Methodology

• A total of 5,673 valid statewide interviews were completed 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.

• Some questions are compared to the 2012 & 2011 WSTC surveys:
  • In 2011, an Addressed Based Sampling (ABS) methodology was used. Postcard invitations were sent to 100,000 random households in Washington state inviting respondents to complete the survey online or by phone. This survey is representative of adults age 18+ in Washington State.
  • In 2012 & 2013, web surveys were conducted by inviting previously recruited Voice Of Washington State (VOWS) panel members to participate in the survey.
Regional Transportation Planning Organizations

- PSRC (King, Pierce and Snohomish), makes up 51% 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.
## Surveys Completed by RTPO

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

*VOWS 2013 Statewide Transportation Survey*
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.

The average grade for the state transportation system is a 1.83 or a C minus, 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.

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

Maintenance/preservation is the top priority for transportation investment, followed closely by congestion reduction/increased capacity and expanding transit/travel options.
Six-in-ten (59%) agree that “the State needs additional revenue to keep our transportation system safe, effective and properly maintained” and a majority in 11 of the 14 RTPOs agree that the state needs new revenue.

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.

Six-in-ten (60%) support “raising some transportation taxes and fees to increase funding for transportation.” Support is similar to 2011 levels although strong support is up 5 points.

There is majority support for new revenue in 10 of 14 RTPOs and support is at 65% in PSRC which makes up 51% of the state.
Almost all (86%) voters feel the problem is urgent – only 7% say it is not urgent. Urgency is unchanged compared to 2011.
Urgency - by RTPO

Urgent: 5-7 on a 7-point scale

<table>
<thead>
<tr>
<th>RTPO</th>
<th>Urgency</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALL</td>
<td>86%</td>
</tr>
<tr>
<td>PSRC</td>
<td>90%</td>
</tr>
<tr>
<td>Skagit/Isl</td>
<td>90%</td>
</tr>
<tr>
<td>Palouse</td>
<td>90%</td>
</tr>
<tr>
<td>Thurston</td>
<td>87%</td>
</tr>
<tr>
<td>N. Central</td>
<td>86%</td>
</tr>
<tr>
<td>Peninsula</td>
<td>85%</td>
</tr>
<tr>
<td>BFWM</td>
<td>83%</td>
</tr>
<tr>
<td>Spokane</td>
<td>83%</td>
</tr>
<tr>
<td>Yakima</td>
<td>82%</td>
</tr>
<tr>
<td>Whatcom</td>
<td>80%</td>
</tr>
<tr>
<td>QuadCo</td>
<td>79%</td>
</tr>
<tr>
<td>SW RTPO</td>
<td>77%</td>
</tr>
<tr>
<td>SW RTC</td>
<td>75%</td>
</tr>
<tr>
<td>NE WA</td>
<td>72%</td>
</tr>
</tbody>
</table>

Urgency is very high across all RTPO's.
Grading the Transportation System
Using an A, B, C, D or F grading scale, how would you rate Washington’s transportation system overall?

Mean Grade: 1.83 / C-

A=Excellent 1%
B=Above average 19%
F=Failing 7%
D=Below average 24%
C=Average 49%

One-fifth (20%) give the state transportation system an above average grade, one-third (31%) below average, and half (48%) give an average grade.
Using an A, B, C, D or F grading scale, how would you rate Washington’s transportation system overall?

State Transportation System Grade

<table>
<thead>
<tr>
<th></th>
<th>Above Average</th>
<th>Average</th>
<th>Below Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>20% (-6)</td>
<td>48% (+3)</td>
<td>31% (+3)</td>
</tr>
<tr>
<td>2012</td>
<td>26%</td>
<td>46%</td>
<td>28%</td>
</tr>
</tbody>
</table>

Average Grade

- 2013: 1.83 C-
- 2012: 1.94 C-

Above average grades for the state transportation system have dropped 6 points and below average grades have increased 3 points.
C+ or lower average grade in every RTPO – weakest in PSRC (1.65 / D+).
Local System Grade
How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

- A=Excellent: 2%
- B=Above average: 18%
- C=Average: 42%
- D=Below average: 28%
- F=Failing: 9%

Mean Grade: 1.77 / C-

One-fifth (20%) give their local transportation system an above average grade, 37% below average, and 42% give an average grade.
How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

Local Transportation System - by Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Above Average</th>
<th>Average</th>
<th>Below Average</th>
<th>Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>20% (−2)</td>
<td>42% (--)</td>
<td>38% (+3)</td>
<td>1.77</td>
</tr>
<tr>
<td>2012</td>
<td>22%</td>
<td>42%</td>
<td>35%</td>
<td>1.80</td>
</tr>
</tbody>
</table>

Above average grades for the local transportation system have dropped 2 points and the below average grades have increased 3 points.
C or lower average grade in every RTPO – weakest in Spokane (1.48 / D+).
Funding Fairness
What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

- **A=Excellent**: 3%
- **B=Above average**: 17%
- **C=Average**: 36%
- **D=Below average**: 22%
- **F=Failing**: 10%
- **Not Sure**: 12%

**Mean Grade: 1.81 / C-**

One-fifth (20%) give the state an above average grade for funding fairness, 32% below average, and 36% give the state an average grade.
What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

2013

- Above Average: 20% (+3)
- Average: 36% (-)
- Below Average: 32% (-3)
- Don't know: 12%

Average Grade: 1.81
C-

2012

- Above Average: 17%
- Average: 36%
- Below Average: 35%
- Don't know: 12%

Average Grade: 1.73
C-

Grades for funding fairness have improved a net 6 points since 2012.
Fair Share Grade - by RTPO

Fair Share Grade
Average Grade (A=4.0 / F=0.0)

- ALL: 1.81
- Whatcom: 2.03
- Thurston: 1.99
- PSRC: 1.95
- QuadCo: 1.86
- Peninsula: 1.84
- Yakima: 1.76
- Skagit/Isl: 1.74
- BFNN: 1.73
- SW RTC: 1.64
- SW RTPO: 1.57
- N. Central: 1.55
- Palouse: 1.53
- NE WA: 1.26
- Spokane: 1.20

C or lower average grade in every RTPO – weakest in NE WA (1.26 / D) and Spokane (1.20 / D).
Transportation Priorities
Transportation Priorities

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?

<table>
<thead>
<tr>
<th>Objective</th>
<th>2013</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>29</td>
<td>26</td>
</tr>
<tr>
<td>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.</td>
<td>22</td>
<td>23</td>
</tr>
<tr>
<td>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</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>Improving safety: Making our roads, bridges, transit systems, airports, ferries, sidewalks and bike lanes safer through improved design and increased enforcement</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>Protecting the environment: Promoting transportation investments that help reduce air and water pollution, conserve energy and minimize impacts on the environment.</td>
<td>13</td>
<td>14</td>
</tr>
</tbody>
</table>

*Maintenance is seen as a top focus for state transportation, followed closely by increasing capacity and expanding travel options/transit. Results are similar to 2011.*
Transportation Components

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

<table>
<thead>
<tr>
<th>Question</th>
<th>Important 4-5</th>
<th>Not Sure</th>
<th>Not Important 1-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q18. Maintaining and repairing existing roads highways &amp; bridges</td>
<td>84%</td>
<td></td>
<td>14%</td>
</tr>
<tr>
<td>Q14. Expanding public transit services</td>
<td>49%</td>
<td>22%</td>
<td>30%</td>
</tr>
<tr>
<td>Q12. Adding or increasing intercity passenger rail service</td>
<td>46%</td>
<td>20%</td>
<td>34%</td>
</tr>
<tr>
<td>Q9. Operating and maintaining Washington's ferry system</td>
<td>40%</td>
<td>34%</td>
<td>25%</td>
</tr>
<tr>
<td>Q16. Widening and building more roads and highways</td>
<td>40%</td>
<td>26%</td>
<td>34%</td>
</tr>
<tr>
<td>Q11. Making sure rural roads and mountain passes remain open...</td>
<td>34%</td>
<td>36%</td>
<td>31%</td>
</tr>
<tr>
<td>Q19. Minimizing weather closures of roads &amp; highways from...</td>
<td>33%</td>
<td>40%</td>
<td>27%</td>
</tr>
<tr>
<td>Q13. Improving roads and infrastructure at shipping port</td>
<td>31%</td>
<td>43%</td>
<td>26%</td>
</tr>
<tr>
<td>Q10. Increasing law enforcement &amp; public safety efforts on our...</td>
<td>29%</td>
<td>37%</td>
<td>35%</td>
</tr>
<tr>
<td>Q17. Building or improving sidewalks</td>
<td>27%</td>
<td>33%</td>
<td>40%</td>
</tr>
<tr>
<td>Q15. Building bike lanes</td>
<td>23%</td>
<td>20%</td>
<td>58%</td>
</tr>
<tr>
<td>Q8. Improving regional airports</td>
<td>13%</td>
<td>39%</td>
<td>48%</td>
</tr>
</tbody>
</table>

As with the transportation system objectives, maintenance is seen as the most important transportation component followed by transit, intercity passenger rail, ferries and capacity.
Transportation Components by Year

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

Q18. Maintaining and repairing existing roads highways & bridges
2013: 84%
2011: 85%

Q14. Expanding public transit services
2013: 49%
2011: 51%

Q12. Adding or increasing intercity passenger rail service
2013: 46%
2011: 55%

Q9. Operating and maintaining Washington's ferry system
2013: 40%
2011: 55%

Q16. Widening and building more roads and highways
2013: 40%
2011: 46%

Q11. Making sure rural roads/passes remain open year round
2013: 34%
2011: 44%

Q19. Minimizing closures of roads & highways from snow/flooding
2013: 33%
2011: 44%

Q13. Improving roads and infrastructure at shipping port
2013: 31%
2011: 38%

Q10. Increasing law enforcement/safety efforts on state highways
2013: 29%
2011: 37%

Q17. Building or improving sidewalks
2013: 27%
2011: 30%

Q15. Building bike lanes
2013: 23%
2011: 40%

Q8. Improving regional airports
2013: 13%
2011: 23%

Results are very similar to 2011, although with the exception of maintenance, overall importance is down somewhat.
Benefits from Increased Investment

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.

<table>
<thead>
<tr>
<th>Question</th>
<th>Important 4-5</th>
<th>Not Sure</th>
<th>Not Important 1-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q24. Preserving Infrastructure</td>
<td>78%</td>
<td>17%</td>
<td>5%</td>
</tr>
<tr>
<td>Q26. Reducing Congestion</td>
<td>61%</td>
<td>24%</td>
<td>15%</td>
</tr>
<tr>
<td>Q23. Expanding Transit</td>
<td>56%</td>
<td>17%</td>
<td>27%</td>
</tr>
<tr>
<td>Q22. Boosting Trade</td>
<td>46%</td>
<td>35%</td>
<td>19%</td>
</tr>
<tr>
<td>Q25. Creating Jobs</td>
<td>45%</td>
<td>33%</td>
<td>23%</td>
</tr>
<tr>
<td>Q21. Year Round Roads</td>
<td>32%</td>
<td>38%</td>
<td>30%</td>
</tr>
</tbody>
</table>

Preserving infrastructure is seen as the most compelling benefit of increased investment in the transportation system. Congestion reduction and expanding transit are also important.
Benefits from Increased Investment

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.

- Q24. Preserving Infrastructure: 2013 - 78%, 2011 - 79%
- Q22. Boosting Trade: 2013 - 46%, 2011 - 64%

Results are very similar to 2011, although with the exception of preserving infrastructure, overall importance is down for each benefit.
Do you agree or disagree with the following statement: Washington State needs additional revenue to keep our transportation system safe, effective and properly maintained.

- **Agree**
  - Somewhat: 31%
  - Strongly: 28%
  - Total: 59%

- **Disagree**
  - Somewhat: 16%
  - Strongly: 19%
  - Total: 35%

- **Not sure**
  - 6%

Six-in-ten agree that state needs additional transportation revenue.
Do you agree or disagree with the following statement: Washington State needs additional revenue to keep our transportation system safe, effective and properly maintained.

**2012**
- Agree: 62% (Strong 29%, Some 33%)
- Disagree: 33% (Strong 17%, Some 16%)
- Not sure: 5%

**2013**
- Agree: 59% (Strong 28%, Some 31%)
- Disagree: 35% (Strong 19%, Some 16%)
- Not sure: 6%

Agreement is down slightly from 2012.
State Needs More Revenue - by RTPO

State Needs More Transportation Revenue

Disagree
Agree

<table>
<thead>
<tr>
<th>Region</th>
<th>Disagree</th>
<th>Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALL</td>
<td>35</td>
<td>59</td>
</tr>
<tr>
<td>PSRC</td>
<td>30</td>
<td>63</td>
</tr>
<tr>
<td>Skagit/Island</td>
<td>31</td>
<td>63</td>
</tr>
<tr>
<td>Whatcom</td>
<td>30</td>
<td>63</td>
</tr>
<tr>
<td>Palouse</td>
<td>39</td>
<td>61</td>
</tr>
<tr>
<td>Spokane</td>
<td>35</td>
<td>60</td>
</tr>
<tr>
<td>Thurston</td>
<td>35</td>
<td>59</td>
</tr>
<tr>
<td>Peninsula</td>
<td>36</td>
<td>59</td>
</tr>
<tr>
<td>Yakima</td>
<td>33</td>
<td>59</td>
</tr>
<tr>
<td>N. Central</td>
<td>43</td>
<td>55</td>
</tr>
<tr>
<td>SW RTC</td>
<td>43</td>
<td>52</td>
</tr>
<tr>
<td>BFWW</td>
<td>42</td>
<td>51</td>
</tr>
<tr>
<td>SW RTPO</td>
<td>45</td>
<td>50</td>
</tr>
<tr>
<td>QuadCo</td>
<td>45</td>
<td>46</td>
</tr>
<tr>
<td>NE WA</td>
<td>57</td>
<td>34</td>
</tr>
</tbody>
</table>

Majority in 11 of 14 RTPOs agree that state needs more transportation revenue.

VOWS 2013 Statewide Transportation Survey
In general, would you support or oppose raising some transportation taxes and fees to increase funding for transportation?

**2011**
- Support: 59%
  - Strong: 21%
  - Some: 38%
- Oppose: 37%
  - Strong: 20%
  - Some: 16%
- Not sure: 4%

**2013**
- Support: 60%
  - Strong: 26%
  - Some: 34%
- Oppose: 37%
  - Strong: 23%
  - Some: 14%
- Not sure: 3%

**Support is similar to 2011, but strong support has increased.**
Majority support for new revenue in 10 of 14 RTPOs.
Support After Benefits Statements

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?

- **Initial**
  - Support: 60%
    - Strong: 26%
    - Some: 34%
  - Oppose: 37%
    - Strong: 23%
    - Some: 14%
  - Not sure: 3%

- **After Benefits**
  - Support: 61%
    - Strong: 26%
    - Some: 35%
  - Oppose: 36%
    - Strong: 22%
    - Some: 14%
  - Not sure: 2%

As in 2011, support increases somewhat after statements about the benefits of investment.
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: 55%
- Carpooling or driving with someone else: 23%
- Riding public transit: 12%
- Riding a motorcycle: 1%
- Riding a bicycle or walking instead of driving or taking transit: 7%
- Traveling some other way: 2%
Miles Traveled Annually

How many miles do you drive in an average year? (Best estimate)

- 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%