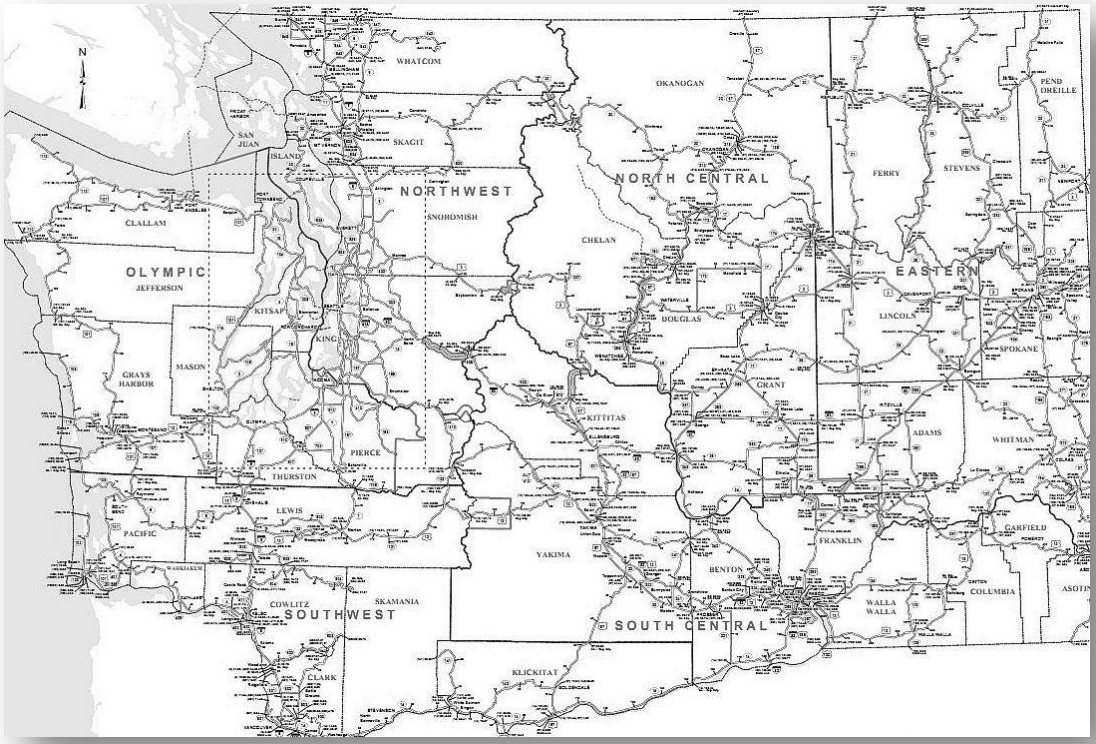
2013 Statewide VOWS Transportation Survey

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.

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1 Project Overview

1.1 Goal

To provide the Washington State Transportation Commission, the Governor, and the Legislature with clear and accurate data about: voters' general attitudes about the transportation system and transportation spending and revenue.

1.2 Approach

- ✓ Reach out by email to 43,060 Voice of Washington State (VOWS) panel members to invite them to participate in an online transportation survey.
- ✓ Structure the results based on the state's 14 Regional Transportation Planning Organizations (RTPOs).
- ✓ Reach at least 5-6,000 people. Overall 9,063 people followed the survey link in the email invitation and 6,144 people finished the survey:
  - 9,063 people clicked the survey link in the email to view the questionnaire
  - 7,424 people started the survey and completed one or more questions
  - 5,673 people completed the entire survey by the November 3rd deadline
  - 471 people completed the survey after the deadline and were not included in the data set used for this report

2 Key Findings

1. Urgency

- *Most (86%) continue to believe that it is urgent "to make sure Washington's transportation system works effectively today and into the future." Urgency is consistently high (72%+) across all 14 RTPOs.*

2. Grading the System

- *The average grade for the state transportation system is a 1.83 or a C-, which has dropped since 2012 (1.94 / C-)*
- *The average grade for the local transportation system (1.77 / C-) has also declined slightly since last year (1.80 / C-). Three RTPOs – NE WA, SW RTPO, and Spokane give their local system a D+ grade.*

3. Funding Fairness

- *Although overall grades for funding fairness have improved slightly, all 14 RTPOs still give the state a C or lower average grade. NE WA (1.26) and Spokane (1.20) give the state a D for funding fairness.*

4. Transportation Priorities

- *As in 2011, maintenance/preservation is the top priority for investment, followed closely by congestion reduction/increased capacity and expanding transit/travel options.*
- *Preserving infrastructure is seen as the most compelling benefit of increased investment in the transportation system. Congestion reduction and expanding transit are also key benefits.*

5. Additional Investment

- *Six-in-ten (59%) agree that "the State needs additional revenue to keep our transportation system safe, effective and properly maintained."*
- *Six-in-ten (60%) support "raising some transportation taxes and fees to increase funding for for those transportation elements [they] feel are important." Overall support is similar to 2011, although strong support has increased.*

3 Summary of Methodology

- A total of 5,673 valid statewide interviews were completed among Voice of Washington State (VOWS) panel members between October 19th and November 3rd, 2013.
- The Margin of Error for the overall results is ±1.3 percentage points at the 95% confidence interval.
- The survey results were weighted by RTPO and other key demographics to reflect the statewide voter population based on current voter information.
- Comparisons are made to previous WSTC surveys, where appropriate. Some of the 2013 survey questions are new, some are tracking questions from the 2011 survey, some are tracking questions from the 2012 survey, and some were in both the 2011 and 2012 surveys.

The following table gives a breakdown completed interviews by RTPO, the margin of error for each RTPO, and the percentage of the state's adult population in each RTPO. Kitsap County is a member of both Peninsula RTPO and PSRC. For the purposes of this report, Kitsap is included in Peninsula RTPO. San Juan County is not a member of any RTPO but was included in Skagit/Island RTPO.

Note: the PSRC Counties (King, Pierce, and Snohomish) make up 50.98% of the voter population.

Figure 3-1 – Interviews by RTPO

RTPO	Completes	Margin of Error	% of State (weighted to Voter Population)
Benton/Franklin/Walla Walla	226	±6.5%	5.01%
NE Washington	48	±14.1%	1.01%
North Central RTPO	96	±10.0%	1.97%
Palouse	57	±13.0%	1.01%
Peninsula RTPO (**includes** Kitsap)	444	±4.7%	6.0%
Puget Sound Regional Council (**excludes** Kitsap)	2,792	±1.9%	50.98%
QuadCo	95	±10.1%	2.03%
Skagit/Island (**plus** San Juan)	410	±4.8%	2.99%
Spokane	340	±5.3%	6.96%
SW Washington RT Council	427	±4.5%	6.98%
SW Washington RTPO	158	±7.8%	4.0%
Thurston	251	±6.2%	4.07%
Whatcom	149	±8.0%	2.98%
Yakima Valley Conf. of Governments	141	±8.3%	4.03%
Refused	39	-	0%
TOTAL	**5,673**	**±1.3%**	**100.0%**

3.1 Understanding Margin of Error

The **maximum** Margin of Error (MoE) for the overall (5,673 interviews statewide) survey is ±1.3 percentage points at the 95% confidence interval. This means that 95 times out of 100 times, the reported results will be within ±1.3 percentage points of the actual results, if you were to survey the entire registered voter 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.

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 ±1.3% (maximum MoE) while a question that is 90% yes / 10% no would only have a ±0.78% 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%
5,673	±1.30%	±1.27%	±1.19%	±1.04%	±0.78%

3.2 Open End Questions

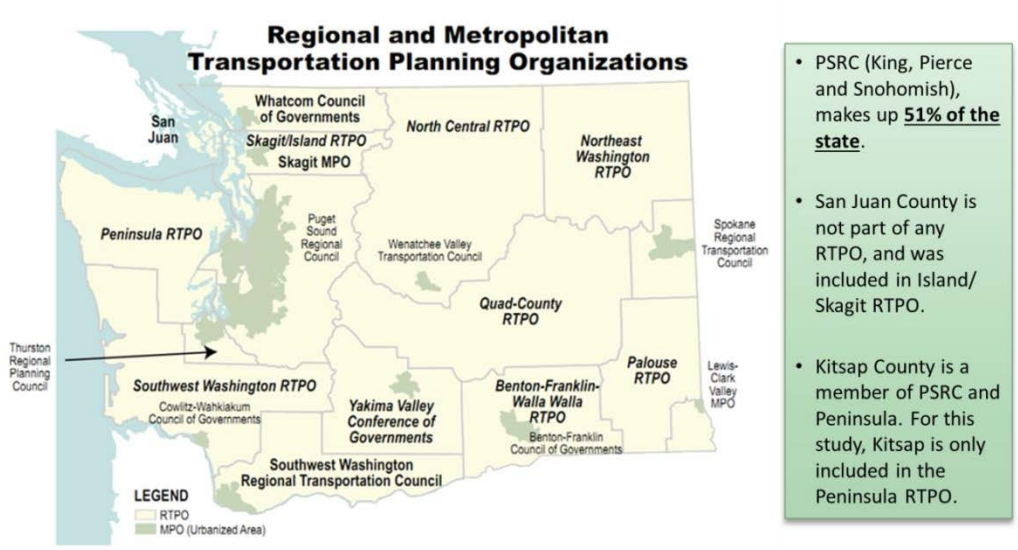
Open end questions are questions where the respondent is **not** given a specific set of responses to choose from. Respondents' answers are therefore "open ended" and are recorded verbatim. The verbatim text for responses to the two open end questions in this survey (Q3 & Q31) are included in a separate appendix that accompanies this report. Q3 ("In your opinion, what changes would need to be made to our states transportation system to improve the grade you gave?") is covered briefly in Section 5.2.1 of this report. **Sample responses from Q31 ("If you have any additional comments or suggestions regarding transportation issues, please type them here") are provided in Section 10 - Survey with Results.**

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.

Figure 4-1 – RTPO Map and County Breakdown



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 Area Type

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

Q30. Would you describe the area you live in as:	**2011**	**2012**	**2013**
Urban/City	32%	30%	31%
Suburban	32%	31%	32%
Rural/Small Town	34%	38%	37%

4.3 Travel Mode

Residents were asked to indicate the percentage of trips per week they make using each of the following travel modes:

Q28. 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:	**2011**	**2012**	**2013**
Driving alone in your vehicle	59%	56%	55%
Carpooling or driving with someone else	25%	25%	23%
Riding public transit	8%	10%	12%
Riding a motorcycle	1%	1%	1%
Riding a bicycle or walking instead of driving or taking transit	6%	6%	7%
Traveling some other way	2%	2%	2%

Since 2011, there has been a slight decrease in driving alone and carpooling, and a 50% increase in transit use.

4.4 Miles Traveled

The estimated average number of miles driven by respondents is up slightly from 2012.

Q29. How many miles do you drive in an average year?	**2012**	**2013**
Less than 5000 miles	23%	19%
5000 to 9999 miles	34%	35%
10000 to 14999 miles	26%	26%
15000 to 19999 miles	8%	9%
20000 or more miles	7%	9%
Refused/Not Sure	2%	3%

5 Overall Attitudes about the Transportation System

5.1 Urgency of Maintaining an Effective System

Question(s) Analyzed

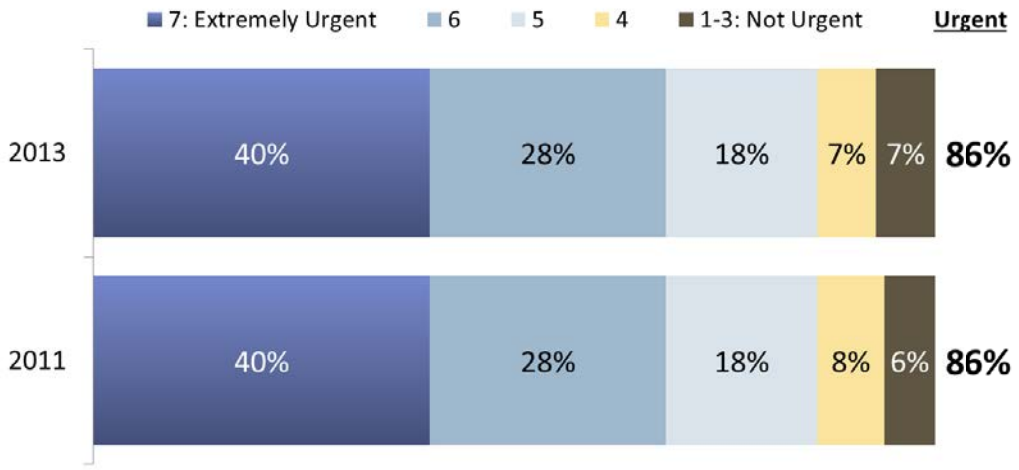
Q1. How urgent do you feel it is to make sure Washington's transportation system works effectively today and into the future?

Finding

- ***Maintaining an effective transportation system continues to be a high priority for residents across the state.***

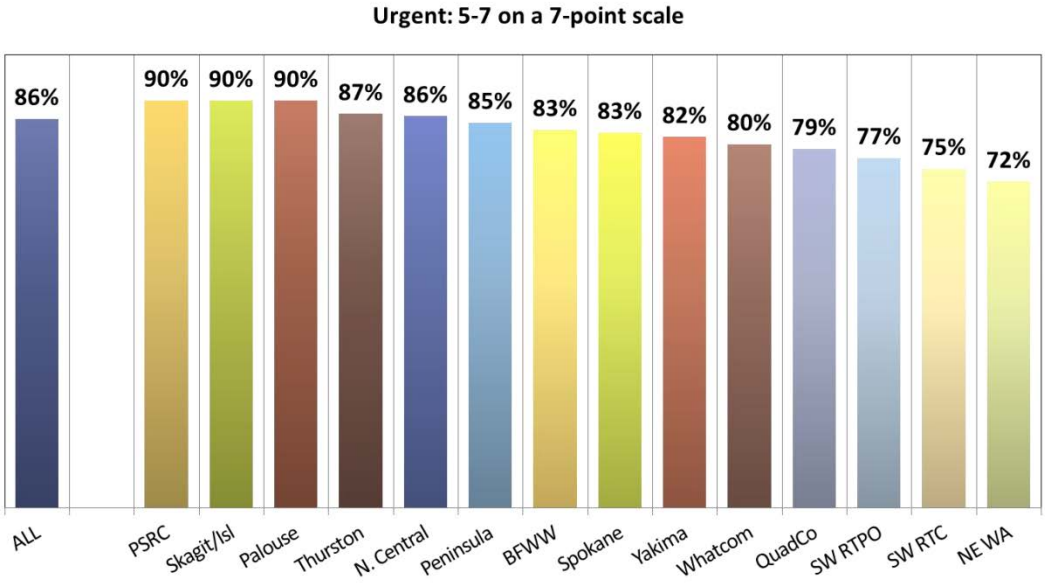
When asked as a standalone issue (i.e. Transportation was not compared against other statewide priorities) most (86% urgent) residents feel that making sure "Washington's Transportation system works effectively today and into the future" is an urgent priority – four-in-ten (40%) say it is "extremely urgent" (a 7 on a 7 point scale) and another 28% rate the urgency as a 6. These results are statistically identical to the 2011 survey.

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 (90%) and NW WA the lowest (72%).

Figure 5-2 – Urgency by RTPO



5.2 Grading the State & Local Transportation System

Question(s) Analyzed

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

Q5. Using an A, B, C, D or F grading scale, how would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

5.2.1 Statewide System

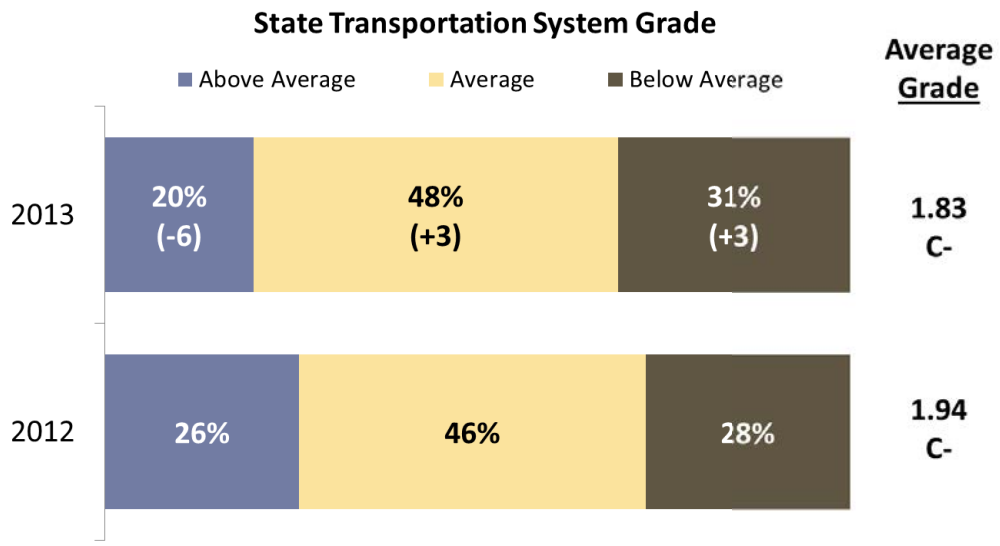
Finding

- ***Most voters give the statewide transportation system a "C" or better grade. Very few give the system excellent ("A") or failing grades ("F").***
- ***Ratings are slightly lower than 2012.***

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.

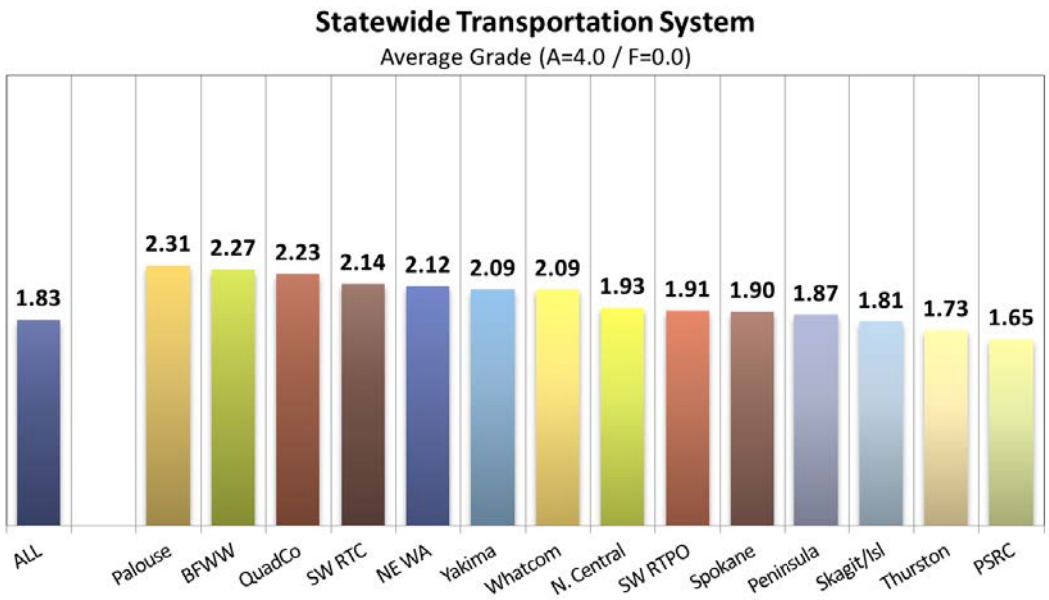
Overall, residents give the state transportation system a "C-" grade (1.83 mean). Seven-in-ten voters (68%) give the state system a "C" or higher. About a third (31%) give the state system a below average grade ("D" or "F"). In 2012, 72% of respondents gave the state system a "C" or better grade with a mean grade of 1.94, so ratings are somewhat lower.

Figure 5-3 – Overall Grade for State Transportation System



Voters in all 14 RTPOs give the state transportation system a C+ or lower grade. Grades are lowest in Thurston (1.73) and the Puget Sound region (1.65/D+).

Figure 5-4 – State System Grade by RTPO



Respondents were asked a follow up open end question about potential transportation improvements: "*In your opinion, what changes would need to be made to our states transportation system to improve the grade you gave?*" Most (92%) respondents answered this question. A sampling of the responses is shown below. The full set of responses is included in an appendix that accompanies this report.

Consistent with the priorities questions later in this report, the most frequent mentions centered around maintenance and preservation and expanded public transit, including passenger rail. Most respondents mentioned multiple items.

> *"Continued road and bridge improvements, keeping up with our transportation needs to meet the population increases, increasing rail and bus routes."*
>
> *"Continue to maintain roads and bridges in good condition. Good infrastructure is paramount to Washington State's economic success."*
>
> *"Develop a comprehensive annual maintenance schedule for all state roads, highways, and bridges that covers the entire state not only the large metro areas."*
>
> *"More mass transit options, bridge repair/upkeep before they fall, repair of roadways in eastern Washington as well as western Washington."*
>
> *"Invest more of the available funds to the 'preservation' of the existing facilities and less to 'improvements'."*
>
> *"Better and more efficient mass transit, especially light rail connecting suburbs to the city and to each other. Making sure all our bridges are safe."*
>
> *"Add much more public transit availability, repair or replace bridges that need to be, repair street/highway surfaces."*

5.2.2 Local System

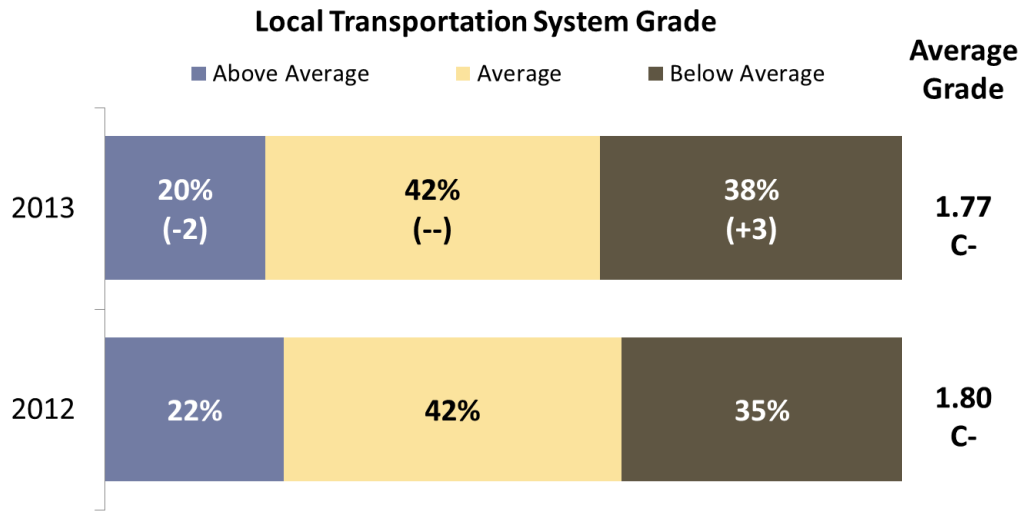
Finding

- ***Most residents grade their local transportation system as average or above, but there are several RTPOs – Spokane, SW RTPO, and NE WA – where residents have significant concerns about their local system.***
- ***Overall, respondents' grade for their local system has declined slightly since 2012.***

Overall, residents give their local transportation system a "C" minus grade (1.77 mean). Roughly two-thirds (62%) give their local system a "C" or better, which is 6 points lower than for the state system. Over a third (38%) give local state system a below average grade ("D" or "F").

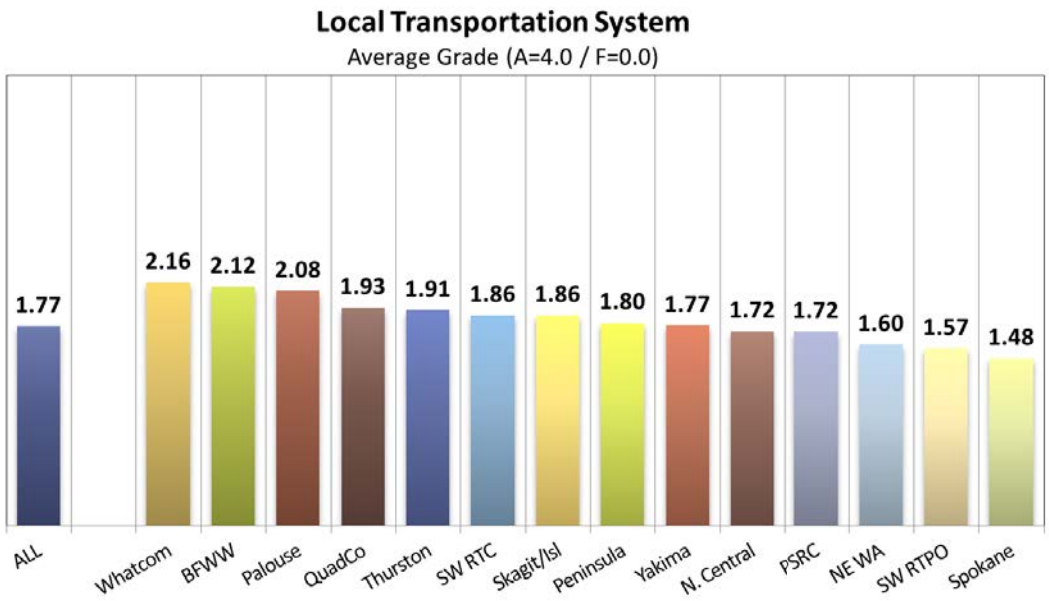
In 2012, 64% of respondents gave their local system a "C" or better grade so there has been some erosion in satisfaction with local transportation systems.

Figure 5-5 – Local System Grade Overall



Residents in Whatcom (2.16), Benton-Franklin-Walla Walla (2.12) and Palouse (2.08) are most satisfied with their local transportation system, while residents Spokane (1.48), SW RTPO (1.57), and NE WA (1.60) are the least satisfied.

Figure 5-6 – Local System Grade by RTPO



5.2.3 Funding Fairness

Question(s) Analyzed

Q4. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

Finding

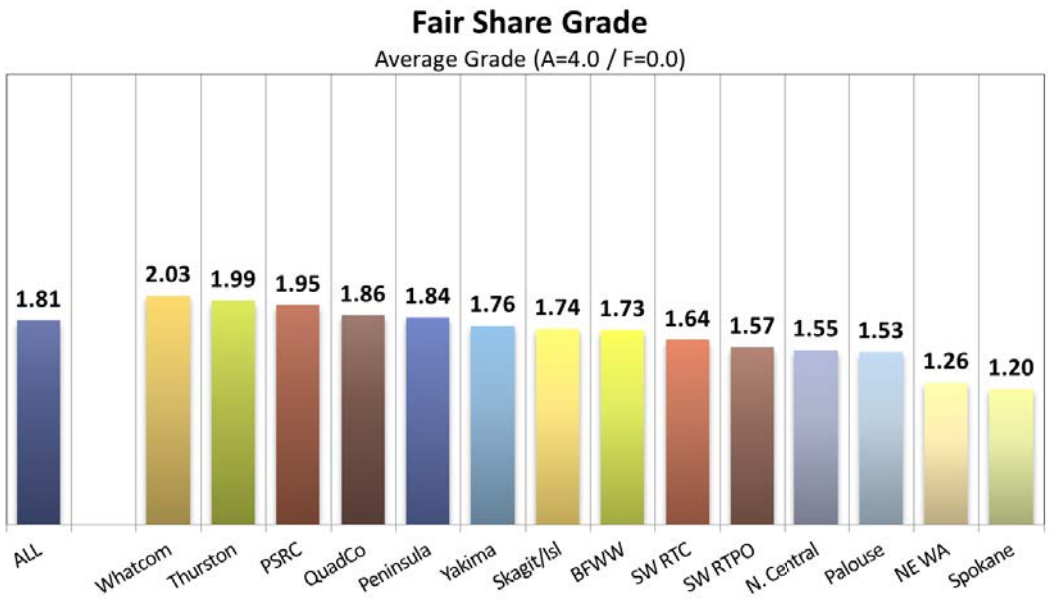
- ***The state gets a C or lower average grade for funding fairness in every RTPO.***
- ***Overall, grades for fairness have improved slightly since 2012. The "above average" grades have increased 3 points (17% vs. 20%) and the "below average" grades have decreased 3 points, from 35% to 32%.***

About majority (56%) of voters give the state a "C" or better grade for "making sure your area of the state gets a fair share of transportation funding" but the grades vary dramatically by RTPO. One-in-ten voters (12%) are unable to grade the state on funding fairness.

Figure 5-7 – Funding Fairness Overall

Voters give the state a “C” or lower average grade for funding fairness in every RTPO – grades are weakest in NE WA (1.26 / “D”) and Spokane (1.20 / “D”).

Figure 5-8 – Funding Fairness by RTPO



6 Transportation Priorities

6.1 Overall Objectives

Question(s) Analyzed

Q6. 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):

Expanding travel options

- Giving people more options for getting around by investing in public transit, passenger rail, HOV lanes, and bike, pedestrian and other improvements

Improving safety

- Making our roads, bridges, transit systems, airports, ferries, sidewalks and bike lanes safer through improved design and increased enforcement

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 lanes

Increasing capacity

- Improving the movement of goods and people through capacity upgrades like widening existing roads and building new roads and bridges to accommodate our growing population and connect remote communities

Protecting the environment

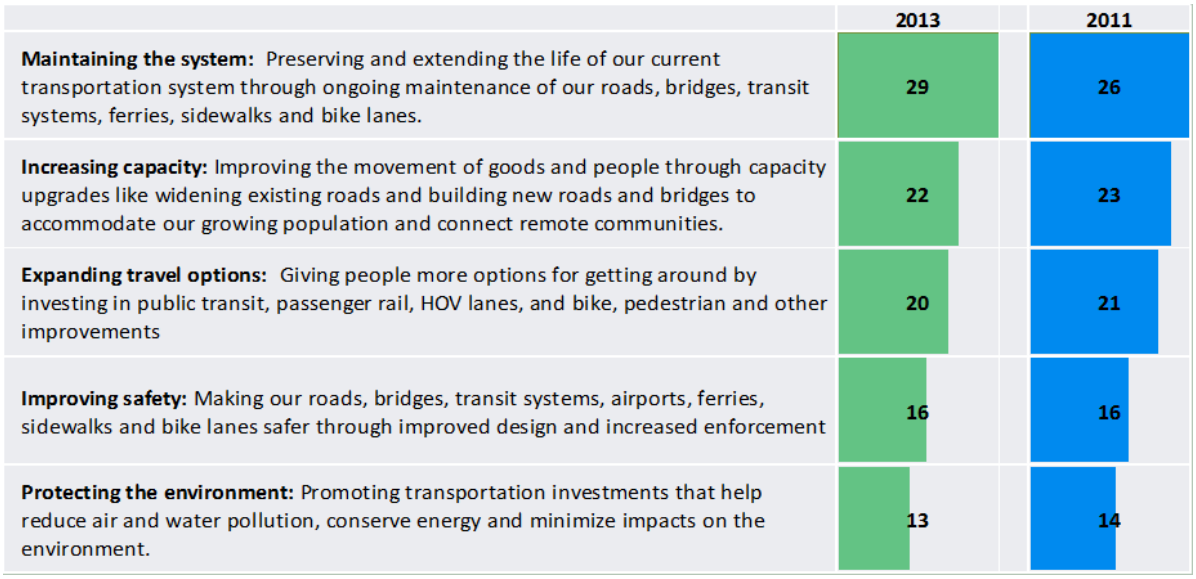
- Promoting transportation investments that help reduce air and water pollution, conserve energy and minimize impacts on the environment

Finding

- ***Looking at overall transportation system objectives, as in 2011, 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 (29 points), capacity (22 points), and expanding travel options (20 points) are the top priorities with all three receiving similar allocations at the statewide level. Improving safety (16) and protecting the environment (13) receive lower point totals. Results are essentially unchanged compared to the 2011 data.

Figure 6-1 – Overall Objectives



6.2 Transportation Investments

Question(s) Analyzed

Q8-19. For each statement, please indicate how important each of the following transportation components is to you.

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

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

Finding

- ***Looking at the importance of a series of 12 transportation investments, maintaining and repairing existing roads/highways is seen as the most important by a wide margin, 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.

The order of priorities is very similar to 2011, although with the exception of maintaining and repairing roads/highways/bridges, expanding transit, and building/improving sidewalks, overall importance is down between 6 and 17 points. Building bike lanes has shown the most significant drop off, going from 40% to 23% important. Widening and building more roads/highways has dropped 11 points from 51% to 40% important.

Figure 6-2 – Importance of Investments in 2013

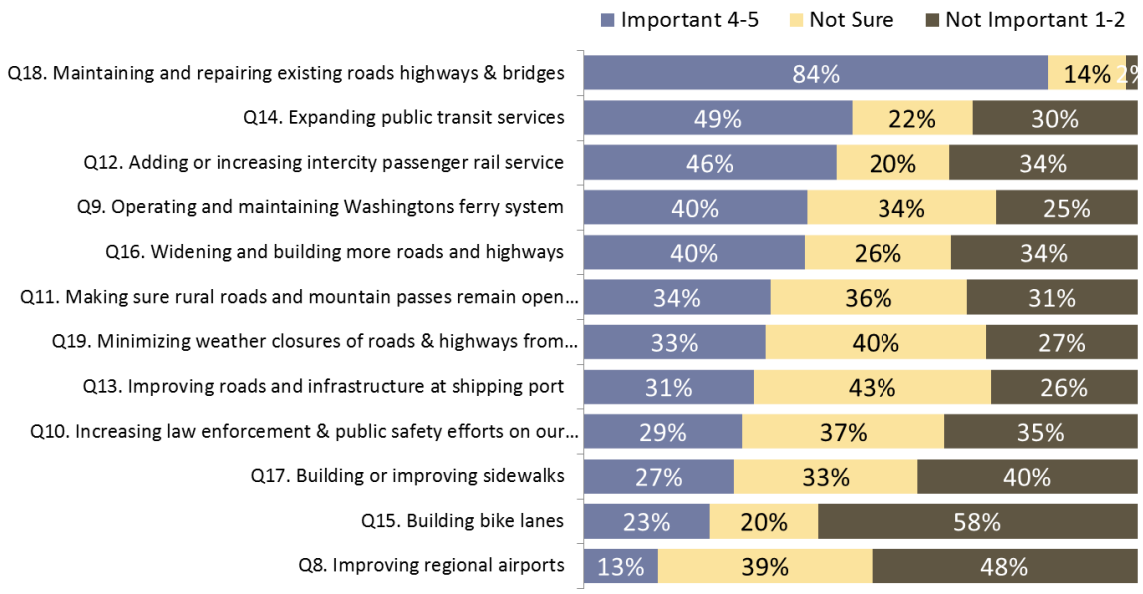
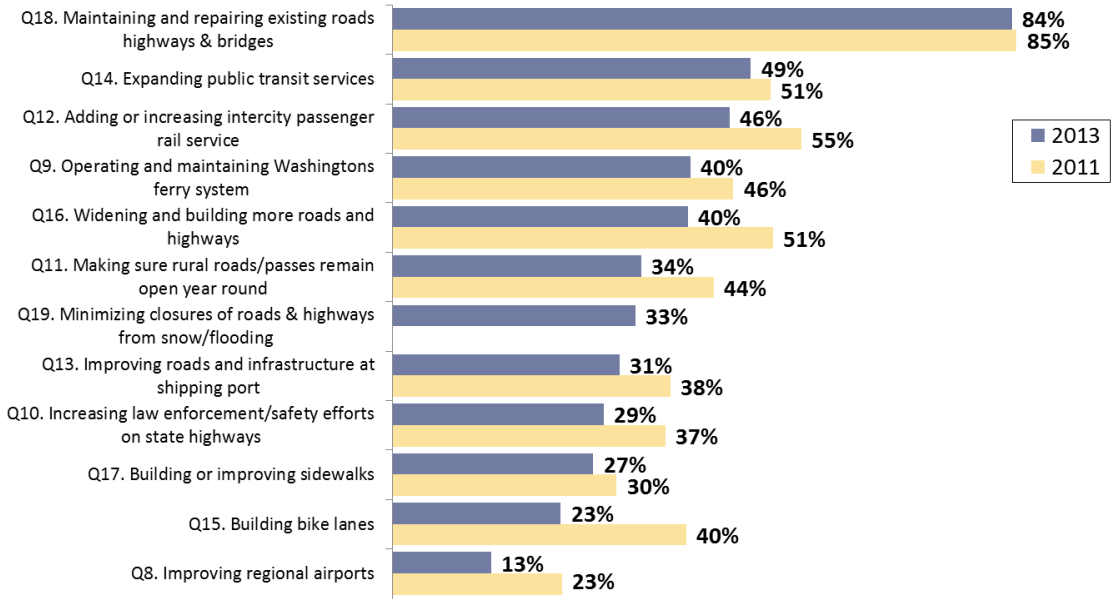


Figure 6-3 – Importance of Investments by Year



6.3 Benefits of Increased Investment

Question(s) Analyzed

Q21-26. 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 for our transportation system.

Year Round Roads: Investments in our transportation system that will improve the ability of rural and urban residents to get where they need to go at all times of the year.

Boosting Trade: Investments in our transportation system that will ensure that trade-dependent industries and jobs stay here. Our state depends heavily on trade - Washington's exports were more than $50 billion in 2009.

Expanding Transit: Investments in our transportation system that will expand public transit and passenger rail to give people more options to get around without a car which helps take cars off the road and reduces congestion for everyone.

Preserving Infrastructure: Investments in our transportation system that will extend the life of our roads, bridges, transit, and ferries and keep them safe. The longer we wait, the more we will end up paying because infrastructure that could have been repaired will have to be replaced.

Creating Jobs: Investments in our transportation system that 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: Investments in our transportation system that will reduce congestion and allow us to spend less time sitting in traffic, benefiting people and businesses in our state.

Finding

- ***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 in justifying additional taxes for our transportation system.***

Of the six benefits of increased transportation investment tested, preserving infrastructure (78% important) and reducing congestion (61%) are seen as the most important benefits. A majority also feel expanding transit (56%) is important.

The order of the results is very similar to 2011, although overall importance is down significantly for all benefits messages except preserving infrastructure. The biggest drop offs are for "boosting trade" (-18 points) and "creating jobs" (-18 points).

Figure 6-4 – Benefits of Increased Investment

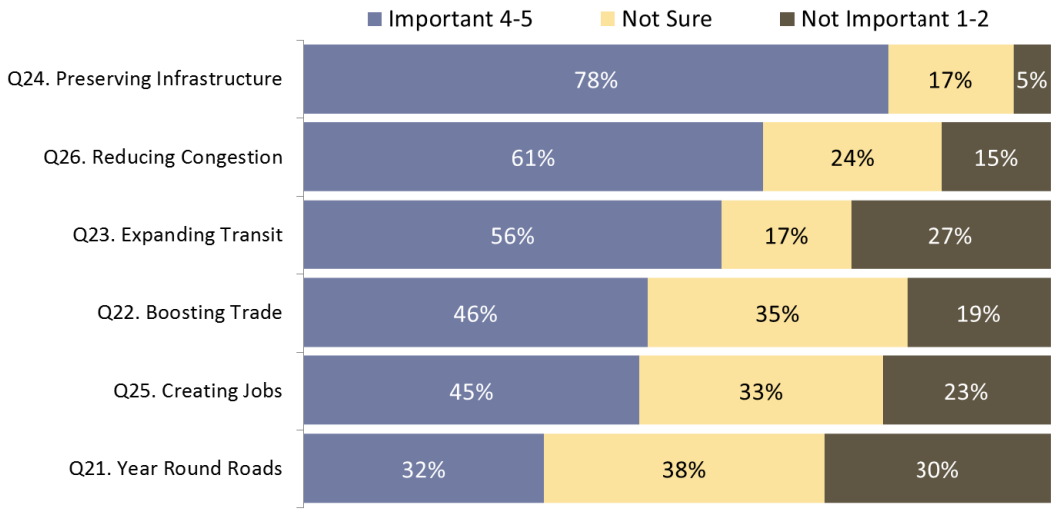
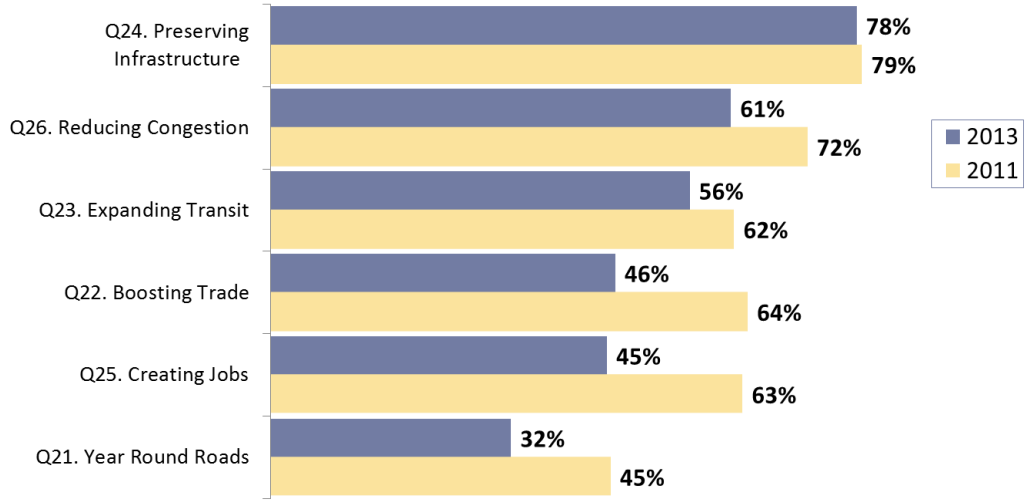


Figure 6-5 – Benefits of Increased Investment by Year



7 General Revenue Questions

7.1 Does the State Need More Transportation Revenue?

Question(s) Analyzed

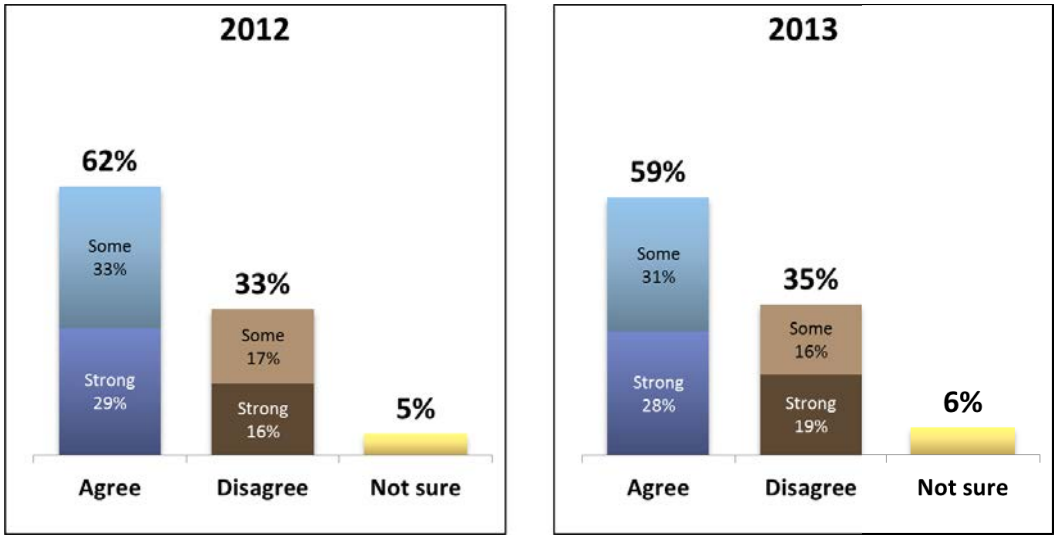
Q7. Do you agree or disagree with the following statement: The State needs additional revenue to keep our transportation system safe, effective and properly maintained.

Finding

- ***A strong majority of voters agree that the state needs additional transportation revenue.***

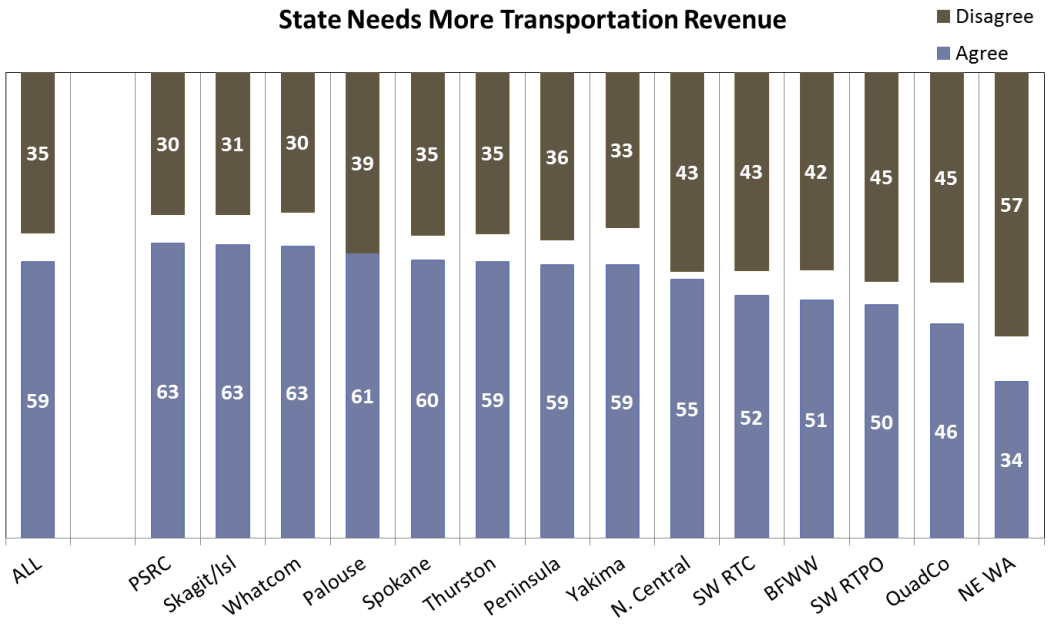
A strong majority (59%) agree "the state needs additional revenue to keep our transportation system safe, effective and properly maintained." One third (35%) disagree, but only 19% "strongly disagree." Agreement is down slightly from 2012.

Figure 7-1 – Need for Additional Revenue



There is only one RTPO, NE WA, where more residents **disagree** than agree that the state needs additional revenue. In 12 of 14 RTPOs, a majority of voters agree that the state needs additional revenue. However, there is little intensity ("strongly agree") behind voters' opinions.

Figure 7-2 – Need for Additional Revenue by RTPO



7.2 General Support for Additional Revenue

Question(s) Analyzed

Q20. 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. 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?

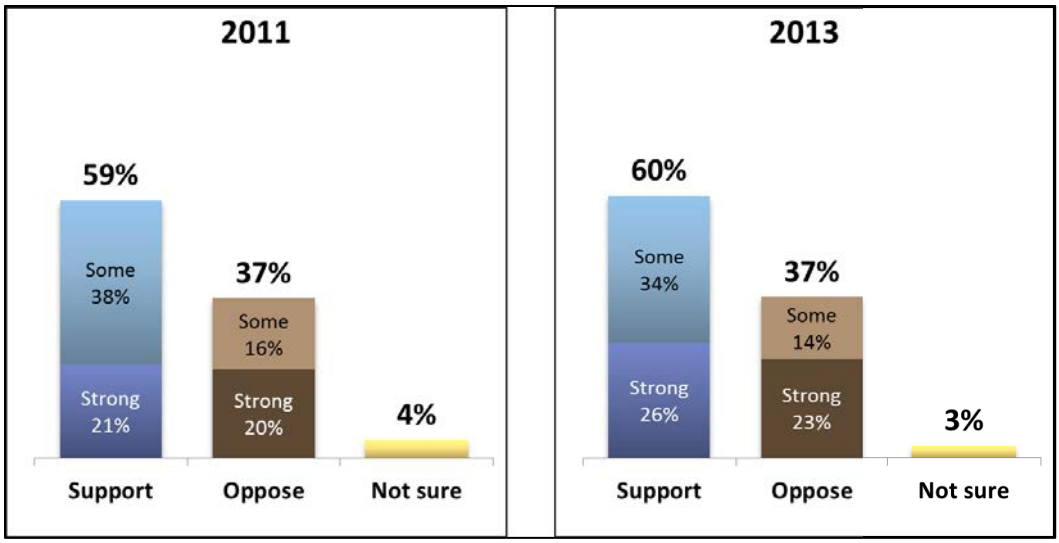
Finding

- ***Six-in-ten (60%) respondents support "raising some transportation taxes and fees to increase funding for those transportation elements [they] feel are important."***
- ***Overall support is similar to 2011, although strong support has increased.***

NOTE: This question did not address specific revenue sources or spending plans in 2011 or 2013.

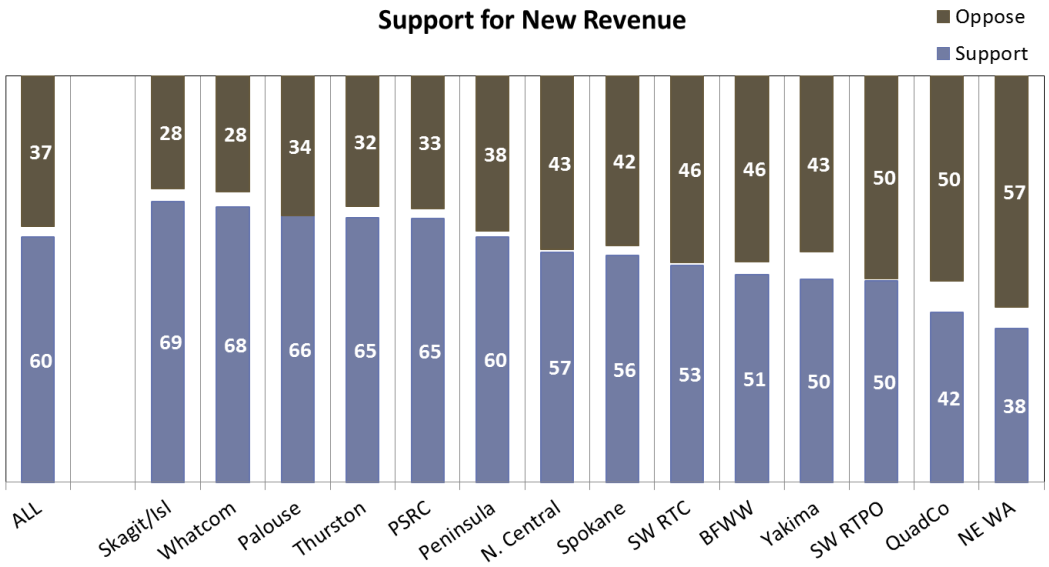
By a 60% to 37% margin, voters statewide support "raising some transportation taxes and fees to increase funding for those transportation elements [they] feel are important." Support is similar to 2011, but strong support has increased.

Figure 7-3 – General Support for New Revenue



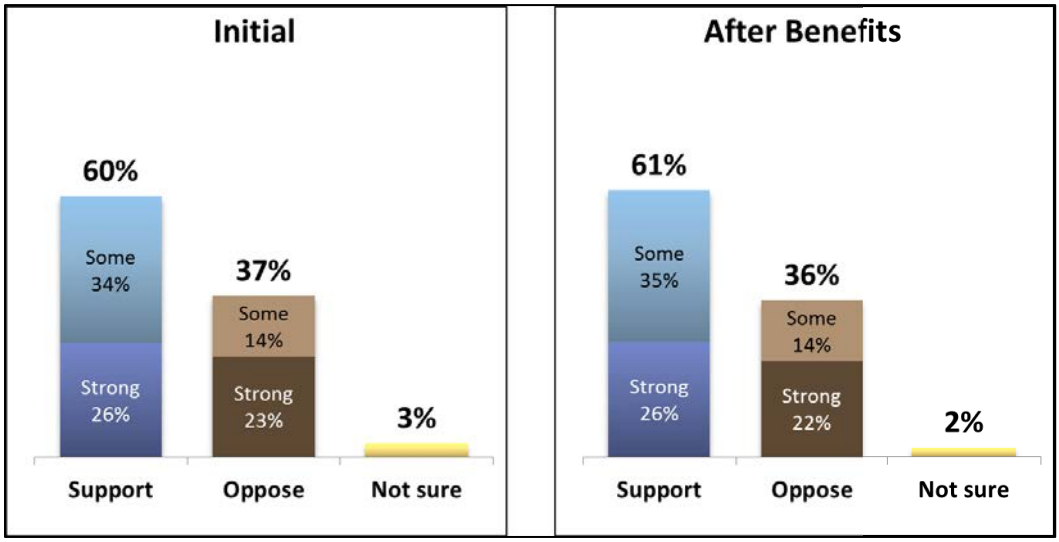
There is majority support in 10 of the 14 RTPOs for "raising some transportation taxes and fees." NE WA has the strongest opposition.

Figure 7-4 – General Support for New Revenue by RTPO



Support for additional revenue increases only marginally after residents hear six messages (see actual question text in Benefits section) about the potential benefits of increased investment.

Figure 7-5 – Initial and Informed Support for New Revenue



8 Methodology

8.1 Building the VOWS Panel (2011-Present)

The development of the Voice of Washington (VOWS) Panel has been multi-layered to help provide the broadest possible coverage of Washington State for the funds allocated.

The VOWS panel began with approximately 1,000 randomly selected respondents from the 2011 statewide transportation study who after the survey indicated a desire to continue to provide input to state decision-makers. Another 4,000 citizens who heard about the 2011 study from transportation press releases and blogs also joined the VOWS panel creating an initial panel of approximately 5,000 citizens.

Following the successful 2011 statewide study combining a random and public survey, WSTC decided to continue developing the panel. A general public relations effort was designed to get the word out about the panel with the goal of aiding state decision-makers. It was sent to all major and local papers as well as key transportation influencers throughout the state. As a result, 1,000 more residents signed up for the VOWS panel.

The next effort centered on finding registered voters statewide who would be interested in joining the panel. A total of 400,000 Washington registered voter emails were purchased. An initial email invite with a brief survey was sent out to begin qualify the 400,000 individual and was successful in recruiting approximately 16,000 new members to the VOWS panel.

A postcard recruit was done in 2012 to the counties that were under represented in the panel resulting in approximately 1,000 more people joining the panel.

As was done in 2012, recruiting efforts asked potential panel respondents in 2013 to complete a short two question surveys on one of the following topics:

- Adding sales tax to the price of gasoline as a way to help pay for state transportation needs.
- Charging tolls to cross Snoqualmie and other State passes as a way to help fund maintenance of state transportation needs.
- (Done in 2012 only) Selecting a name for Washington State's newest state ferry.
- (Done in 2013 and beyond) Funding School Transportation from State Transportation Revenues
- (Done in 2013 and beyond) Funding Public Transit from State Transportation Revenues

Prior to the start of the 2013 study, all members of the VOWS panel were also asked to forward an invitation email to friends, family, neighbors, and fellow employees to ask them to sign up.

These collective efforts were successful in adding additional 2,711 new members to the VOWS panel in 2013.

This resulted in a total of 43,060 active and potential panel participants when the 2013 statewide survey was launched.

8.2 Data Collection

Multiple email invitations were sent to approximately 43,000 active and potential Voice of Washington State (VOWS) panel members.

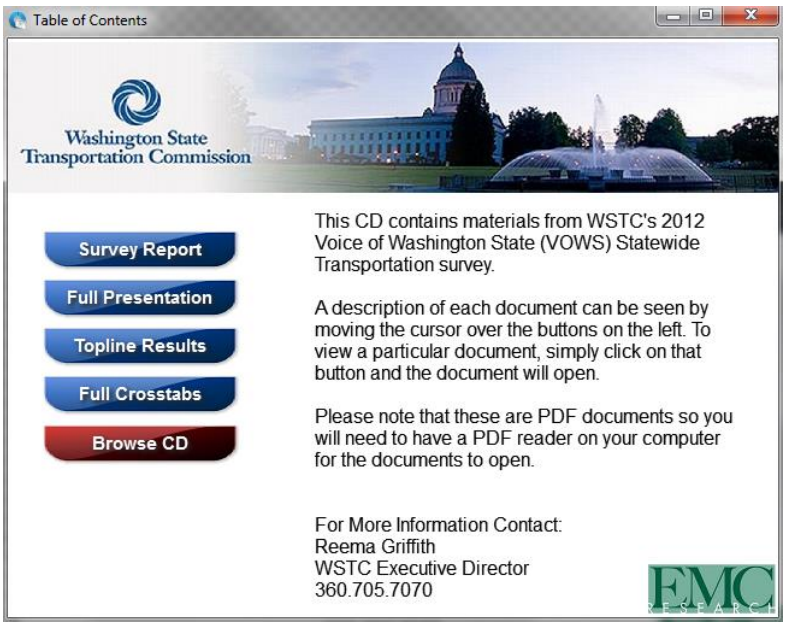
Overall 9,063 people clicked through to view the questionnaire, 7,424 started the questionnaire and 5,673 respondents completed the survey by the November 3rd 2013 deadline. Another 471 people completed the survey after the deadline and were not included in the data set used in this report.

9 Report CD

The materials listed below 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 like the one 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:

9.1 Survey Report

This written report.

9.2 Full Presentation

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

9.3 Topline Results

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

9.4 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.

9.5 Open End Verbatims

Verbatim responses for all open end questions asked in the survey.

10 Survey with Results

Washington State Transportation Commission Survey
Overall Statewide Survey Results
n=5673; MOE =±1.3 points
October 19th – November 3rd 2013
EMC #13-5031

Data from 2012 is included where the same questions were asked in 2013.

Thank you for taking the Washington State Transportation Commissions survey and letting decision makers know what is most important to you. Let's get started.

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

1 – Not at all urgent	1%
2	2%
3	3%
4	7%
5	18%
6	28%
7 – Extremely Urgent	40%
Not Sure	1%
MEAN	**5.85**

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 and goods. You can pause and finish the survey later by clicking Save Work and Do Later.

2. How would you rate Washington's transportation system overall?

	2012		2013	
A: Excellent	2%	} 26	1%	} 20 (-6)
B: Above Average	24%		19%	
C: Average	45%		48%	
D: Below Average	21%	} 28	24%	} 31 (+3)
F: Failing	7%		7%	
Not Sure	1%		1%	

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 and goods.

3. In your opinion, what changes would need to be made to our states transportation system to improve the grade you gave?(Please type your responses in the box below)

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

	2012		2013	
A: Excellent	3%	} 17	3%	} 20 (+3)
B: Above Average	14%		17%	
C: Average	36%		36%	
D: Below Average	24%	} 35	22%	} 32 (-3)
F: Failing	11%		10%	
Not Sure	12%		12%	

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

	2012		2013	
A: Excellent	3%	} 23	2%	} (-3)
B: Above Average	20%		18%	
C: Average	42%		42%	
D: Below Average	26%	} 35	28%	} 37 (+2)
F: Failing	9%		9%	
Not Sure	0%		1%	

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 and goods.

6. Our transportation system is designed to meet a number of objectives. 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 move the slider bar to 25 for "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.)

	2011	2013
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 lanes.	**26 pts.**	**29 pts.**
Increasing capacity: Improving the movement of goods and people through capacity upgrades like widening existing roads and building new roads and bridges to accommodate our growing population and connect remote communities.	**23 pts.**	**22 pts.**
Expanding travel options: Giving people more options for getting around by investing in public transit, passenger rail, HOV lanes, and bike, pedestrian and other improvements	**21 pts.**	**20 pts.**
Improving safety: Making our roads, bridges, transit systems, airports, ferries, sidewalks and bike lanes safer through improved design and increased enforcement	**16 pts.**	**16 pts.**
Protecting the environment: Promoting transportation investments that help reduce air and water pollution, conserve energy and minimize impacts on the environment.	**14 pts.**	**13 pts.**
		out of 100 Total

Do you agree or disagree with the following statement:

7. Washington State needs additional revenue to keep our transportation system safe, effective and properly maintained.

	2012		2013	
Strongly Agree	29%	} 62	28%	} 59 (-3)
Somewhat Agree	33%		31%	
Somewhat Disagree	17%	} 33	16%	} 35 (+2)
Strongly Disagree	16%		19%	
Not Sure	5%		6%	

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 and goods.

For each statement, please indicate how important each of the following transportation components is to you. 1= Not at all Important, 5=Extremely Important.

	1 Not at all important	2	3	4	5 Extremely important	Not Sure	MEAN
8. Improving regional airports	17%	30%	36%	10%	3%	3%	**2.50**
9. Operating and maintaining Washington's ferry system	10%	16%	33%	24%	16%	1%	**3.22**
10. Increasing law enforcement and public safety efforts on our state highways	11%	23%	36%	18%	10%	1%	**2.93**
11. Making sure rural roads and mountain passes remain open year round	8%	23%	34%	22%	11%	1%	**3.07**
12. Adding or increasing intercity passenger rail service	18%	16%	19%	22%	24%	1%	**3.18**
13. Improving roads and infrastructure at shipping ports to move freight and goods	7%	19%	39%	21%	10%	4%	**3.07**
14. Expanding public transit services like buses, vanpools, and dial-a-ride	14%	16%	21%	23%	26%	0%	**3.31**
15. Building bike lanes	35%	23%	19%	13%	10%	1%	**2.40**
16. Widening and building more roads and highways	14%	19%	26%	23%	17%	1%	**3.09**
17. Building or improving sidewalks	13%	27%	32%	18%	10%	1%	**2.84**
18. Maintaining and repairing existing roads, highways, and bridges	0%	2%	14%	35%	49%	0%	**4.31**
19. Minimizing weather closures of roads and highways from snow and flooding	6%	21%	39%	24%	9%	1%	**3.09**

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

	2011		2013	
Strongly Support	21%	} 59	26%	} 60 (+1)
Somewhat Support	38%		34%	
Somewhat Oppose	16%	} 36	14%	} 37 (-1)
Strongly Oppose	20%		23%	
Not Sure	4%		3%	

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 for our transportation system.

	1 Not at all important	2	3	4	5 Extremely important	Not Sure	MEAN
21. Year Round Roads: Investments in our transportation system that will improve the ability of rural and urban residents to get where they need to go at all times of the year.	9%	21%	36%	22%	10%	1%	**3.02**
22. Boosting Trade: Investments in our transportation system that will ensure that trade-dependent industries and jobs stay here. Our state depends heavily on trade - Washington's exports were more than $50 billion in 2009.	7%	13%	33%	30%	16%	1%	**3.37**
23. Expanding Transit: Investments in our transportation system that will expand public transit and passenger rail to give people more options to get around without a car which helps take cars off the road and reduces congestion for everyone.	14%	13%	17%	20%	36%	1%	**3.51**
24. Preserving Infrastructure: Investments in our transportation system that will extend the life of our roads, bridges, transit, and ferries and keep them safe. The longer we wait, the more we will end up paying because infrastructure that could have been repaired will have to be replaced.	2%	3%	16%	35%	43%	1%	**4.15**
25. Creating Jobs: Investments in our transportation system that 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.	9%	13%	32%	28%	17%	1%	**3.31**
26. Reducing Congestion: Investments in our transportation system that will reduce congestion and allow us to spend less time sitting in traffic, benefiting people and businesses in our state.	5%	9%	23%	30%	31%	1%	**3.73**

27. 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?

Strongly Support	26%	} 61
Somewhat Support	35%	
Somewhat Oppose	14%	} 36
Strongly Oppose	22%	
Not Sure	2%	

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 and goods.

28. 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:

28_1.	Driving alone in your vehicle	55%
28_2.	Carpooling or driving with someone else	23%
28_3.	Riding public transit	12%
28_4.	Riding a motorcycle	1%
28_5.	Riding a bicycle or walking instead of driving or taking transit	7%
28_6.	Traveling some other way	2%

29. How many miles do you drive in an average year?(Best estimate: for example 7,500)

Less than 5000 miles	19%
5000 to 9999 miles	35%
10000 to 14999 miles	26%
15000 to 19999 miles	9%
20000 or more miles	9%
Refused/Not Sure	3%

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

Urban/City	31%
Suburban	32%
Rural	37%

31. If you have any additional comments or suggestions regarding transportation issues, please type them here.

User fees, tolls, gas taxes, vehicle taxes which go directly toward transportation not general fund nor tax non user like in property taxes or sales taxes.
Tolls on highways would put the cost to those who use the roads the most and less on those who opt for alternate means of transportation. It would also allow for the loss of revenue from hybrid and electric vehicles that is currently coming from gas taxes.
Get revenue from those not buying gas, money needs to come from an alternative revenue stream.
I have put a lot of thought into the variable speed limit idea. Please do not just brush it off. If you have further questions on the subject, my e-mail address is…. Highway 167 would be a perfect trial location since it has numerous stop and go locations (Renton, Kent, Sumner) and would benefit greatly from this traffic-smoothing suggestion.
Get rid of endless environmental reviews on these projects. Shorten the environmental review process timewise. Get rid of archiological concerns.
Bike lanes, Have the people on bikes licensed and pay a fee for bike lanes. Bikers use these lanes and take up road space everyone else pays for the lanes. Bikers should have also have bikers ins, after all some of them can or do cause accidents.
Eastern WA has many issues that are related to long distance travel to the West Side. The limitations in getting to Seattle for example: drive (pollution), bus (too slow and infrequent) or Amtrack (too frequently late to rely on it for SEATAC trips. Our economy is going to be hurt more as people eliminate shopping trips to the West Side because they are stuck in traffic starting at 3pm. The new Rapid Link program is fantastic, but it needs to be extended to the North with parking for longterm airline commuters and day parking for those of us who want to go into Seattle for shopping or theater.
I support a reasonable mileage tax for transportation revenue, due to the fact that so many cars now use less or no fuel. That tax information should be for miles driven only. I will oppose any scheme that tracks citizen vehicles, or their travel patterns. This tax could easily be determined at each vehicle smog test to see mileage travelled in the last 2 years.
Because of Washington State's agricultural needs along with our location to the Pacific Ocean, transportation is important. We need to contain our costs, figure out a practical way of handling the CRC, improve our all weather roads, maintain existing roads and highway and ultimately improve congestive lanes such as I-5 by Fort Lewis/McChord Joint Base. In addition, we need to complete Highway 12 between Walla Walla and Tri-Cities for safety.
More mass transit. Washington should help fund the new bridge over the Columbia to Portland.
My support for increased transportation funding is predicated on the assumption that new and creative funding methods, one of which could be the previously mentioned ferry system landing fee concept, are created without significantly increasing or changing the existing tax revenue streams.
I feel rather strongly that taxing alternative fuel vehicles is counter productive to helping save our environment. Do not create such a tax.
Cut back on everything having to be beautiful...adds millions of unnecessary costs..keep it simple

To me it is clear that it is time for a per-mile use tax, with a reduction for super-efficient vehicles. Nothing could be more fair in my mind. The gas tax has become less efficient because of the higher mpg of most vehicles on the road. I also feel that we should institute a stronger citizen call-in procedure for cars that cloud the air with blue smoke due to lack of maintenance. In terms of carbon reduction on the consumer side, the best thing we in Washington State can do is help people of low income to maintain their cars. How to do this is complex, but I believe it can be achieved, and it is a low fruit on the tree in terms of carbon saving. In this program I would compel the participants to understand their choices by filling out an online true cost of vehicle ownership and couple that with if you worked within 5 miles of your home you would save x dollars piece. On the truck side, there are so many things you can do to reduce carbon and highway wear and tear. I'll leave that to someone who knows more to suggest means. Good luck and thanks for all you do.
There are no free lunches. If we want better this or that, at what cost then? Mainly through taxes, which
We have some of the dirtiest air in the nation for heaven's sake! Start warning people about the air that makes us SICK! Get these people onto electric trains, electric buses and bikes to protect their health.
I support the CRC
traveling across the state there are way to many parallel highways that start and end in the same places. Instead of making these new highways parallel, why not use existing highways by widening and repairing them. It would take much less farm lands away.
I appreciate the public transport system, use bike trails for recreation

Gender

Male	47%
Female	51%
Refused/Prefer not to answer	2%

Age Range

18-34	14%
35-44	14%
45-54	17%
55-64	25%
65+	24%
Refused	6%

11 Verbatims

The full verbatim text for responses to the two open end questions in this survey (Q3 & Q31) are included in a separate document that accompanies this report.