2013 Statewide VOWS Panel Transportation Survey

Report of Findings

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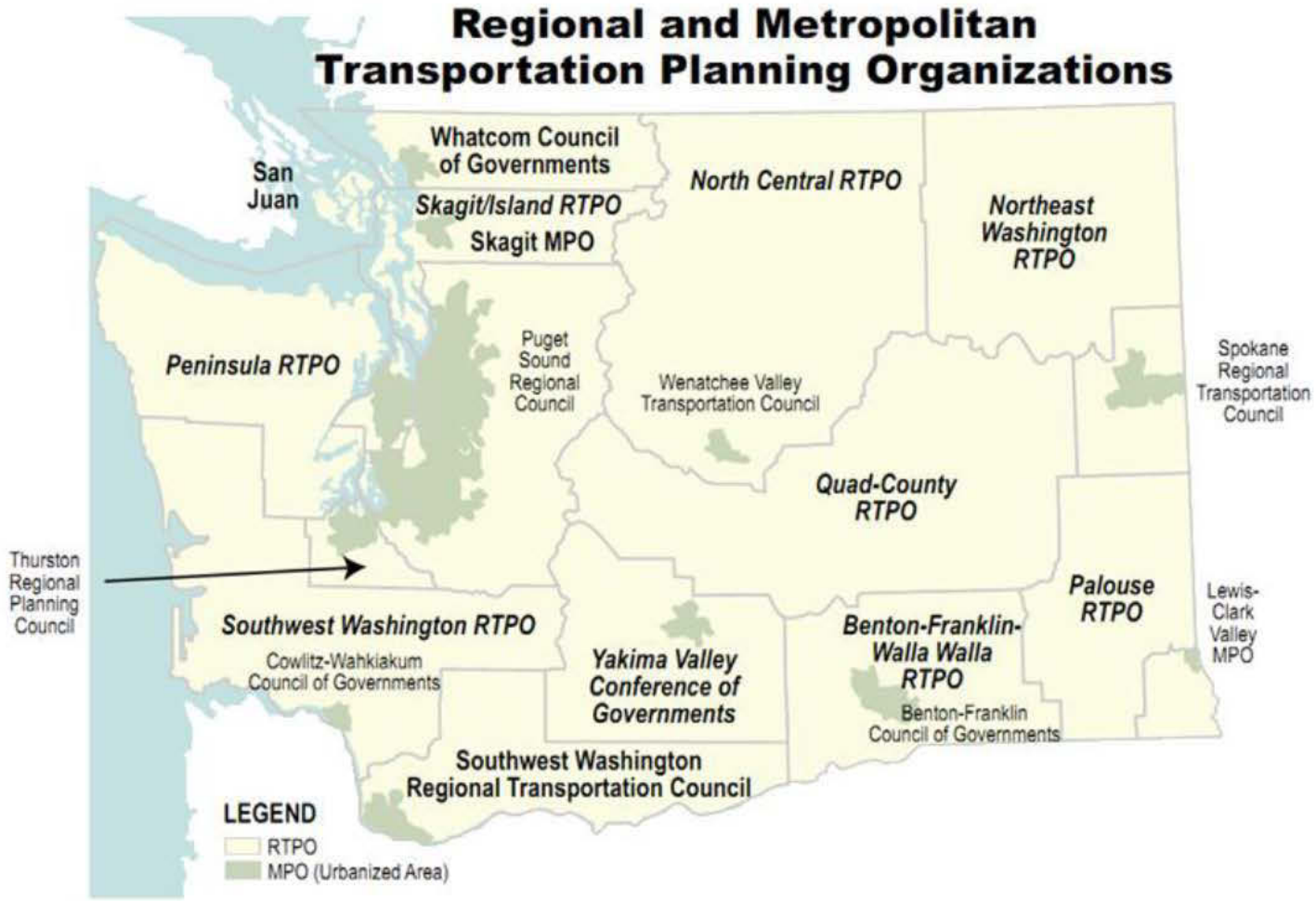
Methodology

- 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

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	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%**

Findings

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.

Findings

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.

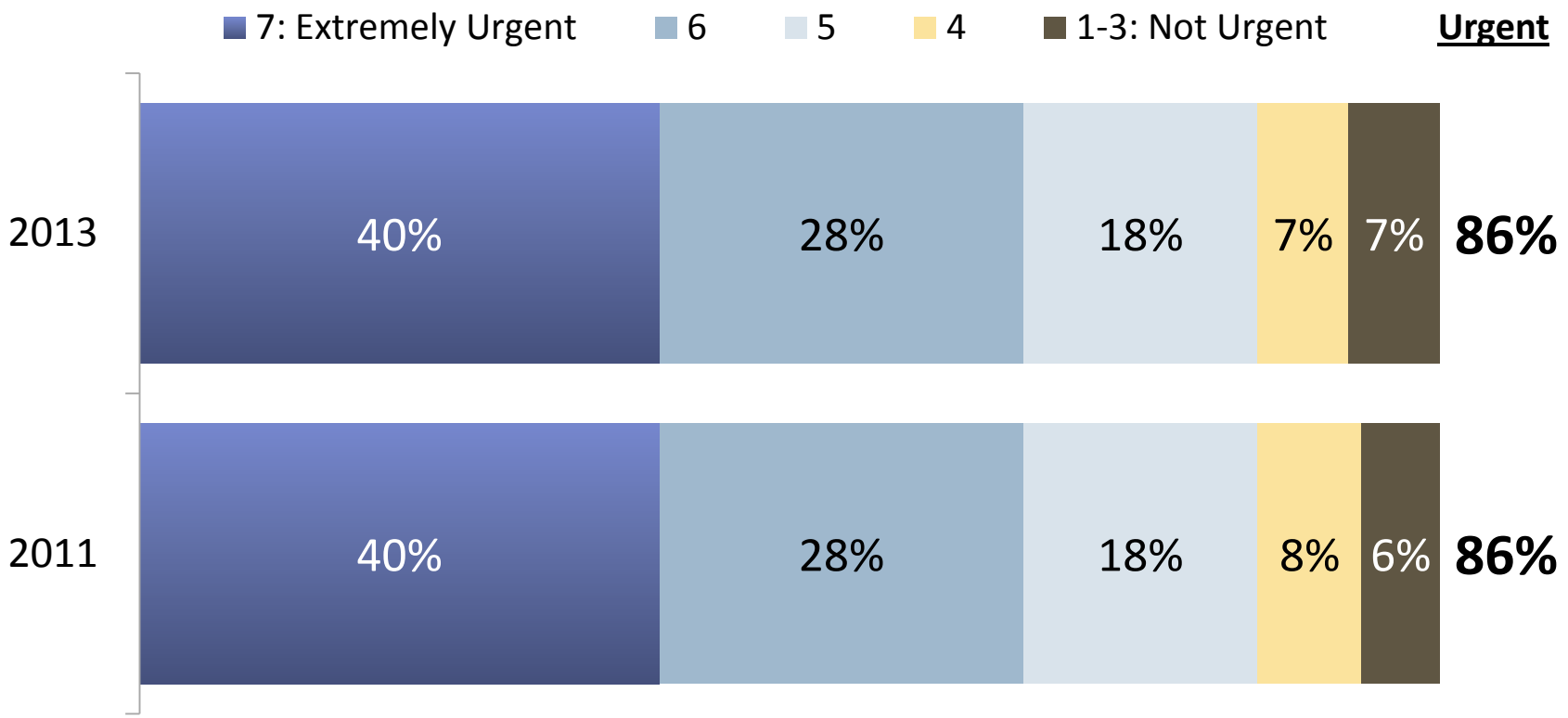
Six-in-ten (60%) support "raising some transportation taxes and fees to increase funding for transportation." Support is similar to 2011 levels although strong support is up 5 points.

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.

Urgency

Urgency

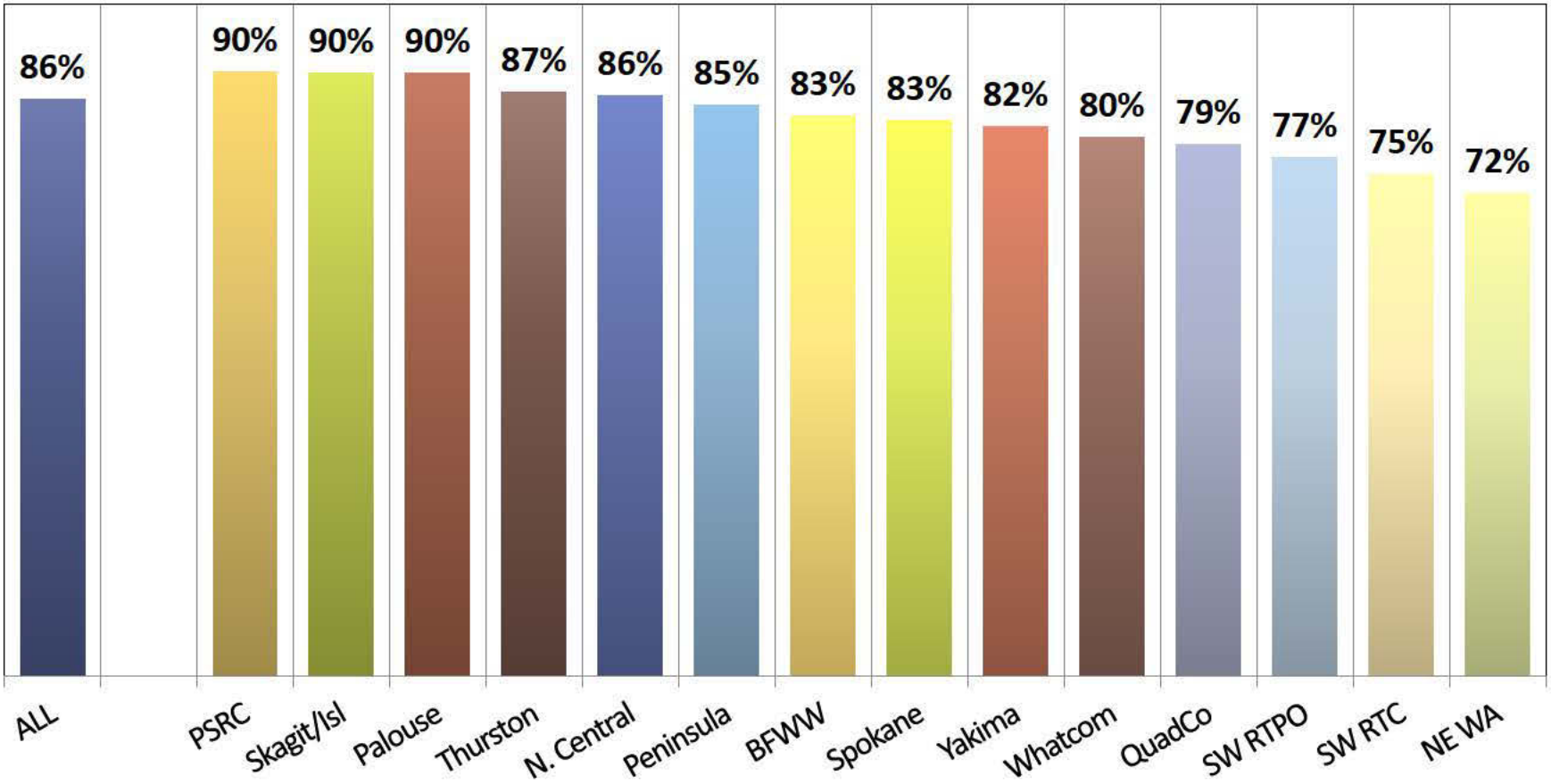
How urgent do you feel it is to make sure Washington's transportation system works effectively today and into the future? (1=Not at all Urgent / 7=Extremely Urgent)



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

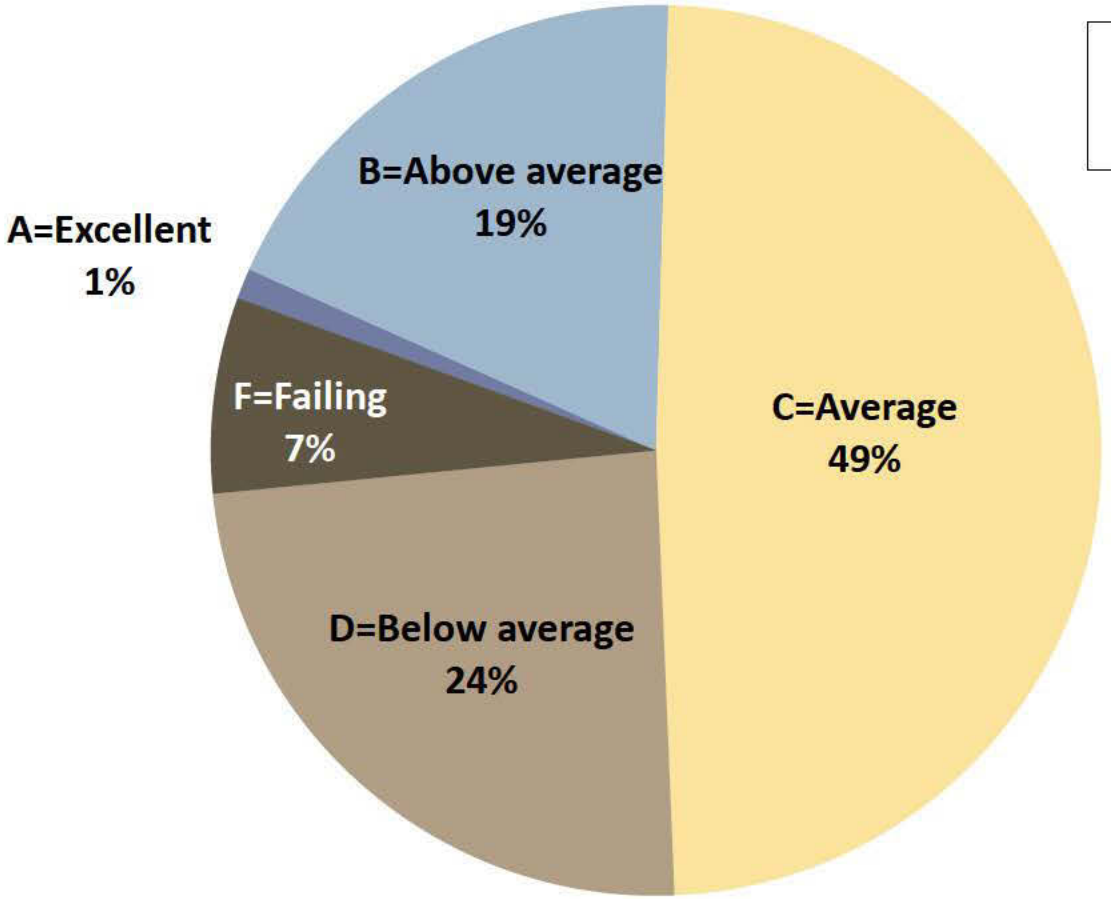


Urgency is very high across all RTPO's.

Grading the Transportation System

Statewide Transportation System Grade

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

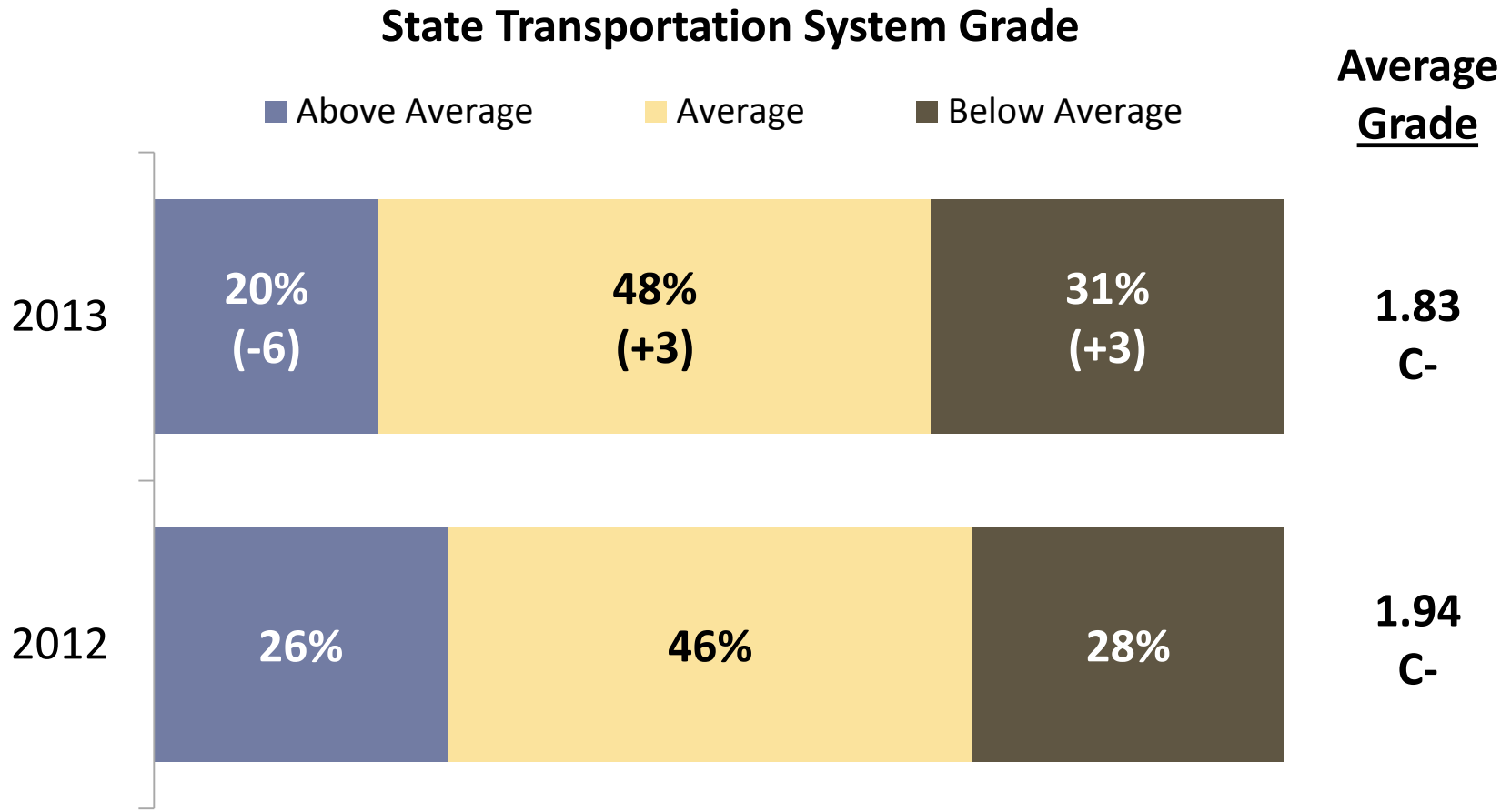


Mean Grade:
1.83 / C-

One-fifth (20%) give the state transportation system an above average grade, one-third (31%) below average, and half (48%) give an average grade.

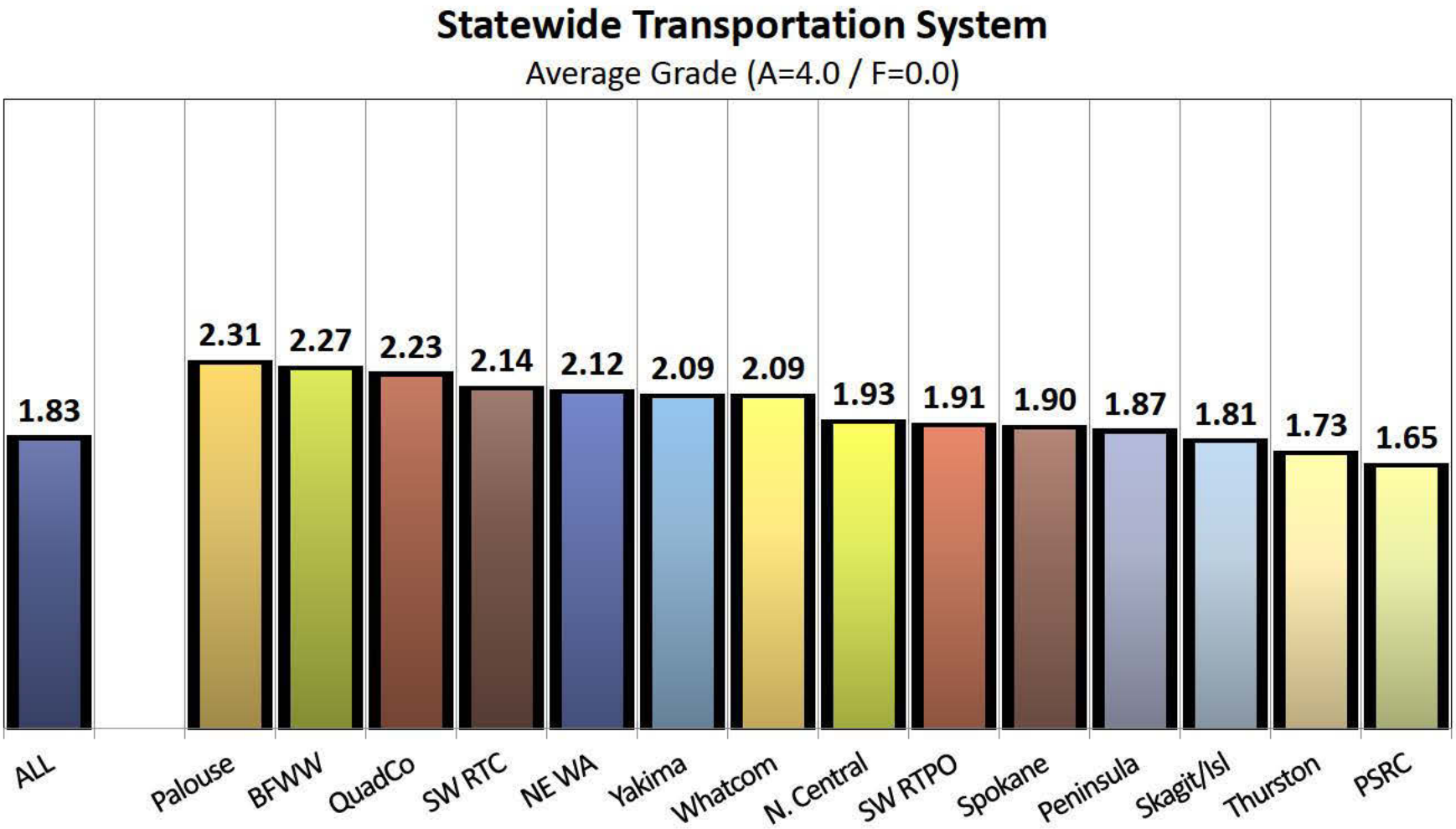
Statewide System Grade - by Year

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



Above average grades for the state transportation system have dropped 6 points and below average grades have increased 3 points.

Statewide System Grade - by RTPO

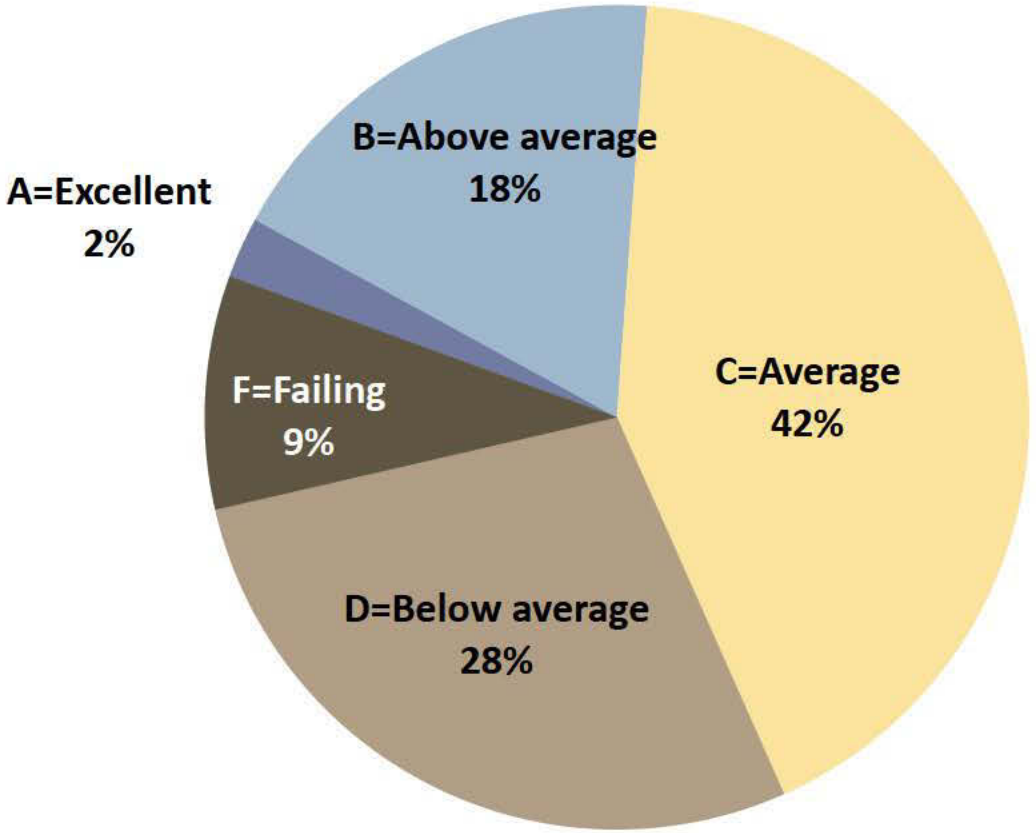


C+ or lower average grade in every RTPO – weakest in PSRC (1.65 / D+).

Local System Grade

Local Transportation 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?*

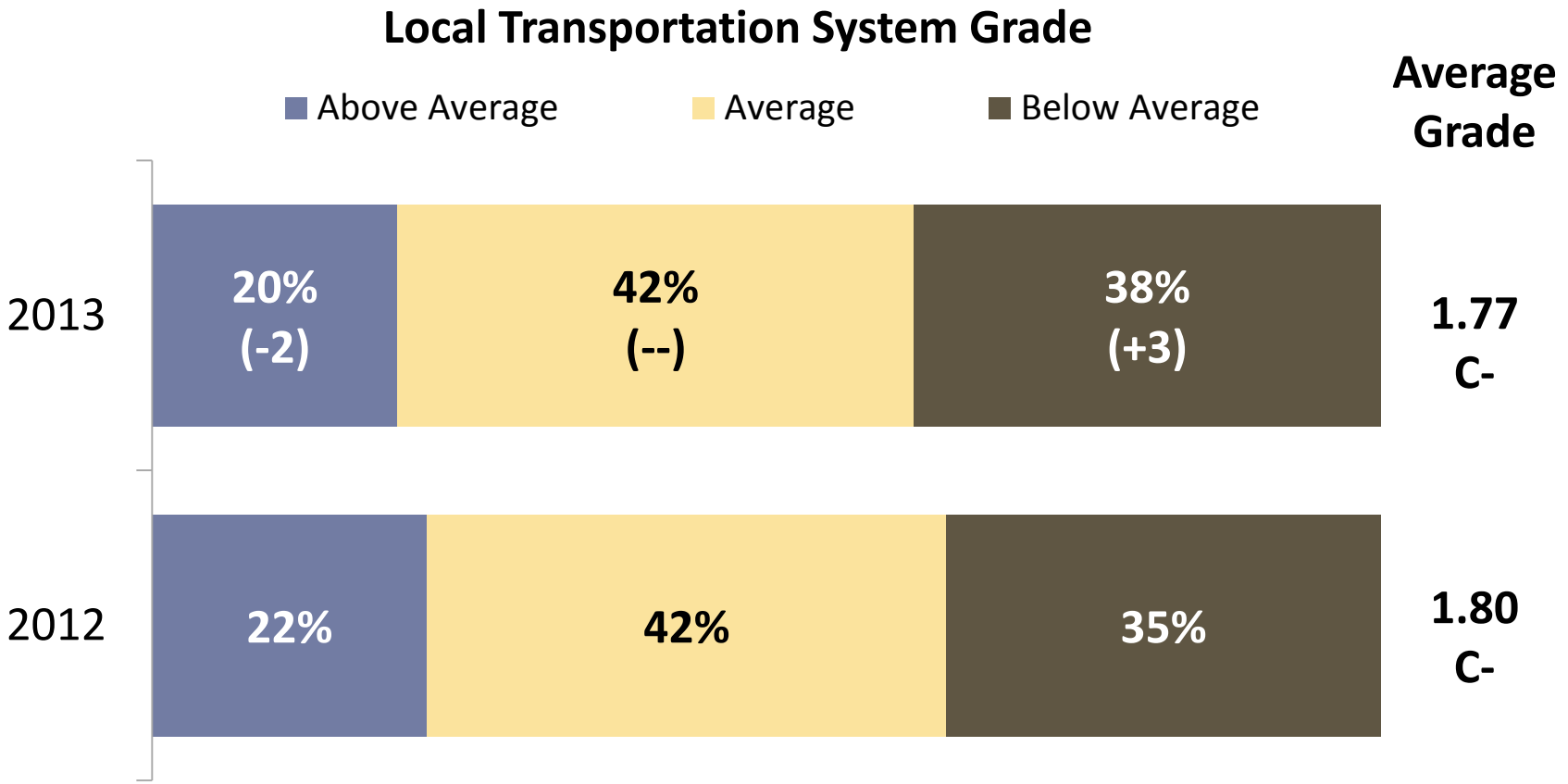


Mean Grade:
1.77 / C-

One-fifth (20%) give their local transportation system an above average grade, 37% below average, and 42% give an average grade.

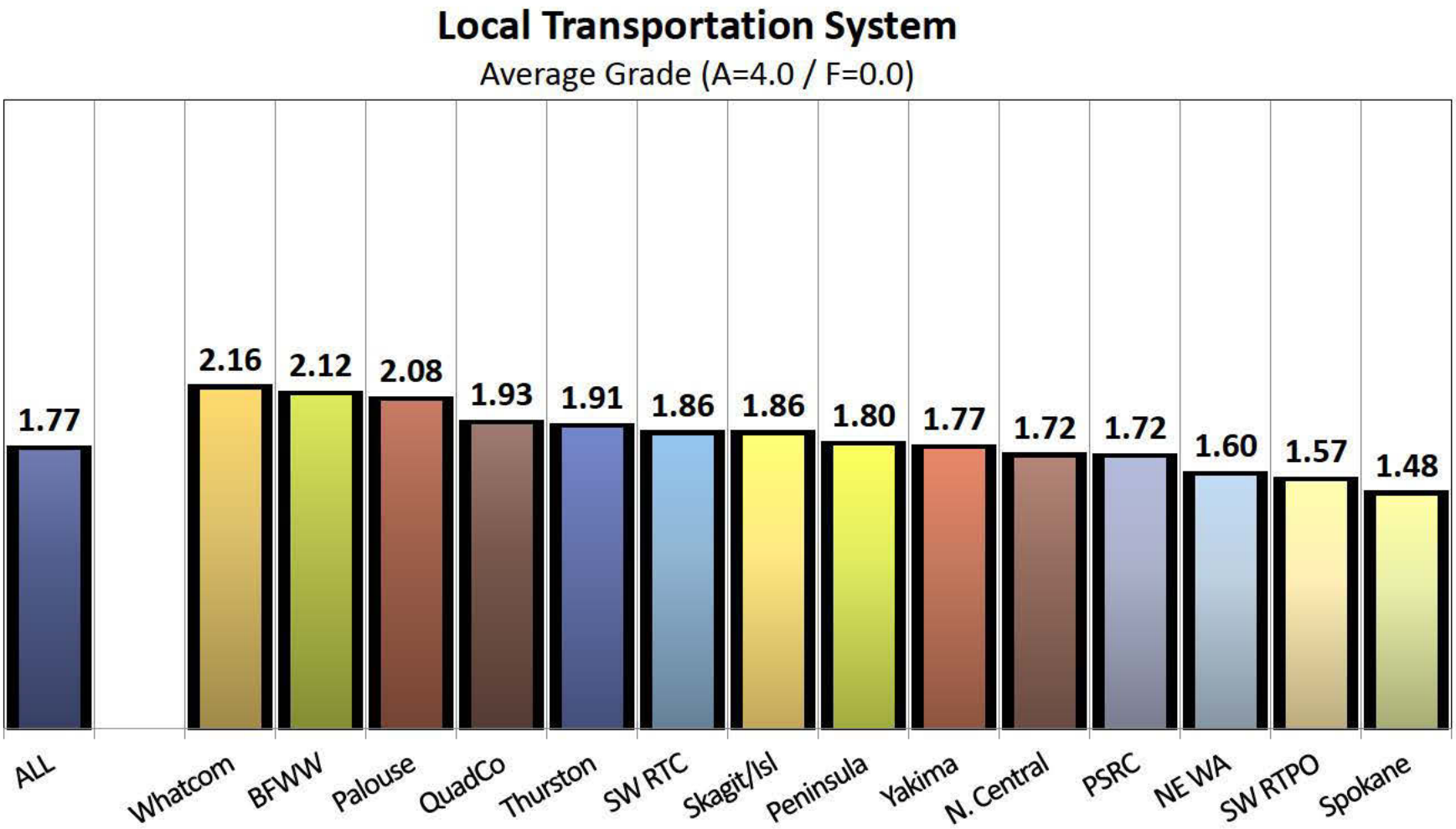
Local Transportation System - by Year

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



Above average grades for the local transportation system have dropped 2 points and the below average grades have increased 3 points.

Local System Grade - by RTPO

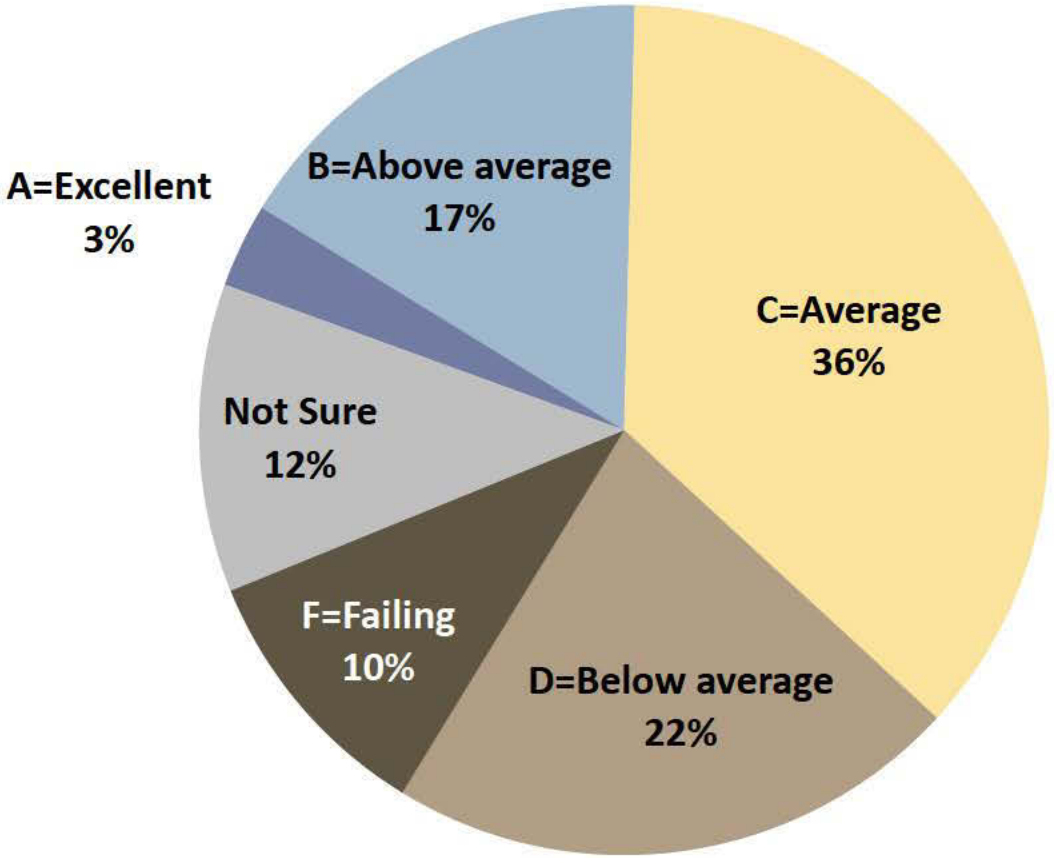


C or lower average grade in every RTPO – weakest in Spokane (1.48 / D+).

Funding Fairness

Fair Share Grade

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

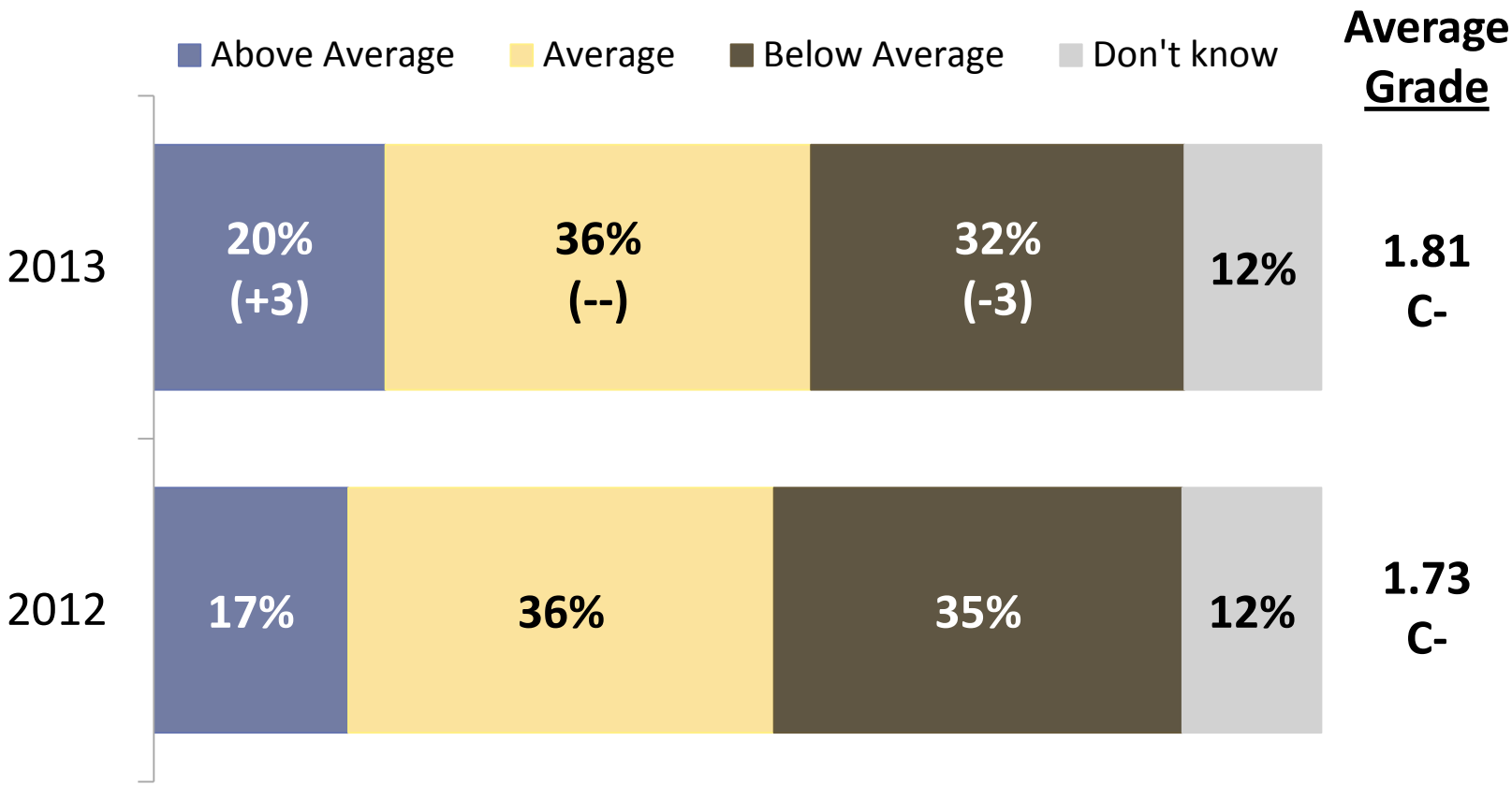


Mean Grade: 1.81 / C-

One-fifth (20%) give the state an above average grade for funding fairness, 32% below average, and 36% give the state an average grade.

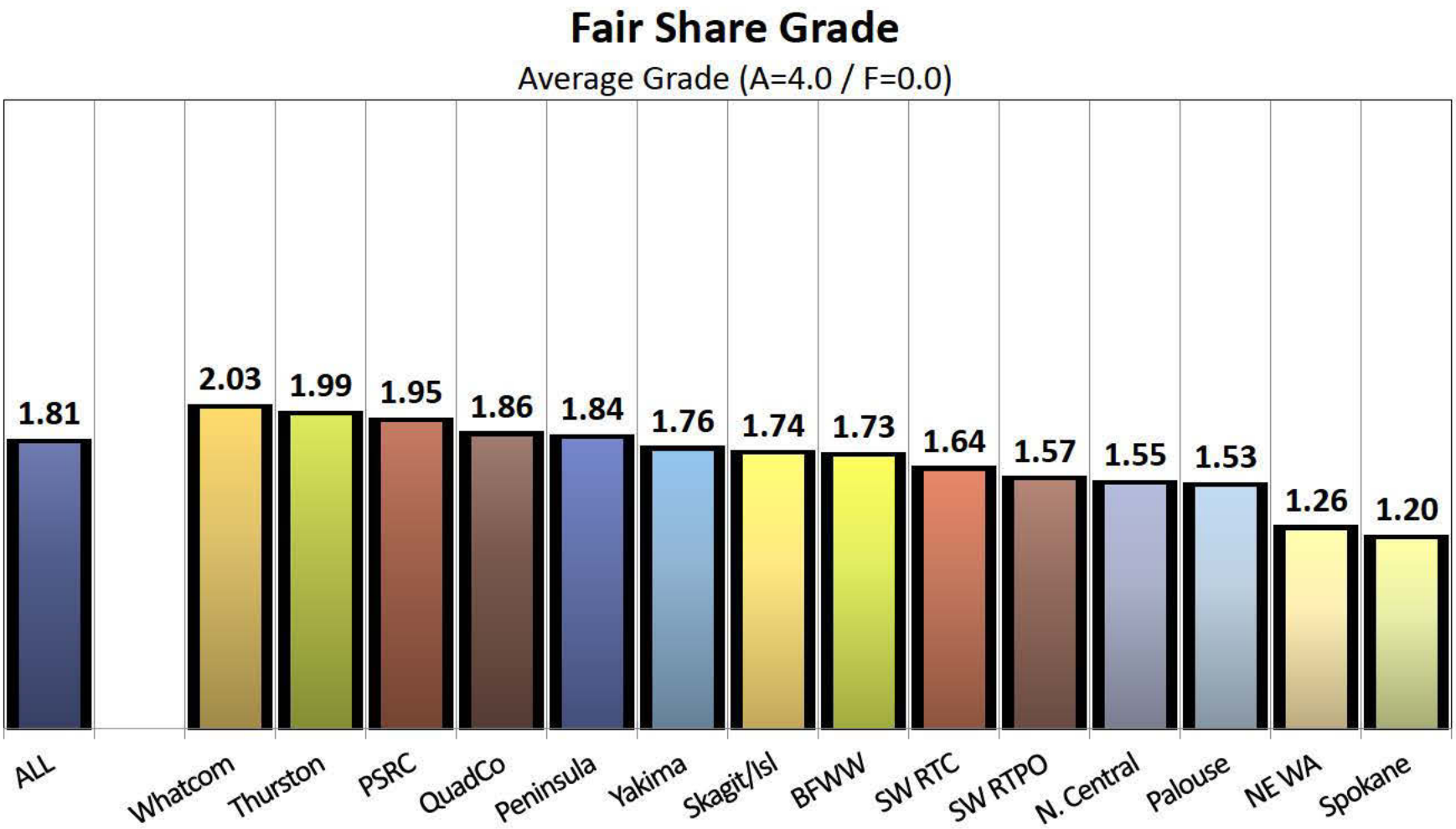
Fair Share Grade - by Year

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



Grades for funding fairness have improved a net 6 points since 2012.

Fair Share Grade - by RTPO

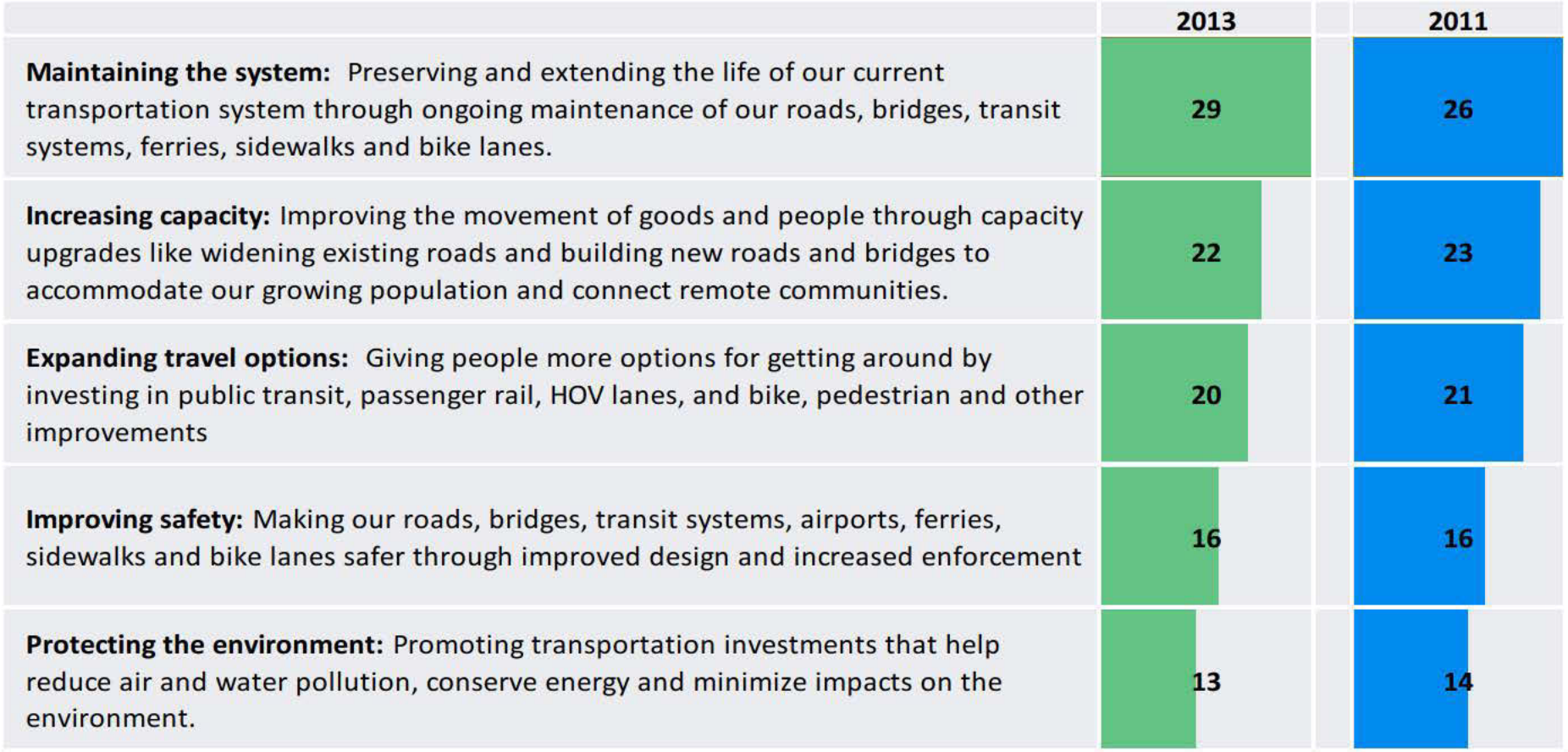


C or lower average grade in every RTPO – weakest in NE WA (1.26 / D) and Spokane (1.20 / D).

Transportation Priorities

Transportation Priorities

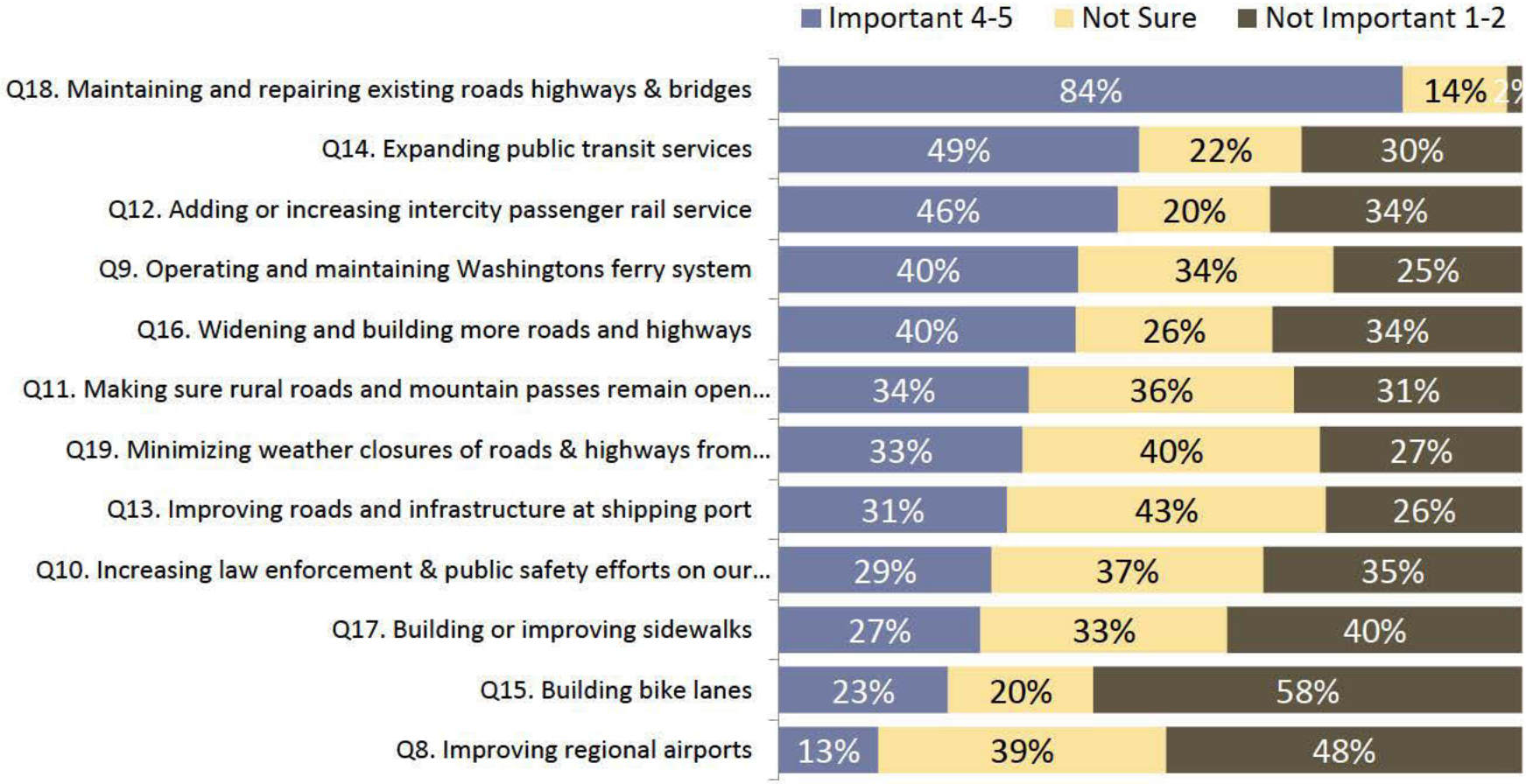
Our transportation system is designed to meet a number of objectives. If you had 100 points to divide between the five objectives below, how many points would you assign to each objective?



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

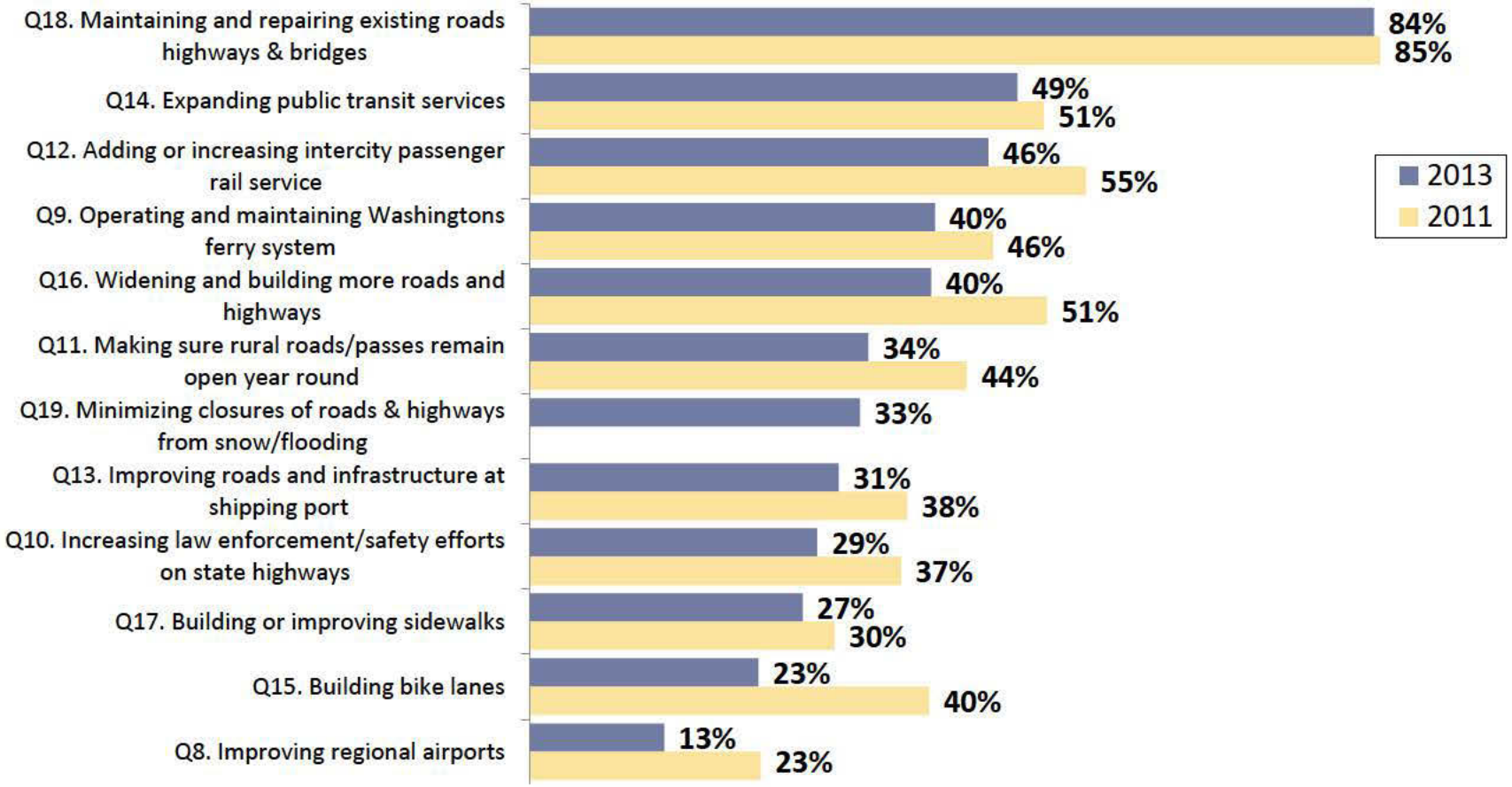
For each statement, please indicate how important each of the following transportation components is to you. 1=Not at all Important, 5=Extremely Important.



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

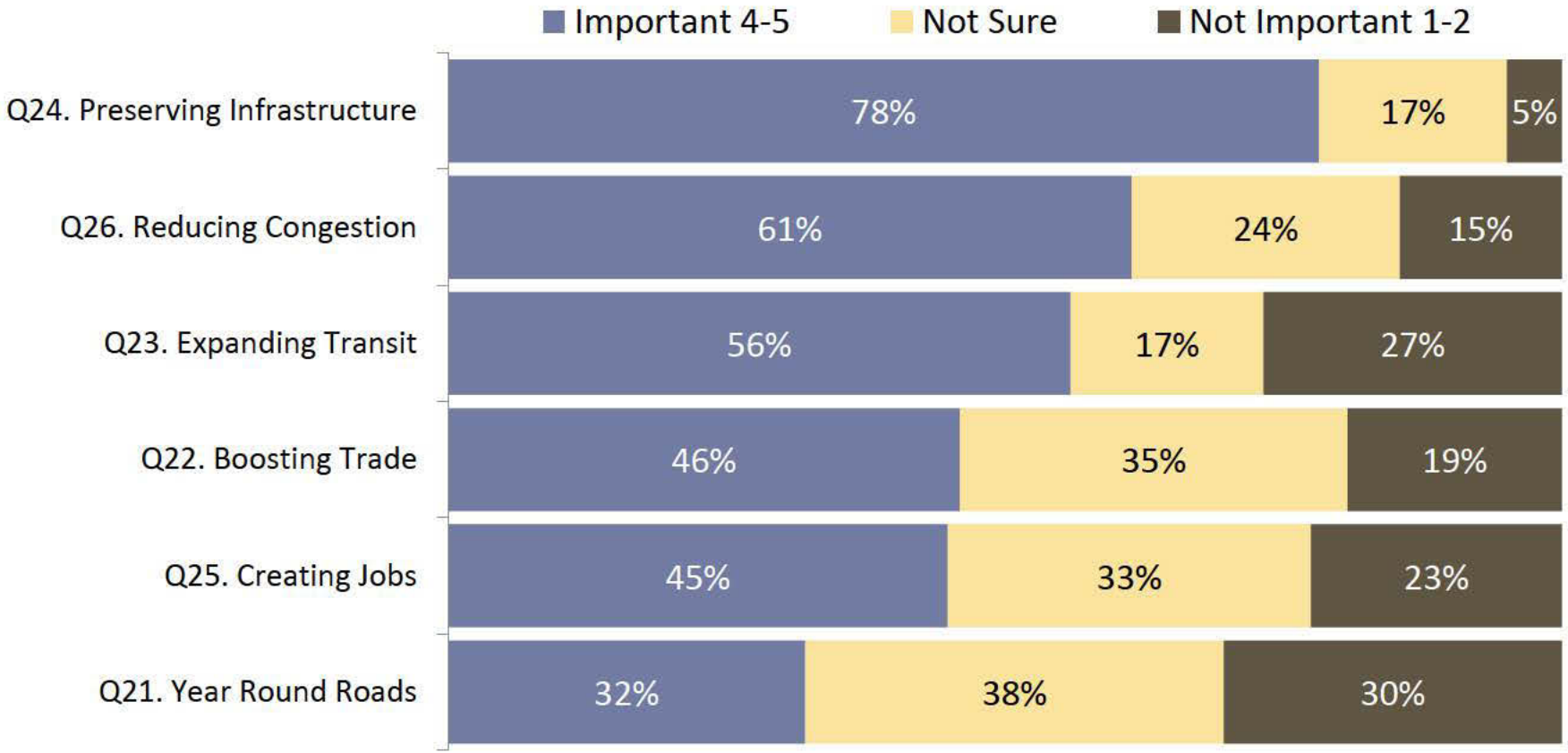
For each statement, please indicate how important each of the following transportation components is to you. 1=Not at all Important, 5=Extremely Important.



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

Benefits from Increased Investment

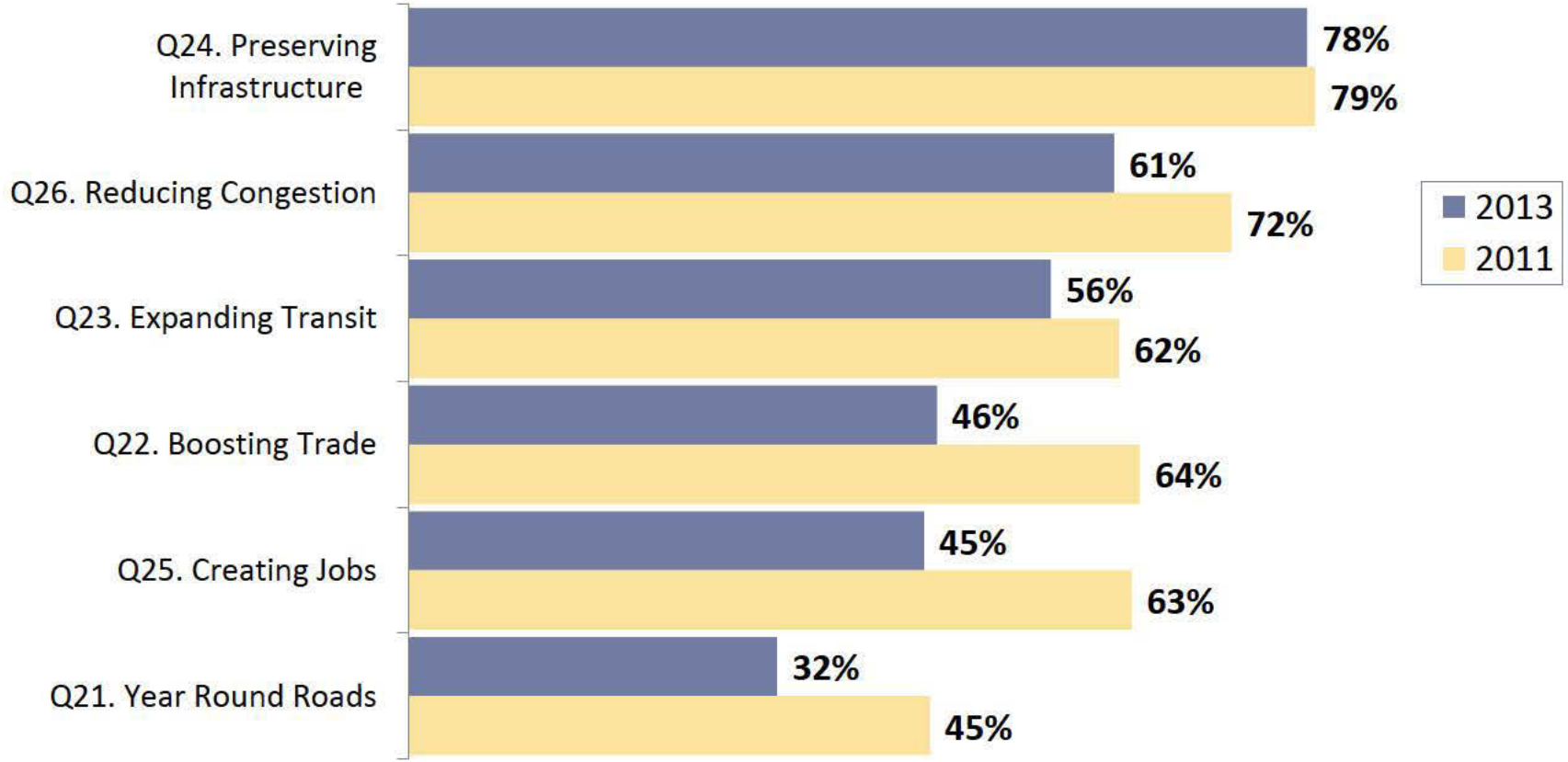
There are a number of benefits that come from increased long-term investments in our transportation system. For each of the following, please indicate how important that benefit is to you in terms of justifying additional taxes for our transportation system.



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.

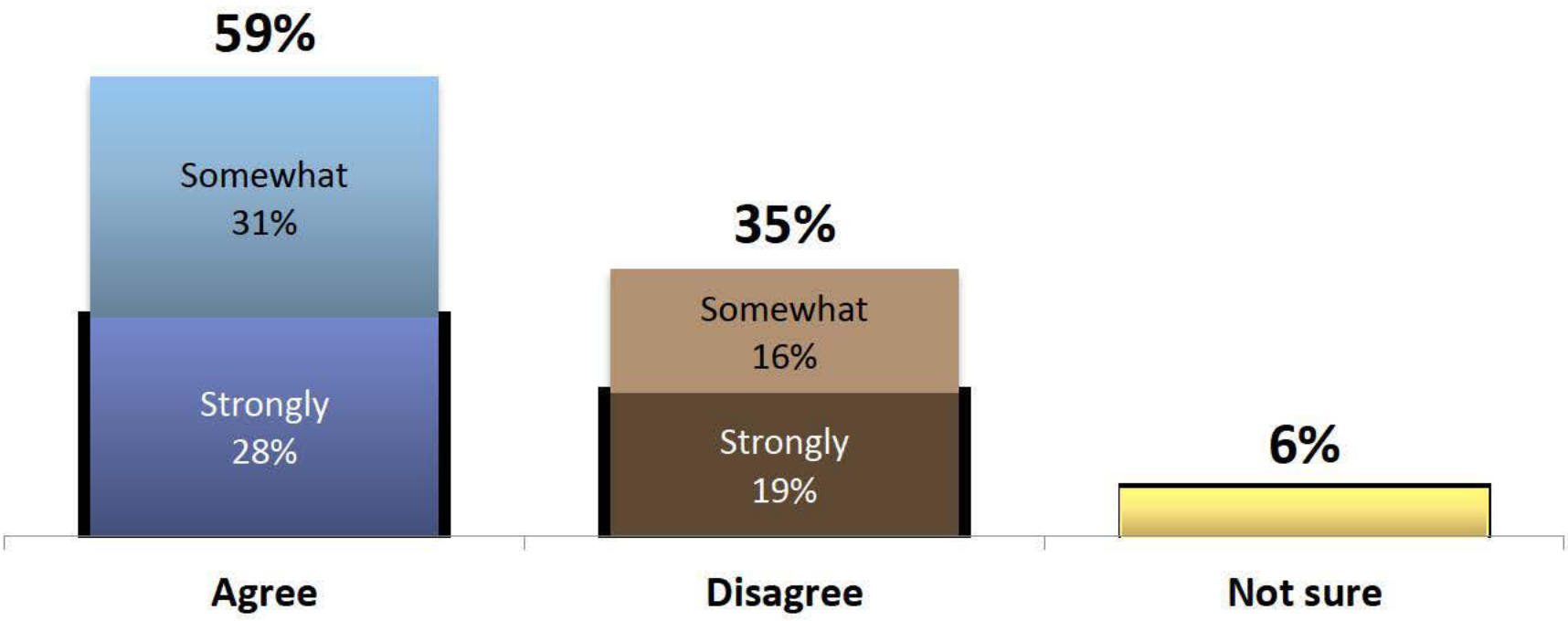


Results are very similar to 2011, although with the exception of preserving infrastructure, overall importance is down for each benefit.

Revenue

State Needs More Revenue

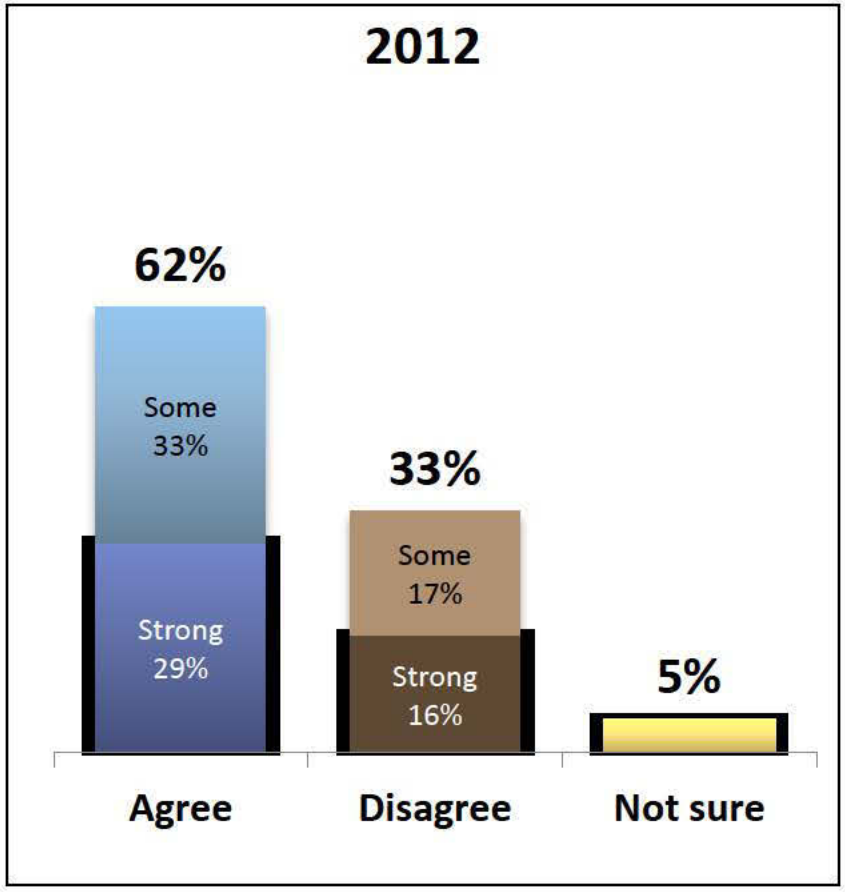
*Do you agree or disagree with the following statement: Washington State **needs additional revenue** to keep our transportation system safe, effective and properly maintained.*

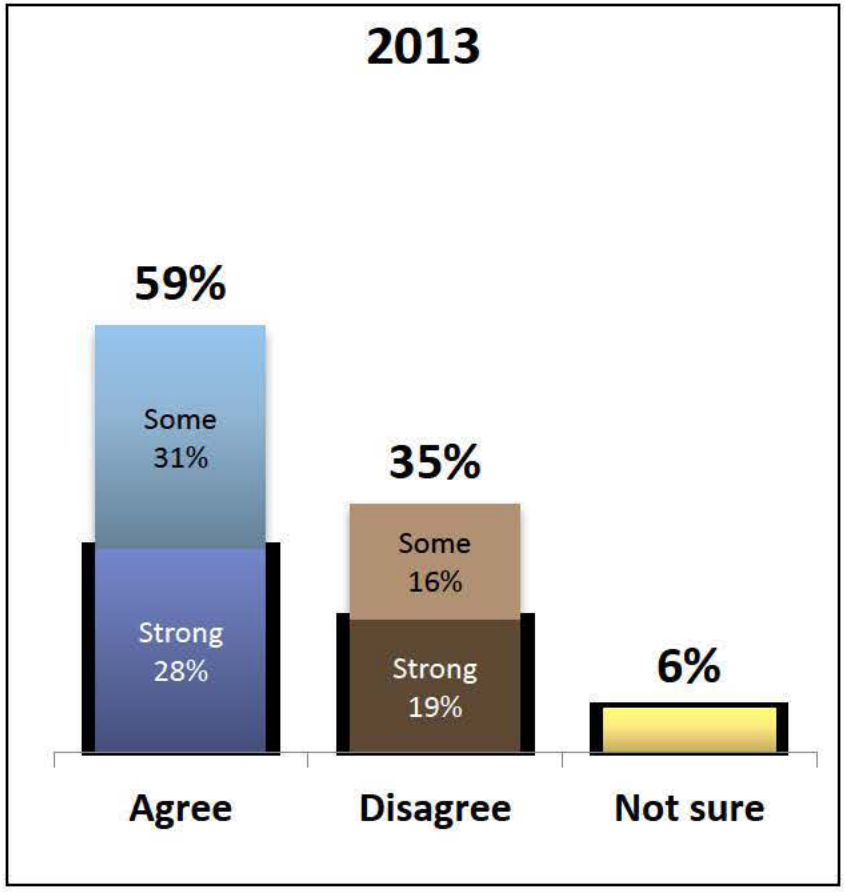


Six-in-ten agree that state needs additional transportation revenue.

State Needs More Revenue by Year

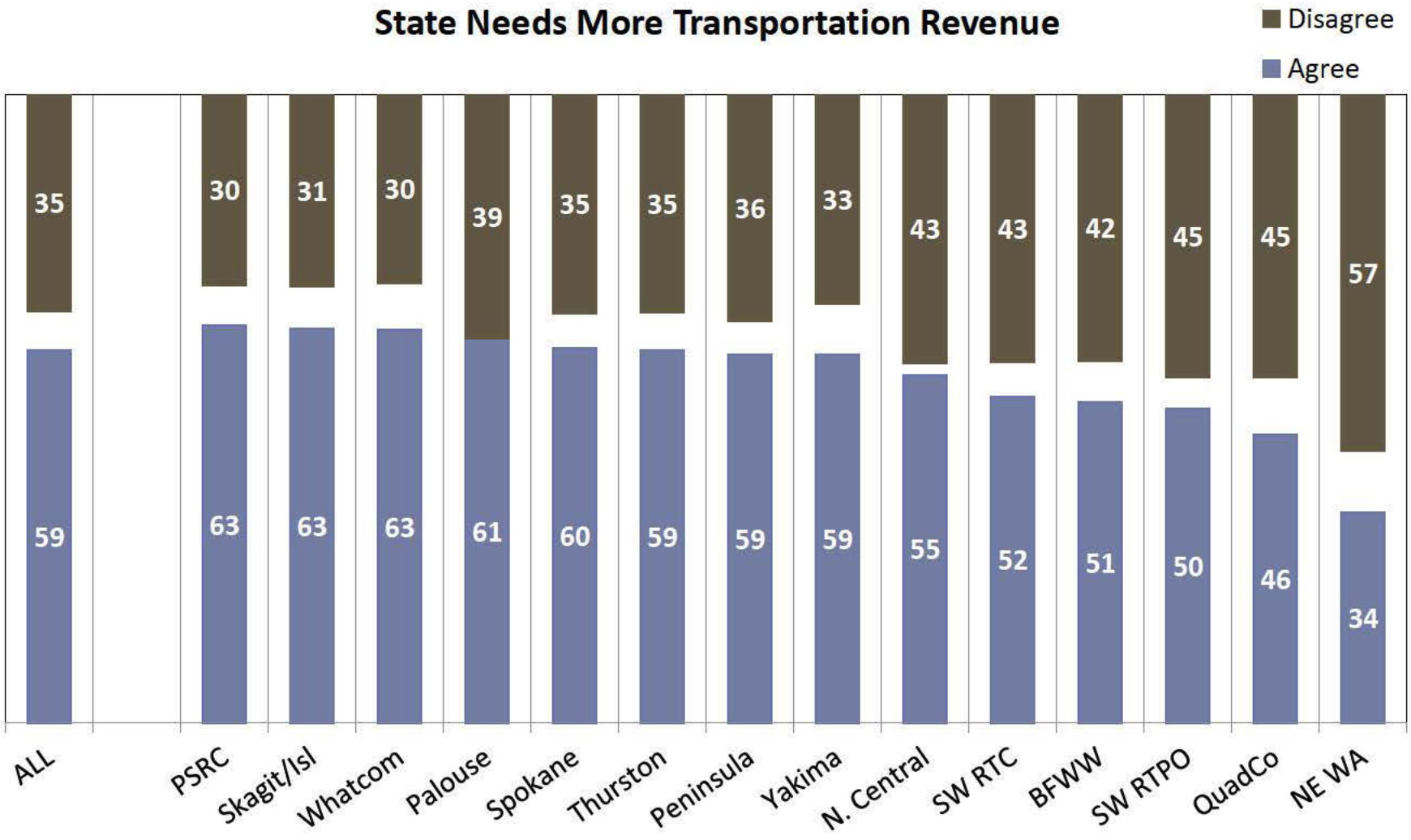
*Do you agree or disagree with the following statement: Washington State **needs additional revenue** to keep our transportation system safe, effective and properly maintained.*





Agreement is down slightly from 2012.

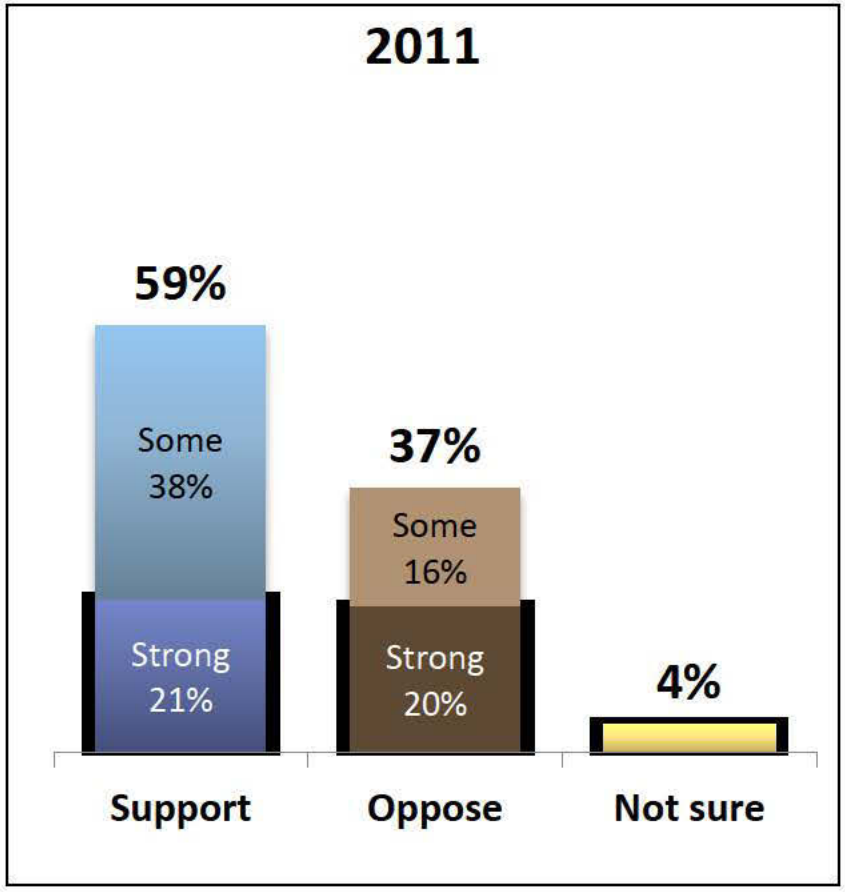
State Needs More Revenue - by RTPO

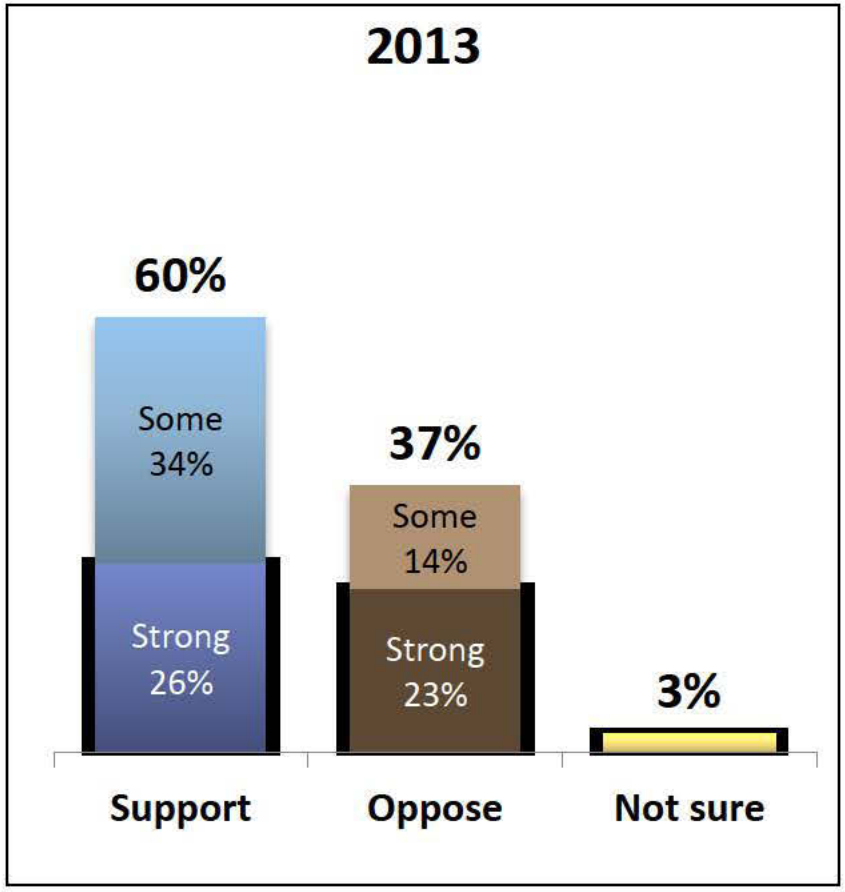


Majority in 11 of 14 RTPOs agree that state needs more transportation revenue.

Support for New Revenue

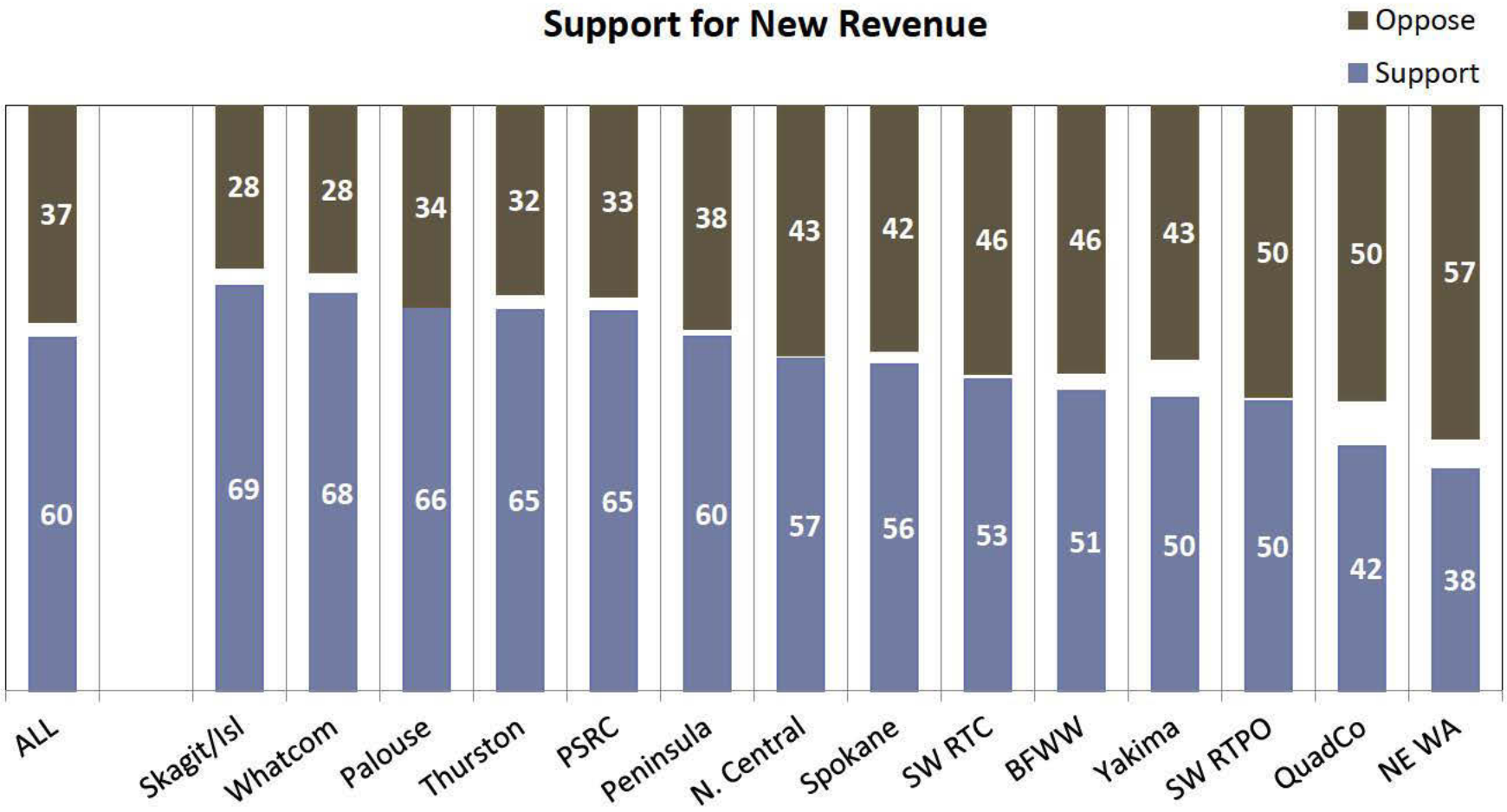
*In general, would you support or oppose **raising some transportation taxes and fees to increase funding for transportation**?*





Support is similar to 2011, but strong support has increased.

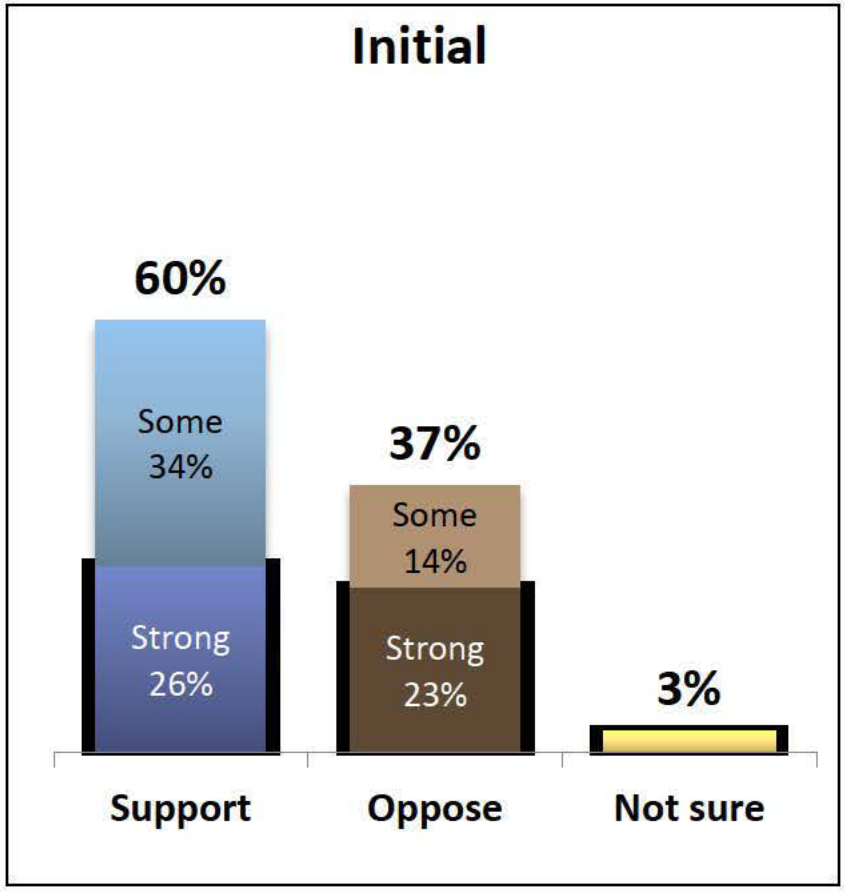
Support for New Revenue - by RTPO

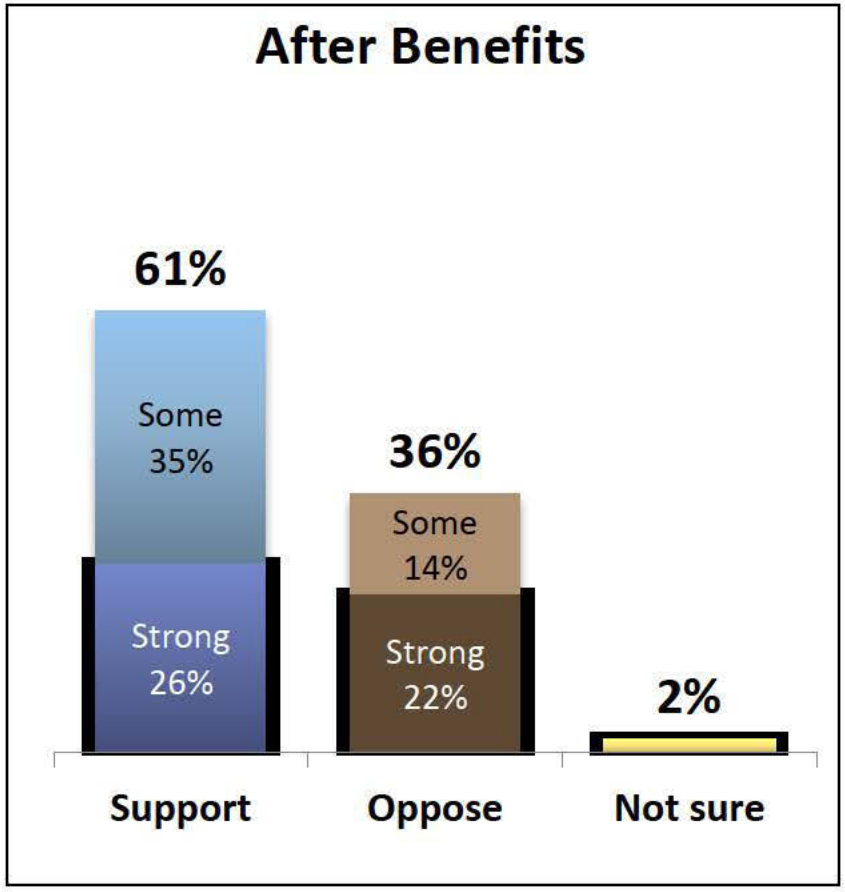


Majority support for new revenue in 10 of 14 RTPOs.

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?



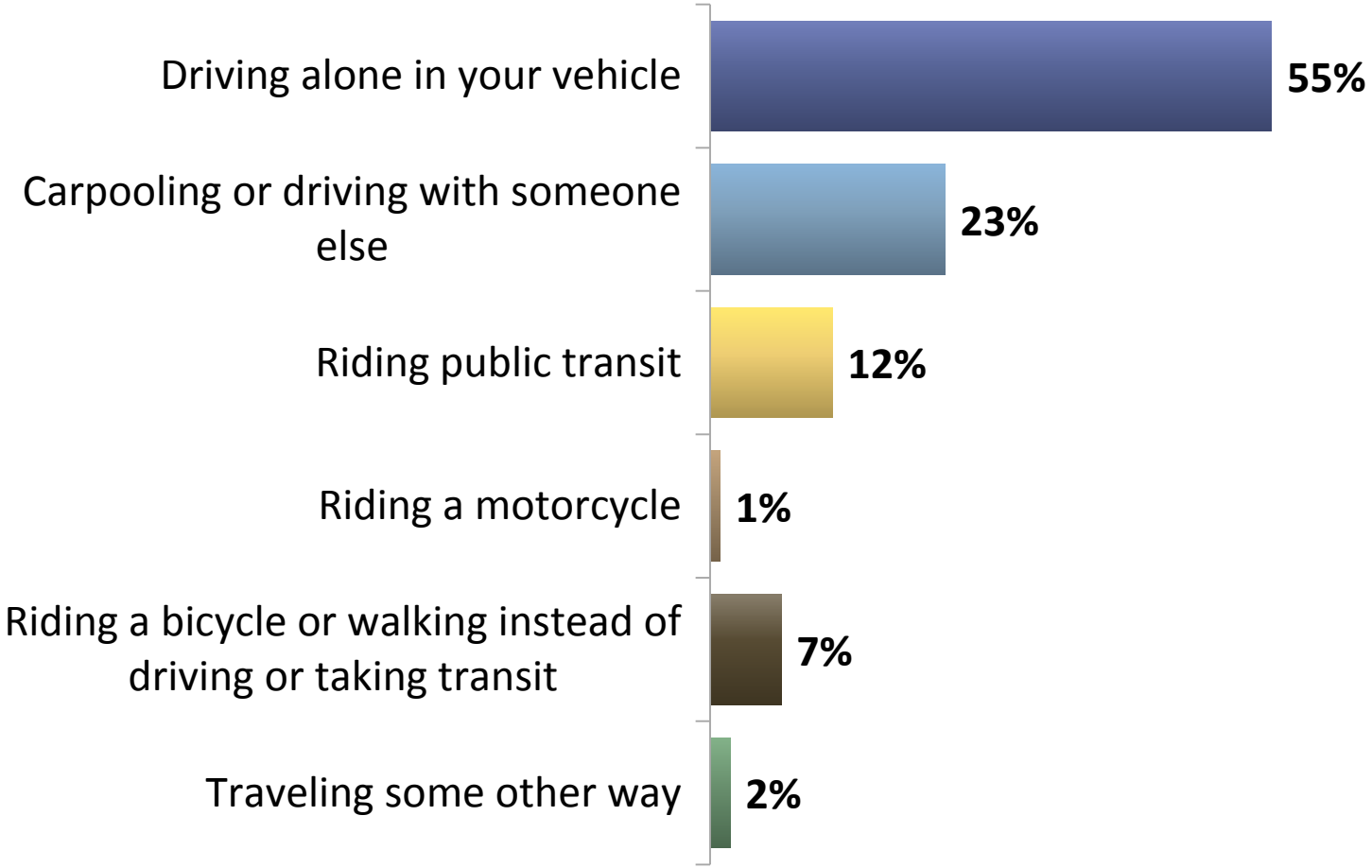


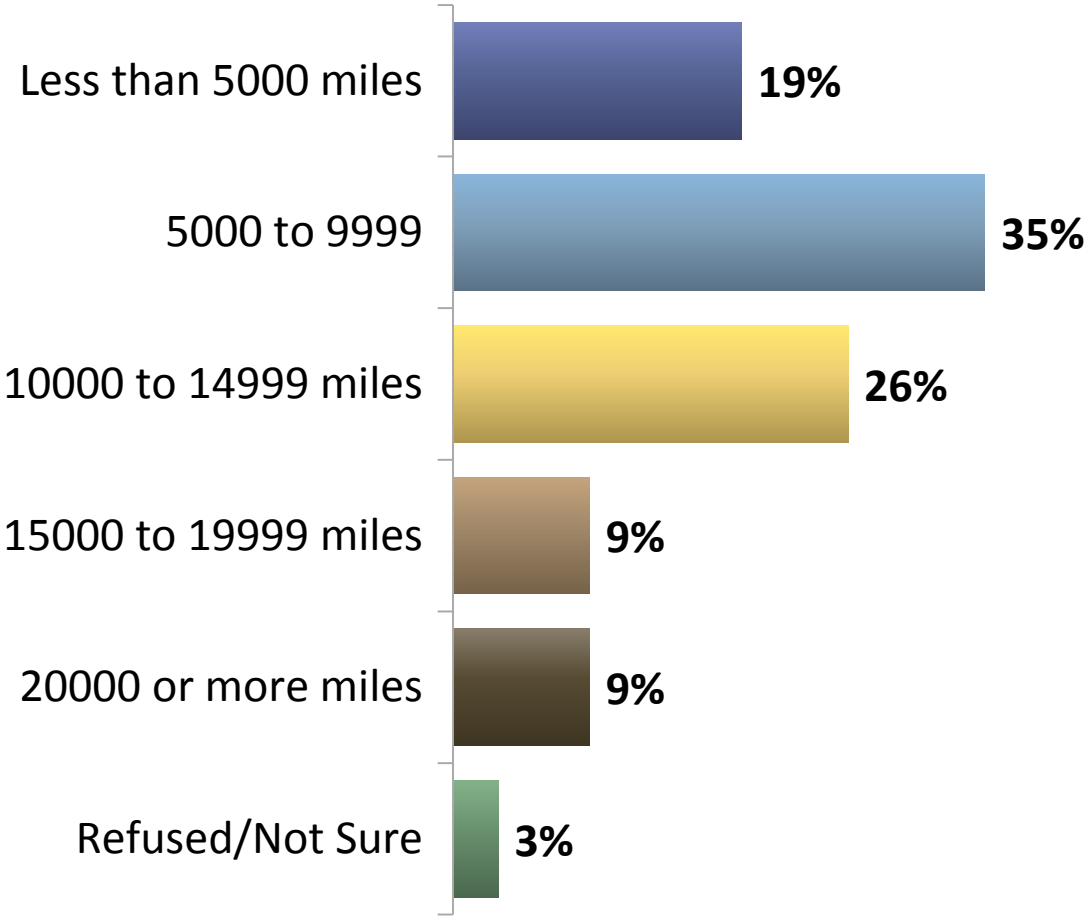
As in 2011, support increases somewhat after statements about the benefits of investment.

Travel Habits

Transportation Mode Used (Average)

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:



Miles Traveled Annually

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