

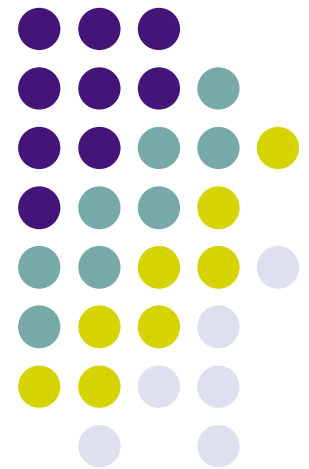
# Regional Transportation: A Civic Conversation \*Survey Results

## Sponsored By:

Cascadia Center at Discovery Institute, The Greater Seattle Chamber of Commerce, The Daniel J. Evans School of Public Affairs at University of Washington, and The Washington Appleseed Center for Law in the Public Interest

Survey sent to: 1,300

Number of responses: 395



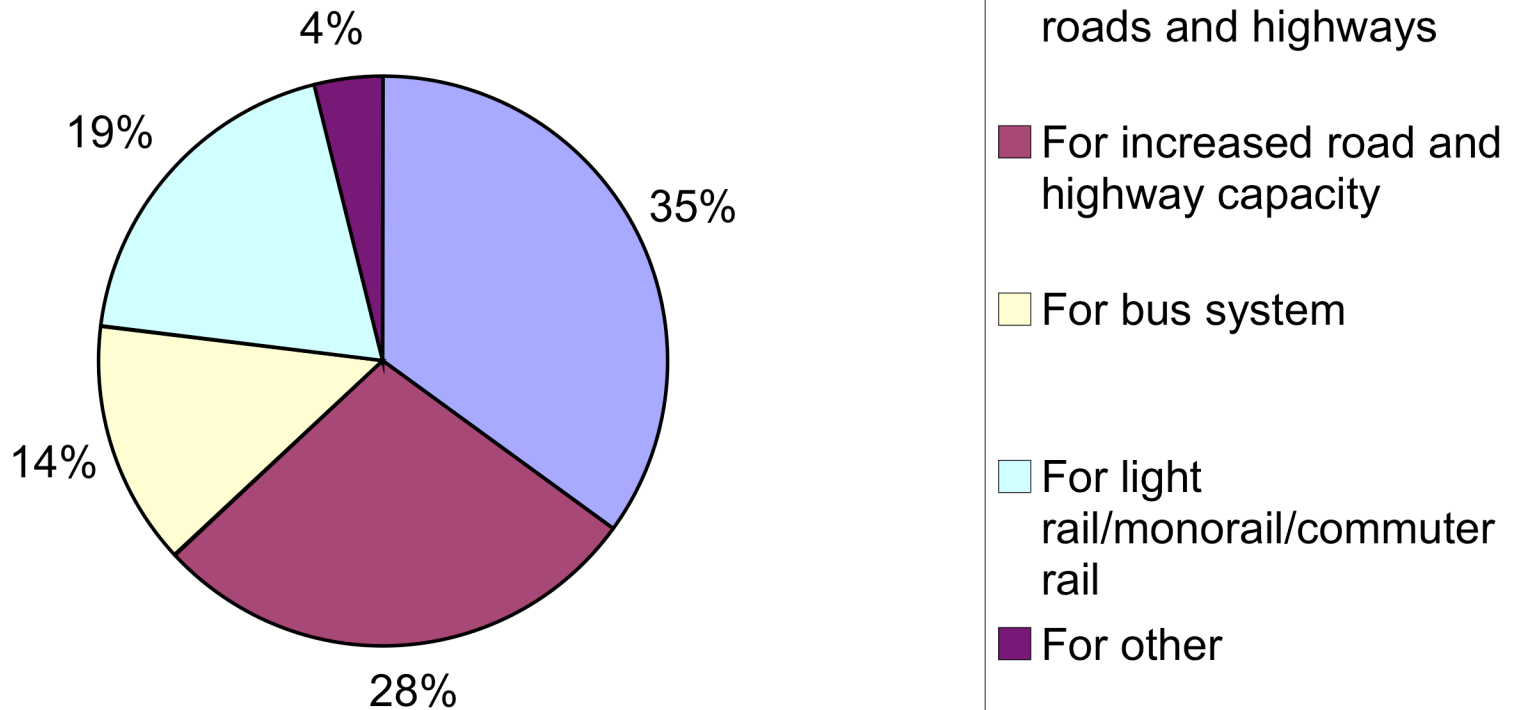
*\*This survey is non-scientific. The questions were formulated by members of the sponsoring institutions.*



- During the first part of April, the Cascadia Center of Discovery Institute, the Greater Seattle Chamber of Commerce, The Daniel J. Evans School of Public Affairs at the University of Washington, and the Washington Apple- seed Center for Law in the Public Interest sent a survey to approximately 1,300 E-Mail addresses from the database of the Cascadia Center that was created during the Transportation Working Group (TWG) Project.
- On Friday, May 13<sup>th</sup> we released the results of that survey.
- The survey was sent as a follow-up to a forum held on January 6, 2005, at the University of Washington, sponsored by the Regional Governance Project. The database included many staff and elected officials from most of the transportation entities in the Puget Sound as well as representatives from the labor, business, and environmental communities.
- Of the 1,300 people that received the survey, 395 responded within the six-day deadline.
- The sponsoring groups want to stress that this is not a scientific poll. It is a survey made up of questions that were formulated by members of the sponsoring groups.

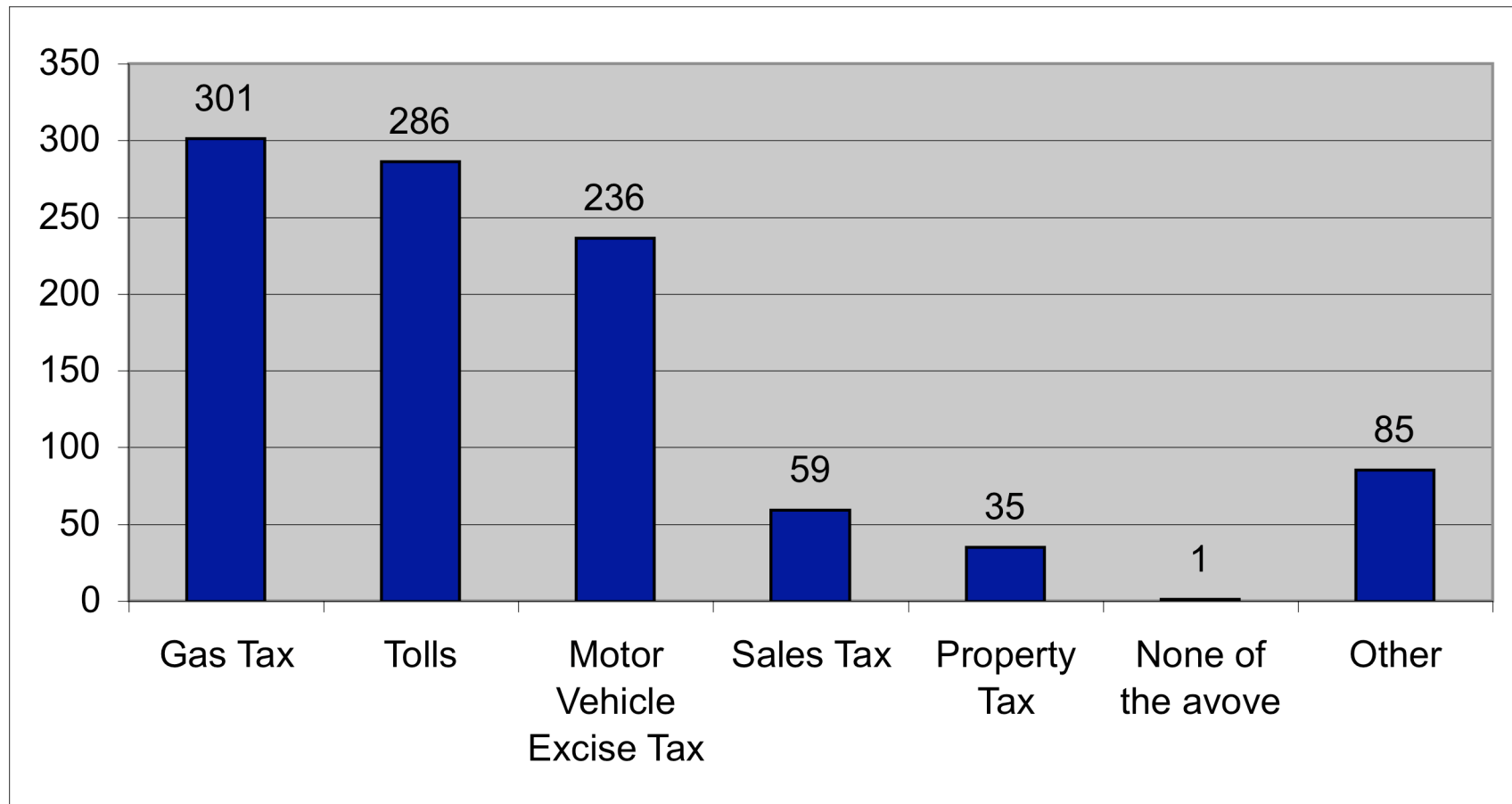
### Question 1:

In the 2003 legislative session, the legislature authorized an increase of 5 cents in the state gas tax. Many projects are under construction across the state. Where should future transportation dollars be spent? Enter percentage to be committed. (Total should equal 100%).



## Question 2:

**What funding source should be used for transportation needs?**  
**Respondents were allowed to choose more than one response, results reflect number of responses.**



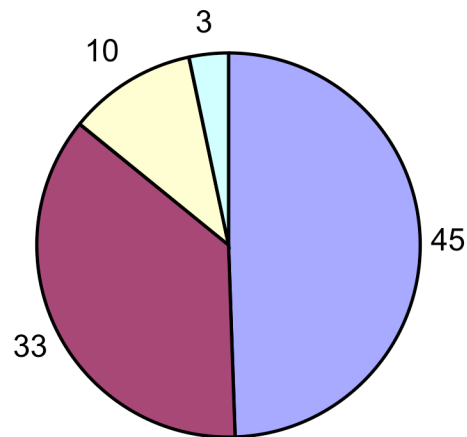
### Question 3:

If you feel more funds are needed, how should the funds be raised?

- A. % Statewide
- B. % Regionally (King, Pierce, Snohomish, Kitsap counties)
- C. % Local (individual city or county)
- D. I do not feel more funds are needed



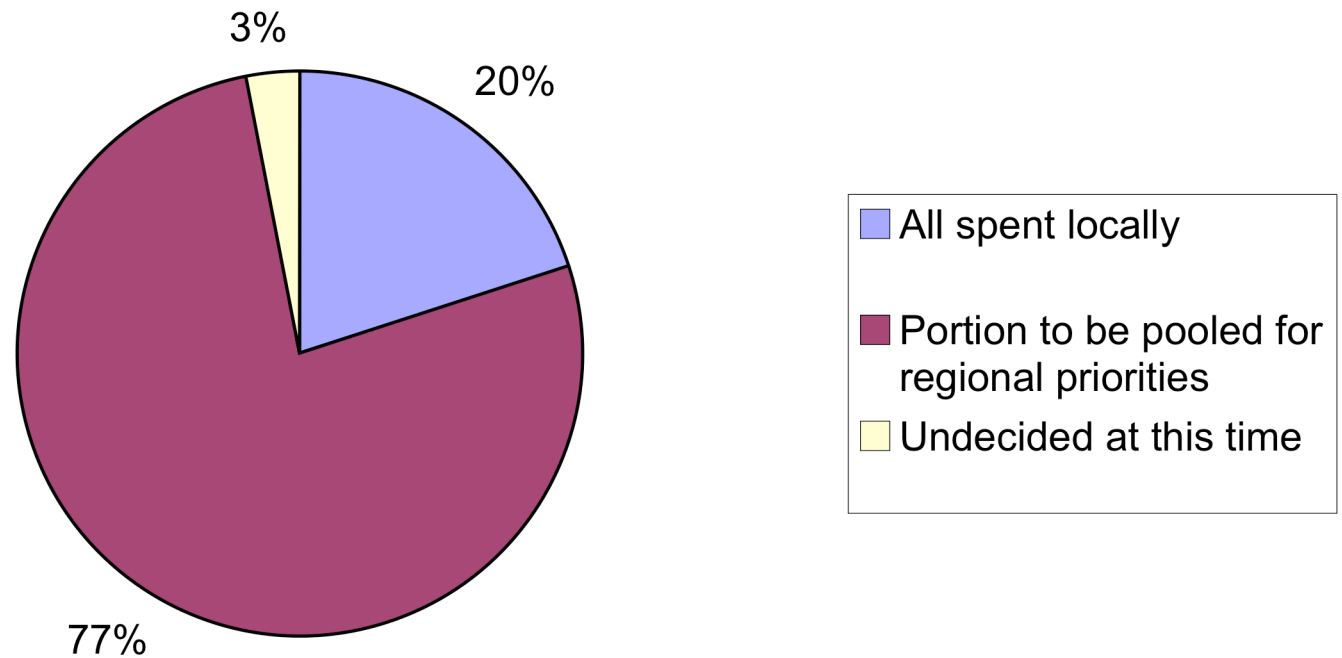
Note: respondents were not asked to total 100%

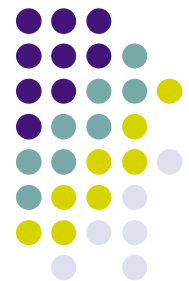


- Statewide
- Regionally (King, Pierce, Snohomish, Kitsap counties)
- Local (individual city or county)
- I do not feel more funds are needed.

#### Question 4:

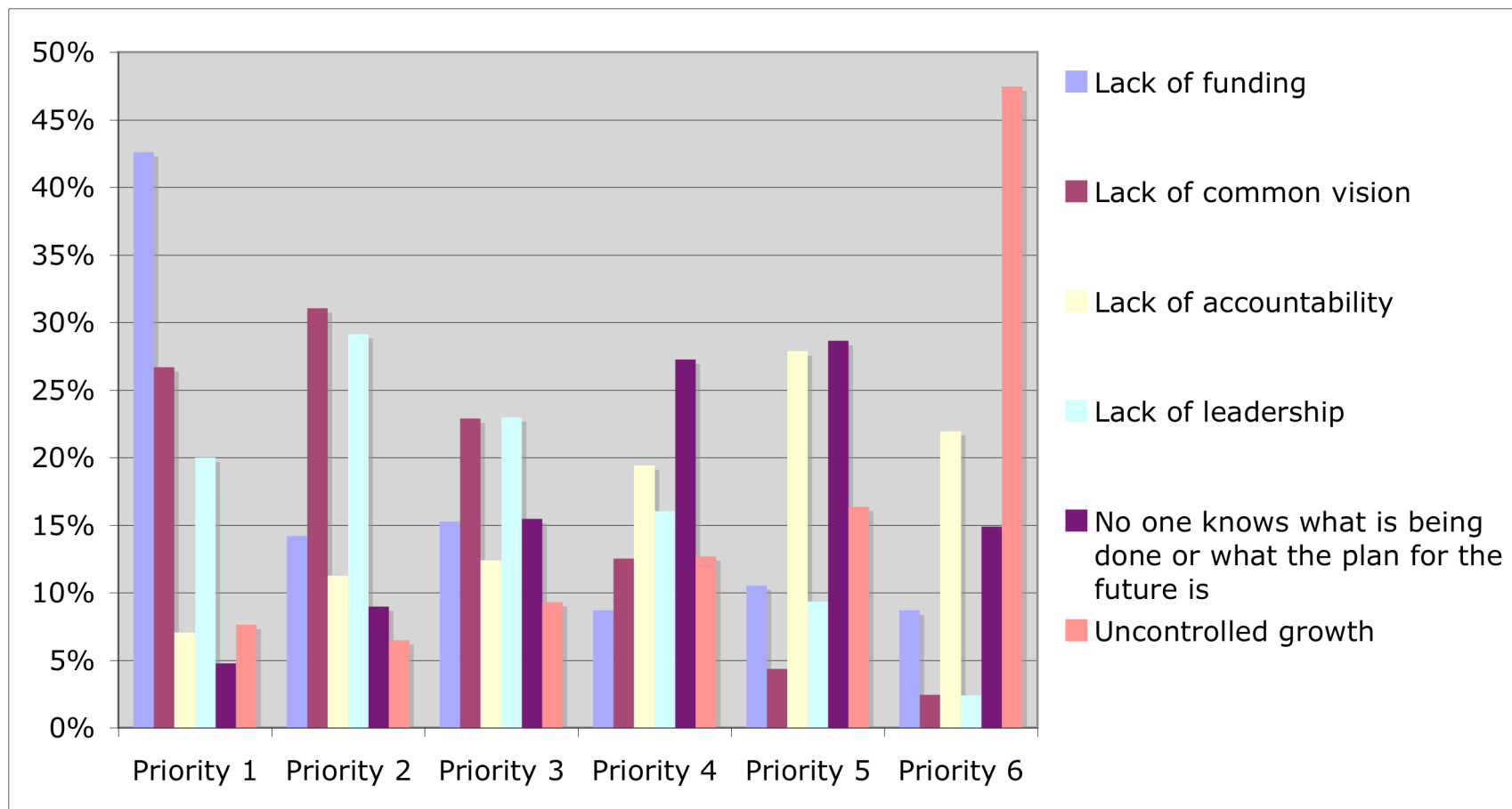
Do you believe funds raised locally should be spent locally or should a portion be pooled for major regional priorities?





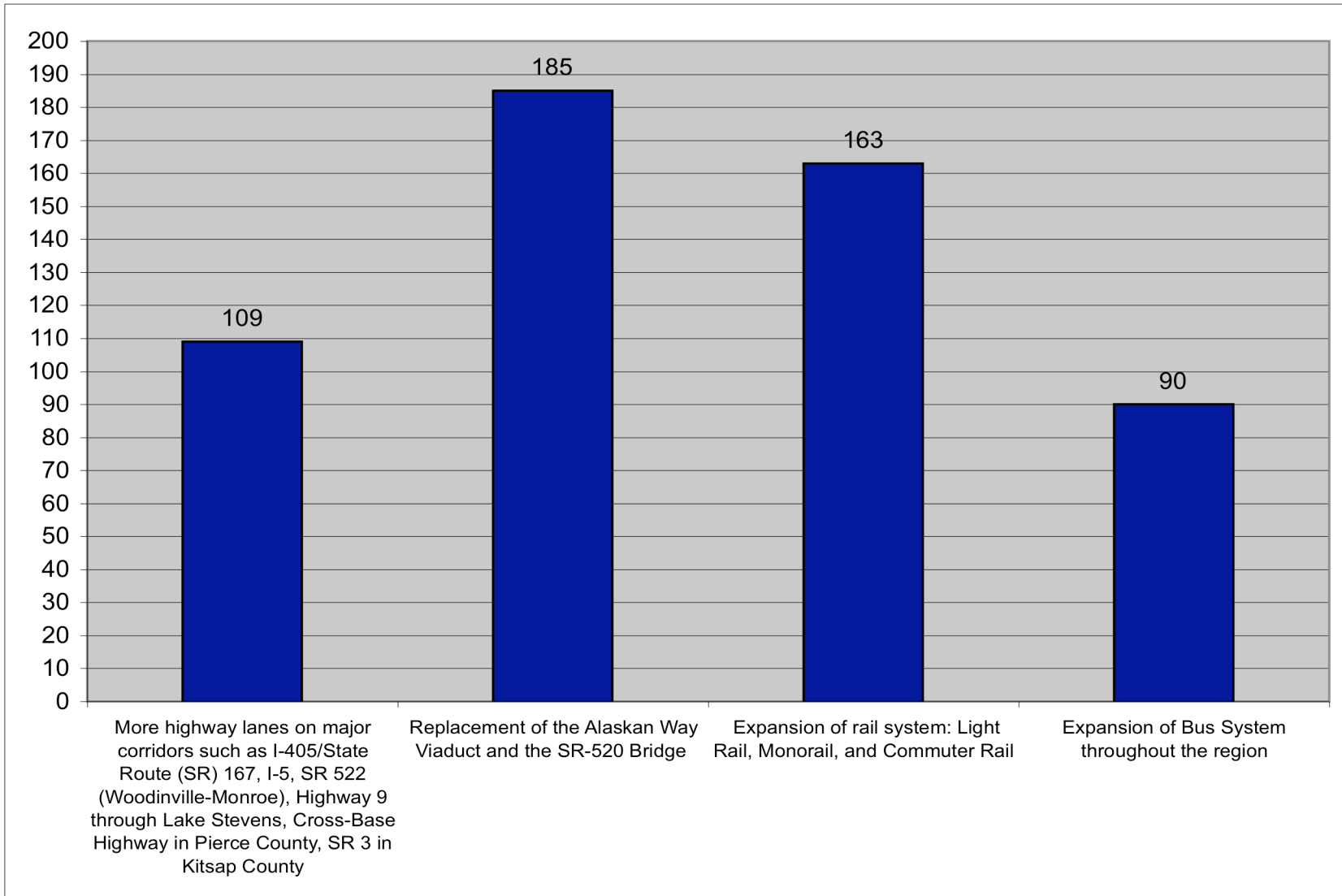
## Question 5:

In your mind, what are the Region's major transportation issues? Please number 1-6 with 1 as the top priority.



## Question 6:

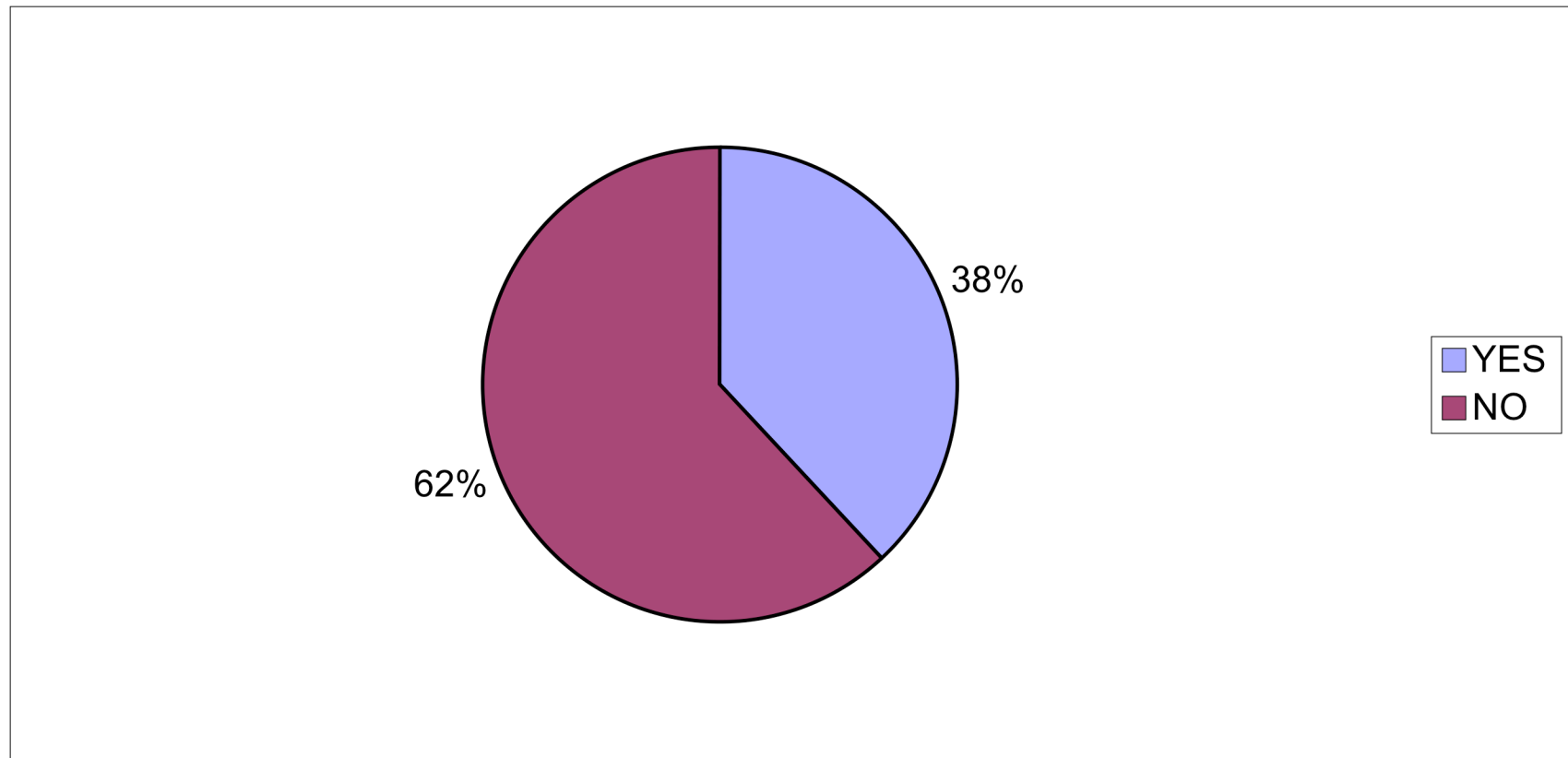
In the Puget Sound what transportation improvements are most important?  
(This chart reflects number of responses).





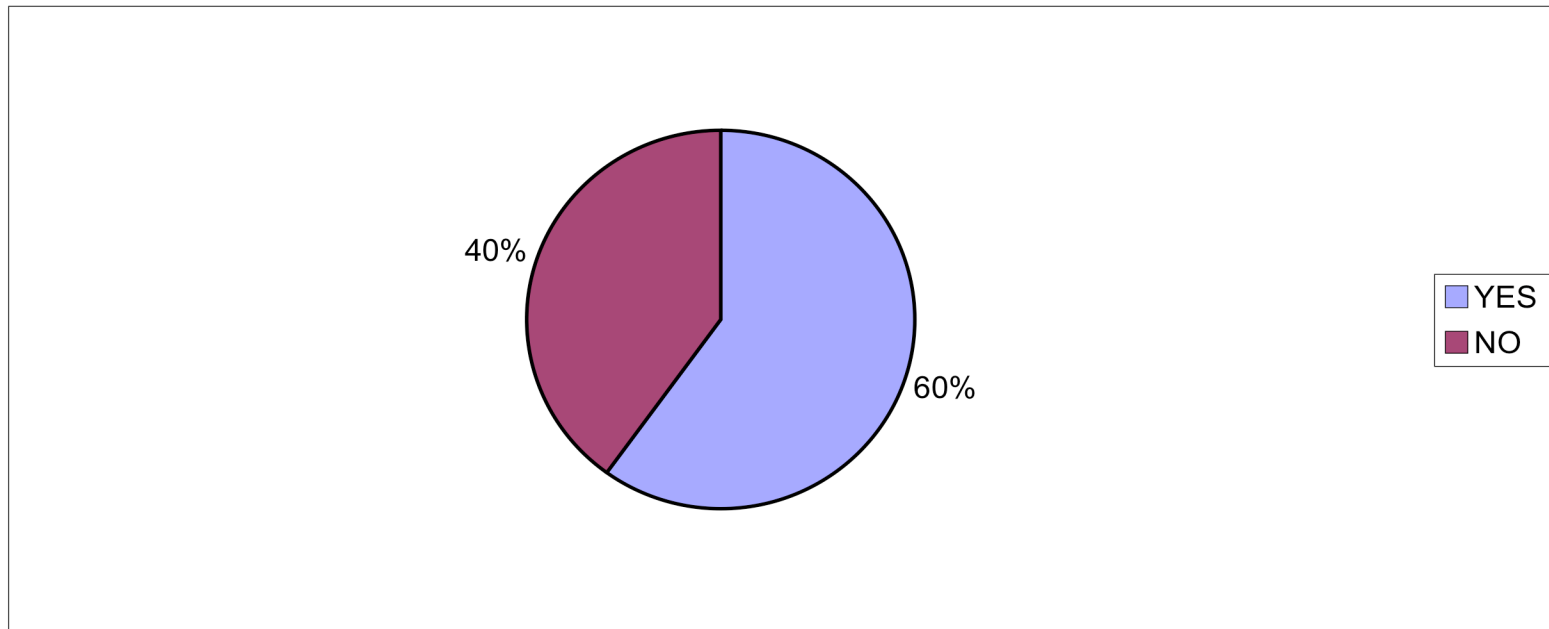
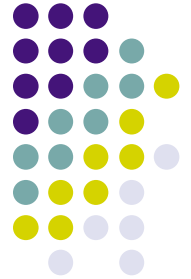
### Question 7:

Does the current design of our regional transportation system compliment regional land use decisions?



### Question 8:

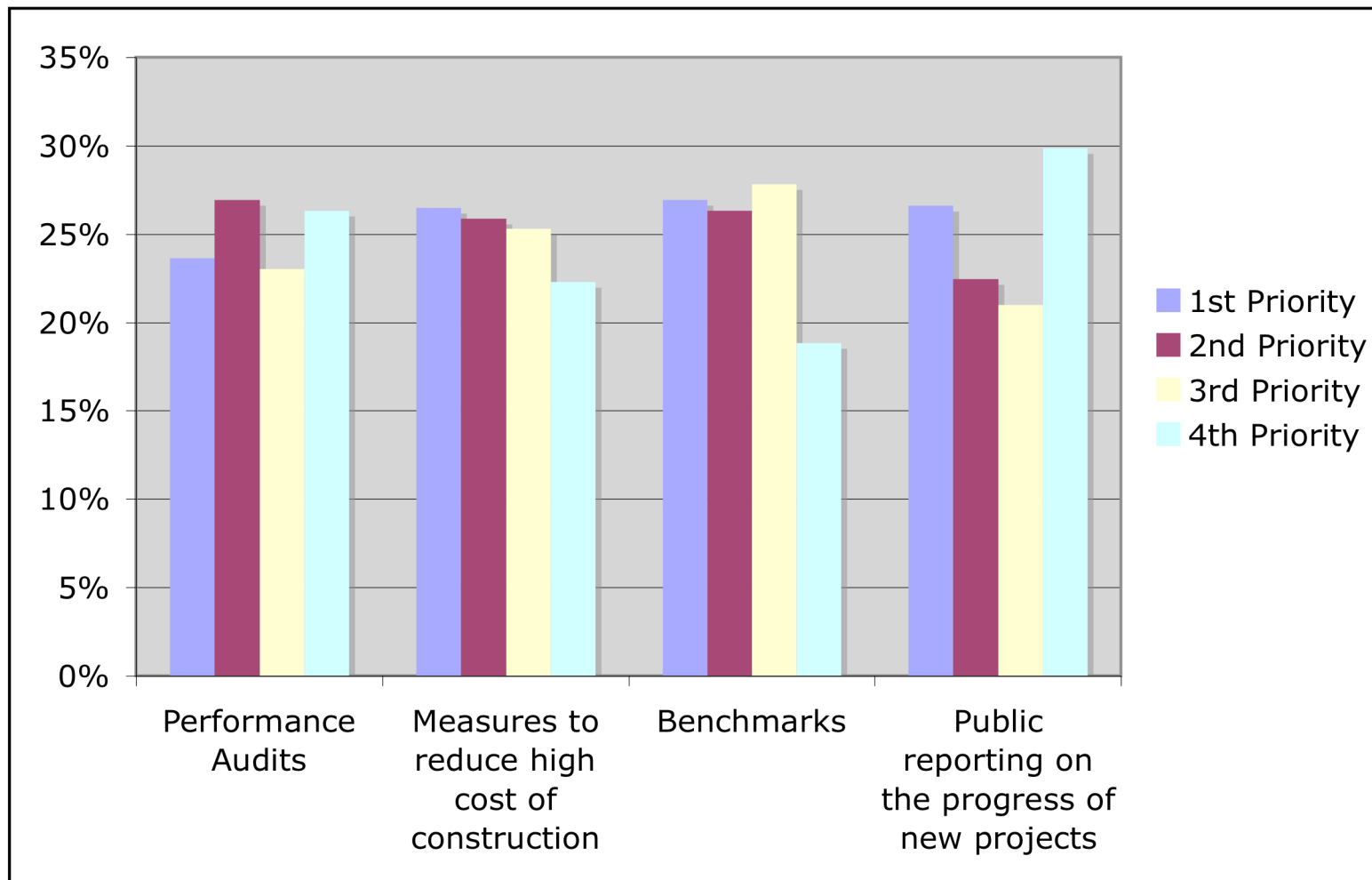
In 2000, Governor Locke's Blue Ribbon Commission on Transportation recommended a series of accountability measures to improve the performance of the state transportation department. These included: performance audits, measures to reduce high costs of construction, benchmarks, and public reporting on progress of new projects. Are you aware of these reforms?





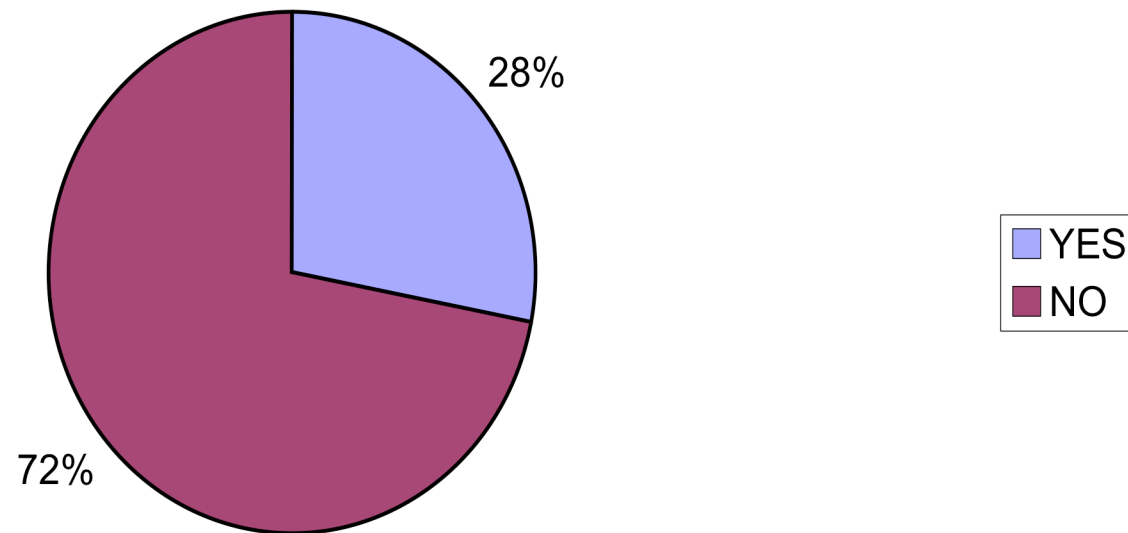
## Question 10:

How do you define accountability for transportation agency?



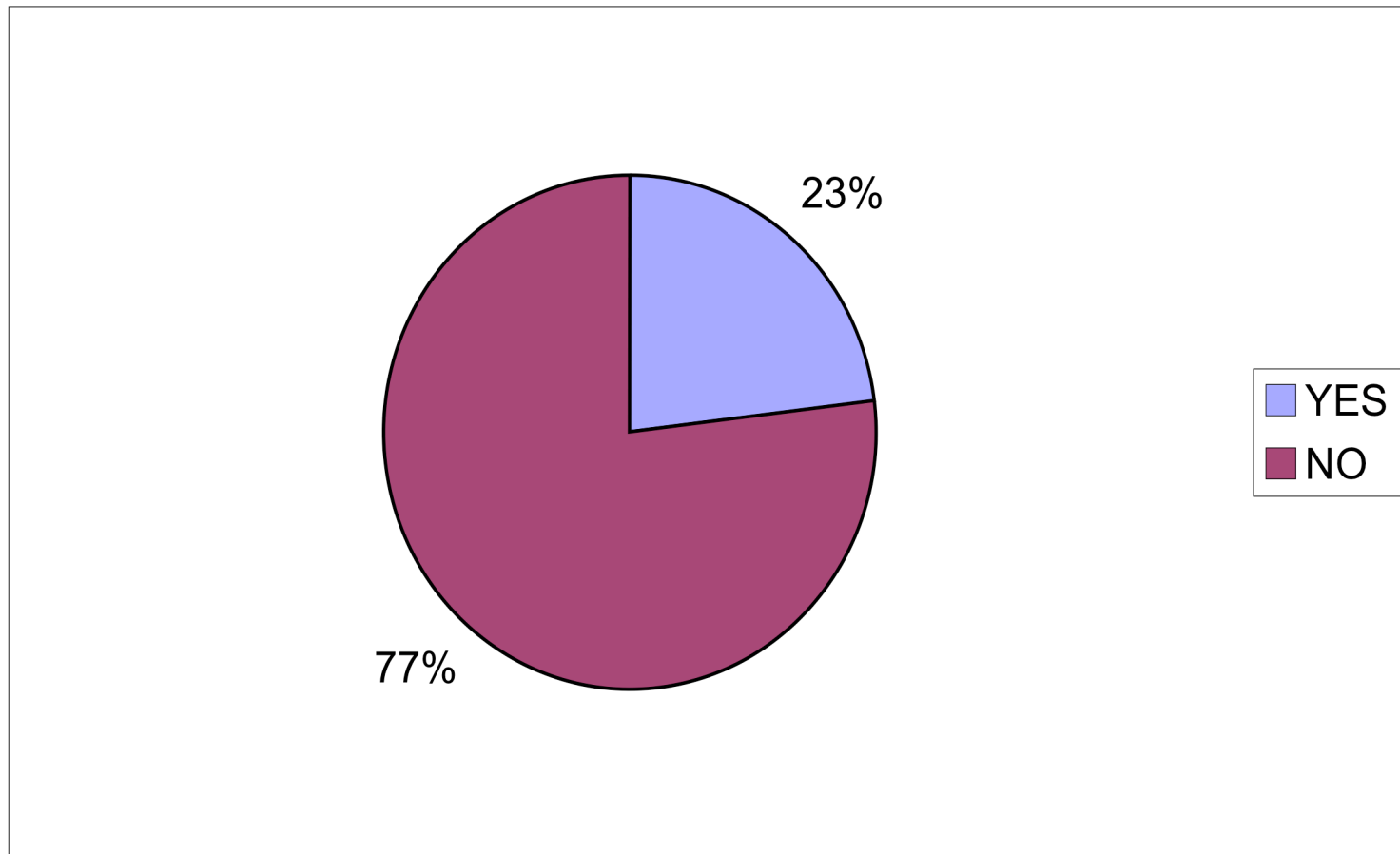
### Question 11:

The legislature is considering bills to appoint a citizens commission to consider changes in regional governance. The following questions are designed to determine your perspective on the current model. Do you believe that our transportation system provides consumers good connections between highways, buses, commuter and intercity rail (Amtrak), ferries, and airports?



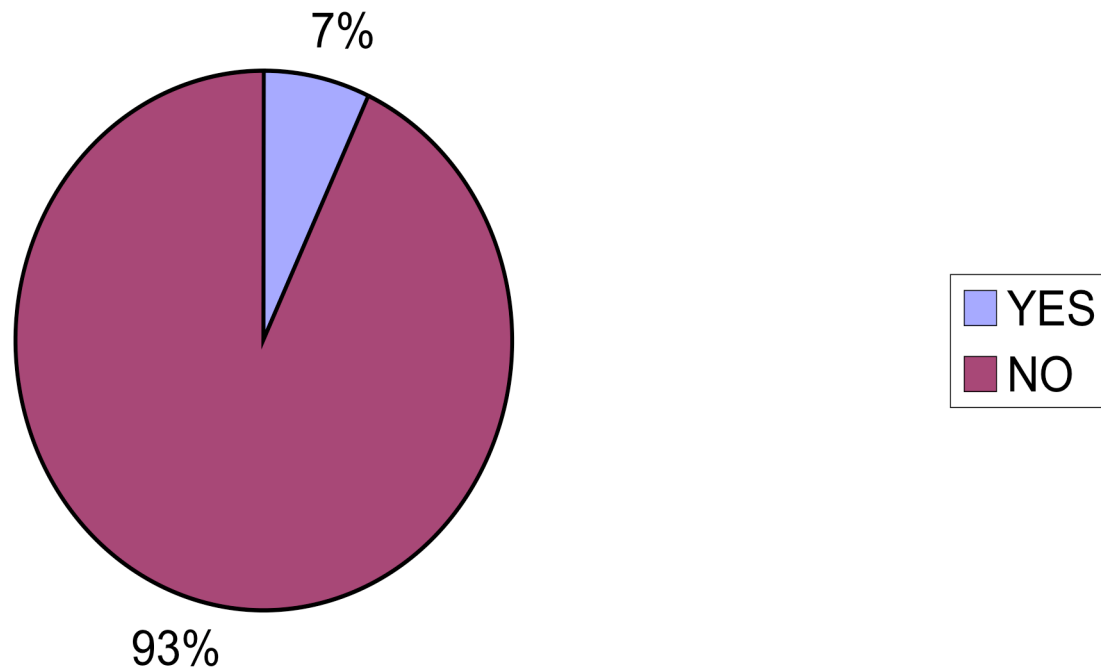
### Question 13:

Do you believe that state and regional transportation agencies are operating under a common integrated and prioritized transportation plan?



#### Question 14:

Do you believe the public understands who is in charge of the region's transportation system and whom they can hold accountable for system effectiveness?



### Question 15:

What cities or regions in the world would you consider an example of an effective transportation system?



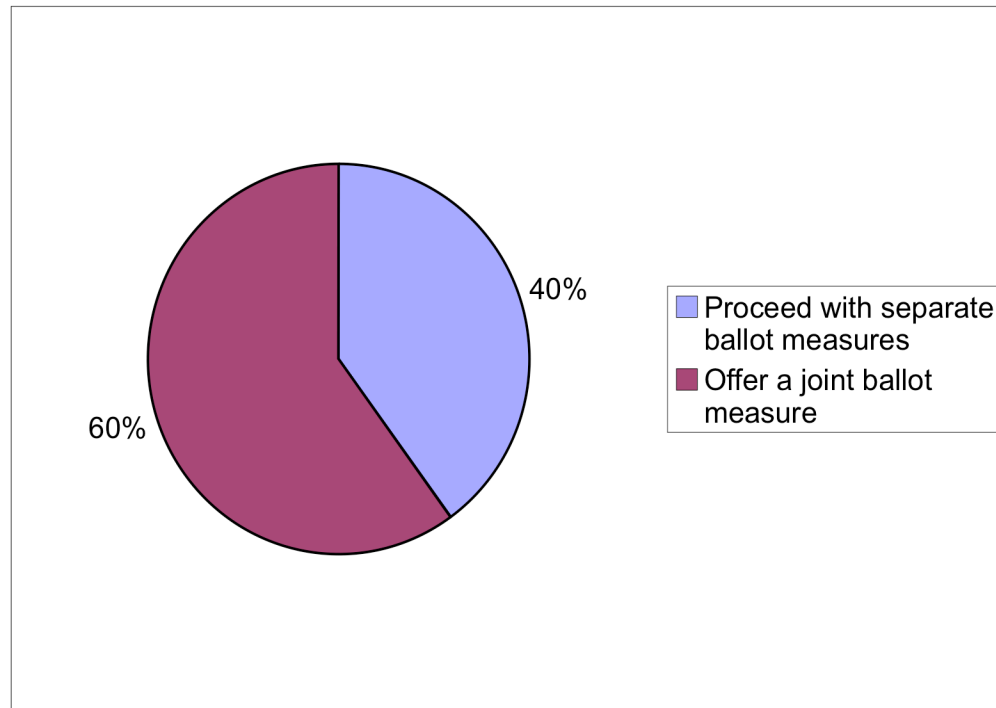
- Amsterdam
- Portland
- Atlanta
- Boston
- Chicago
- San Francisco
- New York
- Denver
- Tokyo
- London
- Mexico City
- Paris
- Vancouver, BC
- San Diego
- Sydney
- Washington, DC

## Question 16:

Regions around the country such as Denver, Phoenix and San Diego have successfully passed single ballot measures that have mixed highway and transit projects. Under current law, there is the potential for the Regional Transportation Investment District (RTID) or if new legislation passed creating a Regional Transportation Authority (RTIA), to hold an election for transportation improvements in 2005. Sound Transit (ST) –the regional transit agency that encompasses the urban areas of the three counties –plans to hold a Phase Two vote in 2006 to extend its light rail system to Northgate and possibly across Lake Washington as well as add additional service to its regional bus and Sounder commuter rail service.

Proceed with separate ballot measures (RTID for highways in 2005, ST for regional transit in 2006)?

Offer a joint ballot measure that includes highway and transit projects in one vote in 2005 or 2006?

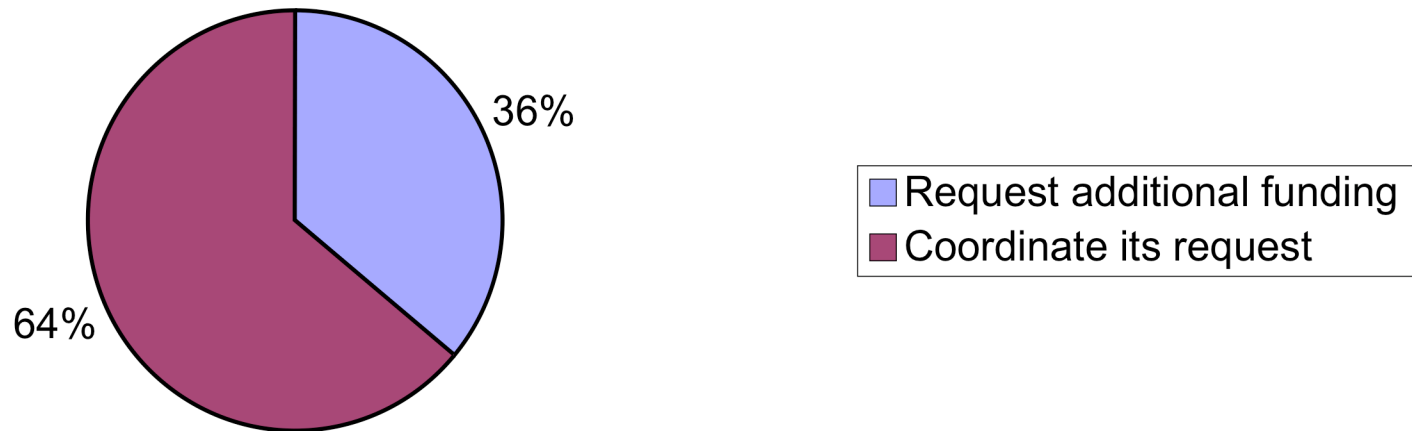




**Question 17:**

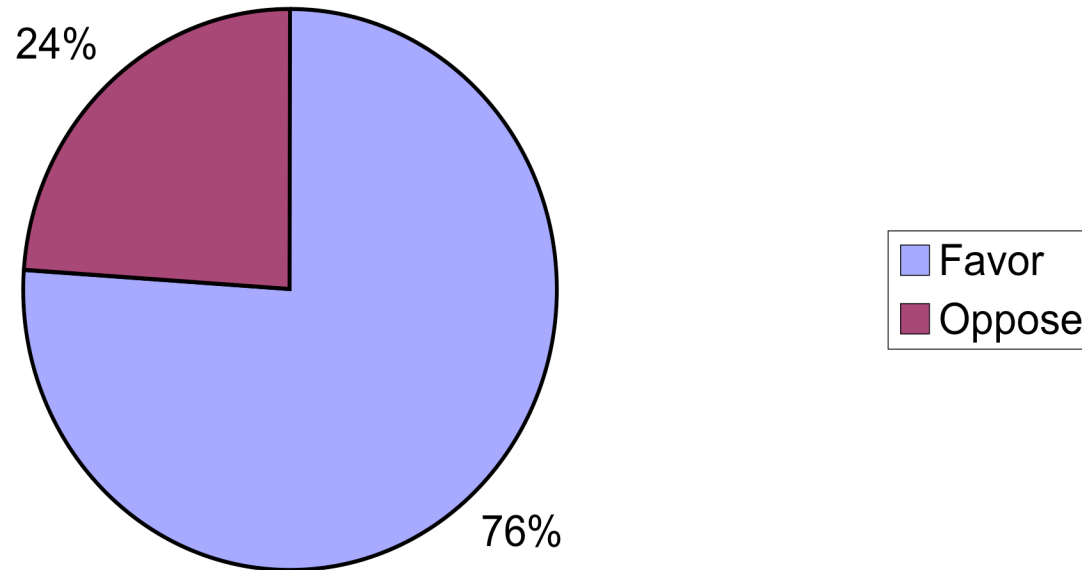
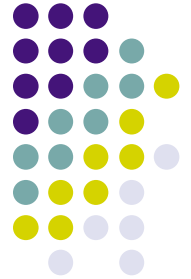
In addition to the two possible votes on transit and highway projects in the region by RTID and Sound Transit if you live in Seattle, you may also be asked in 2007 to extend an existing motor vehicle excise tax to allow for additional Monorail lines beyond the original 14 mile “Green Line” from Ballard to West Seattle system that is proposed for construction this year. Should the Seattle Monorail Authority

- A. Be allowed to request additional funding from Seattle voters to extend Monorail in 2007?
- B. Be required to coordinate its request for additional taxing authority with ST and RTID?



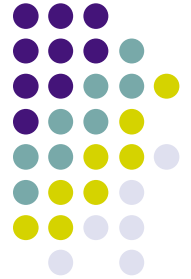
**Question 18:**

**Would you favor or oppose consolidating the separate taxing agencies (RTID, Sound Transit, Seattle Monorail) and the regional planning agency (Puget Sound Regional Council) into one agency with one governing board?**

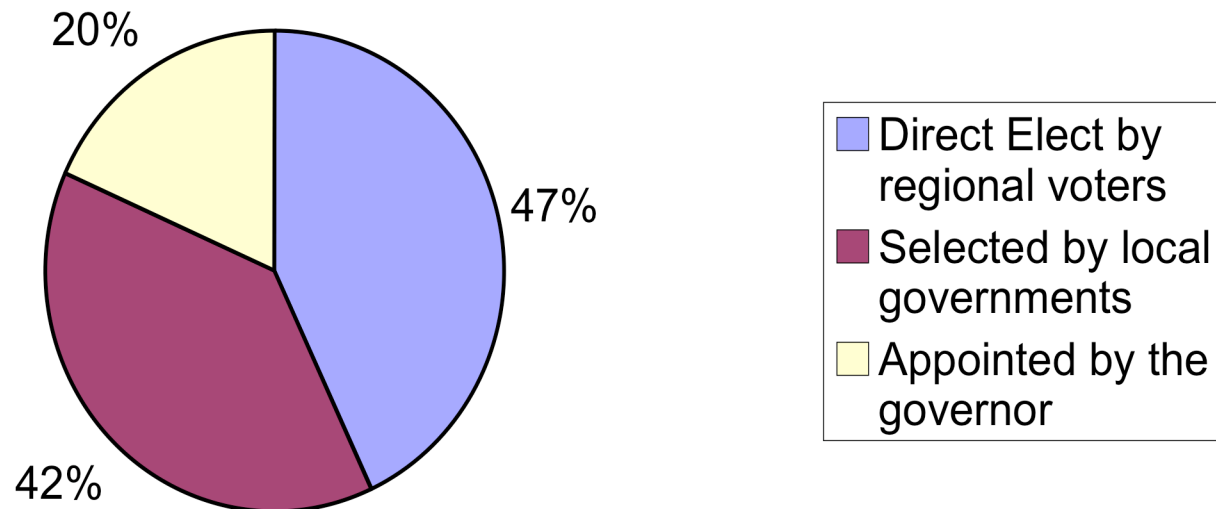


### Question 19:

Should this board, which would oversee the integration of the region's transportation system, new construction projects and implementation of cost saving productivity initiatives, be elected by regional voters, selected by local governments, or appointed by the governor?

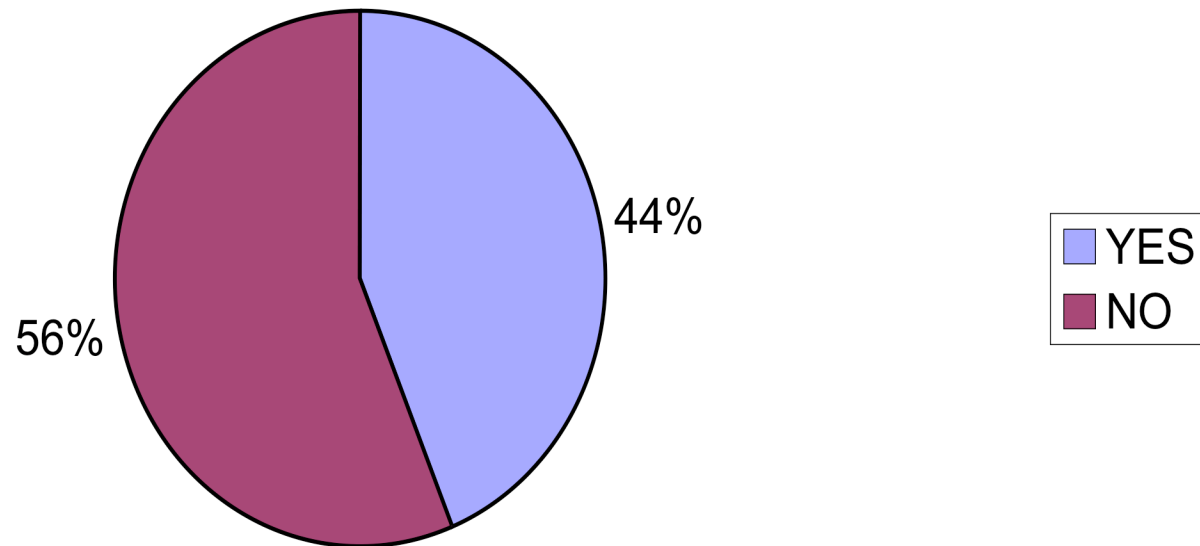


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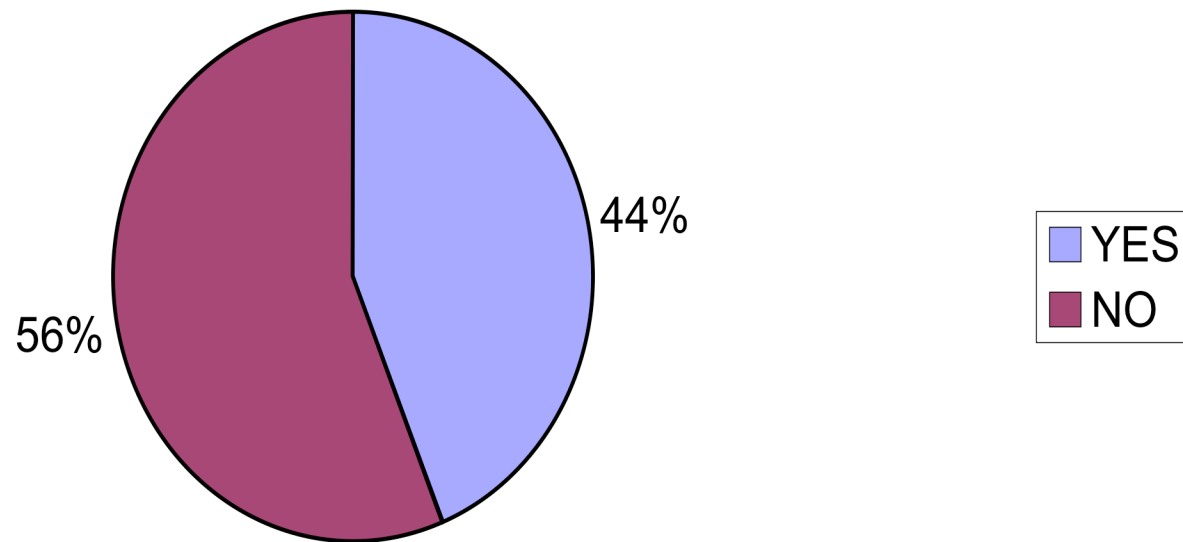
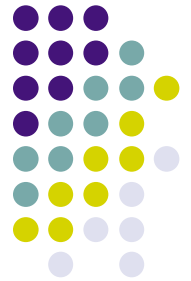
## Question 20:

If this newly founded board were formed, should it be empowered to enact tax increases at the regional level without a vote of the people?



### Question 21:

If no, would you say yes if there were a five-year referendum on the regional taxes that would allow voters to repeal the taxes if they did not feel sufficient progress was made on the projects?





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