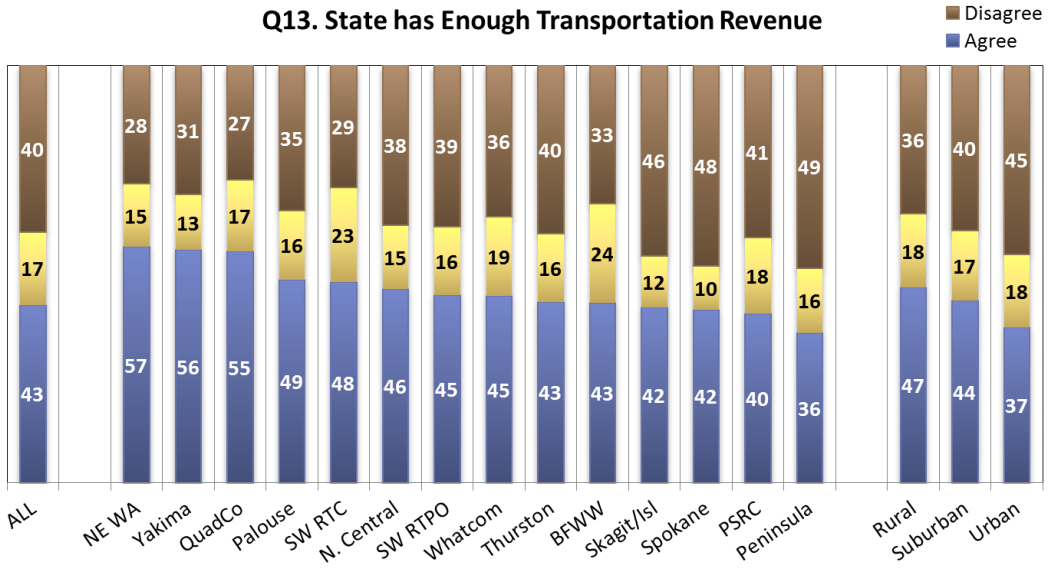
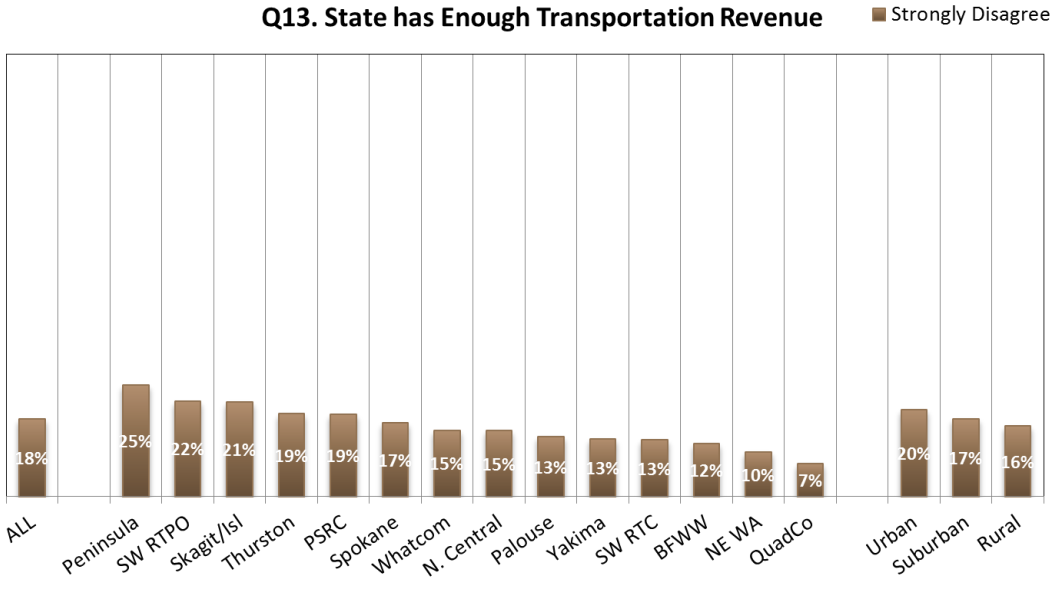
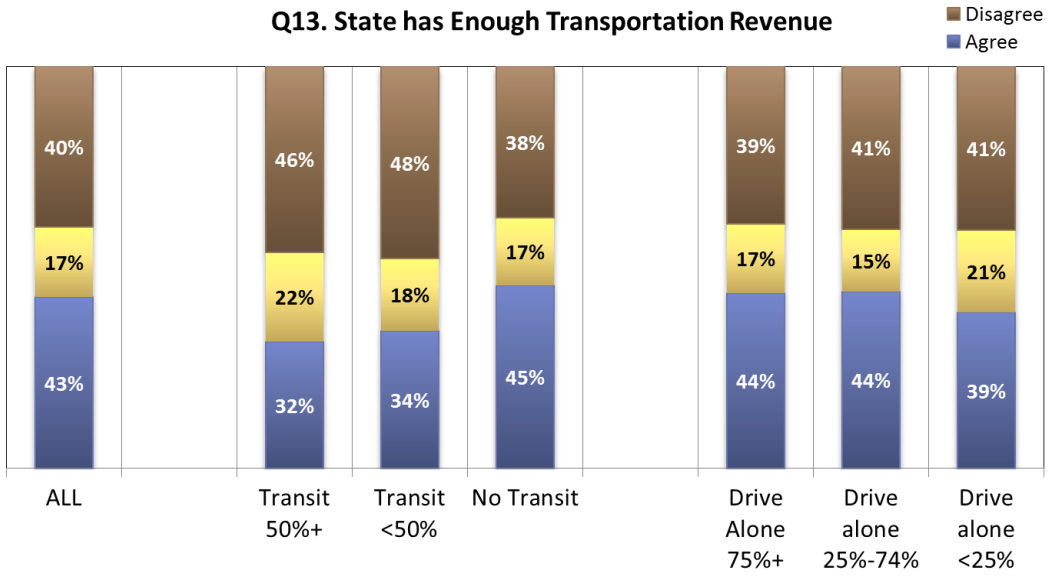


Figure 7-3 – Strongly Disagree there is Enough Revenue by RTPO



Transit users are more likely than non-users to **disagree** that there is enough revenue – that is, they are more likely to think that there is a revenue problem. There is little difference in attitudes by how much a person Drives Alone.

Figure 7-4 – Need for Additional Revenue by Travel Habits



7.2 Support for Additional Revenue

Question(s) Analyzed

Q25. In general, would you support or oppose raising some transportation taxes and fees to increase funding for those transportation elements you feel are important?

Q27. Over the next 20 years, our state will need to fund more than $64 billion in state transportation needs. This amount does not include the long-term unfunded transportation needs of cities, counties and local transit agencies. Current transportation revenues are already dedicated to paying for existing projects so future transportation maintenance and improvements will require additional revenue. Knowing this, would you support or oppose increasing some transportation taxes and fees to fund unmet transportation needs?

Q45. This survey has highlighted a number of different benefits of increased transportation funding. Given all of this, would you support or oppose increasing some transportation taxes and fees to meet our transportation system's needs?

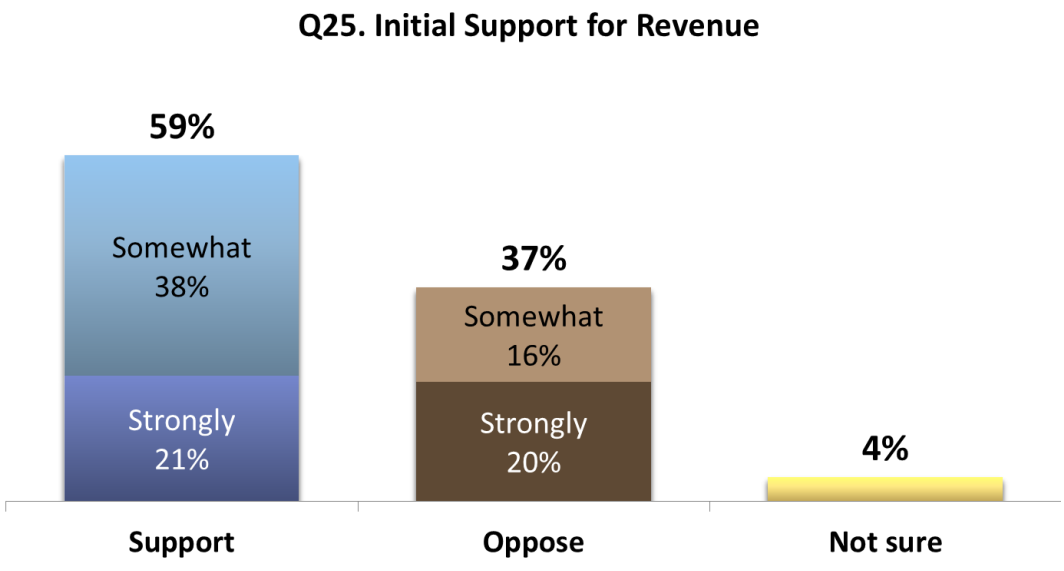
Finding

- ***Despite not being convinced that there is an urgent need for new revenue, a strong majority are willing to consider raising "some transportation taxes and fees."***
- ***Talking about the critical nature of the funding/maintenance situation is not effective in increasing support for new revenue.***
- ***Describing the benefits of increased investment does increase support.***

NOTE: Respondents were not presented with specific revenue and spending plans. Support for a particular transportation package will be heavily dependent on these elements.

By 59% to 37% margin, residents statewide support "raising some transportation taxes and fees to increase funding for those transportation elements [they] feel are important."

Figure 7-5 – Initial Support for New Revenue



Initially, there is majority support in 11 of the 14 RTPOs and NE Washington is the only RTPO where a majority (55%) oppose "raising some transportation taxes and fees." Support is significantly higher among Urban residents (68%) and is a strong majority among Suburban residents (60%). Rural residents support new revenue by a 51% to 44% margin.

Although there is majority support across all Travel categories, transit users and less frequent drivers have significantly higher support for new revenue than heavy drivers and those who don't use transit.

Figure 7-6 – Initial Support for New Revenue by RTPO/Area

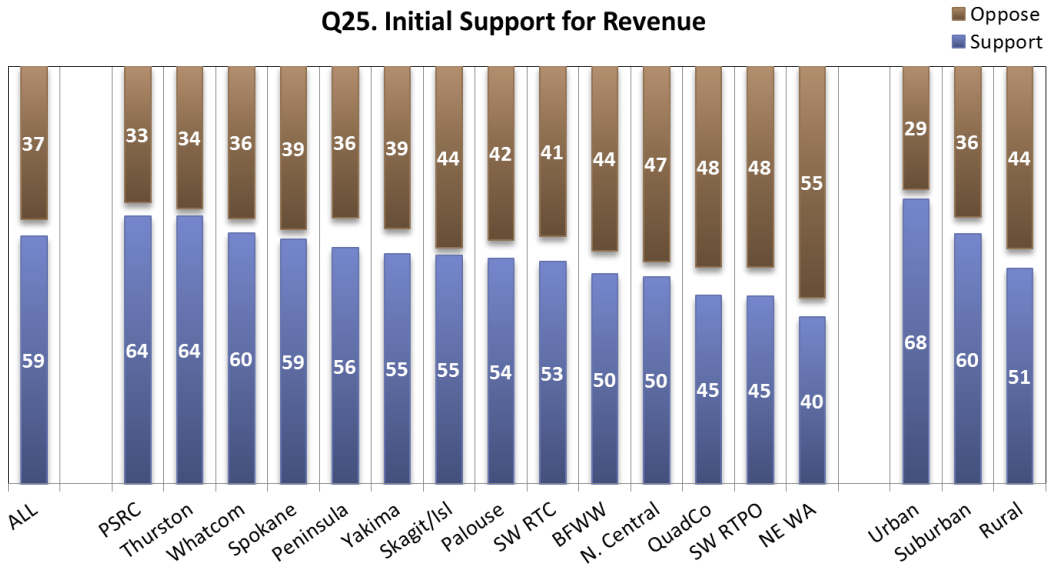
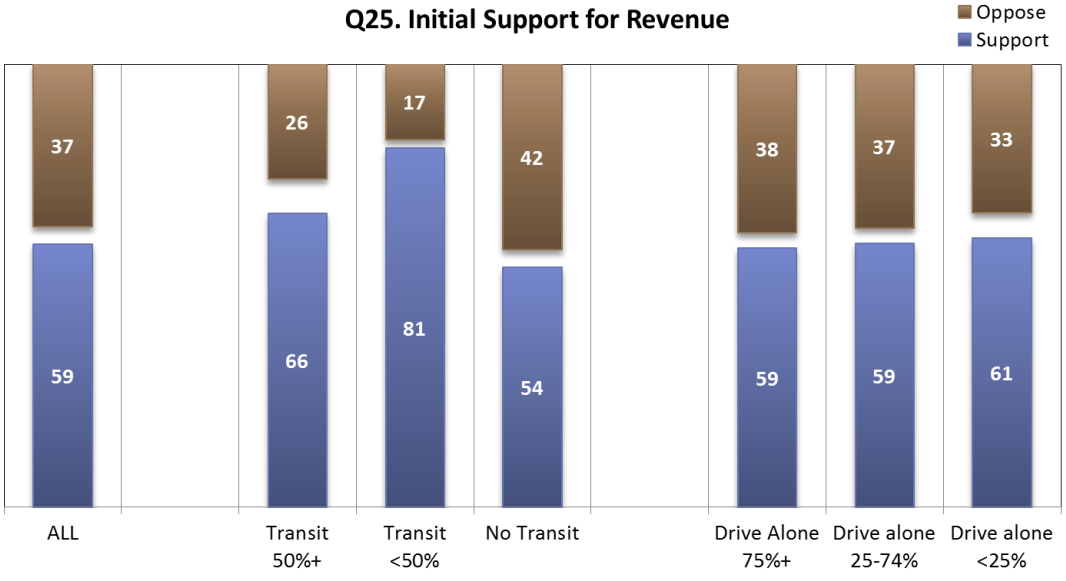
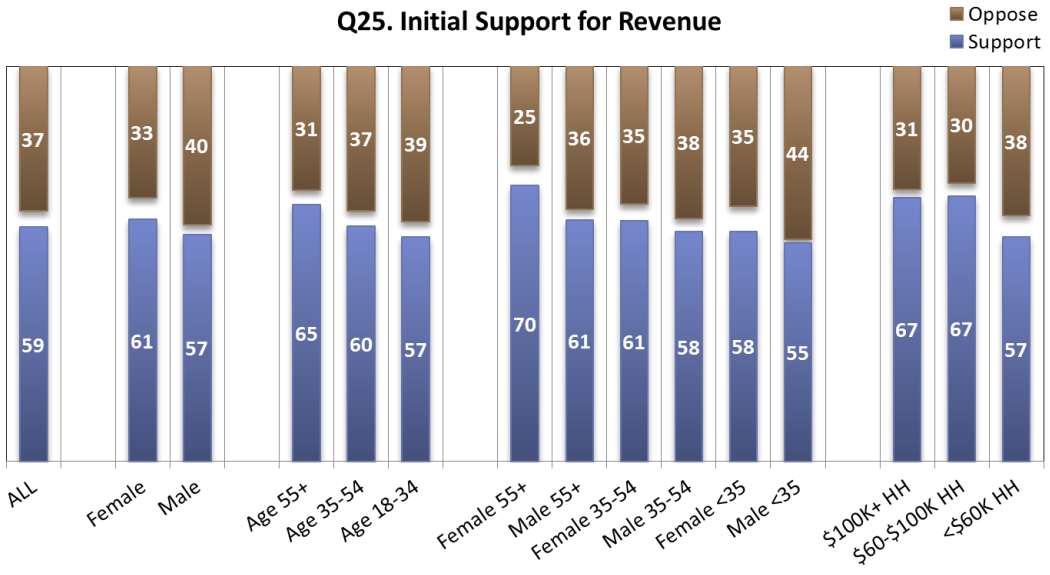


Figure 7-7 – Initial Support for New Revenue by Travel Habits



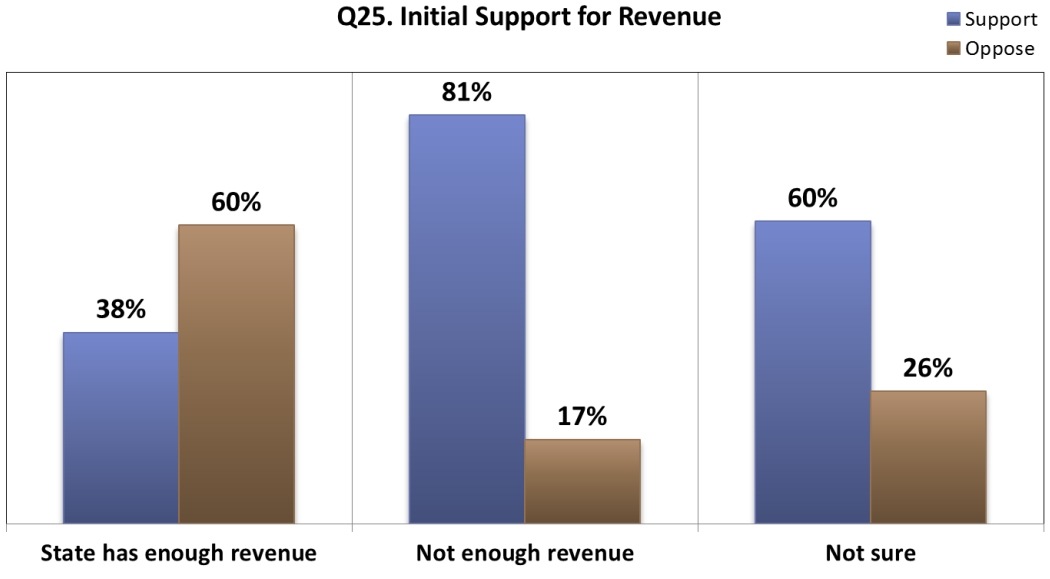
Support is strongest among older women (70%) and higher income residents (67%). Younger men (55%), lower income residents (57%), younger residents (57%), and men (57%) are the weakest supporters although even in these groups a majority support "raising some transportation taxes and fees."

Figure 7-8 – Initial Support for New Revenue by Key Demographics



Support for new revenue appears to be highly correlated to residents' belief about the current revenue situation – those who think the state has enough transportation revenue oppose new revenue by a 22 point margin (38% Support / 60% Oppose), while those who do not think there is enough revenue support new revenue by a 64 point margin (81% Support / 17% Oppose). Interestingly, those who are "not sure" about the state's overall transportation revenue situation support new revenue by a wide 34 point margin (60% support / 26% Oppose).

Figure 7-9 – Initial Support for New Revenue by Key Demographics



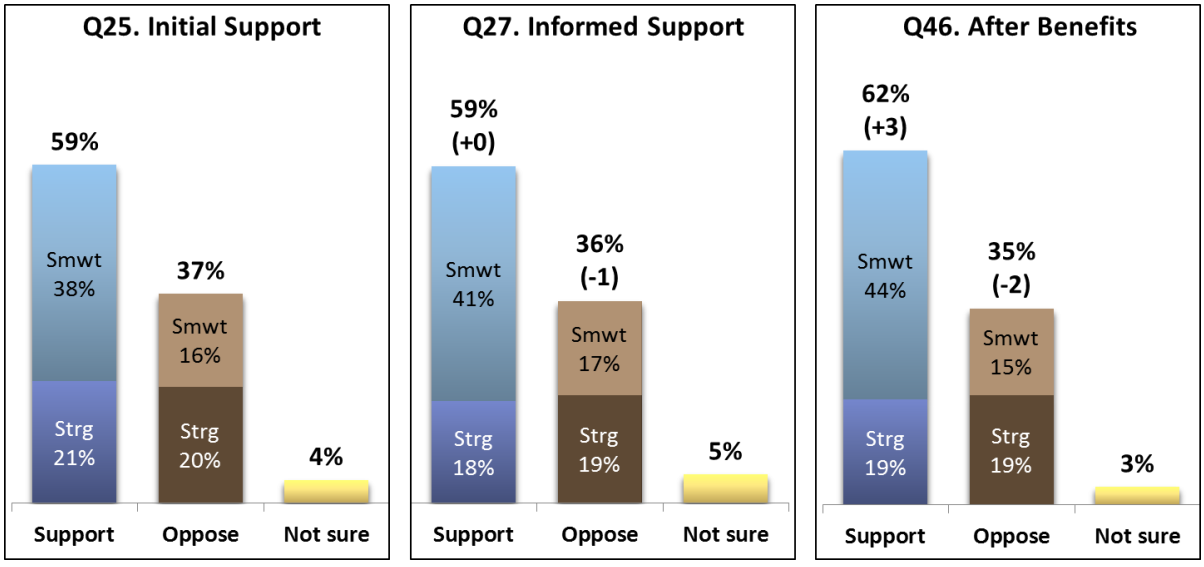
Support for additional revenue does not increase (59% Support / 36% Oppose) when residents are read the following explanation of the need for additional revenue:

> *"Over the next 20 years, our state will need to fund more than $64 billion in state transportation needs. This amount does not include the long-term unfunded transportation needs of cities, counties and local transit agencies. Current transportation revenues are already dedicated to paying for existing projects so future transportation maintenance and investments will require additional revenue."*

Support for additional revenue does increase a net 5 points (62% Support / 35% Oppose) after residents hear six messages (see actual question text in Benefits section) about the potential benefits of increased investment.

> *"This survey has highlighted a number of different benefits of increased transportation funding. Given all of this, would you support or oppose increasing some transportation taxes and fees to meet our transportation system's needs?"*

Figure 7-10 – Initial & Informed Support for New Revenue



7.3 Preferred Revenue Sources

Question(s) Analyzed

Q28-36. Below are some ways we could fund our unmet transportation needs. For each one, please indicate whether or not you think that method is a good way to fund increased investment in our transportation system.

Scale: Definitely Probably Probably Not Definitely Not

-the gas tax

-an annual license fee based on the value of the vehicle

-a statewide property tax

-electronically collected tolls

-a vehicle emissions fee - vehicles that pollute more would pay a higher fee

-a fee based on the fuel efficiency of a vehicle - less fuel efficient vehicles would pay a higher fee

-a fee based on the number of miles driven - people who use the system more would pay a higher fee

-adding the sales tax to gas purchases

-a licensing fee on vehicles that are 100% electric and do not pay any gas tax

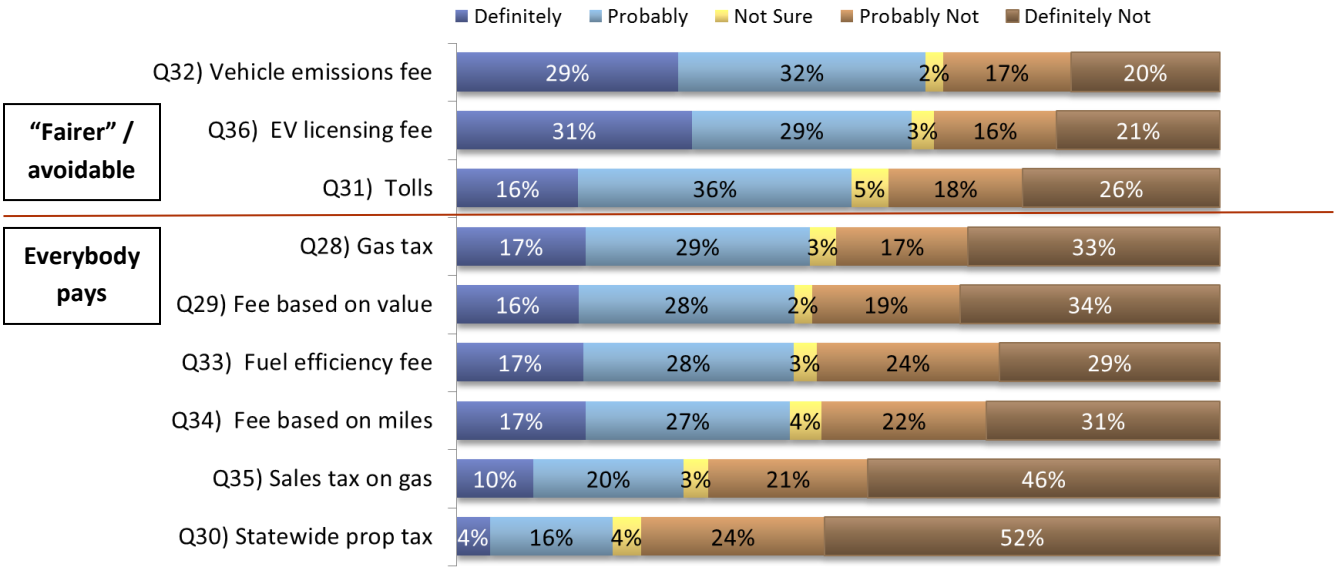
Finding

- ***While residents are not de facto opposed to the idea of new transportation revenue, most potential funding sources receive limited support as "good ways to fund increased investment in our transportation system."***
- ***Only 3 of the 9 funding sources tested receive majority support – and one of those is a licensing fee on electric vehicles, which most residents won't have to pay.***
- ***A vehicle emissions fee and tolls are the only broader revenue sources with majority support.***

(The order of the revenue sources shown was rotated to eliminate position bias.) The results found a vehicle emissions fee has the most support as a good way to fund increased investment in our transportation system, followed by an electric vehicle licensing fee. A majority also indicate that tolling is a good way to fund increased transportation investment.

The revenue sources with the most support are generally taxes/fees people can avoid, but they also contain an element of fairness/user pays: an electric vehicle licensing fee on vehicles that "do not pay any gas tax," an emissions fee where "vehicles that pollute more would pay a higher fee," and tolls, which are a direct user fee.

Figure 7-11 – Preferred Revenue Sources



Not surprisingly, among those who support new revenue, 7 of the 9 revenue sources receive majority support, and the order of support is the same as the overall results. Only a sales tax on gas and a statewide property tax do not receive majority support from supporters of new revenue. Among those who oppose new revenue, a licensing fee on electric vehicles is the only source with majority support. Those who are undecided about new revenue – 4% of the sample – only give majority support to a vehicle emissions fee (60%).

Figure 7-12 – Preferred Revenue Sources by Support for New Revenue

	ALL (n=5,5518)	Support New $$ (n=3,272)	Oppose New $$ (n=2,023)	Not sure (n=223)
Q32) A vehicle emissions fee	61%	74%	42%	60%
Q36) A licensing fee on vehicles that are 100% electric	60%	63%	56%	48%
Q31) Electronically collected tolls	52%	63%	35%	34%
Q28) The gas tax	46%	62%	22%	27%
Q29) Annual license fee based on value of vehicle	44%	59%	22%	30%
Q33) A fee based on the fuel efficiency of a vehicle	44%	59%	22%	32%
Q34) A fee based on the number of miles driven	44%	55%	27%	37%
Q35) Adding the sales tax to gas purchases	30%	42%	11%	16%
Q30) A statewide property tax	20%	28%	9%	9%

For most revenue sources tested, fewer than half of residents see them as a good way to fund increased transportation investment. An electric vehicle licensing fee is the only revenue source that is above 50% in all 14 RTPOs. A vehicle emissions fee is above 50% in 8 of 14 RTPOs and is close to 50% in three others.

NOTE: See "Color Shaded Tables" in the Definitions & Terminology section for a more detailed explanation of how to interpret these types of tables.

The next two tables show the nine revenue sources colored based on the percent who think that source is "definitely" or "probably" a good way to fund transportation needs. The first table uses graduated shading based on the range of highest to lowest percentages. The second table uses green, yellow and red without shading to clearly show which revenue sources have majority support. Green squares indicate 55%+ support, Yellow from 50% to 54% and Red below 50%.

Figure 7-13 – Preferred Revenue Sources by RTPO

	ALL	B-F-WW	NE WA	N. Centrl	Pa-louse	Penin-sula	PSRC	QuadCo	Skagit/ Island	Spo-kane	SW RTC	SW RTPO	Thurs-ton	What-com	Ya-kima
Emissions fee	61	42	35	43	48	54	69	39	54	61	65	49	59	51	49
EV licensing	60	59	66	66	59	61	57	58	63	65	68	58	61	54	65
Electronic Tolls	52	45	43	47	49	59	55	51	52	49	38	46	65	40	49
Gas tax	46	39	29	40	36	43	52	26	47	40	43	36	51	44	37
Vehicle value	44	30	28	36	39	40	50	30	43	40	34	34	50	50	42
Fuel efficiency	44	33	26	31	38	34	52	24	35	41	42	27	45	39	37
VMT	44	39	29	38	40	49	46	33	42	47	37	32	44	45	43
Sales tax	30	21	16	18	25	30	34	14	23	27	25	24	38	34	23
Property tax	20	15	8	12	20	17	23	11	17	20	17	13	20	17	28

	ALL	B-F-WW	NE WA	N. Centrl	Pa-louse	Penin-sula	PSRC	QuadCo	Skagit/ Island	Spo-kane	SW RTC	SW RTPO	Thurs-ton	What-com	Ya-kima
Emissions fee	61	42	35	43	48	54	69	39	54	61	65	49	59	51	49
EV licensing	60	59	66	66	59	61	57	58	63	65	68	58	61	54	65
Electronic Tolls	52	45	43	47	49	59	55	51	52	49	38	46	65	40	49
Gas tax	46	39	29	40	36	43	52	26	47	40	43	36	51	44	37
Vehicle value	44	30	28	36	39	40	50	30	43	40	34	34	50	50	42
Fuel efficiency	44	33	26	31	38	34	52	24	35	41	42	27	45	39	37
VMT	44	39	29	38	40	49	46	33	42	47	37	32	44	45	43
Sales tax	30	21	16	18	25	30	34	14	23	27	25	24	38	34	23
Property tax	20	15	8	12	20	17	23	11	17	20	17	13	20	17	28

7.4 Support for Indexing

Question(s) Analyzed:

Q37. Transportation fees like vehicle licenses, permits and other fees are fixed amounts and do not change with inflation. This means that even as transportation costs increase, these fees stay flat creating funding challenges for key transportation programs like law enforcement, traffic safety and aviation. In general, would you support or oppose having these transportation fees rise with rate of inflation, so that they provide a more stable funding source?

Q38. A combination of inflation, changing driving habits and increased fuel economy of vehicles means the state gas tax brings in less money each year. This creates a growing transportation funding shortfall. In general, would you support or oppose having the gas tax rise with the rate of inflation so that it provides a more stable funding source?

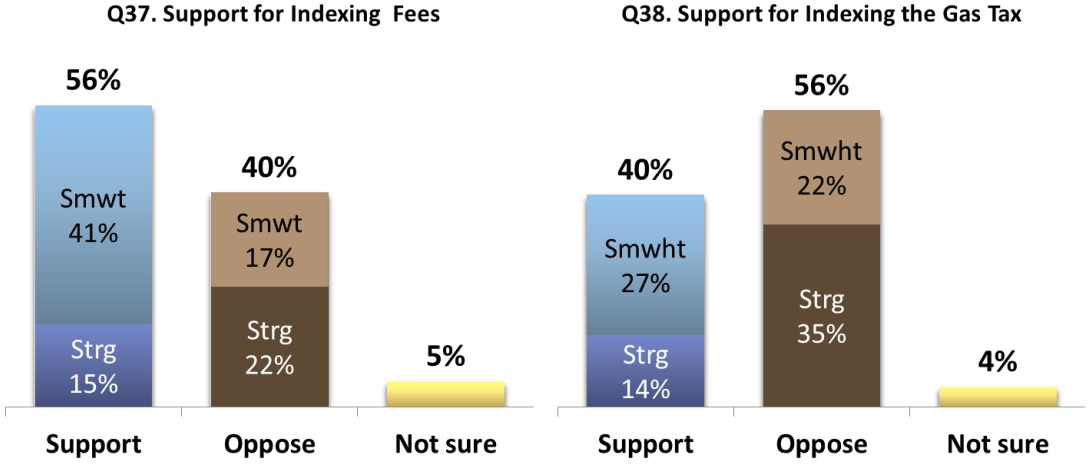
Finding

- ***There is majority support for having transportation fees rise with rate of inflation, but the intensity of support is low (15% strongly support).***
- ***A strong majority of residents oppose indexing the gas tax to inflation.***

There is majority support (56%) for having transportation fees rise with rate of inflation, but the intensity of support is low (15% strongly support). A strong majority (56%) of residents oppose indexing the gas tax to inflation.

NOTE: In the public survey there was strong majority support for indexing the gas tax (61% Support / 37% Oppose). A full comparison of the two surveys is in the Public Survey Highlights section at the end of this report.

Figure 7-14 – Support for Indexing



There is majority support for indexing fees in 8 of 14 RTPOS - support is much higher in Urban (60%) and Suburban (60%) areas than it is in Rural (48%) areas.

A majority of residents in all 14 RTPOs oppose indexing the state gas tax. Opposition ranges from 50% to over 70% in some of the more rural RTPOs.

Figure 7-15 – Support for Indexing Fees by RTPO

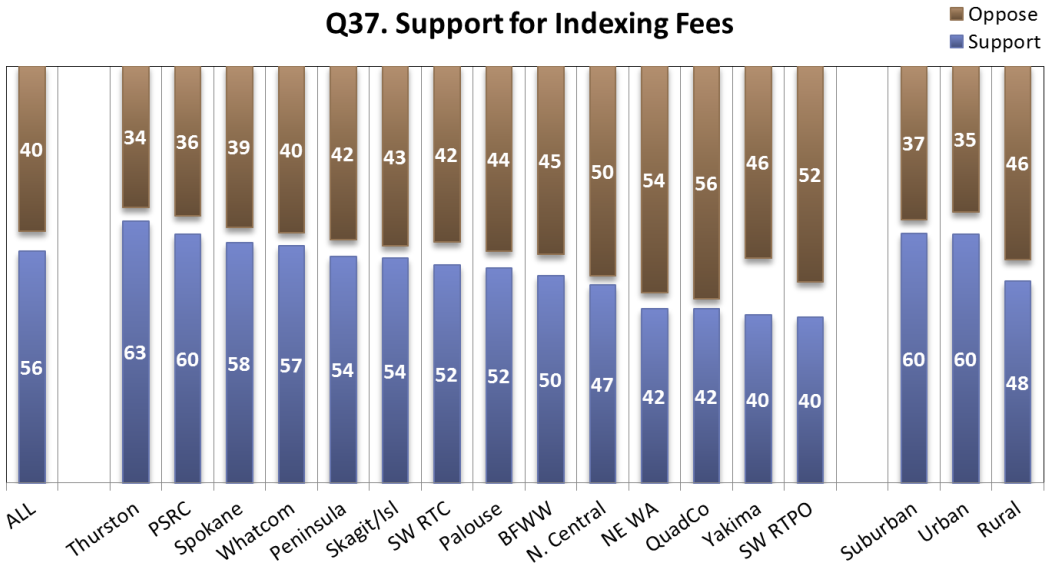
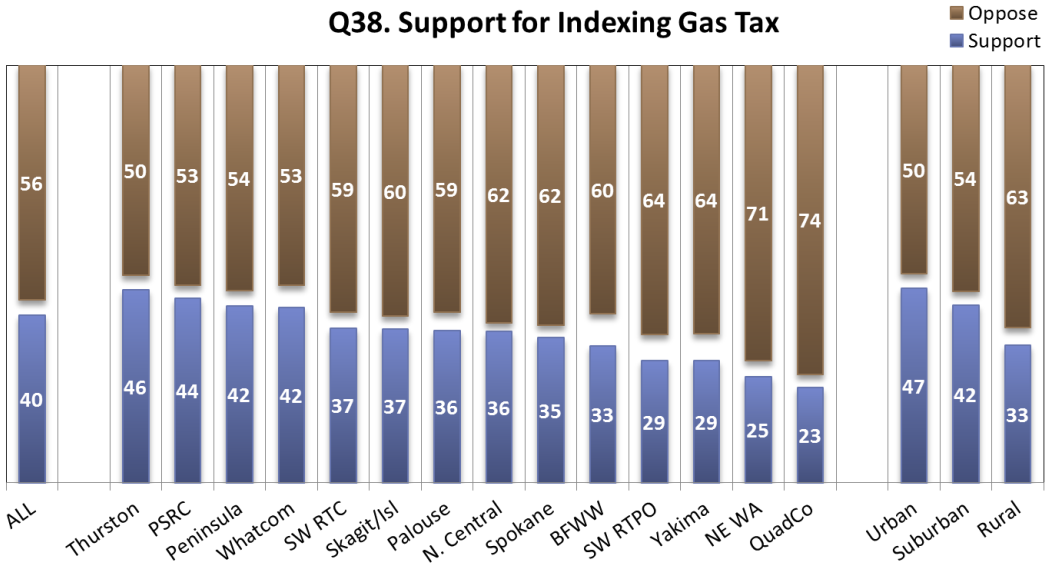


Figure 7-16 – Support for Indexing Gas Tax by RTPO



Not surprisingly, among those who support new revenue overall, support for indexing is much higher, both for transportation fees (74% Support) and for the gas tax (58% Support). Those who oppose new revenue overall are not supportive of indexing, either for fees (27% Support) or for the gas tax (12% Support). Those who are undecided about new revenue support indexing fees by a bare majority (51% Support), but do not support indexing the gas tax (28% Support). The significant gaps for each of these groups between indexing fees and indexing the gas tax strongly suggest that most residents are not opposed to indexing per se, but rather do not want the gas tax indexed.

Figure 7-17 – Support for Indexing by Support for New Revenue

	ALL (n=5,5518)	Support New $$ (n=3,272)	Oppose New $$ (n=2,023)	Not sure (n=223)
Q37. Indexing Transportation Fees				
Support	**56%**	74%	27%	51%
Oppose	**40%**	22%	70%	27%
Not sure	**5%**	4%	3%	21%
Q38. Indexing the Gas Tax				
Support	**40%**	58%	12%	28%
Oppose	**56%**	39%	85%	50%
Not sure	**4%**	3%	2%	22%

Looking at residents by travel categories, support for indexing fees is above a majority in both groups but is higher among transit users and less frequent drivers. Support for indexing the gas tax is also higher among transit users, but there is significant opposition across the board.

Figure 7-18 – Support for Indexing Fees by Travel Habits

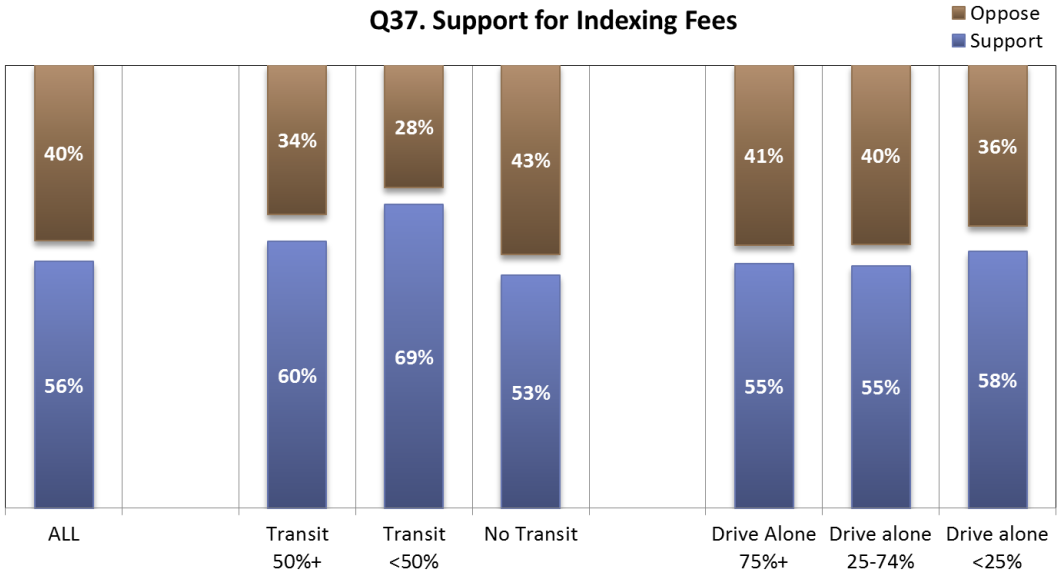
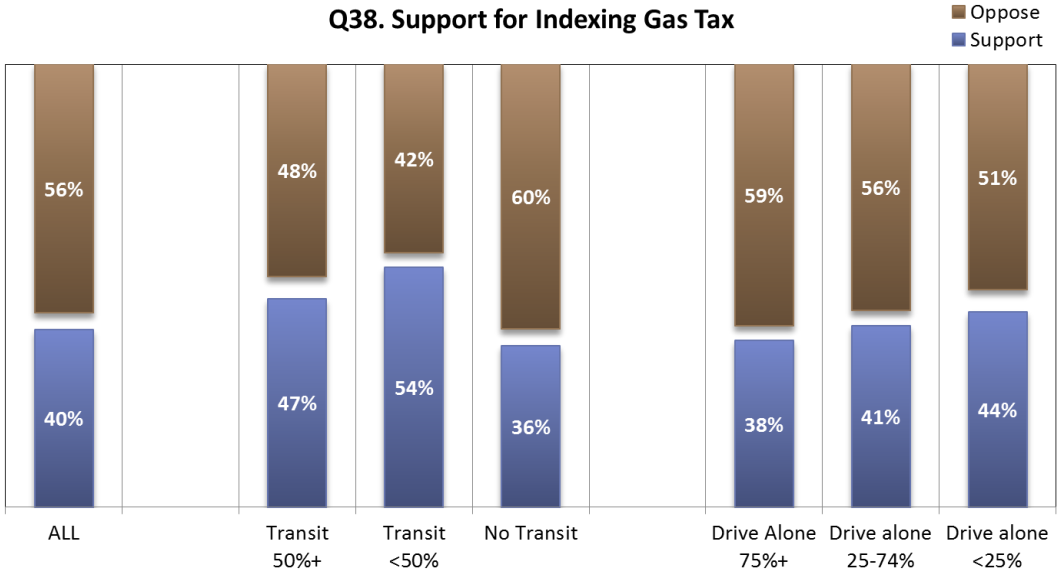


Figure 7-19 – Support for Indexing Gas Tax by Travel Habits



7.5 Benefits of Increased Funding

7.5.1 Benefits Messages

Question(s) Analyzed

Q39-44. There are a number of benefits that come from increased long term investments in our transportation system. For each of the following, please indicate how important that benefit is to you **in terms of justifying additional taxes to fund new investments** in our transportation system.

Creating jobs. Transportation investment will boost local and regional economies and create jobs both directly in the construction industry and indirectly with the many businesses and service industries that rely on the transportation system to move their goods and products and deliver services.

Reducing Congestion. Investing in our transportation system will reduce congestion and allow us to spend less time sitting in traffic, benefiting people and businesses in our state.

Boosting Trade. Our state depends heavily on trade, from East to West, from agriculture to high tech. Washington's exports were more than $50 billion in 2009. Investing in our transportation system will ensure that trade-dependent industries and jobs will stay in Washington.

Year Round Roads. Transportation investments will help improve the ability of rural and urban residents to get where they need to go at all times of the year.

Expanding Transit. Investing in public transit and passenger rail will give people more options to get around, help take cars off the road and reduce congestion for everyone.

Preserving Infrastructure. The longer we wait, the more we will end up paying because things that could have been repaired will have to be replaced. Investing now means we can extend the life of our roads, bridges, transit, and ferries and keep them safe.

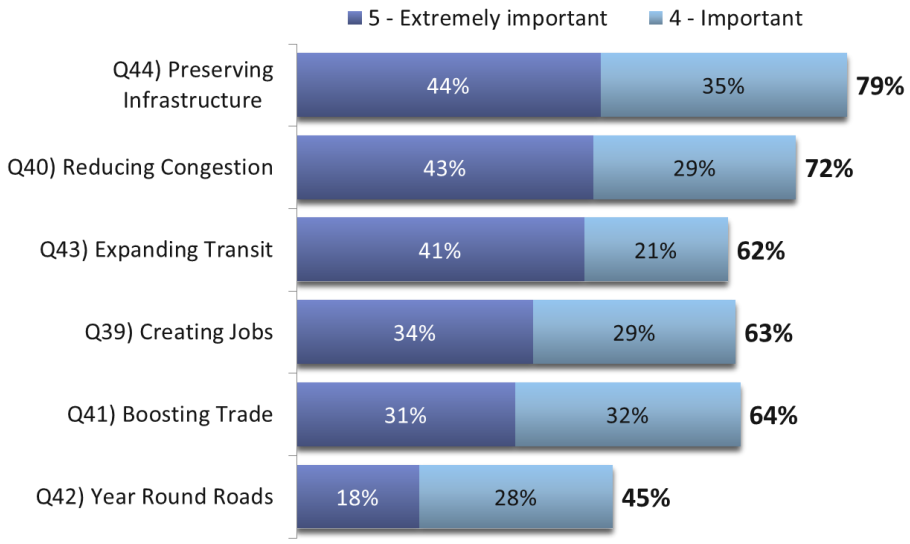
Finding

- ***Describing the benfits of increased investment in the transportation system is more effective than explaining how dire the funding situation is.***
- ***Preserving infrastructure, which specifically talks about the idea of "investing now [so] we can extend the life of our roads, bridges, transit, and ferries and keep them safe" is particularly effective.***

Of the six benefits of increased transportation investment tested, preserving infrastructure (79% said it was either extremely important or important / 44% said it was extremely important) and reducing congestion (72% / 43%) are seen as the most important benefits in terms of justifying additional taxes.

Strong majorities also feel expanding transit (62% extremely important or important / 41% extremely important), creating jobs (63% / 34%) and boosting trade are important benefits (63% / 31%) – expanding transit has higher intensity than the economic arguments. Year round rounds (46% / 18%) has the lowest importance and intensity statewide.

Figure 7-20 – Benefits of Increased Investment (ranked by intensity)



Preserving infrastructure is the top benefit in all 14 RTPOs. Expanding transit and year-round rounds have strong regional differences, with transit being more important in the RTPOs in the Puget Sound region and year round roads being more important in the more rural RTPOs. The economic arguments (creating jobs, boosting trade) are consistently strong in all 14 RTPOs.

This table below shows the 6 benefits messages ranked by importance using color – green squares indicate the most important messages followed by yellow, and then red for the lowest rated. Scanning the table for green squares indicates which messages are most important in each RTPO.

Figure 7-21 – Benefits of Increased Investment by RTPO

	ALL	BFWW	NE WA	N. Centrl	Pa-louse	Penin-sula	PSRC	QuadCo	Skagitl sland	Spo-kane	SW RTC	SW RTPO	Thurs-ton	What-com	Yakima
Preserving infrastructure	**79**	74	74	80	74	76	82	73	79	79	74	70	79	73	73
Reducing congestion	**72**	56	41	58	53	65	81	53	63	55	73	56	75	59	64
Boosting trade	**64**	66	53	65	62	66	64	64	56	65	64	63	60	61	69
Creating jobs	**63**	58	51	60	59	67	65	58	56	63	65	60	57	62	60
Expanding transit	**62**	47	41	55	50	63	72	45	57	44	45	46	61	64	49
Year-round roads	**45**	52	68	73	57	47	41	60	41	56	43	50	35	39	63

Residents who support increased revenue overall rank all of the potential benefits higher in importance. Those who oppose new revenue also find these benefits important – 3 of the 6 messages get a majority with opponents of new revenue, and the preserving infrastructure message is seen as important by two-thirds (67% Important). Five of the six benefits messages are seen as important by residents who are undecided about new revenue. The benefits messages about preserving infrastructure (76% Important) and reducing congestion (71% Important) rank very high with these residents.

Figure 7-22 – Benefits by Support for New Revenue

	ALL (n=5,5518)	Support New $$ (n=3,272)	Oppose New $$ (n=2,023)	Not sure (n=223)
Q44) Preserving infrastructure	**79%**	86%	67%	76%
Q40) Reducing congestion	**72%**	79%	60%	71%
Q41) Boosting trade	**64%**	71%	53%	56%
Q39) Creating jobs	**63%**	73%	47%	64%
Q43) Expanding transit	**62%**	77%	38%	57%
Q42) Year-round roads	**45%**	48%	42%	33%

7.5.2 Benefits of Increased Investment

Question(s) Analyzed

Q26. Regardless of whether you favor or oppose increasing some transportation taxes and fees, what do you think would be the top two benefits of increased funding for Washington's transportation system?

Q45. What transportation changes or improvements would impact your life in a positive way?

In every RTPO, maintenance related issues are the top mention as benefits of increased funding, although overall a third of residents (33%) could not offer a benefit when asked (this is the top response in every RTPO). See the table on the next page for specific examples of the top category responses.

NOTE: The numbers in red underline represent the top categories in each RTPO (excluding "Other" and "None/Don't know"). In RTPOs where two categories have similar results, both are highlighted.

Figure 7-23 – Top 2 Benefits of Increased Investment (open end)

	All	BFWW	NE WA	N. Central	Pa-louse	Penin-sula	PSRC	Quad-Co	Skagit/ Island	Spo-kane	SW WA RTC	SW WA RTPO	Thur-ston	What-com	Yakima Valley
Maintenance	**20%**	**22%**	**20%**	**27%**	**19%**	**20%**	**17%**	**19%**	**16%**	**28%**	**20%**	**26%**	**25%**	**19%**	**22%**
Transit	13%	10%	5%	12%	12%	14%	**16%**	7%	15%	8%	5%	4%	17%	16%	10%
Traffic flow	7%	3%	4%	6%	6%	6%	8%	7%	7%	2%	6%	3%	9%	8%	3%
Safety	7%	12%	8%	7%	9%	7%	5%	16%	7%	7%	6%	7%	5%	7%	13%
Economy	5%	2%	4%	3%	6%	8%	4%	4%	6%	5%	9%	5%	7%	5%	5%
Capacity	5%	4%	4%	4%	3%	4%	6%	3%	4%	3%	5%	3%	5%	3%	2%
Other	12%	8%	14%	7%	11%	11%	12%	13%	13%	11%	11%	14%	7%	12%	13%
None/ Don't know	33%	38%	41%	35%	34%	31%	31%	32%	33%	36%	37%	38%	25%	30%	31%

Figure 7-24 – Top 2 Benefits of increased investment (sample responses)

Q26. Sample Verbatim Responses	
Maintenance (20%)	
NE WA	"Saving larger repair/construction expense later when costs are higher."
PSRC	"Better roadways and increased road maintenance."
SW RTPO	"Improved maintenance thus improved safety and convenience."
Thurston	"Funds earmarked for these improvements and maintenance making them more likely to occur, funds going toward something that benefits a very large majority of state residents that also improves commerce."
N.Central	"Preventing deterioration of infrastructure. Environmental preservation and fuel efficiency."
Whatcom	"Better maintenance and wider streets and freeways for safety reasons."
Transit (13%)	
Spokane	"More public transportation and reduced fossil fuel emissions."
N.Central	"Creating permanent infrastructure for things like trains and light rail that will be used for decades."
BFWW	"If taxes were used for rail and other transportation, there would be less people on the roads, which would decrease the need for maintenance and other services such as police intervention in road rage incidents and traffic accidents. Less people on the roads, less gas consumption."
Yakima	"More bus routes and lower transportation costs."
SW RTC	"Public transportation - ferries, buses."
Peninsula	"1. the bus system 2. railway."

Overall, transit (26%) is most often cited as the "transportation change or improvement [that] would impact [their] life in a positive way," although again as many residents (24%) do not offer a response.

Figure 7-25 – Changes that would have a Positive Impact (open end)

	All	BFWW	NE WA	N. Cent	Pa-louse	Penin-sula	PSRC	Quad-Co	Skagit/ Island	Spo-kane	SW RTC	SW RTPO	Thur-ston	What-com	Ya-kima
Transit improvements	**26%**	**17%**	**17%**	**22%**	**17%**	**17%**	**35%**	**20%**	**26%**	16%	12%	12%	**30%**	**26%**	11%
Traffic flow improvements	11%	9%	1%	7%	4%	8%	14%	2%	10%	5%	**14%**	8%	18%	13%	6%
Capacity improvements	9%	9%	20%	5%	6%	14%	9%	8%	7%	9%	**15%**	11%	7%	4%	7%
Maintenance improvements	9%	12%	**17%**	17%	12%	5%	7%	13%	10%	**20%**	9%	**16%**	6%	8%	**16%**
Cut waste	4%	4%	6%	8%	2%	5%	3%	4%	3%	3%	4%	6%	4%	4%	2%
Bike lane improvements	3%	1%	1%	2%	4%	3%	3%	1%	3%	3%	3%	2%	4%	6%	1%
Safety improvements	2%	3%	2%	4%	6%	3%	1%	4%	4%	3%	3%	5%	2%	5%	7%
Lower taxes	1%	0%	3%	1%	2%	1%	0%	1%	4%	2%	2%	3%	2%	8%	1%
Ferry improvements	1%	0%	0%	0%	0%	9%	0%	0%	9%	0%	0%	0%	0%	1%	0%
All others (<1%)	9%	11%	13%	11%	15%	10%	8%	16%	6%	8%	9%	16%	8%	7%	13%
DK/No answer	24%	33%	19%	23%	32%	25%	20%	31%	19%	31%	30%	20%	19%	20%	37%

Figure 7-26 – Changes that would have a Positive Impact (sample responses)

Q26. Sample Verbatim Responses	
Transit (26%)	
Spokane	"I am 75. Busing in Spokane is vital to many seniors and poor people."
PSRC	"Improving public transportation, my primary way of getting to and from work."
SW RTC	"If transit was more frequent, reliable, and went more places. As of now, I have had to quit taking transit due to these three factors. I haven't moved or changed employers. Over time, transit options have changed and I have had to quit taking the bus to work."
Whatcom	"Regular passenger train service in the I-5 corridor."
SW RTPO	"Extend light rail south of Puget Sound. Expanded inter-city bus service."
QuadCo	"Rapid transit across the Pass."
Traffic Flow (11%)	
PSRC	"With the current bottlenecks it is undesirable to have to travel too far for a good job. Changes and improvements would open more options for jobs, as well as other activities such as shopping."
Whatcom	"Adjusting the speed limits, both locally & freeway to improve traffic flow."
SW RTC	"Fewer stop lights would be nice."
Spokane	"Traffic lights better synced for flow of traffic."
Peninsula	"Improving traffic flow through Purdy to Key Peninsula."
BFWW	"Reduce congestion and make traffic lights operate smarter to improve traffic flow."

7.6 Tolling

Question(s) Analyzed

Q47. In general, do you support or oppose tolling as a way to help pay for major state transportation projects?

Q48. One argument for using tolls to help pay for major state projects is that those who use and benefit the most from a project pay a bigger share of the cost. That means that less money is required from the rest of the state. Knowing this, in general do you support or oppose tolling to help pay for major state transportation projects?

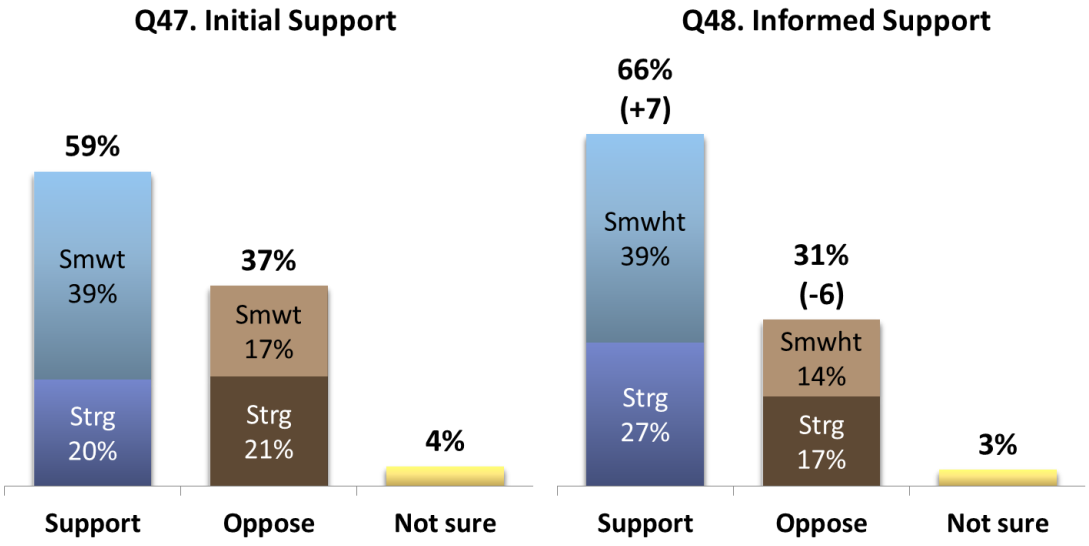
Finding

- ***Tolling has solid support across the state and in most RTPOs residents support using toll revenue for the entire travel corridor rather than for just the specific facility where the toll is collected.***
- ***Support for tolling is strongest when linked to a fairness element: "those who use and benefit the most from a project pay a bigger share of the cost."***

Support for tolling "as a way to help pay for major state transportation projects" is very strong (59%) initially and increases to two-thirds (66%) when residents are told that tolls help make sure that "those who use and benefit the most from a project pay a bigger share of the cost."

Tolling has higher support when linked to "pay[ing] for major state projects" over simply "fund[ing] increased investment in our transportation system" – and that support increases even more when linked to a fairness element: "those who use and benefit the most from a project pay a bigger share of the cost."

Figure 7-27 – Support for Tolling



Support for tolling is fairly consistent across the state with a majority supporting tolling in 13 of the 14 RTPOs, both initially and after hearing the statement. In the informed tolling question, support increase in every RTPO. Overall, support is lowest in SW RTC -- likely as a result of the ongoing debate over tolls on the Columbia River Crossing – one-fourth (25%) of SW RTC residents mention the project when asked about the most urgent transportation priority facing their local area indicating that the issue is clearly on residents' minds.

Initial support is roughly the same among Suburban (61%), Urban (60%) and Rural (57%) residents. Informed support is at two-thirds in all three areas.

Figure 7-28 – Initial Support for Tolling by RTPO/Area

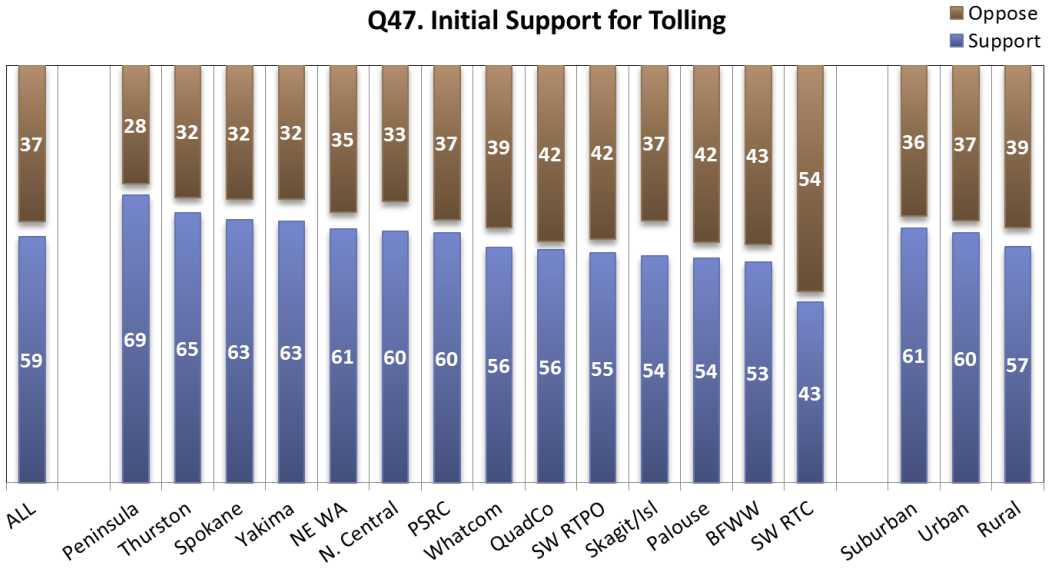
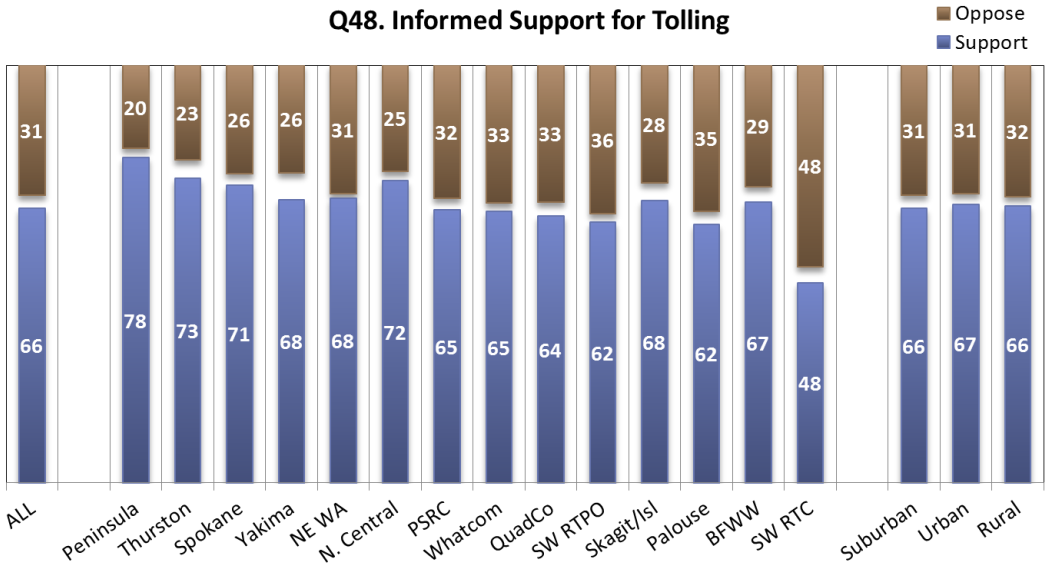


Figure 7-29 – Informed Support for Tolling by RTPO/Area



Support is strong and consistent among both transit users and non-users, and frequent and less frequent drivers. Even among regular drivers there is strong majority support (Initial: 59% Support & Informed: 66% Support).

Figure 7-30 – Initial Support for Tolling by Travel Habits

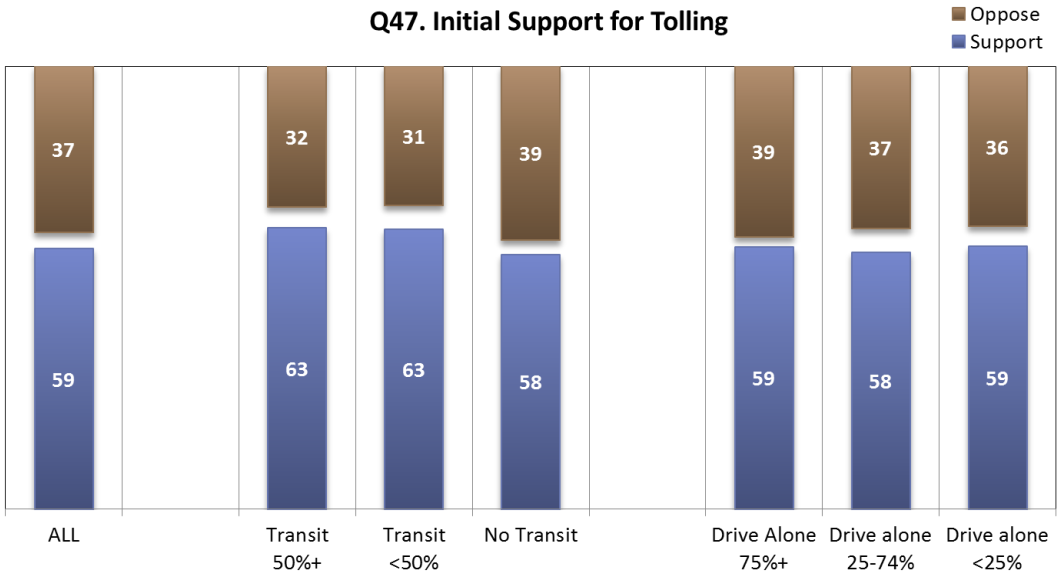
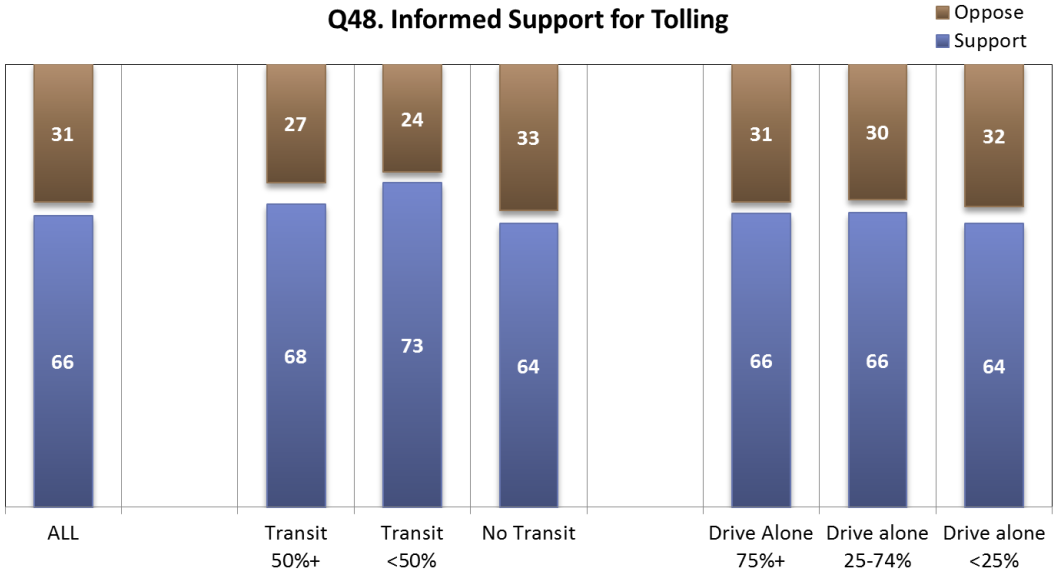


Figure 7-31 – Informed Support for Tolling by Travel Habits



Four-in-ten (42% Support) residents who oppose new transportation revenue support tolling in the initial question and this increases to 50% Support in the informed tolling question. Those who are not sure about new revenue start out divided on tolling (41% Support / 42% Oppose), but move dramatically (59% support; +18 / 28% Oppose; -14) in the informed support question, further highlighting how critical it is to talk about tolling in terms of fairness/user pays.

Figure 7-32 – Initial Support for Tolling by New Revenue Support

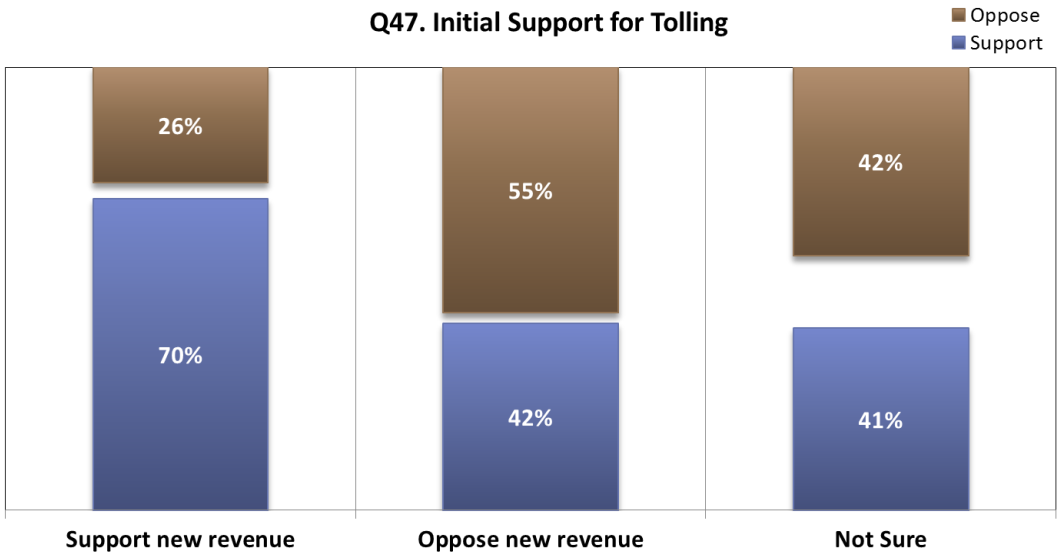
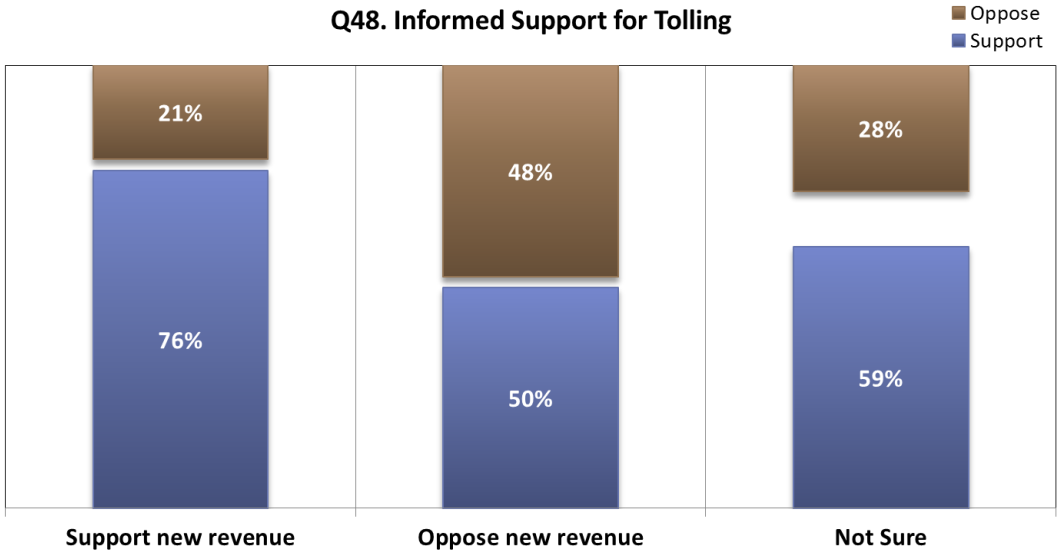


Figure 7-33 – Informed Support for Tolling by New Revenue Support



7.6.1 Use of Toll Revenue

Question(s) Analyzed

Q51. Which of the following statements is closest to your opinion:

Toll money should **only** be spent on the specific road or bridge where the toll is collected and not on any other transportation investments OR

Toll money should be available to fund transportation improvements within a travel corridor – that is, on the roads and bridges that connect to where the toll is collected.

By a 14 point margin, 51% to 37%, residents support using toll money to fund transportation improvements within a travel corridor rather than just for the specific road or bridge where the toll is collected. Another 12% are not sure one way or the other. Residents who support tolling strongly prefer using toll revenue in the entire corridor rather than just the specific facility (64% Corridor / 27% Facility), whereas a majority of those who are against tolls prefer a more restricted use (32% Corridor / 52% Facility). The 4% of respondents who are undecided about tolls support Corridor (45%) over Facility (35%), although one-in-five (20%) are not sure.

Figure 7-34 – Use of Toll Revenue

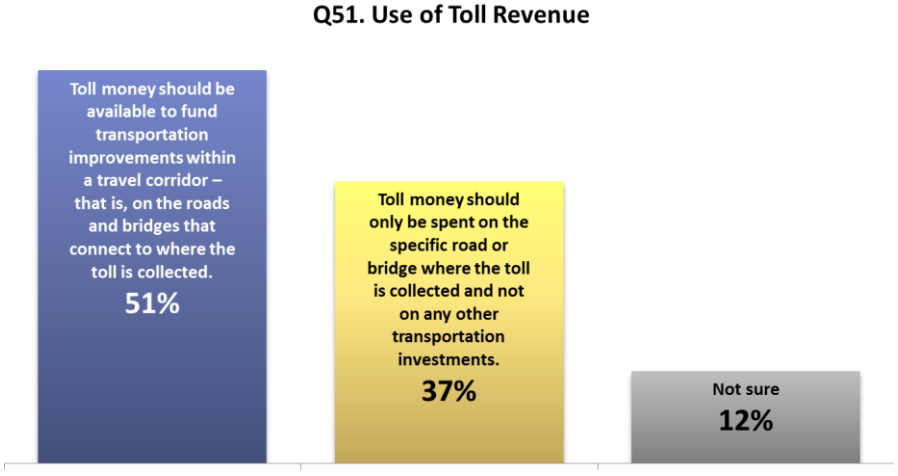
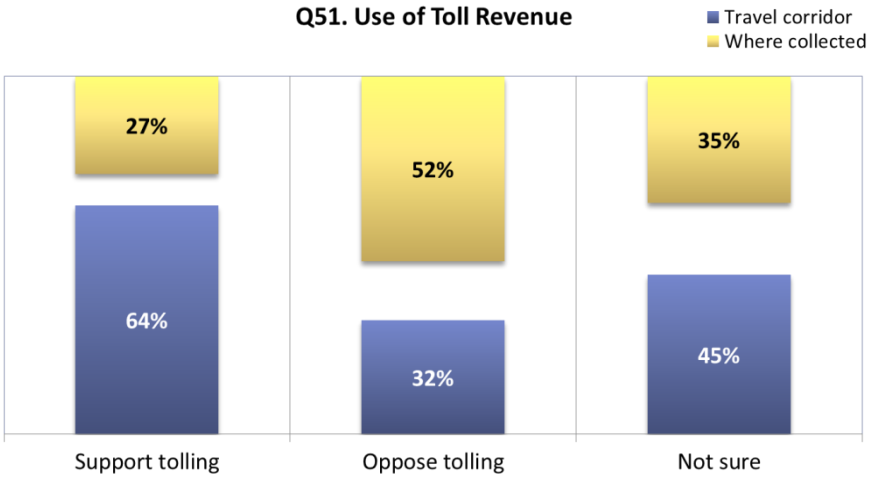


Figure 7-35 – Use of Toll Revenue by Support for Tolling



A majority of residents in Urban (55%) and Suburban (53%) support using toll money in the travel corridor, while Rural residents are more evenly divided (46% Corridor / 41% Facility).

Figure 7-36 – Use of Toll Revenue by RTPO/Area

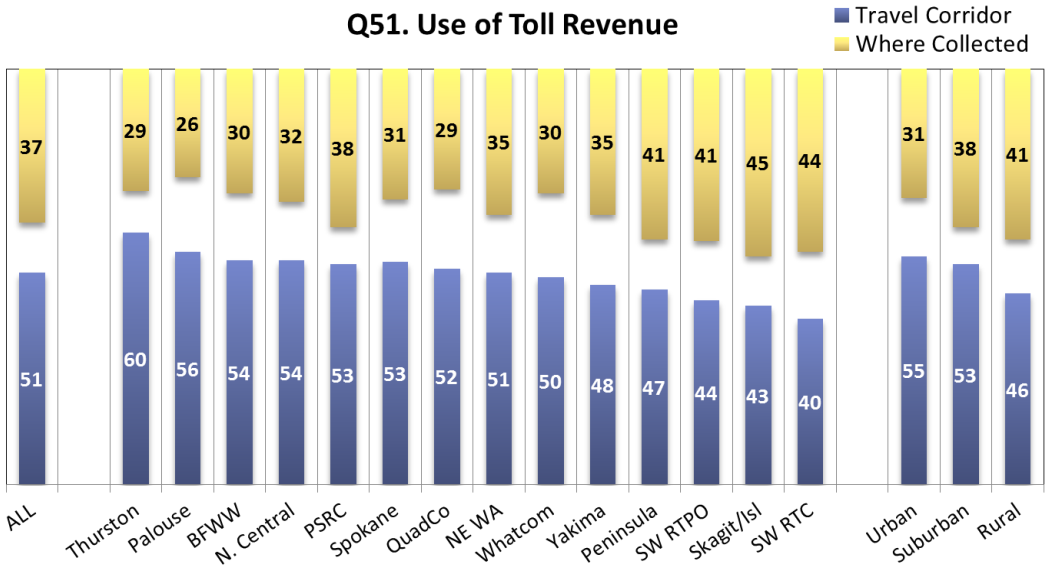
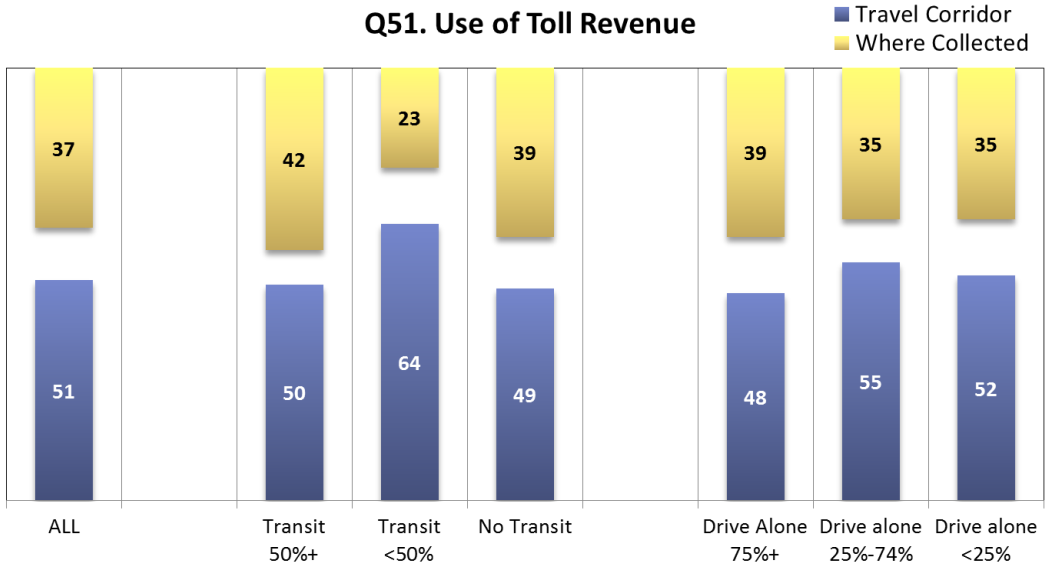


Figure 7-37 – Use of Toll Revenue by Travel Habits



7.6.2 Variable Tolling and HOT Lanes

Question(s) Analyzed

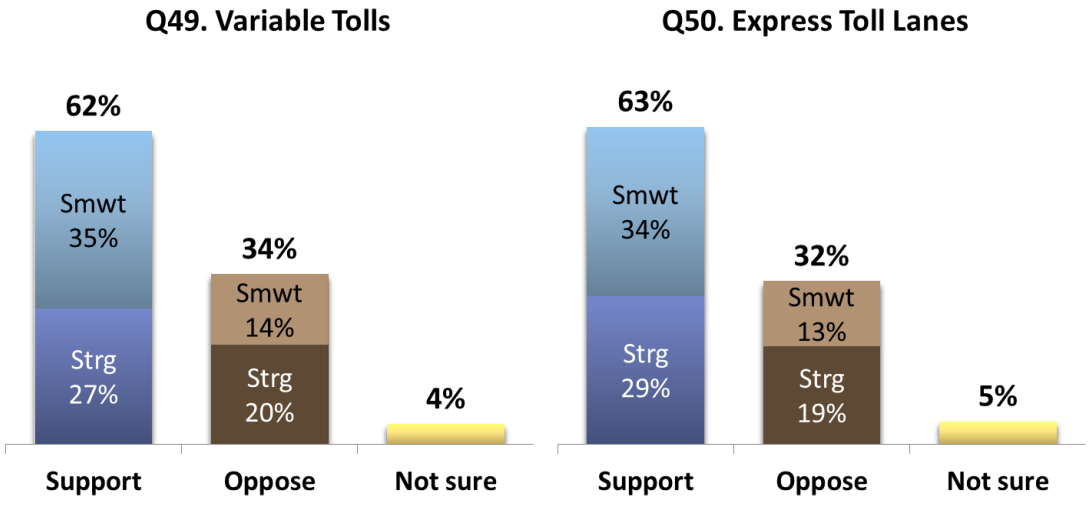
Q49. Tolls that change based on traffic volumes or time of day and day of week are known as variable tolls. Variable tolls help reduce congestion by encouraging people to shift optional trips to less busy times of the day, thus reducing congestion during the busiest times of the day. The idea is similar to the way movie theaters charge less for matinees to get people to come to the theater at less busy times. In general, do you support or oppose the concept of variable tolling on major state roads in heavily congested areas?

Q50. Express Toll Lanes, also referred to as High Occupancy Toll (HOT) lanes, allow people traveling alone to pay a toll to use the High Occupancy Vehicle (HOV) lanes. The toll amount changes based on traffic flow so that the HOV lane doesn't slow down. In general, do you support or oppose Express Toll Lanes on major state roads in heavily congested areas?

A strong majority of residents support variable tolling (62%) and express toll (HOT) lanes (63%) based on the descriptions provided. Only a third opposes variable tolls (34%) and express toll lanes (32%). Among those opposed to tolls in general 23% support variable tolls and more than a third of residents support HOT lanes (36% Support).

There is significant overlap between supporters of variable tolls and supporters of HOT lanes – 79% of variable tolling supporters also support HOT lanes and 78% of HOT lane supporters also support variable tolls. Both groups also show strong support for tolling in general (87% among Variable Toll supporters and 80% among HOT Lane supporters).

Figure 7-38 – Support for Variable Tolls/HOT Lanes



Support for variable tolls is strong in most RTPOs (58%+) – again, support is lowest in SW RTC. Express toll lanes are supported by a majority in every RTPO and support is consistently strong in Urban (65%), Suburban (65%) and Rural (61%) areas.

Figure 7-39 – Support for Variable Tolls by RTPO

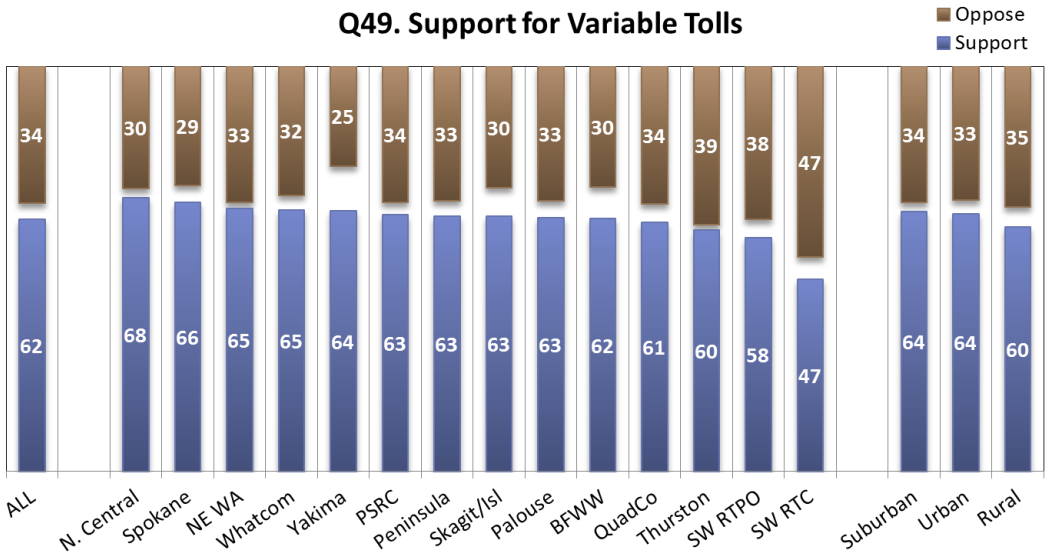
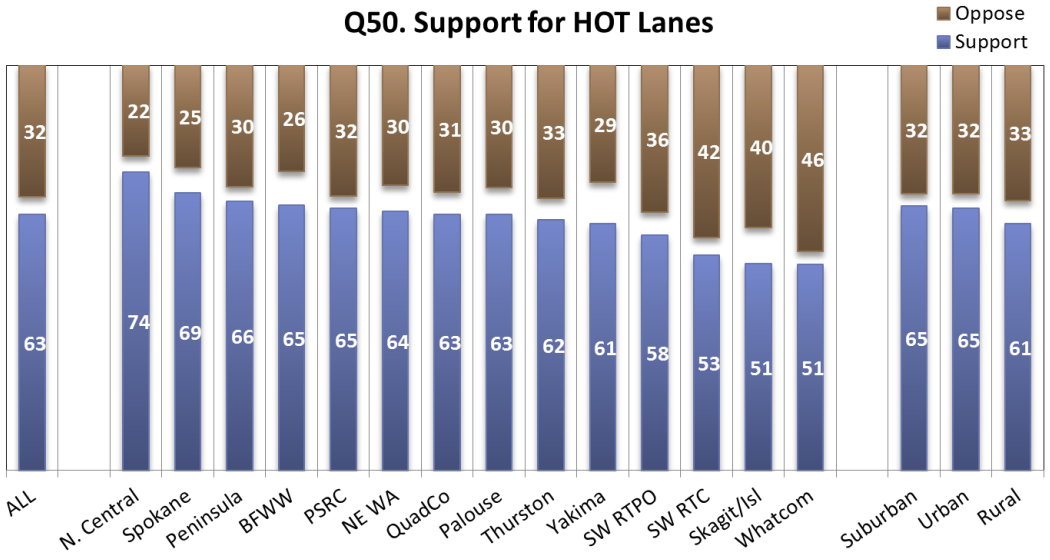


Figure 7-40 – Support for HOT Lanes by RTPO



8 Transit, Passenger Rail, & Ferries

8.1 State Funding for Transit & Passenger Rail

Question(s) Analyzed

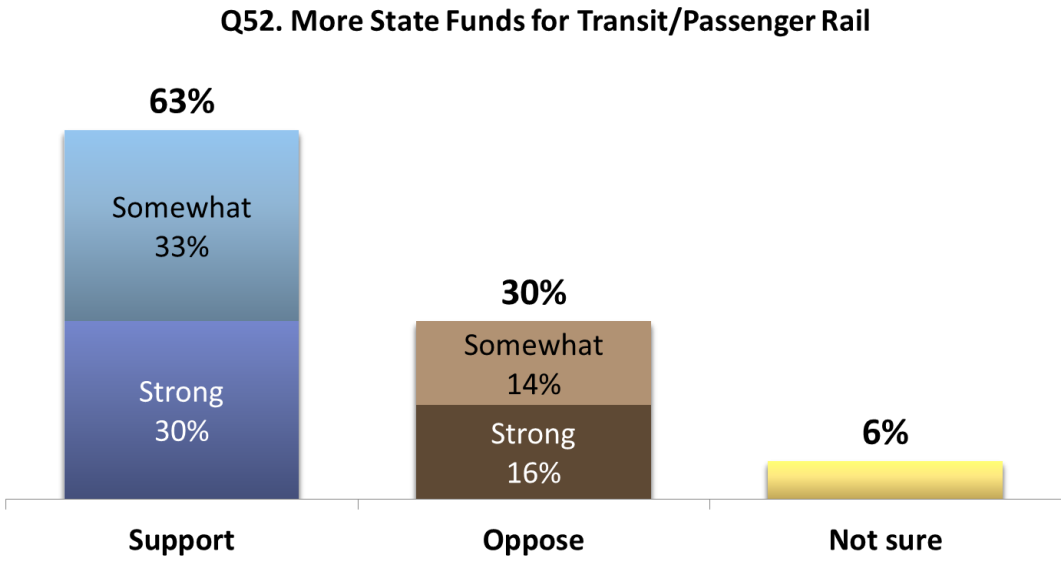
Q52. Moving on to other issues. The state primarily provides funding for state highways, bridges, and the ferry system, as well as providing funding to cities and counties for transportation needs. Local jurisdictions and the federal government provide most of the funding for transit. Do you support or oppose providing more state funding for public transit and passenger rail?

Finding

- ***Increased state funding for transit and passenger rail has strong support in most of the state.***

After a description of state transit funding a strong majority (63%) of residents statewide support "providing more state funding for public transit and passenger rail." One-third (30%) are opposed.

Figure 8-1 – Support for More State Funds for Transit



There is majority support in 12 of the 14 RTPOs. Support is very strong among residents in Urban (72%) and Suburban (63%) areas, and is strong in Rural areas as well (56%).

Irregular (88%) and Regular (87%) Transit users and less frequent drivers (75%) are the most supportive, but there is strong majority support among all travel groups – even among those who never use transit, support is at 56%.

Figure 8-2 – More Transit Funding by RTPO/Area

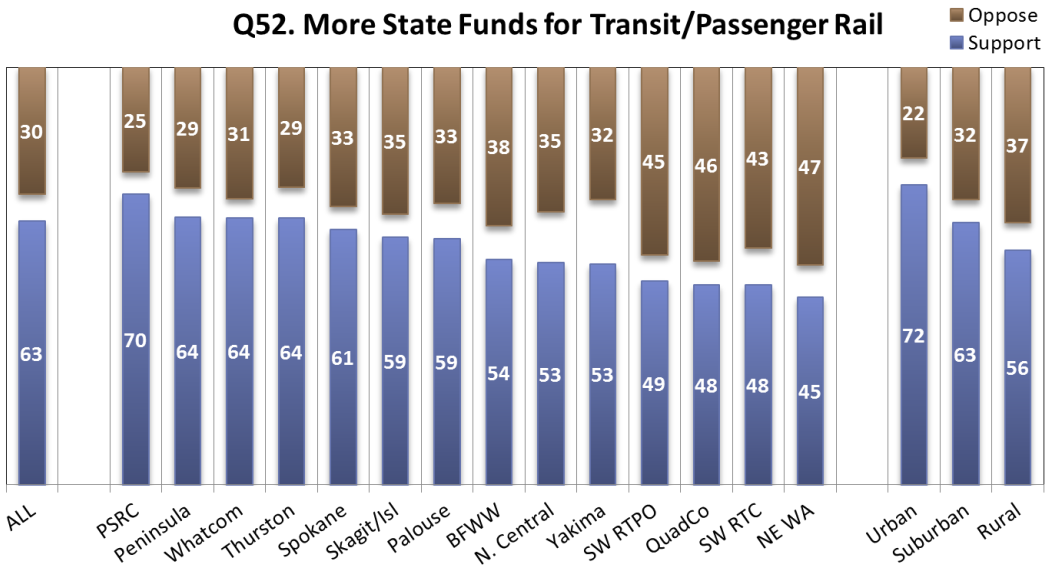
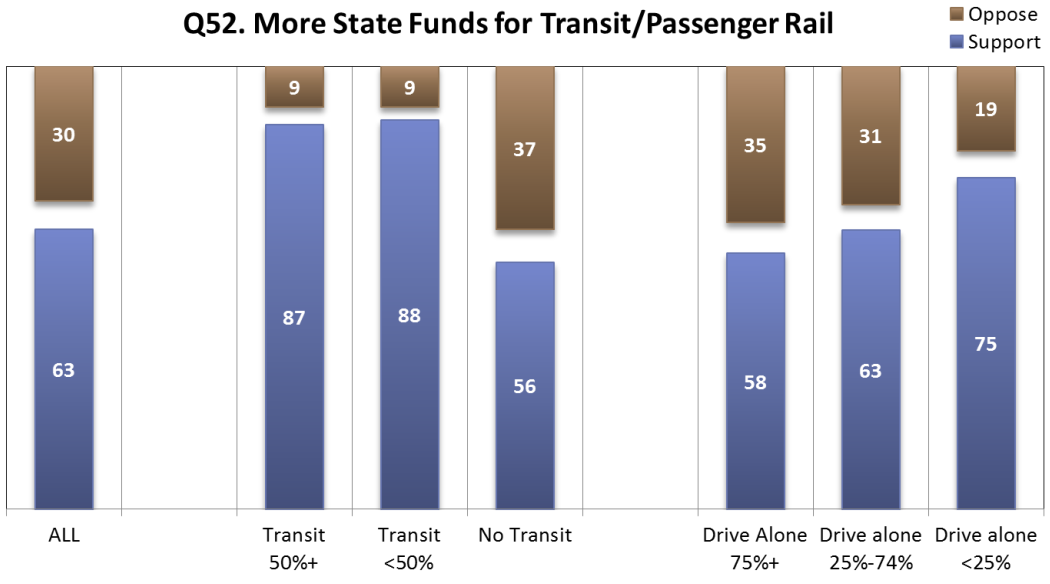
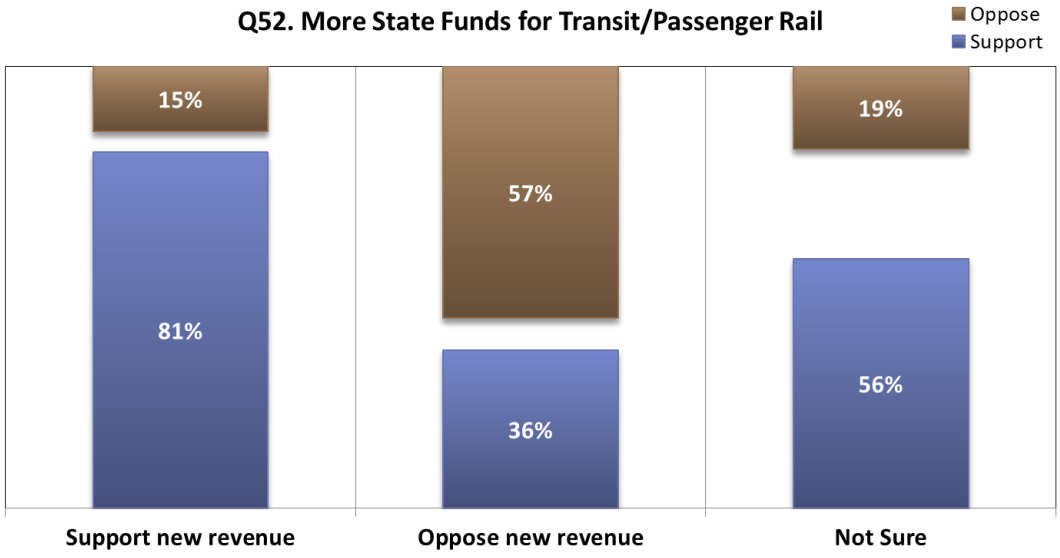


Figure 8-3 – More Transit Funding by Travel Habits



There is some support (36% Support) for providing more state funding for public transit and passenger rail even among those residents who are opposed to a general transportation revenue increase. Those who are undecided about an increase support more transit funding by a 56% to 19% margin.

Figure 8-4 – More Transit Funding by New Revenue Support



8.2 State Funding for Ferries

Question(s) Analyzed

Q53. State gas tax revenues also help fund the Washington State Ferry system. Do you support or oppose using state transportation funds to help maintain and operate the Washington State Ferry system?

Q54. Washington State ferries carry 23 million passengers a year and are part of the state highway system just like bridges or highways. Ferry users pay about 70% of the ferry's operational costs and state tax revenues provide the other 30%. The state also fully funds the capital needs of the ferry system, such as buying new boats and making ferry terminal improvements. Knowing this, do you support or oppose using state funds to help maintain and operate the WA State Ferry system?

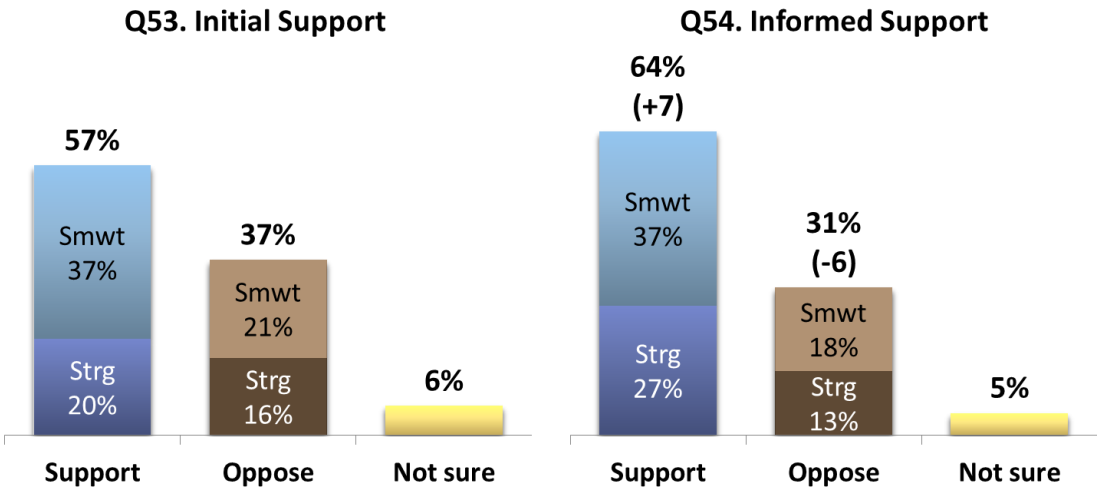
Finding

- ***There is strong support for state funding of the ferry system, although initially support is driven by strong numbers in the ferry RTPOs (Peninsula, Skagit/Island, PSRC and Whatcom).***

Initially 57% of residents statewide support "using state transportation funds to help maintain and operate the Washington State Ferry system." Overall support is high because of strong support in RTPOs that are served by the ferry system including Peninsula (79%), Skagit/Island/San Juan (72%), PSRC (61%) and Whatcom (60%). Support is below 50% in most of the non-Puget Sound RTPOs.

After a description of how Washington State Ferries are funded and operated, support increases 7 points to 64%, and opposition drops 6 points from 37% to 31%.

Figure 8-5 – Support for State Funding of Ferries



Initially, only 6 of the 14 RTPOs give majority support to state ferry funding, but after the description, there is majority support in 11 of the 14 RTPOs and support is net positive in every RTPO. This suggests that if residents outside Puget Sound were more aware of how and why the ferry system is funded, support for funding would improve. Support increases in every RTPO except North Central (46%), and support is above 50% in 11 of the 14 RTPOs.

Figure 8-6 – Support for State Funding of Ferries

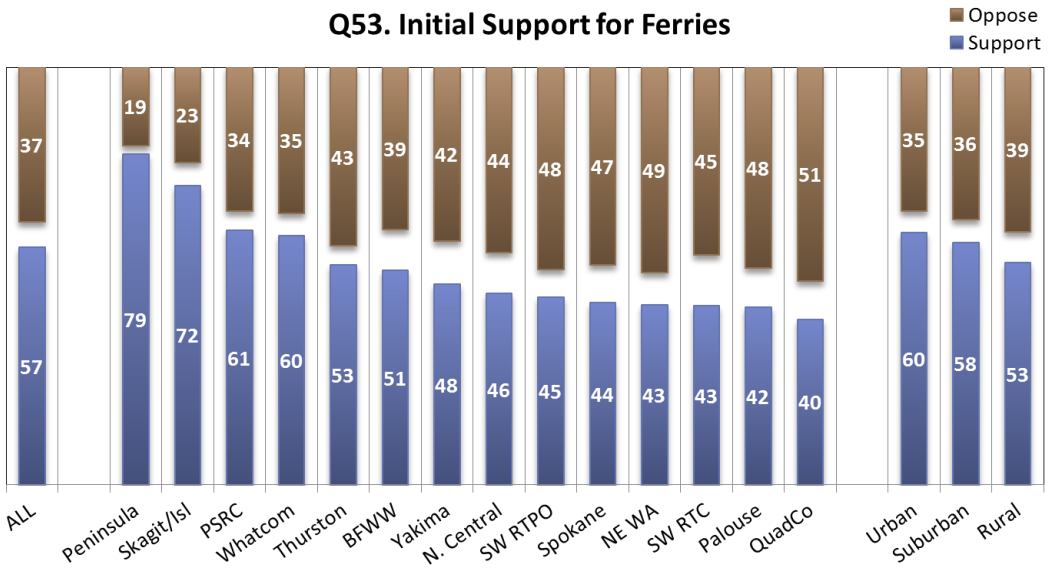
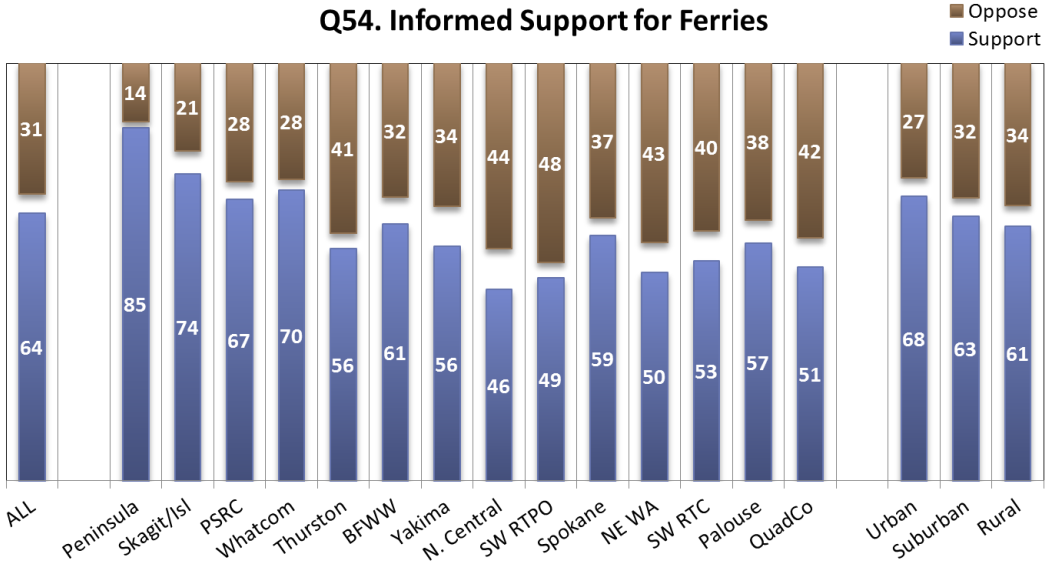


Figure 8-7 – Support for State Funding of Ferries



9 RTPO Specific Questions

All 14 RTPOs were given the opportunity to submit up to two RTPO specific questions for the survey and 11 RTPOs provided questions which were edited and added to the survey. These questions were only asked of residents in the counties that make up the particular RTPO.

NOTE: See the RTPO Crosstabs on the report CD (there is a link in the Appendix of this report) for a full breakdown of these questions by various demographics and attitudinal variables.

For each RTPO, the numbers in parentheses – e.g. (304 Interviews; MoE=±5.5%) – show the total number of interviews in that RTPO (304) and the maximum Margin of Error (MoE=±5.5%) for the overall results.

9.1 Benton-Franklin-Walla Walla

(304 Interviews; Margin of Error=+5.5%)

BFWW residents prefer local maintenance over increasing capacity on state highways by almost a 3-to-1 margin (62% to 23%). When asked how they would prefer to pay for local improvements, impact fees are more popular than local taxes (28% to 9%) with a third (30%) saying both. Another 20% say they are not sure and 13% say neither.

BFWW1. Which is a higher priority for you: (ROTATE TOP TWO RESPONSE POSITIONS)

Increasing the capacity of the State highway system	23%
Improving the condition of local city streets and county roads	62%
Not sure	15%

BFWW2. If the only options to fund local transportation improvements were impact fees and local taxes, which would you prefer: (ROTATE TOP TWO RESPONSE POSITIONS)

Impact fees, that is fees on new residential and commercial developments	28%
Local taxes	9%
Both	30%
Neither of the above	13%
Not sure	20%

9.2 Southwest Washington Regional Transportation Council

(505 Interviews; MoE=+4.4%)

By a 53% to 4% SW RTC residents think regional aviation taxes should be used only to improve regional airports rather than for general transportation funding, although more than a quarter (29%) say both.

SRTC1. Do you think regional aviation taxes should be: (ROTATE TOP TWO RESPONSE POSITIONS)

Used only to improve regional airports	53%
Used for general transportation funding	4%
Used for both	29%
Not sure	13%

9.3 North Central RTPO

(261 Interviews; MoE=+6.1%)

A majority of residents (63% say it is not a problem) in the North Central RTPO are not concerned about the lack of 4-lane highway connection to the Interstate system. A majority (60%) also opposes tolling to fund ongoing improvements, maintenance and snow removal on mountain passes. This is in contrast to North Central RTPO residents' broader support for tolling in the main survey (60% Support) as a way "to help pay for major state transportation projects" and even stronger support for tolling (72%) when described as a way to make sure "that those who use and benefit the most from a project pay a bigger share of the cost"

NCW1. Your region currently has a number of 2 lane highway connections to the interstate freeways. In your opinion, how much of a problem is not having any 4-lane highway connection to the Interstate system in your region?

Not at all a problem 1	2	3	4	Very serious problem 5	Not sure
39%	23%	17%	11%	9%	2%
	=========>62%		**20%<=========**		

NCW2. Given budget shortfalls, do you support or oppose implementing tolling to fund ongoing improvements, maintenance and snow removal on mountain passes?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
12%	27%	15%	43%	4%
	==========> 39%	**58%<==========**		

9.4 Northeast Washington RTPO

(275 Interviews; MoE=+5.9%)

Northeast Washington RTPO residents are divided on the need for 4-lane highway connection to the Interstate system (44% say it is not a problem / 42% say it is a problem).

NEW1. Your region currently has a number of 2 lane highway connections to the interstate freeways. In your opinion, how much of a problem is not having any 4-lane highway connection to the Interstate system in your region?

Not at all a problem 1	2	3	4	Very serious problem 5	Not sure
27%	17%	14%	20%	21%	1%
	=========>44%		**41%<=========**		

9.5 Palouse RTPO

(362 Interviews; MoE=+5.2%)

Palouse RTPO residents prefer local maintenance over increasing capacity on state highways by almost a 3-to-1 margin (62% to 23%). By 56% to 29% margin residents do not believe that load limits on regional roads are having a negative impact on industry and tourism.

PALOUSE1. Which is a higher priority for you: (ROTATE TOP TWO RESPONSE POSITIONS)

Increasing the capacity of the State highway system	23%
Improving the condition of local city streets and county roads	62%
Not sure	16%

PALOUSE2. Do you feel that load limits on regional roads - that is prohibiting heavy vehicles from using some roads - are having a negative impact on industry and tourism?

Definitely	9%	
Probably	20%	**=>29%**
Probably not	37%	**=>56%**
Definitely not	19%	
Not sure	16%	

9.6 Peninsula RTPO

(371 Interviews; MoE=+5.1%)

Two thirds (68%) of Peninsula RTPO residents support additional local taxes to pay for local transportation improvements and a majority (56%) also support higher fares on Washington State Ferries to ensure that the ferry system is financially sound over the long term. This is consistent with residents' extremely strong support in the overall survey for ferry funding.

PENINSULA1. Do you support or oppose additional local taxes to pay for local transportation improvements?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
19%	49%	13%	15%	4%
==========> 68%		**28%<==========**		

PENINSULA2. Do you support or oppose higher fares on Washington State Ferries to ensure that the ferry system is financially sound over the long term?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
17%	38%	23%	18%	4%
==========> 55%		**41%<==========**		

9.7 Puget Sound Regional Council

(1,230 Interviews; MoE=+2.8%)

PSRC residents oppose (66% Oppose / 31% Support) increasing the requirement to use HOV lanes.

PSRC1. HOV (High Occupancy Vehicle) lanes reduce the number of cars on the road, which reduces congestion for everyone. Because of population growth, HOV lanes are becoming more congested. Do you support or oppose increasing the requirement to use HOV lanes from 2+ people to 3+ people per car?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
10%	22%	25%	41%	3%
==========> 32%		**66%<==========**		

9.8 Skagit/Island RTPO

(331 Interviews; MoE=+5.4%)

A strong majority (65%) of Skagit/Island RTPO residents support higher fares on Washington State Ferries. This is consistent with their strong support for ferries in the overall survey. A majority of residents (59%) also support increasing some local transportation taxes and fees to help pay for local alternatives to driving. These residents also showed strong support for more transit funding in the overall survey.

SKAGIT1. Do you support or oppose higher fares on Washington State Ferries to ensure that the ferry system is financially sound over the long term?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
20%	45%	17%	17%	2%
	==========>65 %	**34%<==========**		

SKAGIT2. Do you support or oppose increasing some local transportation taxes and fees to help pay for local alternatives to driving, like public transit, passenger rail, bike lanes, and sidewalks?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
17%	42%	16%	22%	3%
	==========> 59%	**38%<==========**		

9.9 Quad-County RTPO

(275 Interviews; MoE=+5.9%)

A majority (57% Support / 38% Oppose) of Quad County RTPO residents support local taxes to pay for local transportation improvements. By contrast Quad-Co RTPO residents were not supportive of new state transportation revenue (45% Support / 48% Oppose) in the overall survey.

QUADCO1. Do you support or oppose additional local taxes to pay for local transportation improvements?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
11%	46%	16%	22%	5%
	==========>57 %	**38%<==========**		

9.10 Southwest Washington RTPO

(271 Interviews; MoE=+6.0%)

By a 57% to 39% margin SW RTPO residents support increasing some state transportation taxes or fees to modernize the marine, rail and highway networks that serve our ports. A majority (58%) also support increasing some state transportation taxes or fees to pay for local transit service in rural Washington, in part to improve the mobility of elderly residents. In the overall survey, SW RTPO residents were divided about more state funding for public transit and passenger rail (49% Support / 45% Oppose).

SWWA1. Trade is a critical part of Washington's economy. Do you support or oppose increasing some state transportation taxes or fees to modernize the marine, rail and highway networks that serve our ports?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
11%	46%	20%	19%	4%
	==========> 57%	**39%<==========**		

SWWA2. Do you support or oppose increasing some state transportation taxes or fees to pay for local transit service in rural Washington, in part to improve the mobility of elderly residents?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
29%	29%	16%	20%	6%
	==========> 58%	**36%<==========**		

9.11 Thurston Regional Planning Council

(351 Interviews; MoE=±5.2%)

TRPC residents strongly support (63% Support / 29% Oppose) converting one lane on I-5 between Lacey and State Route 512 for HOV or HOT lane use until I-5 can be widened. In the main survey, TRPC residents supported HOT lanes by a similar margin (62% Support / 33% Oppose). By a 58% to 35% margin TRPC residents support becoming a part of the Sound Transit service area.

TRPC1. To address growing congestion during rush hour, do you support or oppose converting one lane on I-5 between Lacey and State Route 512 for HOV (High Occupancy Vehicle) or HOT (High Occupancy Toll) lane use until I-5 can be widened?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
33%	30%	9%	20%	8%
	==========> 63%	**29%<==========**		

TRPC2. Residents in Sound Transit's service area pay additional taxes for Sound Transit services. Do you support or oppose implementing an additional local sales tax and licensing fee to become part of the Sound Transit service area and extend regional bus and passenger rail services south to Thurston County?

Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Not sure
31%	27%	12%	23%	7%
	==========> 58%	**35%<==========**		

10 Demographics

These tables show the demographic characteristics of respondents overall and of the respondents within each RTPO. For example, in the overall weighted data set, 50% of the respondents were men and 50% were women. Looking at gender by RTPO, Yakima had the highest percentage of men at 54%, and Skagit/Island had the highest percentage of women at 52%.

The data was weighted by gender, age, ethnicity, and county to reflect the adult population in Washington State based on 2010 Census data. The weights used can be found at the end of this section.

Figure 10-1 – Age, Gender, Ethnicity

	WA	B-F-W-W	NE WA	N. Cent	Pa-louse	Penin-sula	PSRC	Quad Co	Skagit /Isl	Spo-kane	SW RTC	SW RTPO	Thurs-ton	What-com	Ya-kima
Gender															
Male	**50%**	51	50	50	50	51	50	51	48	50	50	50	49	50	54
Female	**50%**	49	50	50	50	49	50	49	52	50	50	50	51	50	46
Age															
18-34	**30%**	32	18	25	45	25	31	33	23	31	26	24	28	32	32
35-54	**35%**	34	32	34	24	31	37	31	31	33	37	32	35	30	33
55+	**31%**	29	42	38	28	38	28	31	39	32	31	39	33	31	30
Refused	**5%**	5	8	3	3	6	4	5	6	4	6	6	4	7	5
Hispanic Origin															
Yes	**11%**	4	1	8	9	5	12	12	9	10	6	10	10	10	31
No	**80%**	82	90	84	83	83	79	75	78	82	84	79	80	78	60
Refused	**10%**	14	9	8	8	12	9	13	13	8	10	11	9	12	9
Race															
Black/Afr. Amer	**2%**	1	2	0	3		2	0	0	3		2	1	0	1
White/Caucasian	**69%**	74	79	78	69	72	65	78	79	80	73	73	73	70	62
Amer Indian	**2%**	0	1	2	0	3	2	4	1	2	1	3	2	4	8
Asian-American	**7%**	2	2	1	8	3	11	1	1		4	1	2	3	2
Hawaiian/Pac Isl	**0%**	0	0	0	0	0	1	0	0	0	0	0		0	0
2+ races	**6%**	5	3	6	6	9	7	3	3	3	5	4	12	10	2
Other Race	**3%**	4	3	2	5	1	4	2	1	1	2	5	1	1	13
Refused	**11%**	14	10	10	9	12	10	12	14	10	13	13	9	12	12

Other demographic questions (see the tables below) were included in the survey, but were not used in the weighting.

"Area Type" was based on the following question: " Would you describe the area you live in as: Urban/City, Suburban, Small Town, or Rural?" and so each RTPO will have a mix of residents by Area Typ.

Figure 10-2 – Employment, Income, and Area Type

	WA	B-F-W-W	NE WA	N. Cent	Pa-louse	Penin-sula	PSRC	Quad Co	Skagit /Isl	Spo-kane	SW RTC	SW RTPO	Thurs-ton	What-com	Ya-kima
Employment															
Full time	**55%**	56	41	46	38	45	60	53	39	54	47	43	62	45	50
Part time	**9%**	8	16	11	12	9	8	8	14	9	12	11	4	11	10
Unemployed	**5%**	3	2	3	3	7	5	3	3	3	4	6	2	8	2
Retired	**16%**	16	26	25	18	27	12	17	26	18	20	25	20	16	18
Student	**4%**	4	0	8	20	1	4	7	4	5	2	1	2	9	4
Homemaker	**6%**	6	8	2	4	4	7	6	5	6	10	4	5	3	9
Other	**3%**	4	4	2	3	3	2	3	3	2	2	7	2	5	5
Refused	**3%**	5	4	3	2	4	2	4	5	2	2	3	2	4	2
HH Income															
Less than $20K	**7%**	7	8	6	20	7	5	11	5	7	5	12	5	9	14
$20K - $34.9K	**9%**	9	14	16	13	6	7	12	8	12	11	16	6	17	14
$35K - $44.9K	**8%**	13	9	10	11	7	7	12	7	13	7	11	5	8	10
$45K - $59.9K	**12%**	6	17	19	10	18	11	15	17	12	14	13	16	11	15
$60K - $84.9K	**16%**	20	15	15	14	18	16	20	16	14	19	16	15	16	13
$85K - $99.9K	**9%**	6	7	8	6	9	8	7	13	11	9	6	14	8	9
$100K -$119.9K	**8%**	8	5	10	6	7	10	4	7	6	7	3	9	7	5
$120K+	**14%**	10	7	5	6	10	19	5	6	9	9	6	17	10	8
Refused	**17%**	20	18	11	13	19	17	13	20	15	19	16	12	14	12
Area Type															
Urban	**32%**	26	0	10	4	9	42	2	5	52	25	4	21	37	19
Suburban	**32%**	24	4	5	5	17	42	4	8	35	44	2	45	18	14
Rural/ Town	**34%**	46	96	85	90	72	15	94	87	12	29	92	33	44	66
Not sure	**1%**	3	0	0	1	2	1	0	1		2	1	1	1	2

Most residents surveyed reported that they were registered voters (93%). Palouse (13%) and Yakima (13%) had the highest percentage of residents who were not registered to vote.

Questions about phone use were asked to make sure that there was an adequate sample of cell only and cell primary respondents – most respondents (94%) had a cell phone and for a majority (56%) of residents, their cell phone was either their only phone (29%) or their primary phone (27%). NE WA (12%) and Palouse (13%) had the highest percentage of residents without a cell phone.

Figure 10-3 – Voter, Cell, Landline

	WA	B-F-W-W	NE WA	N. Cent	Pa-louse	Penin-sula	PSRC	Quad Co	Skagit /Isl	Spo-kane	SW RTC	SW RTPO	Thurs-ton	What-com	Ya-kima
Registered Voter															
Yes	**93%**	91	97	90	87	96	93	93	97	96	95	93	96	93	87
No/Not sure	**7%**	9	3	10	13	4	7	7	3	4	5	7	4	7	13
Cell Phone															
Yes	**94%**	92	88	92	87	92	95	94	92	94	95	91	93	91	94
No	**6%**	8	12	8	13	8	5	6	8	6	5	9	7	9	6
Cell Use															
Cell only	**29%**	33	11	30	29	19	33	25	18	27	27	16	13	27	28
Cell primary	**27%**	21	24	22	21	29	28	35	25	28	24	31	33	21	27
Cell occasional	**37%**	36	53	39	36	43	34	32	50	39	43	44	46	42	38
No cell	**6%**	8	12	8	13	8	5	6	8	6	5	9	7	9	6
Landline															
Yes	**64%**	59	85	68	57	72	59	65	79	65	67	77	85	70	61
No	**36%**	40	15	32	42	27	41	34	21	34	32	23	15	30	39

11 Methodology – Main Survey only

This section describes the methodology of the main survey where 100,000 randomly selected households received a post card inviting them to take the survey online or by phone. This "main" survey ran from September 16th to October 24th, 2011.

11.1 Sample Design

An Address-Based Sample (ABS) of 100,000 records was pulled from a representative list of Washington mailing addresses provided by the US Postal Service.

Address-Based Samples cover roughly 97% of homes in the state and eliminate the problem of reaching cell-only households, unlisted numbers, and people without internet access.

The sample was stratified by the state's 14 Regional Transportation Planning Organizations to ensure that the data would include a representative sample from each RTPO. San Juan County is not part of any RTPO, so for this study it was included in the Island/Skagit RTPO. Kitsap County is a member of both the Peninsula RTPO and the PSRC. For this study, Kitsap County was included only in the Peninsula RTPO.

The target number of interviews and actual interviews by RTPO is shown in the table below. Every RTPO except PSRC was oversampled.

Figure 11-1 – Target and Completes by RTPO

RTPO	Target n	Actual n	Margin of Error	% of State
Benton/Franklin/Walla Walla	300	**304**	+/- 5.6%	4.4%
NE Washington	300	**275**	+/- 5.9%	1.0%
North Central RTPO	300	**261**	+/- 6.1%	2.2%
Palouse	300	**362**	+/- 5.2%	1.2%
Peninsula RTPO	300	**371**	+/- 5.1%	6.4%
Puget Sound Reg. Council	900	**1,230**	+/- 2.8%	**51.6%**
QuadCo	300	**275**	+/- 5.9%	2.2%
Skagit/Island	300	**331**	+/- 5.4%	3.2%
Spokane	400	**439**	+/- 4.7%	7.0%
SW Washington RT Council	400	**505**	+/- 4.4%	6.6%
SW Washington RTPO	300	**271**	+/- 6.0%	4.1%
Thurston	300	**351**	+/- 5.2%	3.8%
Whatcom	300	**305**	+/- 5.6%	3.1%
Yakima Valley Conf. of Gov.	300	**238**	+/- 6.4%	3.3%
TOTAL	**5,000**	**5,518**		**100%**

11.2 Data Collection

Postcards were mailed to all 100,000 addresses in the sample on September 16th, with instructions on how to complete the survey online or by phone. A total of 5,789 postcards (5.8%) were returned as undeliverable.

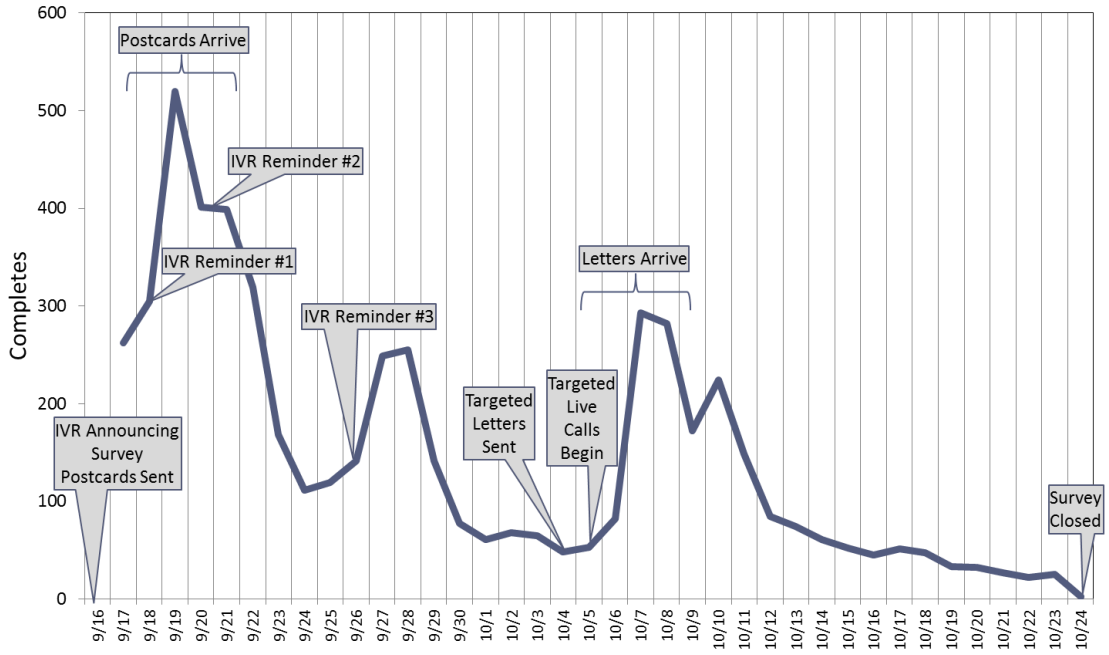
Pre-recorded phone calls were made concurrently on September 16th-18th to let residents know that the invitation postcard was coming.

Additional rounds of pre-recorded invitation/reminder calls were conducted periodically to increase participation. Towards the end of the response period, live calls and a reminder letter were made/mailed to residents in targeted counties to boost response rates.

A total of 5,518 statewide interviews were completed between September 16th and October 24th, 2011, making the total completes in PSRC the constraining number for calculating the overall margin of error for the statewide results. The Margin of Error for the statewide results is ±1.32 percentage points at the 95% confidence interval.

The chart below shows completes by day and indicates the dates of all respondent contacts:

Figure 11-2 – Data Collection Events and Completes By Date



11.3 Weighting

The survey results were weighted by county, age, gender and ethnicity to reflect the statewide adult population based on counts from the 2010 Census.

Figure 11-3 – Weighting Tables

County	Weight		County	Weight
Benton	0.6890		Lincoln	0.7857
Chelan	0.4054		Mason	1.0930
Clallam	0.7500		Okanogan	0.7347
Clark	0.7090		Pacific	1.2143
Columbia	0.3125		Pend Oreille	0.2558
Cowlitz	0.7593		Pierce	3.4531
Douglas	0.5156		San Juan	0.2083
Ferry	0.5000		Skagit	0.5652
Franklin	1.7568		Skamania	2.2000
Garfield	0.5455		Snohomish	3.3128
Grant	0.5344		Spokane	0.8702
Grays Harbor	1.0182		Stevens	0.1500
Island	0.5410		Thurston	0.5954
Jefferson	0.9167		Wahkiakum	1.5000
King	1.8393		Walla Walla	0.8448
Kitsap	0.9241		Whatcom	0.5410
Kittitas	0.3204		Whitman	0.1613
Klickitat	1.4167		Yakima	0.8277
Lewis	0.6413			

Category	Weight
Male	0.8923
Female	1.1372
18-34	2.6472
35-54	1.0612
55+	0.6016
Refused	0.9506
Yes, Hispanic/Latino/Spanish speaking	5.8317
No	0.9000
Refused	1.0000
Black/African-American	3.0000
White/Caucasian	0.8396
American Indian/Alaska Native	2.5909
Asian/Asian- American	2.6259
Native Hawaiian/other Pacific Islander	3.6667
Two or more races	2.8512
Some Other Race	4.0426
Refused	0.9899

12 Public Survey Highlights

The public survey was the same questionnaire as the main survey, but was opened up to the general public. The questionnaire was posted on the WSTC web site in early October, opening it up to those who did not get a post card invite in the mail. Responses were collected through the end of November.

As with the main survey (random, by invitation), the public survey was weighted by county, age, gender and ethnicity based on 2010 Census data. It is important to note that the public survey respondents were self-selected rather than being drawn from a random sample so that even though the data sets were weighted to match demographically, they are not the same psychographically (attributes related to personality, values, attitudes, interests, or lifestyles). This section of the report highlights the differences between the main survey and the public survey.

NOTE: A link to the full comparison of the two surveys is provided on the Report CD.

The table below shows the number of completes by RTPO for the two surveys. In the Public survey, roughly two-thirds (65.4%) of the completes were from residents in the PSRC counties.

Figure 12-1 –Completes By RTPO – Main and Public

	Main Survey		Public Survey		2010 Census
RTPO	Completes	% of Completes	Completes	% of Completes	% of 18+ Pop
Benton/Franklin/Walla Walla	304	5.5%	38	0.9%	**4.4%**
NE Washington	275	5.0%	7	0.2%	**1.0%**
North Central RTPO	261	4.7%	21	0.5%	**2.2%**
Palouse	362	6.6%	7	0.2%	**1.2%**
Peninsula RTPO	371	6.7%	510	12.0%	**6.4%**
Puget Sound Regional Council (**excludes** Kitsap)	1,230	22.3%	2,773	65.4%	**51.6%**
QuadCo	275	5.0%	18	0.4%	**2.2%**
Skagit/Island (**plus** San Juan)	331	6.0%	409	9.6%	**3.2%**
Spokane	439	8.0%	107	2.5%	**7.0%**
SW Washington RT Council	505	9.2%	168	4.0%	**6.6%**
SW Washington RTPO	271	4.9%	34	0.8%	**4.1%**
Thurston	351	6.4%	64	1.5%	**3.8%**
Whatcom	305	5.5%	61	1.4%	**3.1%**
Yakima Valley Conf. of Governments	238	4.3%	24	0.6%	**3.3%**
TOTAL	**5,518**	**100.0%**	**4,240**	**100.0%**	**100.0%**

Figure 12-2 –Urgency of Maintaining an Effective System – Main and Public

Finding

- ***Overall urgency is high in both surveys (Public: 95% & Main: 90%), but intensity is higher among Public survey respondents (Public: 59% "extremely" important vs Main: 45% "extremely" important).***

Q1. How urgent do you feel it is to make sure Washington's transportation system works effectively today and into the future? **(*not asked relative to other state priorities)**

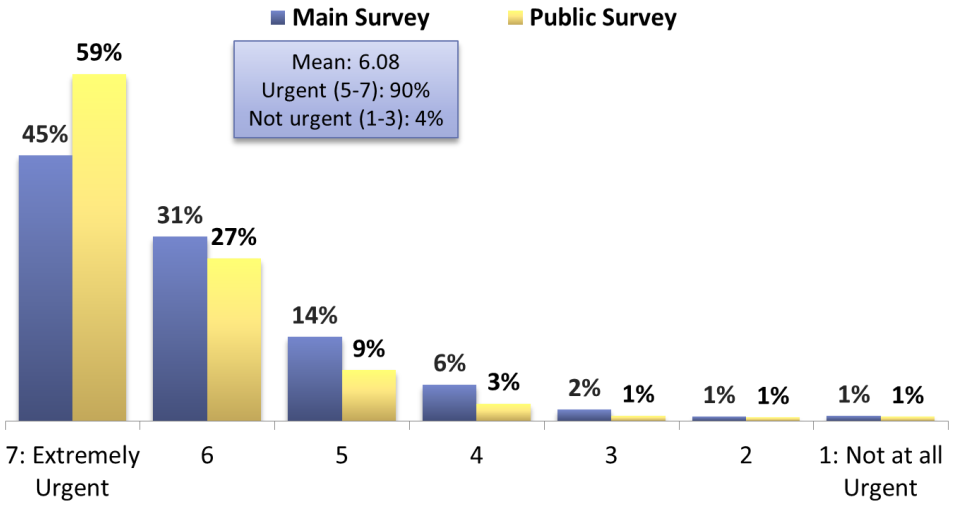


Figure 12-3 – Grading the System & State – Main and Public

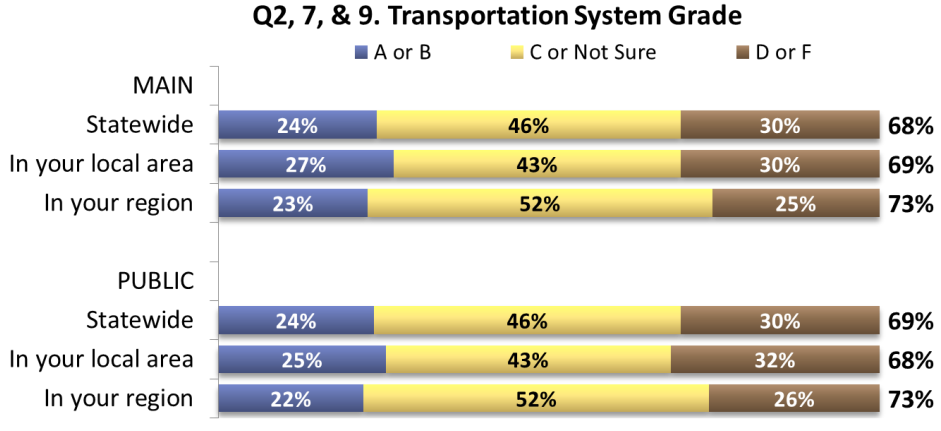
Finding

- ***There is no statistical difference between the two surveys in overall grades for the transportation system or in grading the state for spending responsibly, completing projects one schedule, and funding fairness.***

Q2. Using an A, B, C, D or F grading scale, how would you rate ***Washington's transportation system overall****?*

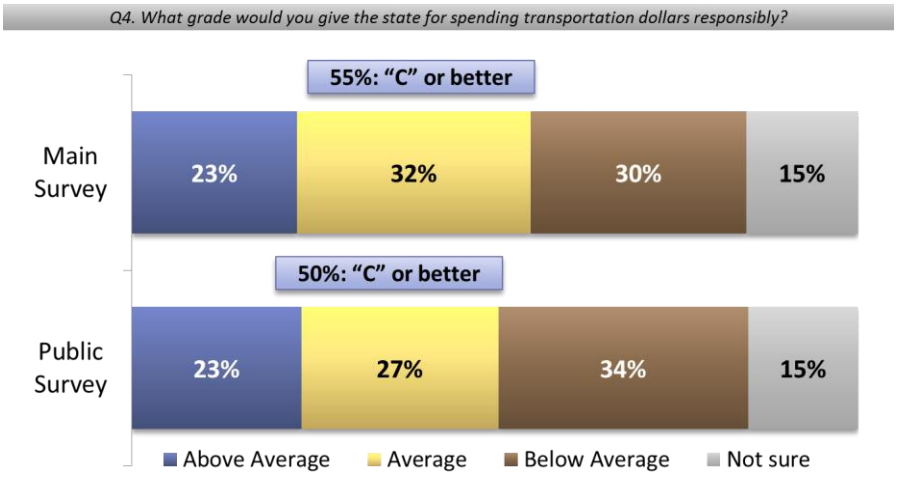
Q7. How would you rate the transportation system ***in your local area*** *- that is in your city or town and the areas immediately surrounding it?*

Q9. How would you rate the transportation system ***in your region*** *– that is in your county and nearby counties?*

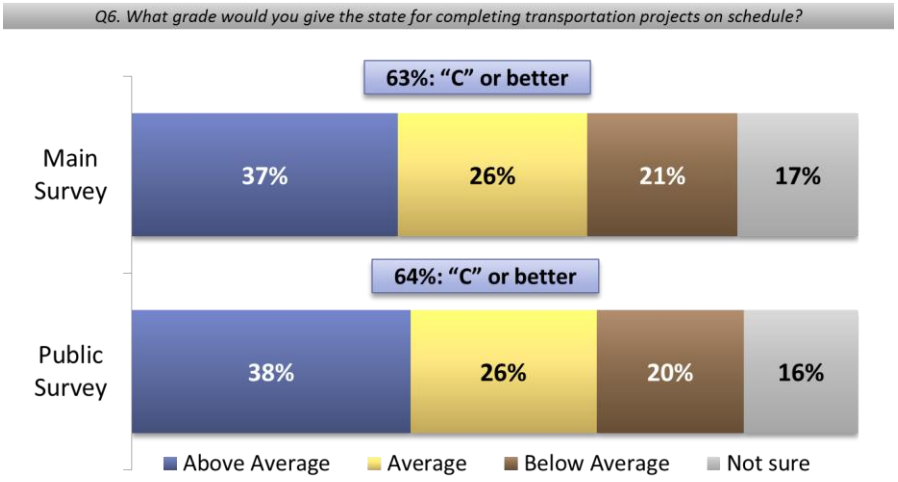


Grades for the state on spending transportation dollars responsibly, completing projects on schedule and for funding fairness are almost identical for the two surveys:

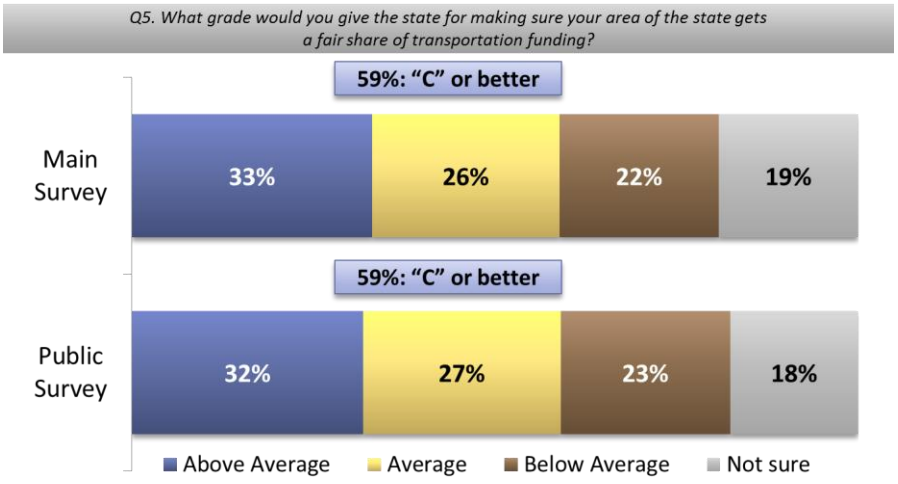
Q4. Spending Responsibly



Q6. On Schedule



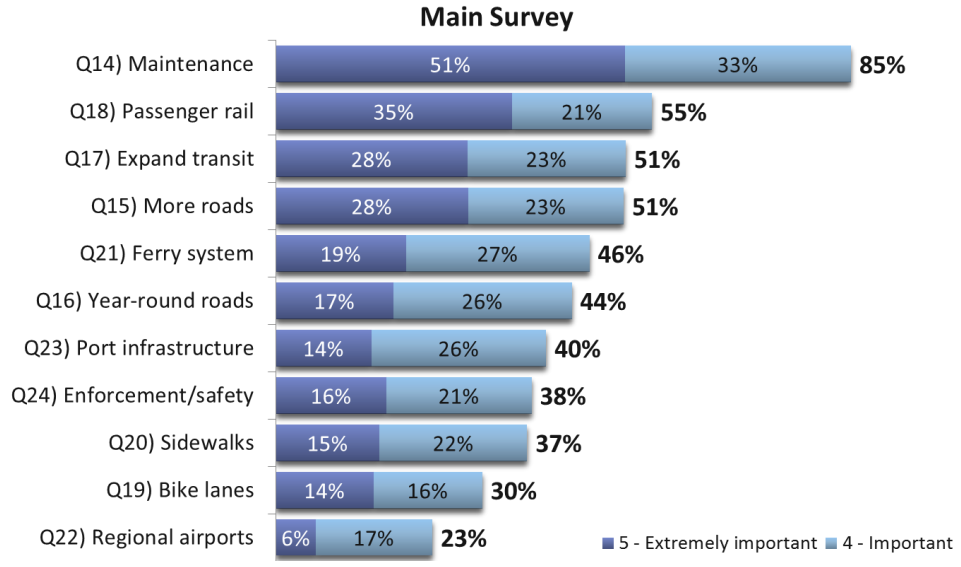
Q5. Funding Fairness



Finding

- ***Maintenance/preservation is seen as the most important objective/investment in both surveys and is also the most important perceived benefit of inceased investment in both surveys.***
- ***Transit related improvements are rated higher in the Public survey than the Main survey and capacity ("more roads") is rated much lower.***

Q14-Q24. Please indicate how important each of the following transportation components is to you.



Q14-Q24. Please indicate how important each of the following transportation components is to you.

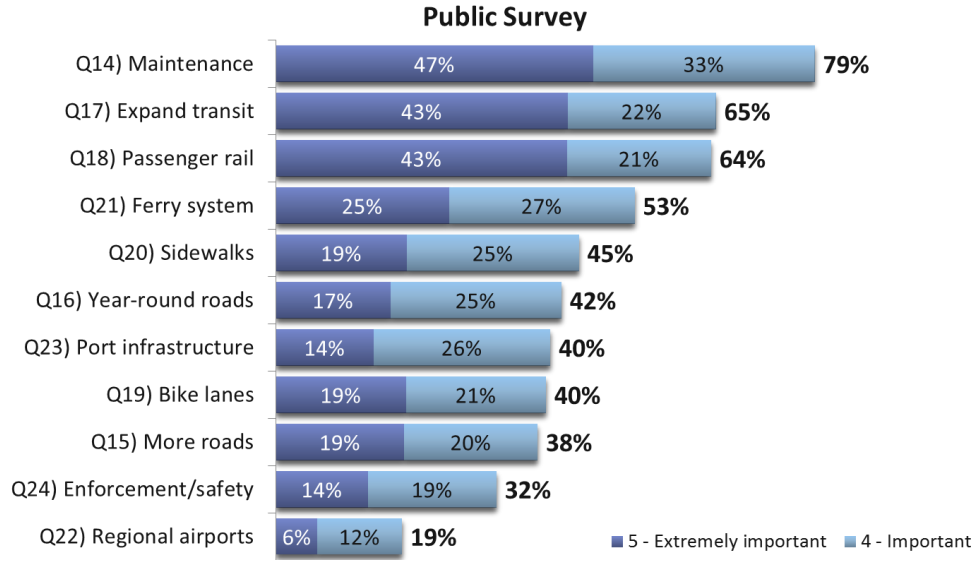
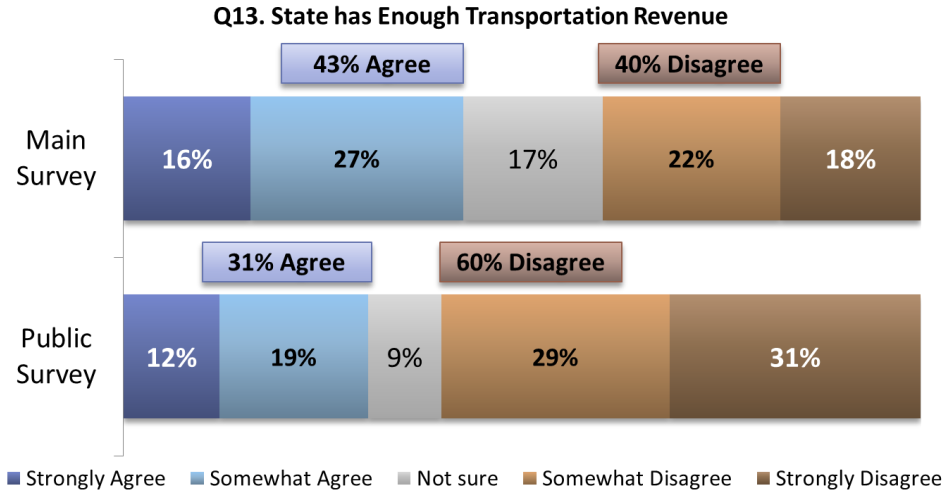


Figure 12-4 –Revenue – Main and Public

Finding

- ***Public survey respondents are much more aware of the transportation revenue shortfall - six-in-ten (Public: 60%) disagree that there is enough revenue compared to only 40% in the Main survey.***
- ***Public survey respondents are overwhelmingly supportive of new revenue (Public: 77% Support vs. Main: 59% Support).***

Q13. Do you agree or disagree with the following statement:
The State has enough revenue to keep our transportation system safe, effective and properly maintained.



Q25. In general, would you support or oppose raising some transportation taxes and fees to increase funding for those transportation elements you feel are important?

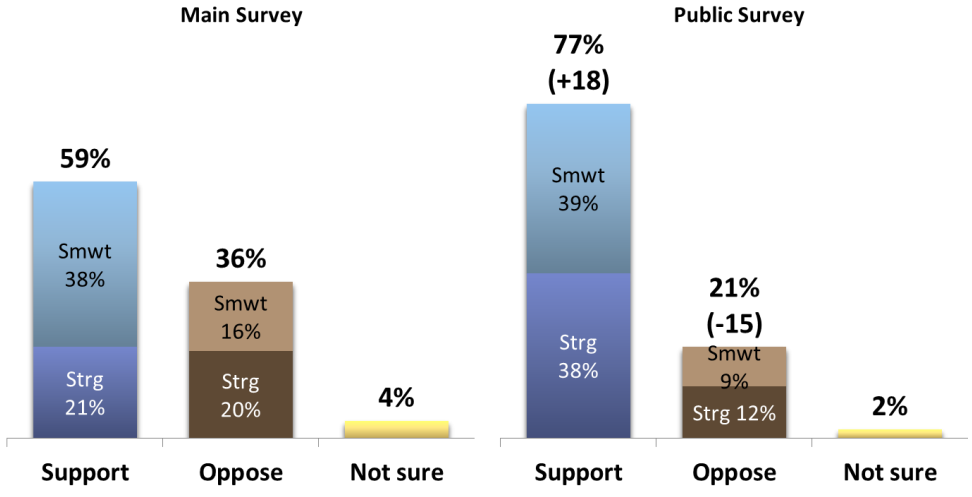


Figure 12-5 – Revenue Sources – Main and Public

Finding

- ***Public survey respondents give majority support to 7 of the 9 revenue sources tested (compared to only 3 in the Main survey) and a strong majority (Public: 63% vs. Main: 46%) support the gas tax.***
- ***Strong majorities in the Public survey also support indexing fees (Public: 70% Support vs. Main: 56% Support) AND indexing the gas tax (Public: 61% vs. Main: 41%).***

Q28-Q36. Below are some ways we could fund our unmet transportation needs. For each one, please indicate whether or not you think that method is a good way to fund increased investment in our transportation system.

Q28-Q36. This table shows the revenue sources shaded by the percent who think that source is "definitely" or "probably" a good way to fund transportation needs. Green shades are higher support, yellow in the middle, and red is the lowest.

	Main	Public	Diff
Emissions fee	61	64	+3
EV licensing	60	61	+1
Electronic Tolls	52	62	+10
Gas tax	46	63	+17
Vehicle value	44	56	+12
Fuel efficiency	44	51	+7
VMT	44	52	+8
Sales tax	30	43	+13
Property tax	20	25	+5

Q38. A combination of inflation, changing driving habits and increased fuel economy of vehicles means the state gas tax brings in less money each year. This creates a growing transportation funding shortfall. In general, would you support or oppose having the gas tax rise with the rate of inflation so that it provides a more stable funding source?

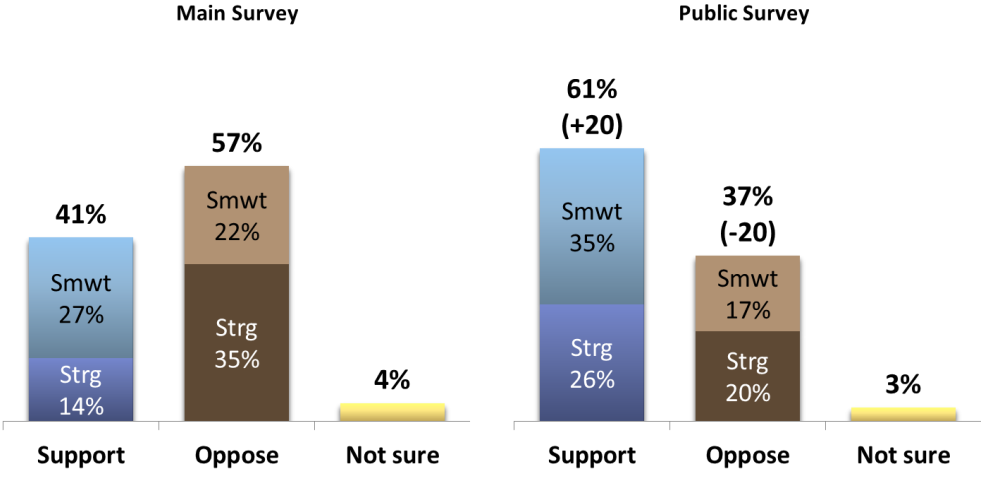
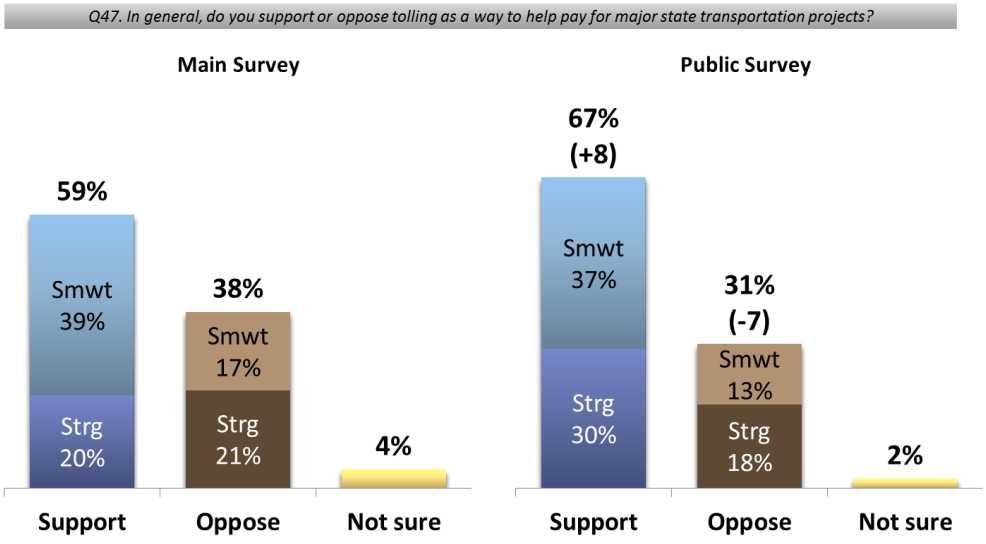


Figure 12-6 – Tolling – Main and Public

Finding

- *Strong majorities in both surveys support tolling, although Public survey respondents are 6 to 8 points more supportive overall.*
- *Public survey respondents show an even stronger preference for using toll money in the entire travel corridor (Public: 60% Corridor / 32% Facility vs. Main: 51% Corridor /37% Facility).*



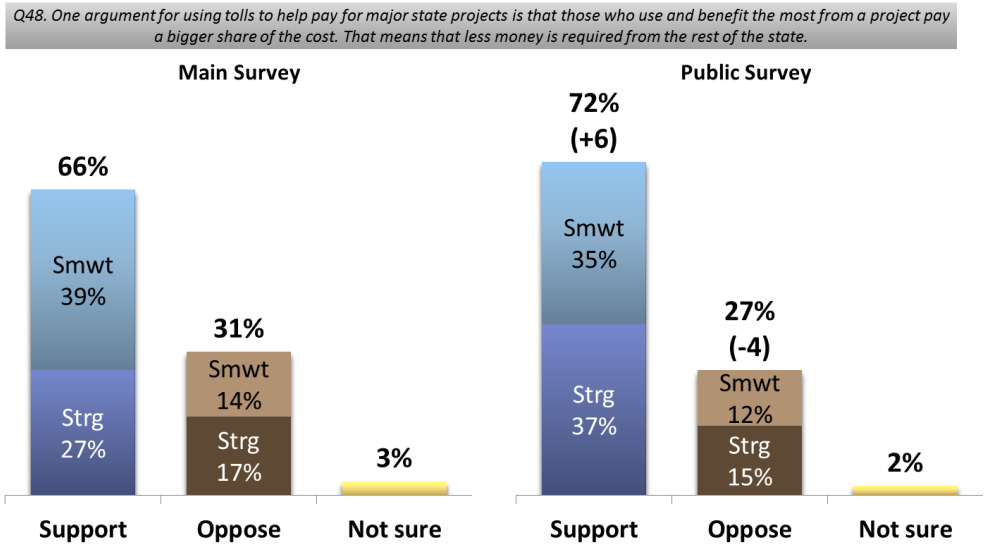


Figure 12-7 – Transit and Passenger Rail – Main and Public

Finding

- ***Public survey respondents put a higher emphasis on transit throughout the survey, including extremely high support for more state funds for transit and passenger rail (Public: 77% Support vs. Main: 63% Support).***

Q52. The state primarily provides funding for state highways, bridges, & the ferry system, as well as providing funding to cities & counties for transportation needs. Local jurisdictions and the federal government provide most of the funding for transit. Do you support or oppose providing more state funding for public transit and passenger rail?

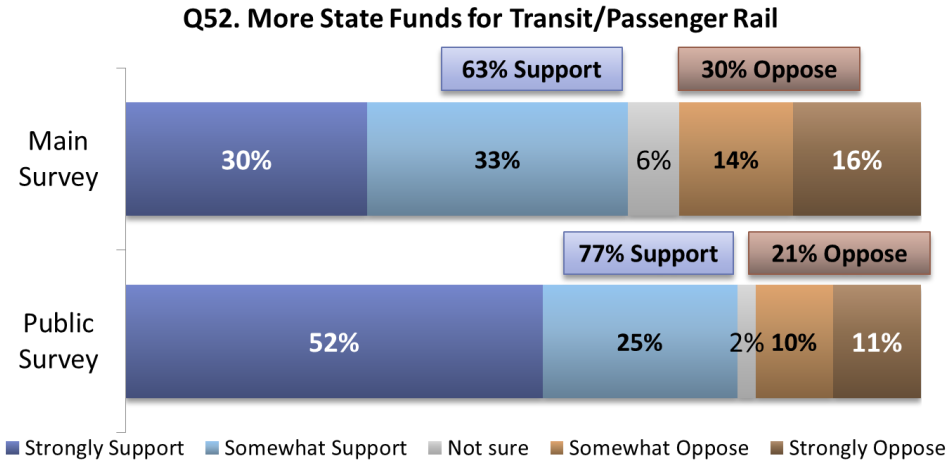
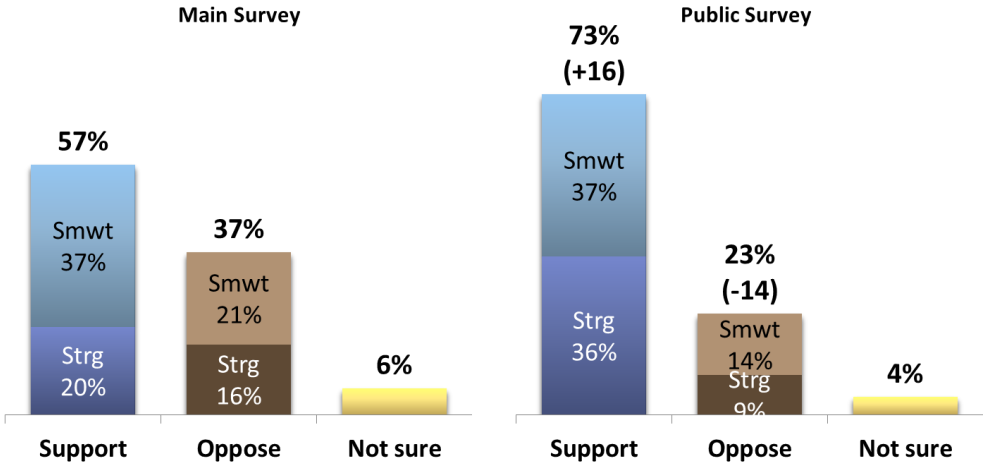


Figure 12-8 – Ferries – Main and Public

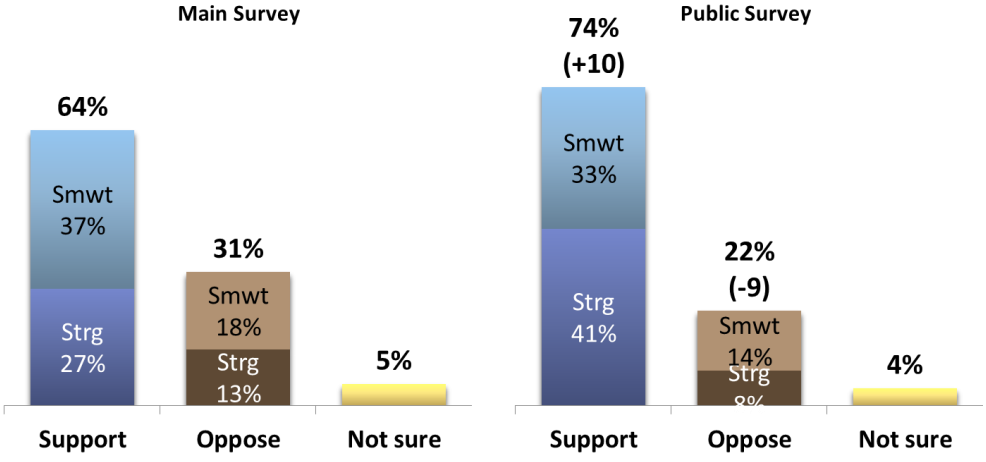
Finding

- ***Support for ferries is strong in both surveys, but is stronger among Public survey respondents (Initial: 73% vs 57%; Informed: 74% vs. 64%).***

Q53. State gas tax revenues also help fund the Washington State Ferry system. Do you support or oppose using state transportation funds to help maintain and operate the Washington State Ferry system?



Q54. Washington State ferries carry 23 million passengers a year and are part of the state highway system just like bridges or highways. Ferry users pay about 70% of the ferry's operational costs and state tax revenues provide the other 30%. The state also fully funds the capital needs of the ferry system, such as buying new boats and making ferry terminal improvements. Knowing this, do you support or oppose using state funds to help maintain and operate the WA State Ferry system?



13 Questionnaire

The actual survey questionnaire used for the main and public surveys is provided below.

This is a survey about transportation issues in your local area and across the State. It is your chance to let state transportation policymakers know what is most important to you.

1. To ensure that we get a mix of views within each household, it is important that this survey be filled out by the **adult (age 18 or older) in your household who had the most recent birthday**.
2. This entire survey is **confidential and anonymous**.
3. Completing this survey based on **your own thoughts and opinions** is important.

Please visit www.wstc.wa.gov to learn more about the Washington State Transportation Commission.

DEFINITION: When we say "**Washington State's transportation system**" we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that **connect the state** to move people & goods.

1. How urgent do you feel it is to make sure **Washington's transportation system** works effectively today and into the future?

Not at all urgent				Extremely urgent			
1	2	3	4	5	6	7	Not sure

2. Using an A, B, C, D or F grading scale, how would you rate **Washington's transportation system** overall?

3. **(ASK IF Q2 IS NOT "A: EXCELLENT")** In your mind, what changes would need to be made to our state's transportation system to improve the grade you gave? (1st response shown)

What grade would you give the state for…

SCALE: A: Excellent B: Above Average C: Average D: Below Average F: Failing

(ALL ITEMS ARE PRESENTED AT ONCE IN RANDOM ORDER)

4. spending transportation dollars responsibly?

5. making sure your area of the state gets a fair share of transportation funding?

6. completing transportation projects on schedule?

DEFINITION: When we say the transportation system in "**your local area**" we mean any roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, or bike lanes that **connect your city or town and the areas immediately surrounding it** to move people & goods.

7. How would you rate the transportation system **in your local area** - that is in your city or town and the areas immediately surrounding it?

8. What do you think is the most urgent transportation priority facing **your local area**? (1st response shown)

DEFINITION: When we say the transportation system **"in your region**" we mean any roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, or bike lanes that **connect your county and nearby counties** to move people & goods.

9. How would you rate the transportation system **in your region** – that is in your county and nearby counties?

10. Outside of your local area, what do you think is the most urgent transportation priority facing **your region**?

11. Thinking about the rest of the state, what do you think is the most urgent transportation priority **outside of your region**?

12. There are a number of objectives our transportation system is designed to meet. If you had **100 points** to divide between the five objectives below, how many points would you assign to each objective? For example, if you assign 25 points to "improving safety" that means you think "improving safety" should get 25% of the focus. The total for the 5 objectives should add up to 100 points.

(ALL ITEMS ARE PRESENTED AT ONCE IN RANDOM ORDER)

Improving safety: making our roads, bridges, transit systems, airports, ferries, sidewalks and bike paths safer through things like improved design and increased enforcement
Increasing capacity: improving the movement of goods and people through things like widening existing roads, and building new roads to accommodate our growing population and to connect more remote communities
Maintaining the system: preserving and extending the life of our current transportation system through ongoing maintenance of our roads, bridges, transit systems, ferries, sidewalks and bike paths
Protecting the environment: promoting transportation investments that help reduce air and water pollution, conserve energy and minimize impacts on the environment
Expanding travel options: giving people more options for getting around through things like expanded public transit, more passenger rail, carpooling and bike and pedestrian improvements

DEFINITION: When we say "**our transportation system**" we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that **connect the state** to move people & goods.

13. Do you agree or disagree with the following statement: The State has enough revenue to keep our transportation system safe, effective and properly maintained.

1. Strongly Agree 2.Somewhat Agree 3. Somewhat Disagree 4. Strongly Disagree 5. Not sure

Please indicate how important each of the following transportation components is to you.
How important is this to you?

(ALL ITEMS ARE PRESENTED AT ONCE IN RANDOM ORDER)

14. Maintaining and repairing existing roads & highways
15. Widening and building more roads & highways
16. Making sure rural roads and mountain passes remain open year round
17. Expanding public transit services like buses, vanpools, and dial-a-ride
18. Adding or increasing intercity passenger rail service
19. Building bike lanes
20. Building or improving sidewalks
21. Operating and maintaining Washington's ferry system
22. Improving regional airports
23. Improving roads and infrastructure at shipping ports to move freight and goods
24. Increasing law enforcement and public safety efforts on our state highways

25. In general, would you support or oppose raising some transportation taxes and fees to increase funding for those transportation elements you feel are important?

    1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

26. Regardless of whether you favor or oppose increasing some transportation taxes and fees, what do you think would be the top two benefits of increased funding for Washington's transportation system?

27. Over the next 20 years, our state will need to fund more than $64 billion in state transportation needs. This amount does not include the long-term unfunded transportation needs of cities, counties and local transit agencies. Current transportation revenues are already dedicated to paying for existing projects so future transportation maintenance and improvements will require additional revenue. Knowing this, would you support or oppose increasing some transportation taxes and fees to fund unmet transportation needs?

    1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

Below are some ways we could fund our unmet transportation needs. For each one, please indicate whether or not you think that method is a good way to fund increased investment in our transportation system.

Is this a good way to fund increased transportation investment?

(ALL ITEMS ARE PRESENTED AT ONCE IN RANDOM ORDER)

28. the gas tax

29. an annual license fee based on the value of the vehicle

30. a statewide property tax

31. electronically collected tolls

32. a vehicle emissions fee - vehicles that pollute more would pay a higher fee

33. a fee based on the fuel efficiency of a vehicle - less fuel efficient vehicles would pay a higher fee

34. a fee based on the number of miles driven - people who use the system more would pay a higher fee

35. adding the sales tax to gas purchases

36. a licensing fee on vehicles that are 100% electric and do not pay any gas tax

37. Transportation fees like vehicle licenses, permits and other fees are fixed amounts and do not change with inflation. This means that even as transportation costs increase, these fees stay flat creating funding challenges for key transportation programs like law enforcement, traffic safety and aviation. In general, would you support or oppose having these transportation fees rise with rate of inflation, so that they provide a more stable funding source?

    1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

38. A combination of inflation, changing driving habits and increased fuel economy of vehicles means the state gas tax brings in less money each year. This creates a growing transportation funding shortfall. In general, would you support or oppose having the gas tax rise with the rate of inflation so that it provides a more stable funding source?

    1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

There are a number of benefits that come from increased long term investments in our transportation system. For each of the following, please indicate how important that benefit is to you in terms of justifying additional taxes to fund new investments in our transportation system.

How important is this benefit to you? (STATEMENTS ARE PRESENTED TWO PER PAGE IN RANDOM ORDER)

39. **Creating jobs.** Transportation investment will boost local and regional economies and create jobs both directly in the construction industry and indirectly with the many businesses and service industries that rely on the transportation system to move their goods and products and deliver services.

40. **Reducing Congestion.** Investing in our transportation system will reduce congestion and allow us to spend less time sitting in traffic, benefiting people and businesses in our state.

41. **Boosting Trade.** Our state depends heavily on trade, from East to West, from agriculture to high tech. Washington's exports were more than $50 billion in 2009. Investing in our transportation system will ensure that trade-dependent industries and jobs will stay in Washington.

42. **Year Round Roads.** Transportation investments will help improve the ability of rural and urban residents to get where they need to go at all times of the year.

43. **Expanding Transit.** Investing in public transit and passenger rail will give people more options to get around, help take cars off the road and reduce congestion for everyone.

44. **Preserving Infrastructure.** The longer we wait, the more we will end up paying because things that could have been repaired will have to be replaced. Investing now means we can extend the life of our roads, bridges, transit, and ferries and keep them safe.

45. What transportation changes or improvements would impact your life in a positive way?

DEFINITION: When we say "**our transportation system**" we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that **connect the state** to move people & goods.

46. This survey has highlighted a number of different benefits of increased transportation funding. Given all of this, would you support or oppose **increasing some transportation taxes and fees to meet our transportation system's needs**?

    1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

DEFINITION: These next questions are about **tolling**, that is, charging drivers a fee on some major highways and bridges in heavily congested areas. Tolls are collected electronically so that drivers do not have to stop at toll booths.

47. In general, do you support or oppose tolling as a way to help pay for major state transportation projects?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

[IF Q47="STRONGLY SUPPORT" SKIP Q48]

48. One argument for using tolls to help pay for major state projects is that those who use and benefit the most from a project pay a bigger share of the cost. That means that less money is required from the rest of the state. Knowing this, in general do you support or oppose tolling to help pay for major state transportation projects?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

49. Tolls that change based on traffic volumes or time of day and day of week are known as variable tolls. Variable tolls help reduce congestion by encouraging people to shift optional trips to less busy times of the day, thus reducing congestion during the busiest times of the day. The idea is similar to the way movie theaters charge less for matinees to get people to come to the theater at less busy times. In general, do you support or oppose the concept of variable tolling on major state roads in heavily congested areas?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

50. Express Toll Lanes, also referred to as High Occupancy Toll (HOT) lanes, allow people traveling alone to pay a toll to use the High Occupancy Vehicle (HOV) lanes. The toll amount changes based on traffic flow so that the HOV lane doesn't slow down. In general, do you support or oppose Express Toll Lanes on major state roads in heavily congested areas?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

51. Which of the following statements is closest to your opinion: **[ROTATE STATEMENTS]**

1. Toll money should **only** be spent on the specific road or bridge where the toll is collected and not on any other transportation investments.
2. Toll money should be available to fund transportation improvements within a travel corridor – that is, on the roads and bridges that connect to where the toll is collected.
3. Not sure

52. Moving on to other issues. The state primarily provides funding for state highways, bridges, and the ferry system, as well as providing funding to cities and counties for transportation needs. Local jurisdictions and the federal government provide most of the funding for transit. Do you support or oppose providing more state funding for public transit and passenger rail?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

53. State gas tax revenues also help fund the Washington State Ferry system. Do you support or oppose using state transportation funds to help maintain and operate the Washington State Ferry system?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

[IF Q53="STRONGLY SUPPORT" SKIP Q54]

54. Washington State ferries carry 23 million passengers a year and are part of the state highway system just like bridges or highways. Ferry users pay about 70% of the ferry's operational costs and state tax revenues provide the other 30%. The state also fully funds the capital needs of the ferry system, such as buying new boats and making ferry terminal improvements. Knowing this, do you support or oppose using state funds to help maintain and operate the Washington State Ferry system?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

RTPO SECTION

BENTON-FRANKLIN-WALLA WALLA *(n=304; MoE=± 5.5%)*

BFWW1. Which is a higher priority for you: (ROTATE TOP TWO RESPONSE POSITIONS)

1. Increasing the capacity of the State highway system
2. Improving the condition of local city streets and county roads
3. Not sure

BFWW2. If the **only options** to fund local transportation improvements were impact fees and local taxes, which would you prefer: (ROTATE TOP TWO RESPONSE POSITIONS)

1. Impact fees, that is fees on new residential and commercial developments
2. Local taxes
3. Both
4. Neither of the above
5. Not sure

NORTH CENTRAL RTPO *(n=261; MoE=± 6.1%)*

NCW1. Your region currently has a number of 2 lane highway connections to the interstate freeways. In your opinion, how much of a problem is not having any 4-lane highway connection to the Interstate system in your region?

Not at all a problem			Very serious problem		Not sure
1	2	3	4	5	6

NCW2. Given budget shortfalls, do you support or oppose implementing tolling to fund ongoing improvements, maintenance and snow removal on mountain passes?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

NORTHEAST WASHINGTON RTPO *(n=275; MoE=± 5.9%)*

NEW1. Your region currently has a number of 2 lane highway connections to the interstate freeways. In your opinion, how much of a problem is not having any 4-lane highway connection to the Interstate system in your region?

Not at all a problem Very serious problem | Not sure
1 2 3 4 5 | 6

PALOUSE RTPO *(n=362; MoE=± 5.2%)*

PALOUSE1. Which is a higher priority for you: (ROTATE TOP TWO RESPONSE POSITIONS)

1. Increasing the capacity of the State highway system
2. Improving the condition of local city streets and county roads
3. Not sure

PALOUSE2. Do you feel that load limits on regional roads - that is prohibiting heavy vehicles from using some roads - are having a negative impact on industry and tourism?

1. Definitely 2. Probably 3. Probably not 4. Definitely not 5. Not sure

PENINSULA RTPO *(n=371; MoE=± 5.1%)*

PENINSULA1. Do you support or oppose additional **local** taxes to pay for **local** transportation improvements?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

PENINSULA2. Do you support or oppose higher fares on Washington State Ferries to ensure that the ferry system is financially sound over the long term?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

PUGET SOUND REGIONAL COUNCIL *(n=1230; MoE=± 2.8%)*

PSRC1. HOV (High Occupancy Vehicle) lanes reduce the number of cars on the road, which reduces congestion for everyone. Because of population growth, HOV lanes are becoming more congested. Do you support or oppose increasing the requirement to use HOV lanes from 2+ people to 3+ people per car?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

QUAD-COUNTY RTPO *(n=275; MoE=± 5.9%)*

QUADCO1. Do you support or oppose additional **local** taxes to pay for **local** transportation improvements?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

SKAGIT/ ISLAND RTPO *(n=331; MoE=± 5.4%)*

SKAGIT1. Do you support or oppose higher fares on Washington State Ferries to ensure that the ferry system is financially sound over the long term?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

SKAGIT2. Do you support or oppose increasing some **local** transportation taxes and fees to help pay for **local** alternatives to driving, like public transit, passenger rail, bike lanes, and sidewalks?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL *(n=505; MoE=±4.4%)*

SRTC1. Do you think regional aviation taxes should be: (ROTATE TOP TWO RESPONSE POSITIONS)

1. Used only to improve regional airports
2. Used for general transportation funding
3. Used for both
4. Not sure

SOUTHWEST WASHINGTON RTPO *(n=271; MoE=± 6.0%)*

SWWA1. Trade is a critical part of Washington's economy. Do you support or oppose increasing some state transportation taxes or fees to modernize the marine, rail and highway networks that serve our ports?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

SWWA2. Do you support or oppose increasing some state transportation taxes or fees to pay for **local** transit service in rural Washington, in part to improve the mobility of elderly residents?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

THURSTON REGIONAL COUNCIL PLANNING *(n=351; MoE=± 5.2%)*

TRPC1. To address growing congestion during rush hour, do you support or oppose converting one lane on I-5 between Lacey and State Route 512 for HOV (High Occupancy Vehicle) or HOT (High Occupancy Toll) lane use until I-5 can be widened?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

TRPC2. Residents in Sound Transit's service area pay additional taxes for Sound Transit services. Do you support or oppose implementing an additional local sales tax and licensing fee to become part of the Sound Transit service area and extend regional bus and passenger rail services south to Thurston County?

1. Strongly Support 2. Somewhat Support 3. Somewhat Oppose 4. Strongly Oppose 5. Not sure

Demographics: These last few questions are for statistical purposes only and help us make sure we capture the opinions of a wide cross-section of Washington State residents. This entire survey is confidential. Your answers to these demographic questions help us make sure these results reflect the views off all residents.

55. Do you have a cell phone or not?

    1. Yes
    2. No

56. **(ASK IF Q55 IS YES)** How much do you rely on your cell phone. Would you say you rely on your cell phone…

    1. All the time – I/we do not have a landline for voice calls
    2. A great deal – it's your primary phone
    3. Some – you use it occasionally
    4. Very little – you mostly have it for emergencies

57. **(ASK IF Q56 IS LESS THAN ALL THE TIME) Do** you have a landline that you use for voice calls?

    1. Yes
    2. No

58. Please think about all the trips you make from home during a typical week such as going to work, running errands, or going to appointments. Approximately what percentage of those trips per week are done by:

    1. Driving alone in your vehicle
    2. Carpooling or driving with someone else
    3. Riding public transit
    4. Riding a motorcycle
    5. Riding a bicycle or walking instead of driving or taking transit
    6. Travelling some other way

59. How many miles would you say you drive in an average year?

60. What is your gender?

    1. Male
    2. Female

61. What year were you born? _____ (For example: 1962) (IF BLANK) Are you:

    1. 18-34
    2. 35-54
    3. 55+
    4. Refused

The purpose of these next two questions is to allow us to compare to U.S. Census data so we can make sure this survey reflects our state's population accurately. Again, this entire survey is confidential.

62. Are you from a Hispanic, Latino or Spanish-speaking background?

1. Yes, Hispanic/Latino/Spanish speaking
2. No
3. Refused

63. What race would you classify yourself as:

1. Black/African-American
2. White/Caucasian
3. American Indian/Alaska Native
4. Asian/Asian- American
5. Native Hawaiian/other Pacific Islander
6. Two or more races
7. Some Other Race
8. Refused

64. Are you registered to vote?

1. Yes
2. No/Not sure

65. Would you describe the area you live in as:

1. Urban/City
2. Suburban
3. Rural/Town
4. Not sure

66. In terms of your job status, are you employed, unemployed but looking for work, retired, a homemaker or a student?

1. Employed – full time
2. Employed – part time
3. Unemployed
4. Retired
5. Student
6. Homemaker
7. Other
8. Refused

67. Again, to help us compare to Census data, please indicate which of the following is the best estimate of your 2010 household income before taxes?

1. Less than $20,000
2. $20,000 to $34,999
3. $35,000 to $44,999
4. $45,000 to $59,999
5. $60,000 to $84,999
6. $85,000 to $99,999
7. $100,000 to $119,999
8. $120,000 or more
9. Refused

68. Your participation in this survey is greatly appreciated by the WSTC, transportation policy makers and elected officials! You can make sure your voice is heard on other critical issues by a participating in future research conducted by the state. Would you be interested in participating so that your voice can be heard?

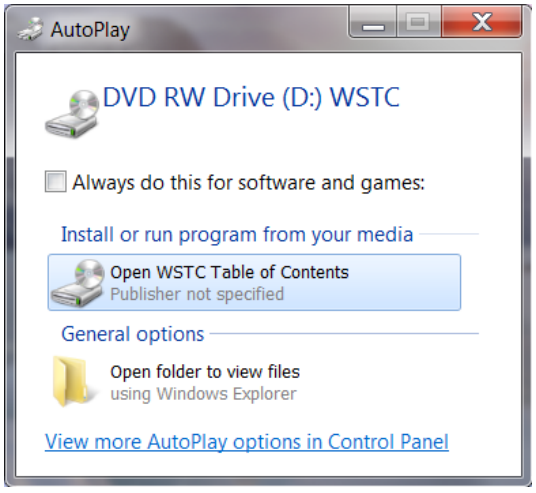
○ Yes (IF SELECTED, NEW SCREEN WITH MESSAGE SAYING "Thank you, the survey is now complete! Your participation is greatly appreciated and will help the state work towards addressing long-term transportation needs in a way that reflects the priorities of residents across the state. You will now be taken to website that explains how to sign up for future research projects for the state. If you are not redirected, please click here: vows.micropanel.com"

○ No (IF SELECTED, NEW SCREEN WITH MESSAGE SAYING "Thank you, the survey is now complete! Your participation is greatly appreciated and will help the state work towards addressing long-term transportation needs in a way that reflects the priorities of residents across the state. For additional information about the Washington State Transportation Commission, please visit www.wstc.wa.gov. You may now close this window. "

14 Appendix (Report CD only)

The materials listed below are not in the hard copy of the report but are available on the Report CD. To use the Report CD:

1. Insert the enclosed CD into your computer's CD drive. Depending on your computer, the CD will either load automatically or the "Autoplay" menu will pop up. If you see the menu below click "Open WSTC Table of Contents" to start the CD.



2. The table of contents screen below will appear once the CD has loaded. To access any of the materials on the CD just click on the button for that document and it will load automatically.

A list of the documents included on the CD is provided below:

14.1 Survey Report

This written report.

14.2 Full Presentation

A complete Powerpoint of the survey results with breakdowns by RTPO and other key variables.

14.3 Topline Results

Survey questionnaire with overall statewide results. No detail provided at the RTPO level.

14.4 Full Crosstabs

Detailed data tables showing the results for each survey question by demographic subgroups like age, gender, and income and by other key variables like support for new revenue, attitudes about the transportation system and travel habits.

14.5 RTPO Crosstabs

Data tables showing the results for RTPO specific survey questions by demographics and other key variables.

14.6 Legislative District Crosstabs

Data tables showing the results for each survey question by Legislative District.

14.7 Open End Verbatims with Demographics

Verbatim responses for all open end questions asked in the survey with demographics of the respondents.

14.8 Public Survey Results Powerpoint

A Powerpoint comparing the results from the main survey and the public survey.