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*Opinion Research &
Public Policy Analysis*

*Sent.
1994
for RIA*

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**REGIONAL TRANSIT AUTHORITY
EXPANDED FINDINGS FROM OPINION RESEARCH**

Prepared by
Fairbank, Maslin, Maullin & Associates
September, 1994

BACKGROUND AND METHODOLOGY

Background

The Regional Transit Authority (RTA) is currently developing a plan to build a high-capacity regional transit system in the Puget Sound area. The plan will be completed later this year by the RTA Board of Directors. Actual implementation of the plan requires approval of a local financing mechanism to supplement anticipated state and federal funds.

The financing mechanism must be presented to voters in a ballot measure, now scheduled for 1995. The County Councils in Pierce, King, and Snohomish Counties must act to confirm or rescind their participation in the RTA prior to placing the plan before the voters.

The primary purpose of this research study was to evaluate public support for the high-capacity transit system. The research involved exploring the following:

- o the current political climate and how it affects support for the system;
- o Awareness of the need for a transit system and level of concern about traffic;
- o Awareness of and attitudes towards the proposed transit plan;
- o Responses to various financing mechanisms;
- o Responses to different tax levels and different total levels of funding;
- o Responses to positive and negative opinions about the high-capacity transit system and alternatives to it.

Methodology

To explore these topics, Fairbank, Maslin, Maullin & Associates (FMM&A) conducted a telephone survey with 1,200 registered voters residing in the RTA's official service district. A cluster sample was drawn from official voter files. The sample was diminished to exclude those voters who have participated in fewer than two of the last four primary and general elections, unless they have registered to vote in that period of time.

The sample was divided into five areas, each consisting of 240 voters. Areas were identified by precinct, and correspond to five RTA study areas: Snohomish County, North King County, East King County, South King County, and Pierce County. The overall results were weighted so that each area is appropriately represented according to the actual distribution of voters in the region.

The margin of error for the sample as a whole is approximately plus or minus four percent at the 95 percent confidence level. The margin of error for results by area is plus or minus eight percent.

The survey was conducted on August 3-8, 1994. The average interview length was 27 minutes.

EXECUTIVE SUMMARY

Nearly Two To One Support For The Transit System

Most fundamentally, the survey found that support exceeds opposition by nearly a two to one margin for financing a high-capacity regional transit system.

- o Sixty-two percent of the respondents said they would vote in favor of a four-tenths of a cent sales tax increase and a one-quarter percent Motor Vehicle Excise tax (MVET) to pay for a new regional transit system. Just 33 percent said they would vote against it. Thirty-seven percent would *"definitely"* vote yes, 25 percent would *"probably"* vote yes, 10 percent would *"probably"* vote no, and 23 percent would *"definitely"* vote no.

First Vote by Area

Vote	Total Sample	Spokane	King North	King East	King South	Pierce
Favor	62%	61%	68%	60%	57%	59%
Oppose	33%	34%	27%	35%	39%	35%
Not Sure	5%	5%	5%	5%	4%	6%

Q.11-Area

Fallick, Morris, Martin & Associates

There is relatively little variation by area in support for the system, ranging from a high of 68 percent in the King North area to a low of 57 percent in the King South area.

Widespread Recognition of the Traffic Problem

A key reason for the high levels of support for the system is the widespread recognition that the problem of traffic congestion is worsening.

- o Eighty-eight percent of the respondents agreed that traffic congestion has been *"getting worse over the last few years,"* including fully 66 percent who said it was getting *"much"* worse. Only 5 percent said that traffic congestion was getting better, and just 5 percent said that the problem of traffic congestion had not changed over the last few years.

Percent Who Feel Traffic Congestion is Getting Worse by Area

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Much Better	1%	2%	1%	1%	0%	2%
Somewhat Better	4%	2%	4%	5%	5%	2%
Somewhat Worse	22%	22%	20%	20%	29%	19%
Much Worse	66%	66%	65%	67%	58%	70%
Same	5%	4%	5%	6%	5%	7%
Not Sure	2%	2%	4%	1%	3%	0%

Q.4B-Area

Fritchuk, Martin, Moffet & Associates

This level of concern is considerably higher than that measured for several other problems facing the Puget Sound region. For example, 43 percent said that the problem of smog or air pollution was getting worse; 52 percent said the problem of growth has been getting worse; and 31 percent said the economy has been getting worse.

Moreover, 44 percent of the respondents identified traffic congestion as *"one of the top two or three things that really bothers me a lot."* Again, there is relatively little variation in response by area: from a high of 49 percent in Snohomish County to a low of 40 percent in the King East area.

Traffic Congestion Top Concern By Area

Issue	Total Sample	Snohomish	King North	King East	King South	Pierce
Not top concern	56%	48%	50%	55%	45%	54%
Top concern	44%	49%	42%	40%	48%	42%

Q.5-Area

Fairbank, Maslin, Maxwell & Associates

Nearly 80 Percent Say They Will Use The New System

A second reason for the support the high-capacity transit system now enjoys is that so many respondents envision the system directly benefiting them.

- o In total, 79 percent say they will use the transit system, including 22 percent who say they will use it *"frequently,"* 36 percent who say they will use it at least *"occasionally,"* and 21 percent who say they will use it but only *"rarely."* Just 19 percent say they will *"never"* use it.

Would "Frequently/Occasionally" Use Transit System By Area

Vote	Total Sample	Sheltonish	King North	King East	King South	Pierce
Frequently	22%	19%	27%	24%	20%	15%
Occasionally	36%	34%	36%	35%	34%	37%
Rarely	21%	23%	20%	24%	23%	20%
Never	19%	22%	16%	16%	20%	26%
Not Sure	2%	2%	1%	1%	3%	2%

Q.19-Area

Fairbank, Martin, Martin & Associates

Respondents See the Transit System Reducing Congestion Growth and Gridlock

Third, respondents believe that the new system will be effective at reducing growth in traffic congestion and air pollution, at improving the quality of life in the region, and in easing personal commutes:

- o Fully 81 percent said that the new transit system would be "very" or "somewhat" effective in reducing traffic congestion growth and gridlock.
- o Seventy-nine percent feel the system will be effective in improving air pollution.
- o Seventy-six percent feel the system will be effective in improving the quality of life in the Puget Sound region.
- o Fifty-six percent feel the system will be effective in improving their personal commutes. This includes 62 percent of those who now drive alone to work and 88 percent of those who now take the bus to work.

Effectiveness of the New Transit System by Area

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Reducing traffic	81%	81%	79%	82%	80%	78%
Improving air pollution	79%	81%	77%	80%	77%	79%
Quicker commute	56%	59%	57%	54%	53%	52%
Improving quality of life	76%	76%	77%	74%	71%	78%

Q.23-Area

Folbrink, Martin, Maurin & Associates

Broad Awareness and Approval of the Transit Plan

A fourth reason for the strong support for the plan is the current broad awareness of it, and the positive image it enjoys.

- o Three of four respondents are at least aware of the transit plan, with 18 percent who have heard "*a great deal*" about it, 34 percent who have heard at least "*some*" information about it, and another 23 percent who have heard only "*a little*" about it.

Have You Heard About the Plan to Build a Transit System?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Great Deal	18%	17%	18%	16%	20%	18%
Some	34%	31%	35%	34%	37%	32%
A Little	23%	26%	24%	23%	17%	25%
Nothing	24%	25%	21%	27%	22%	24%
Not Sure	1%	1%	2%	0%	4%	1%

Q.8-Area

Fairbank, Maslin, Maslin & Associates

- Overall, 73 percent favor *"building this new regional transit system,"* with just 16 percent who are opposed to it. Among those who were initially familiar with the plan, support is even higher: 76 percent.

Favor/Oppose Building the Transit System by Area

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Favor	73%	74%	74%	70%	67%	75%
Oppose	16%	16%	15%	17%	19%	14%
Not Sure	11%	10%	11%	13%	14%	7%

Q.10-Area

Fairbank, Maslin, Maslin & Associates

Support For System Declines at Higher Tax Levels

The survey found that support for the high-capacity regional transit system declined if the sales tax level to finance it was increased from four-tenths of a cent to five-tenths.

- o At the higher level, just 36 percent said they would be inclined to vote in favor of a ballot measure to finance the transit system. Support was even lower, at 22 percent who would be inclined to support the measure, at a proposed seven-tenths of a cent sales tax increase.

Percent More Likely to Support Measure at...

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
3/10 Cent	55%	64%	54%	55%	45%	54%
5/10 Cent	36%	36%	38%	34%	35%	30%
7/10 Cent	22%	21%	25%	17%	30%	16%

Q.14-Area

Forbark, Moser, Mauldin & Associates

Support For A Tax Combination

To pay for the system, 13 percent prefer a "small" increase in the gasoline tax, 5 percent prefer a small increase in the MVET, 12 percent prefer a small increase in the gasoline tax, and 45 percent prefer "a combination of small increases in each of these taxes." Just 17 percent volunteered that they prefer no tax increase at all.

Would You Prefer to Pay for the Transit System With...

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Sales Tax	13%	12%	14%	9%	16%	12%
MVET	5%	6%	6%	4%	6%	5%
Gasoline Tax	12%	11%	17%	14%	7%	8%
Combo	45%	44%	44%	45%	47%	44%
No Tax	17%	17%	14%	17%	16%	22%

Q.20-Area

Fairbank, Martin, Martin & Associates

Only 1 In 5 Respondents Prefer Smallest, Bus-Oriented System Option

Respondents were read three system options:

- o a \$2.5 billion option with commuter rail, one light rail line, and expanded bus service;
- o a \$4.2 billion system with commuter rail, expanded bus service, and three light rail lines; and
- o a 5.4 billion dollar system with commuter rail, expanded bus service, and four light rail lines.

Only 20 percent preferred the smallest option; 29 percent preferred the middle option; and the same fraction preferred the largest option.

New Transit System's Three Options

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
\$ 2.5 Billion	20%	18%	22%	15%	27%	17%
\$ 4.2 Billion	29%	31%	23%	28%	30%	30%
\$ 5.4 Billion	20%	28%	30%	35%	23%	28%
Other	5%	3%	5%	5%	5%	8%
Not Sure	17%	20%	18%	17%	15%	17%

Q.21-Area

Fairbank, Masler, Mauldin & Associates

Preferences for Suburban-City Routes

Respondents were asked to rate their personal priorities for three different general route orientations: serving people *"commuting to work from suburbs to major cities"*; serving people *"commuting to work from suburbs to other suburbs"*; and serving people *"who are traveling in local neighborhoods."*

By a considerable margin, respondents expressed a preference for suburban-city routes:

- o Sixty-six percent said such routes were an *"extremely"* or *"very"* high priority; in contrast, 46 percent said that suburb-to-suburb routes were an extremely or very high priority, and just 27 percent said that service to people traveling in local neighborhoods was a similar priority.

Percentage of Respondents Who Viewed Routes As A High Priority

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Suburb to City Service	66%	64%	69%	65%	68%	60%
Suburb to Suburb Service	46%	44%	47%	44%	52%	40%
Local Neighborhood Service	27%	23%	32%	21%	31%	26%

Q.16-Area

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Interest in System Components

Respondents were read a list of different components and features of the proposed system, and were asked to express how important each one was to them personally.

- o The feature that by far aroused the most interest among the electorate was the coordinated schedules and fares for buses and trains across the region. Fully 80 percent said this was an important feature of the new system.
- o Close in importance was knowing that the system will serve not only commuters, but also those going to shopping centers, sporting events, and other suburban destinations. Seventy-six percent said this information was important to them.
- o Seventy-one percent said that the commuter rail line serving Everett, Seattle, Tacoma, Renton, Lakewood, and other cities in the region was important to them.

- o Sixty-nine percent felt it was important that the plan includes a major increase in local, regional, and commuter bus service.
- o Sixty-five percent found the rail line connecting Sea-Tac Airport with Seattle and Federal Way to be important. The same fraction said the rail line connecting East King County with Seattle was important.

Features/Route Alternatives Seen As Important

Route	Total Sample	Snohomish	King North	King East	King South	Pierce
Everett/Seattle/Tacoma Line	71%	74%	71%	66%	73%	68%
Increased Bus Service	69%	70%	69%	72%	65%	63%
Sea-Tac Airport Line	65%	56%	72%	64%	69%	61%
Seattle-UoW Line	59%	58%	70%	61%	53%	44%
Coordinated Fares/Schedules	80%	81%	77%	83%	77%	77%
Suburban Destinations	76%	76%	72%	81%	72%	78%
East King County Seattle Line	63%	61%	72%	78%	61%	42%
Federal Way Dome Line	48%	35%	52%	43%	52%	54%
Tukwila Bellevue S. Kirkland Line	55%	48%	61%	63%	51%	42%

Q.17-Area

Fairbank, Menden, Naudin & Associates

- o Fifty-nine percent said the rail line connecting downtown Seattle with the University of Washington and Northgate was important. Fifty-five percent found the rail line connecting Tukwila with Bellevue and South Kirkland to be important. And 48 percent found a rail line connecting Federal Way to the Tacoma Dome and downtown Tacoma to be important.

Respondents Prefer Tunnel Under First and Capitol Hills

Forty percent overall preferred a rail line that goes in a tunnel under First and Capitol Hills in Seattle, even when told that the line *"would be more expensive but would serve more people."* A smaller fraction, 30 percent, preferred a surface line serving the Eastlake, South Lake Union, and Seattle Commons neighborhoods, even though that line *"would be less expensive but would serve fewer people."*

Which Route Option Do You Prefer: U of W Line

Route	Total Sample	Snohomish	King North	King East	King South	Pierce
1st Hill Tunnel	40%	36%	41%	46%	40%	35%
Eastlake Surface	30%	32%	39%	25%	26%	22%
Not Sure	30%	32%	20%	29%	34%	43%

Q.18-Area

Fehlbank, Mueser, Madole & Associates

In North King County, support splits almost evenly between these two options: 41 percent preferred the tunnel, while 39 percent preferred the surface line.

Strong Preference for Trains

Respondents were read two statements on the issue of trains versus buses, and were asked to identify the statement that came closest to their point of view on this question:

- o 74 percent agreed that *"trains are faster, more comfortable, and more appealing than buses and should be part of our new transit system."*

- o Just 16 percent agreed that *"more buses and highway improvements can reduce traffic congestion growth at far less cost; we can't afford to have trains in our new transit system."*

Which Statement Is Closer To Your Point of View?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Include Trains	74%	75%	75%	74%	73%	69%
Can't Afford Trains	16%	14%	16%	15%	17%	19%
Not Sure	10%	11%	9%	11%	10%	12%

Q.25-Area

Fairbank, Martin, Martin & Associates

Respondents Feel Tax Revenues Should Be Shared Regionally

By similar margins, respondents expressed their preference that taxes for this measure be shared on a region-wide basis:

- o Sixty-eight percent agreed that *"taxes raised from each local area for this system should be combined to address transit problems affecting all of us in the region."*
- o Just 20 percent felt that *"taxes raised from your local area should only be used to address local transit problems affecting your area."*

Which Statement Is Closer To Your Point of View?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Use my taxes locally	20%	18%	15%	18%	30%	21%
Use my taxes regionally	68%	72%	70%	69%	59%	70%
Not Sure	12%	10%	15%	12%	11%	9%

Q.25-Area

Foltbank, Moslin, Moulton & Associates

Conclusions/Recommendations

The survey confirms that the public will be more likely to support the financing of a high-capacity regional transit system which reflects the following characteristics:

- o A sales tax increase under five-tenths of a cent, as part of a combination of small tax increases.
- o If feasible, a small gasoline tax in the financing mix, especially if this reduces the sales tax increase required for the system.
- o Inclusion of the broad use of trains in the system. Even at higher system costs, respondents preferred a train-oriented system at a two-to-one margin or better.
- o The system reduces the growth of traffic congestion and air pollution, resulting in an improved quality of life in the region, more effective growth management, and other benefits.

- o The system provides an easier and less expensive commute to work, and also helps non commuters get to shopping centers, recreational facilities, and other non-work destinations.
- o The system will be up and running within a few years of its approval by voters.
- o The "seamless" system will provide coordinated bus and train fares and schedules across the region, avoiding the problems travelers now face as they transverse the multi-agency, highly complex transit systems now in place.

DETAILED FINDINGS FROM OPINION RESEARCH

I.

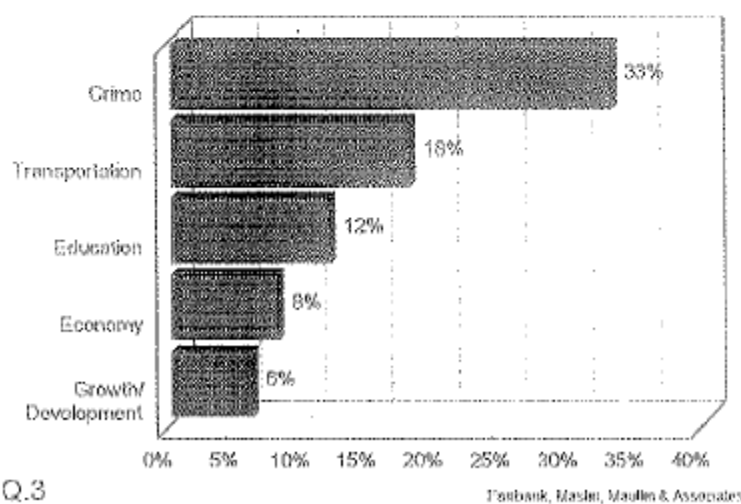
CONCERN ABOUT TRAFFIC CONGESTION

Traffic congestion is second only to crime as a concern facing voters in the Puget Sound region. Nearly half the respondents say that traffic congestion is one of the *"top two or three things that really bothers me a lot."* There is near-unanimous consensus that the traffic congestion problem has been getting worse in the last few years.

What is the Most Serious Problem Facing the Puget Sound Region?

- o In an open-ended question, respondents were asked to identify *"the most serious issue facing the Puget Sound area that you would like your elected officials to deal with."* Crime, named by 33 percent of the respondents, was by far the most frequently cited issue.
- o Transportation -- traffic congestion and the need for public transportation and mass transit -- was the second most frequently cited issue at 18 percent.

The Most Serious Issues Facing The Puget Sound Region



- o Education issues were named by 12 percent of the respondents as the most serious problem facing the region.
- o Areas: There is relatively little variation in response to this question by area, with the exception of Pierce County, in which crime was of much higher concern (50 percent), overshadowing traffic congestion (10 percent).

The Most Serious Issues Facing Puget Sound By Area

Issue	Total Sample	Snohomish	King North	King East	King South	Pierce
Crime	33%	26%	30%	30%	31%	50%
Transportation	16%	19%	19%	17%	23%	10%
Education	12%	10%	17%	9%	15%	7%
Economy	6%	8%	6%	7%	13%	7%
Growth/Development	6%	5%	6%	10%	2%	3%

Q.3-Area

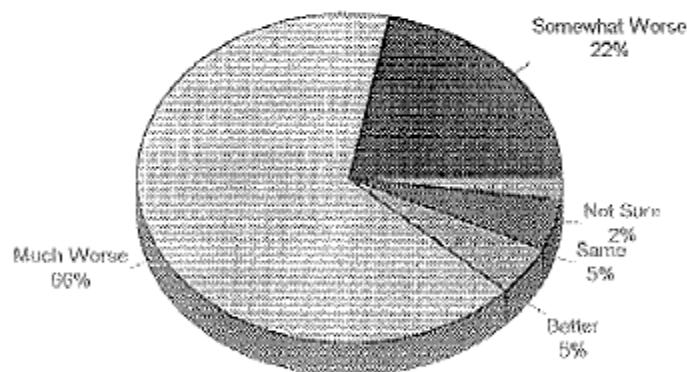
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Have These Problems Been Getting Better Or Worse In The Last Few Years?

The survey provides dramatic evidence that voters see the problem of traffic congestion as worsening in the last few years. While related problems, such as air pollution and growth management are also thought to be getting worse, concern about the direction of these problems pales in comparison to anxiety about traffic congestion.

- o Sixty-six percent of respondents believe traffic congestion has gotten "*much worse*," with an additional 22 percent calling it "*somewhat worse*." And while 88 percent see traffic congestion as a worsening problem, just five percent think that traffic congestion has gotten better and the same small fraction say the problem has remained unchanged in recent years.
- o Those most likely to feel that traffic congestion has gotten much worse in recent years include more affluent commuters, the employed and especially older workers, and those who drive to work alone.

Is Traffic Congestion Getting Better or Worse?

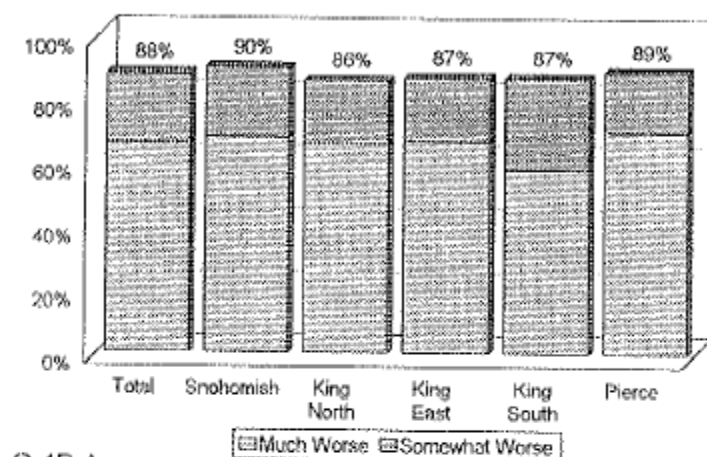


Q.4B

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- o Areas: Again, there was little variation in response to this question by area. King South respondents were slightly less likely to say that traffic has gotten "*much worse*" than respondents in other areas. However, when the "*much*" and "*somewhat*" worse responses are combined, responses by area vary in a narrow range from a low of 86 percent in King North to 90 percent in Snohomish County.

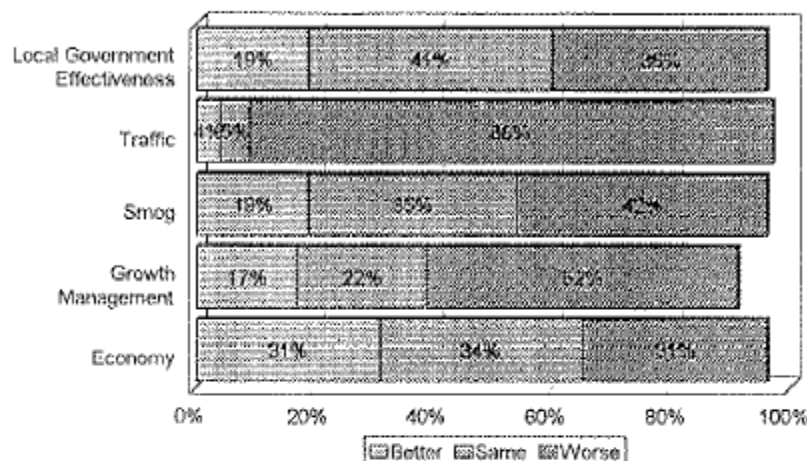
Percent Who Feel Traffic Congestion is Getting Worse by Area



There is evident concern about trends in other issues, especially growth management and air pollution. The only issue tested in which respondents were divided on whether things were getting better or worse was the economy.

- o Fifty-two percent said that *"things related to the management of growth"* were getting worse and just 17 percent said they were getting better.
- o Forty-two percent said that *"things related to smog and air pollution"* were getting worse and just 19 percent said they were getting better.
- o Thirty-six percent said that *"things related to the effectiveness of local government"* were getting worse and just 19 percent said they were getting better.
- o Thirty-one percent said that *"things related to the local economy"* were getting worse and the same fraction said that the economy was getting better.

Are These Problems Getting Better, Staying The Same, or Getting Worse?



Q.4

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Is Local Government Effectiveness Getting Better, Worse, or Staying The Same?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Better	19%	16%	25%	18%	19%	11%
Worse	36%	29%	35%	35%	43%	39%
Same	41%	50%	37%	42%	32%	44%

Q4-Area

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Is Smog and Air Pollution Getting Better, Worse, or Staying The Same?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Better	19%	21%	17%	16%	22%	21%
Worse	43%	36%	45%	45%	47%	38%
Same	35%	40%	33%	36%	27%	40%

Q4-Area

Fairbank, Maslin, Maullin & Associates

Is Local Growth Management Getting Better, Worse, or Staying The Same?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Better	17%	21%	17%	22%	15%	10%
Worse	52%	41%	50%	48%	57%	58%
Same	22%	23%	24%	22%	20%	18%

Q4-Area

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Is Local Economy Getting Better, Worse, or Staying The Same?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Better	31%	37%	34%	32%	27%	26%
Worse	31%	24%	30%	26%	40%	32%
Same	34%	33%	33%	38%	29%	35%

Q4-Area

Fairbank, Maslin, Maullin & Associates

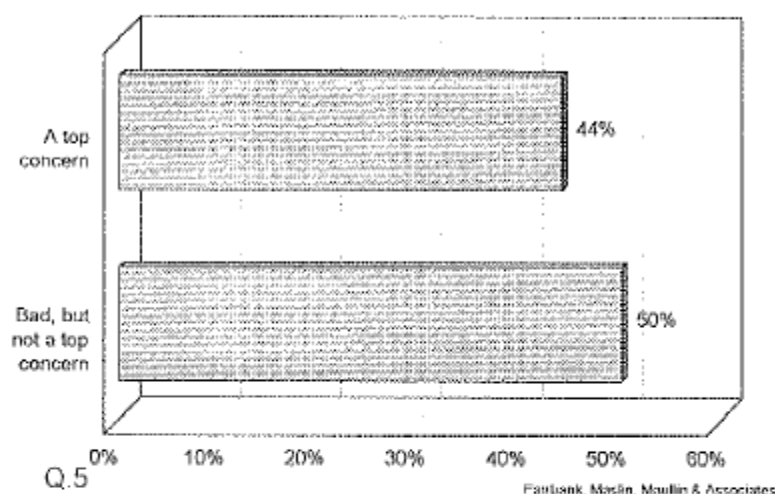
Is Traffic Congestion One Of The Top Issues That Bothers You Personally?

Nearly half of all respondents, 44 percent, say that traffic congestion is one of the top issues on their minds. This fraction far exceeds the 18 percent who cited traffic-related issues on the open-ended question discussed above. While crime is clearly the highest priority for respondents and it dominated the open-ended results, traffic congestion remains a major concern for many respondents.

Respondents were asked to choose between two statements on this topic:

- o Fifty percent said that *"I know traffic is bad in this area, but as far as I am concerned personally, traffic congestion isn't one of the top two or three issues that bothers me a lot."*
- o Forty-four percent agreed that *"for me personally, traffic congestion is so frustrating that I would put it up with the top two or three things that bother me a lot."*

Is Traffic Congestion...



- o Areas: There was again little variation by area in response to this question. King East and Pierce respondents were slightly more likely to say that traffic congestion is not one of their top two or three issues and Snohomish and King South respondents were slightly more likely to say that it is one of their top issues.

Traffic Congestion Top Concern
By Area

Issue	Total Sample	Snohomish	King North	King East	King South	Pierce
Not a top concern	50%	60%	50%	55%	45%	54%
Top concern	44%	40%	42%	40%	50%	42%

Q.5-Area

Fairbank, Maslin, Maullin & Associates

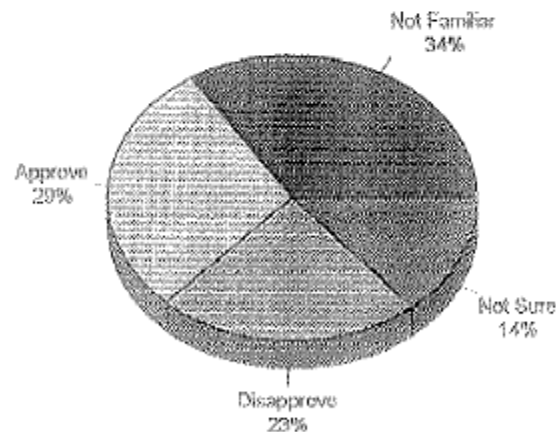
II. FAMILIARITY WITH THE RTA AND THE TRANSIT SYSTEM PLAN

Do You Approve Or Disapprove Of The Job Being Done By The Regional Transit Authority?

Slightly more than half the respondents can rate the job being done by the RTA; among those familiar with the RTA, opinion is divided nearly evenly about whether or not the agency is doing a good job.

- o Forty-eight percent are either unfamiliar with the RTA or have no opinion about it.
- o Twenty-nine percent approve of the job being done by the RTA, and 23 percent disapprove.

Job Rating of RTA



Q.6

- o Areas: Familiarity and approval rates were similar in all regions.

Job Rating of RTA

	Total Sample	Snohomish	King North	King East	King South	Pierce
Not Familiar	34%	34%	30%	37%	37%	34%
Approve	29%	29%	27%	25%	27%	34%
Disapprove	23%	23%	26%	22%	21%	19%
Not Sure	14%	14%	17%	16%	15%	13%

Q.6-Area

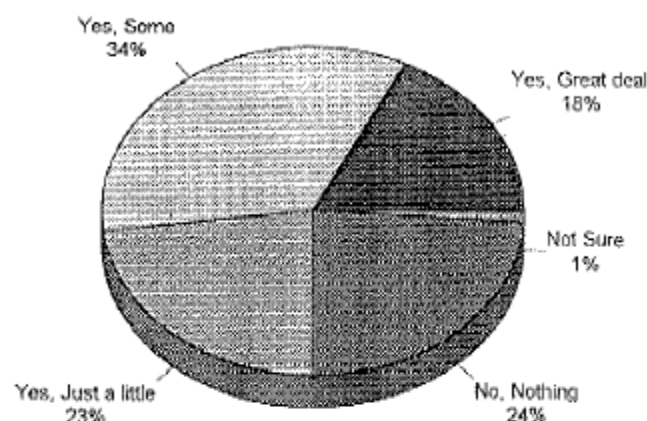
Fairbank, Maslin, Maullin & Associates

Have You Seen Or Heard Anything Lately About A Plan To Build A Regional Transit System In The Puget Sound Region?

Three of four respondents have heard at least something about the new transit system, although fewer than one in five consider themselves to be very well informed.

- o Eighteen percent report having heard "*a great deal*" about the plan; 34 percent said they had heard "*some*"; and another 23 percent said they have heard "*just a little*" about it. Only 24 percent have heard nothing at all about the plan.

Have You Heard About the Plan to Build a Transit System?



Q.8

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- o Areas: There was no substantial variation in awareness of the plan by area. A slightly higher proportion of Snohomish, King East, and Pierce area residents said they had heard either "just a little" or nothing about the plan.

Have You Heard About the Plan to Build a Transit System?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Great Deal	18%	17%	18%	16%	20%	18%
Some	34%	31%	35%	34%	37%	32%
A Little	23%	26%	24%	23%	17%	25%
Nothing	24%	25%	21%	27%	22%	24%
Not Sure	1%	1%	2%	0%	4%	1%

Q.8-Area

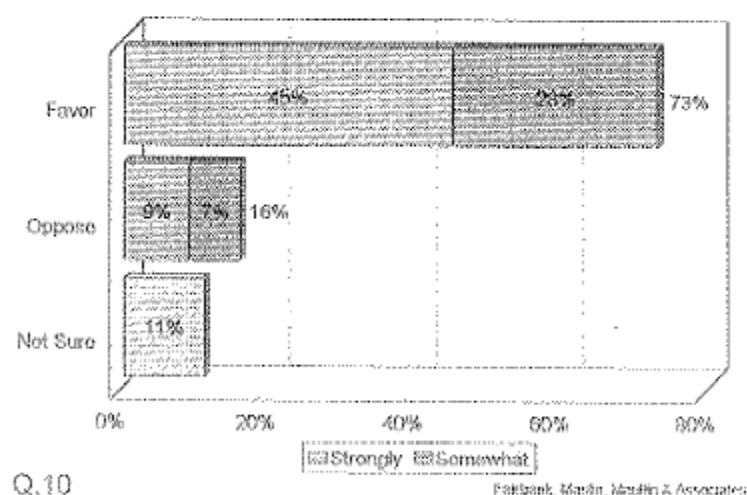
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Does Building This New Regional Transit System Sound Like Something You Would Favor Or Oppose?

Before being given any details about the transit system, respondents were initially asked if they favored or opposed it. Nearly three of four said they favored building the new system, including two-thirds of those who had heard nothing previously about it. This finding demonstrates how favorably inclined voters are towards building a mass transit system in the Puget Sound region, even with no details of where it will go and whom it will serve.

- o Seventy-three percent overall say they favor building the new transit system, including 45 percent who "strongly" favor building it.

Do You Favor or Oppose Building the Transit System?



- o Among those with previous knowledge of the system, support is at 76 percent, with 47 percent who "strongly" favor it. Among the 24 percent of the electorate who say they have previously heard nothing about the system, support is at a still-strong 66 percent, including 40 percent who say they "strongly" favor it.

- o Areas: Respondents were slightly more favorable towards the plan in Pierce County, and slightly less favorable in King South.

**Favor/Oppose Building
the Transit System
by Area**

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Favor	73%	74%	74%	70%	67%	79%
Oppose	16%	16%	15%	17%	19%	14%
Not Sure	11%	10%	11%	13%	14%	7%

Q.10-Area

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III. SUPPORT FOR FINANCING THE TRANSIT SYSTEM

Support for the system falls slightly when respondents were asked about financing it, but the fraction favoring the system remains a strong majority at 62 percent.

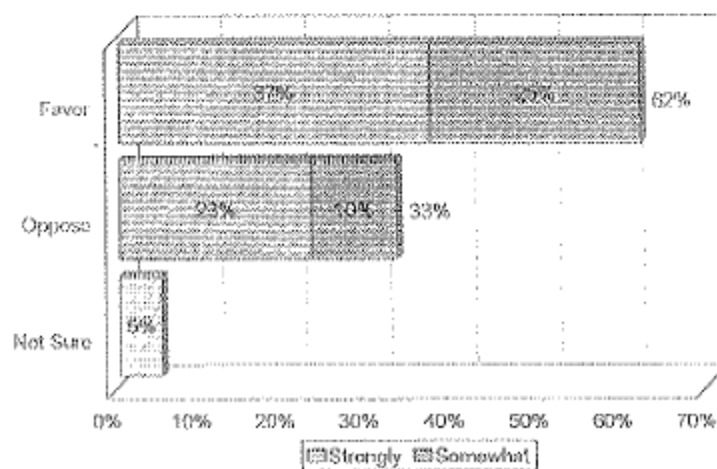
Will You Vote Yes in Favor or No to Oppose this Measure?

Respondents were read the following question:

"Next year, there may be a measure on the ballot to increase the sales tax in parts of Pierce, Snohomish, and King Counties by four-tenths of a cent, and to increase the Motor Vehicle Excise Tax by one-quarter of one percent, with the funds designated specifically for expanding local, regional, and commuter bus service and building a rail transit system for the region. If the election for this measure were held today, would you vote yes in favor of it or no to oppose it?"

- o In total, 62 percent said they would vote in favor of this measure, including 37 percent of respondents who would definitely vote yes, with an additional 25 percent saying they will probably vote yes. Thirty-three percent said they would definitely or probably vote against the measure.

First Vote
Transit Financing Measure



Q.11

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- o Areas: King North residents were somewhat more supportive, with 42 percent saying they would definitely vote yes and 26 percent saying they probably would do so, for a total of 68 percent. Support in the other regions varied only slightly, from 57 to 61 percent.

First Vote by Area

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Favor	62%	61%	68%	60%	57%	59%
Oppose	33%	34%	27%	35%	38%	35%
Not Sure	5%	5%	5%	5%	4%	6%

Q.11-Area

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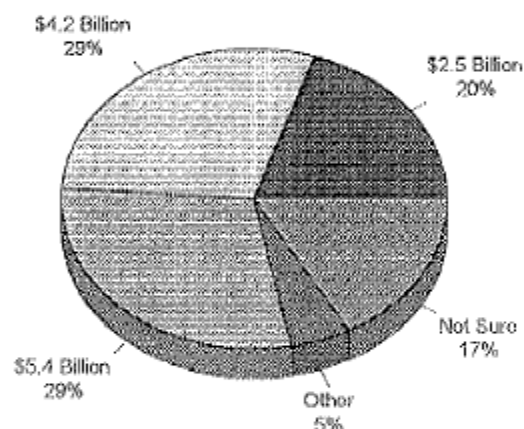
Cost/Mode Options

Respondents divide quite evenly on the issue of how big a system should be built. When asked to choose between three options, only one in five respondents preferred the smallest, bus-oriented system. Support grew as more rail was added, even as the cost increased.

- o Twenty percent would support a "2.5 billion system that includes some commuter rail service running on existing tracks, one light rail line on newly built tracks, but relies mostly on expanded bus service."

- o Twenty-nine percent would support "a \$4.2 billion system that expands bus service and also includes commuter rail and three light rail lines."
- o The same fraction, 29 percent, would support a "\$5.4 billion system that would include expanded bus and commuter rail service and four light rail lines."

New Transit System's Three Options



Q.21

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New Transit System's Three Options by Area

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
\$ 2.5 Billion	20%	18%	22%	15%	27%	17%
\$ 4.2 Billion	29%	31%	25%	28%	30%	30%
\$ 5.4 Billion	29%	28%	30%	35%	23%	28%
Other	5%	3%	5%	5%	5%	8%
Not Sure	17%	20%	18%	17%	15%	17%

Q.21-Area

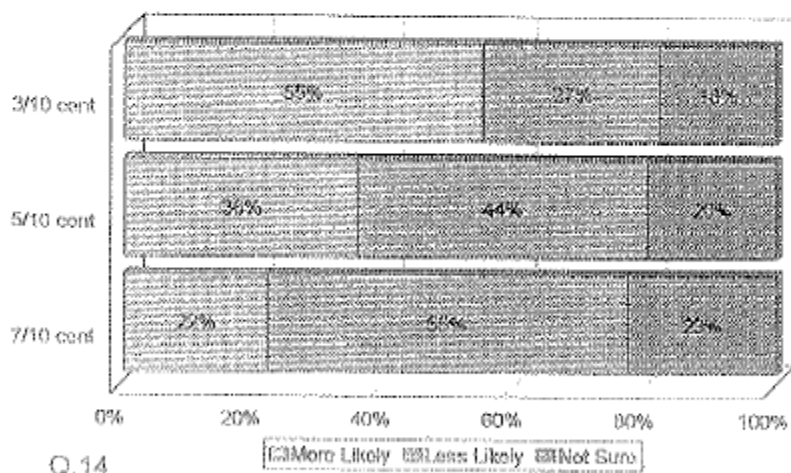
Fairbank, Maslin, Maullin & Associates

Impact Of Changing Tax Level On Support For Transit System

Voter support declines when the sales tax is set at five-tenths of a cent.

- o At five-tenths of a cent, only 36 percent say they would be more likely to vote in favor of the financing ballot measure. Forty-four percent say they would be less likely to vote in favor of the measure at that level.
- o At seven-tenths of a cent, only 22 percent say they would be more likely to vote in favor of the financing ballot measure. Fifty-five percent say they would be less likely to vote in favor of the measure at that level.

Would you be more or less likely
to vote for the system if
the sales tax increase was...



Percent More Likely to Support Measure at...

Route	Total Sample	Snohomish	King North	King East	King South	Pierce
3/10 Cent	55%	64%	54%	55%	45%	54%
5/10 Cent	35%	35%	35%	34%	36%	30%
7/10 Cent	22%	21%	25%	17%	30%	16%

Q.14-Area

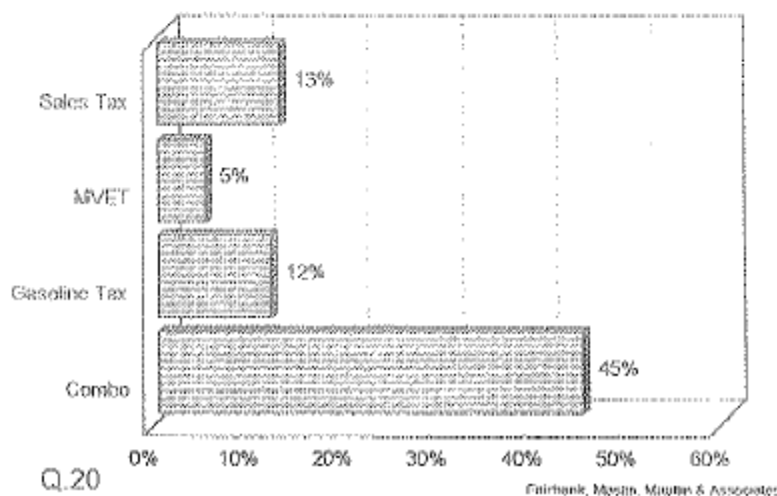
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How Would You Prefer to Pay for the System?

When asked how they would choose to pay for the system's construction, a plurality of respondents preferred a combination of small increases in sales, motor vehicle excise, and gasoline taxes.

- o Thirteen percent prefer a "small" increase in the gasoline tax; 5 percent prefer a small increase in the MVET; 12 percent prefer a small increase in the gasoline tax; and 45 percent prefer a "combination of small increases in each of these taxes." Just 17 percent volunteered that they prefer no tax increase at all.

Would You Prefer to Pay for the Transit System With...



Would You Prefer to Pay for the Transit System With...

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Sales Tax	13%	12%	14%	9%	16%	12%
MVET	5%	6%	6%	4%	6%	5%
Gasoline Tax	12%	11%	17%	14%	7%	8%
Combo	45%	44%	44%	45%	47%	44%
No Tax	17%	17%	14%	17%	16%	22%

Q.20-Area

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Support for Region-wide Use of Taxes

Voters clearly recognize the importance of a region-wide solution to their transportation problems, and reject the idea that their tax dollars should be used only in their local area.

- o Sixty-eight percent agree that *"Taxes raised from each local area for this system should be combined to address transit problems affecting all of us in the region."*
- o Just 20 percent agree that *"Taxes raised from your local area for this system should only be used to address local transit problems affecting your area."*

Which Statement Is Closer To Your Point of View?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Use my taxes locally	20%	18%	15%	19%	30%	21%
Use my taxes regionally	68%	72%	70%	69%	59%	70%
Not Sure	12%	10%	15%	12%	11%	9%

Q.25-Area

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Respondent Prefer Larger System Even if State Funds are Uncertain

Respondents make clear that they prefer that the RTA pursue a larger transit system, even if the state funds may not be available, rather than plan for a smaller system based solely on the availability of local funds.

Respondents were told that *"about one-third of the money needed to pay for the proposed bus and rail transit system could come from the state government. There is a possibility that the state will not provide these funds, which would result in a smaller transit system."*

- o Fifty-six percent say that the RTA should *"pursue the larger system to keep that option open, even if the state money is not certain."*
- o Thirty percent say that the RTA should *"pursue a smaller system without state money in which the funding would be more certain."*
- o Areas: Support for the larger system ranges from 51 percent in the Pierce and King South areas to 61 percent in the King East area.

How Big of a System Should RTA Plan For?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Larger System	56%	57%	56%	61%	51%	51%
Smaller System	30%	26%	28%	26%	35%	33%
DK/NA	14%	17%	16%	13%	14%	16%

Q30-Area

Fairbank, Maslin, Maullin & Associates

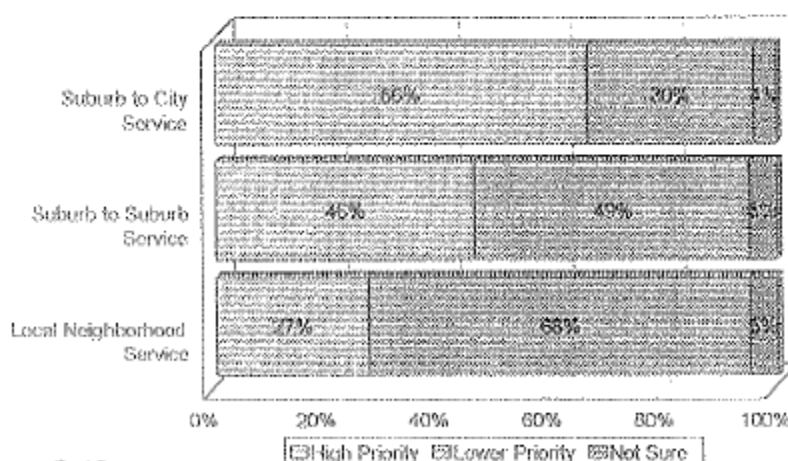
IV. FEATURES THAT MATTER: OPINIONS ON THE DETAILS OF THE SYSTEM

Comparing Priorities: Serving Commuters To Cities, Commuters To Other Suburbs, And Local Neighborhoods

Respondents were asked to rate how high a priority they would give three different service options. Serving people commuting to work from suburbs to major cities was clearly the highest priority, with suburban service and local neighborhood service both considerably lower in priority.

- o Respondents consider serving people who are commuting to work from suburbs to major cities to be the top priority. Sixty-six percent called this an "extremely" or "very" high priority. Another 19 percent said it was a "somewhat" high priority. Just 11 percent believed the link between suburbs and major cities was "not a high priority at all."

How High A Priority Should Each Be in the New Transit System?



- o Serving people commuting to work from suburbs to other suburbs was considered an *"extremely"* or *"very"* high priority by 46 percent of the respondents. Twenty-nine percent felt it was a *"somewhat"* high priority, and 20 percent felt it was *"not a high priority at all."*
- o Just 27 percent of the sample felt that serving people who are traveling in local neighborhoods was an *"extremely"* or *"very"* high priority. Twenty-nine percent felt it was only a *"somewhat"* high priority, and fully 39 percent felt it was *"not a high priority at all."*
- o Areas: Serving commuters to the major cities and between suburbs was seen as a slightly lower priority to respondents in Pierce County than in other areas. Respondents in King South were slightly more likely than respondents in other areas to consider suburb-to-suburb service to be a high priority. Local neighborhood service was of highest priority in the King South and North areas, and of slightly lower priority in the King East and Snohomish areas.

Percentage of Respondents Who Viewed Routes As A High Priority

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Suburb to City Service	66%	64%	69%	65%	68%	60%
Suburb to Suburb Service	46%	44%	47%	44%	52%	40%
Local Neighborhood Service	27%	23%	32%	21%	31%	26%

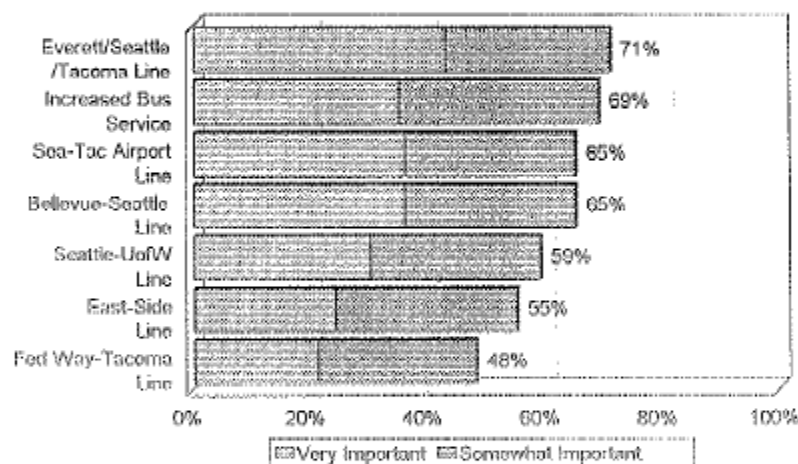
Q.16-Area

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Comparing The Importance Of Different System Routes/Features

Respondents were read a variety of different routes/modes and features of the planned system, and then asked to rate each on a scale of very important, somewhat important, not too important, or not important at all. Of the system route/mode alternatives, the Everett/Seattle/Tacoma commuter rail line was seen as most important, followed by increased bus service across the region. Of the various features described to respondents, the coordination of schedules and fares ("seamless service") was the most important.

How Important Is Each Feature of the Planned Transit System?



Q.17

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Routes/Modes

- o "Frequent train service connecting Everett, Seattle, Renton, Tacoma, Lakewood, and other cities" was very or somewhat important to 71 percent of the respondents. It was slightly more important to respondents in the Snohomish and King South areas; even in the King East area, which this line does not serve directly, 66 percent said it was important.

- o *"A major increase in local, regional, and commuter bus service"* was important to 69 percent of the respondents, ranging from a low of 65 percent in King South to a high of 72 percent in King East.
- o *"A rail line connecting Sea-Tac Airport with Seattle and Federal Way"* was important to 65 percent of the respondents, ranging from 56 percent in Snohomish County to 72 percent in the King North area.
- o *"A rail line connecting Seattle with Bellevue, Overlake, or South Kirkland"* was important to 65 percent of the respondents, ranging from 42 percent in Pierce County to 78 percent in the King East area.
- o *"A rail line from downtown Seattle to the University of Washington and Northgate"* was important to 59 percent of the respondents, ranging from 44 percent in Pierce County to 70 percent in the King North area.

How Important is Each Route Alternative By Area

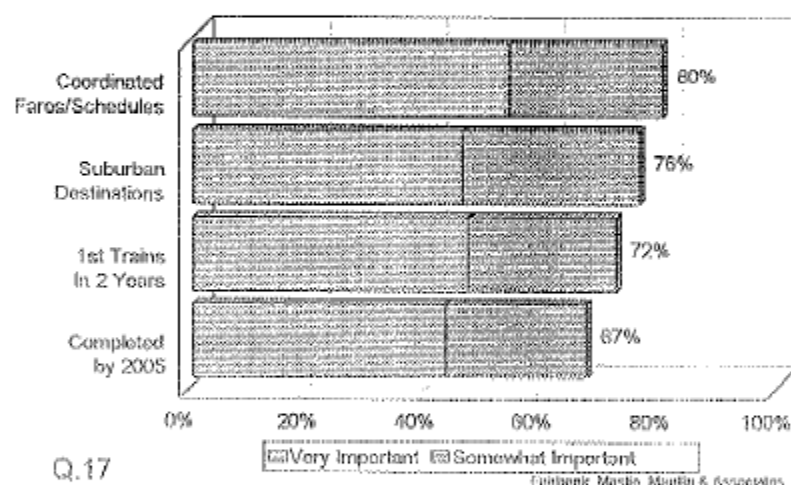
Route	Total Sample	Snohomish	King North	King East	King South	Pierce
*Everett/Seattle/Tacoma Line	71%	74%	74%	66%	73%	69%
*Increased Bus Service	69%	70%	69%	72%	65%	66%
*Sea-Tac Airport Line	65%	56%	72%	64%	60%	61%
*Bellevue-Seattle Line	65%	61%	72%	70%	61%	42%
*Seattle-UMW Line	59%	58%	70%	61%	53%	44%
*East-Side Line	55%	48%	61%	63%	51%	42%
*Fed Way-Tacoma Line	48%	35%	52%	43%	51%	54%

Q.17-Area

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- o *"A rail line on the East Side from Tukwila to Bellevue and South Kirkland"* was important to 55 percent of the respondents, ranging from 42 percent in Pierce County to 63 percent in the King East area.
- o *"A rail line connecting Federal Way to the Tacoma Dome and downtown Tacoma"* was important to 48 percent of the respondents overall, ranging from 35 percent in the Snohomish County area to 54 percent in Pierce County.

How Important is Each Feature of the Planned Transit System?



Features

- o *"Coordinated schedules and fares for buses and trains across the region"* was important to 80 percent overall, ranging from 77 percent in Pierce, King North, and King South to 83 percent in King East.
- o That *"this new transit system will not only help people commuting to work, it will take people to shopping centers, sporting events, and other destinations in suburban areas around the region"* was

important to 76 percent overall, ranging from 72 percent in King South to 81 percent in King East.

- o That *"the first trains will begin running within two years of the passage of this measure"* was important to 72 percent of the respondents overall, ranging from 68 percent in King South to 75 percent in King East.
- o That *"the first phase of the system will be completed by the year two thousand and five"* was important to 67 percent overall, ranging from 62 percent in King South to 71 percent in King East.

How Important is Each Feature of the Transit System By Area

Feature	Total Sample	Snohomish	King North	King East	King South	Pierce
*Coordinated Fares/Schedules	80%	81%	77%	83%	77%	77%
*Suburban Destinations	76%	76%	72%	81%	72%	78%
*1st Trains In 2 Years	72%	74%	69%	75%	68%	71%
*Completed by 2005	67%	67%	67%	71%	62%	65%

Q.17-Area

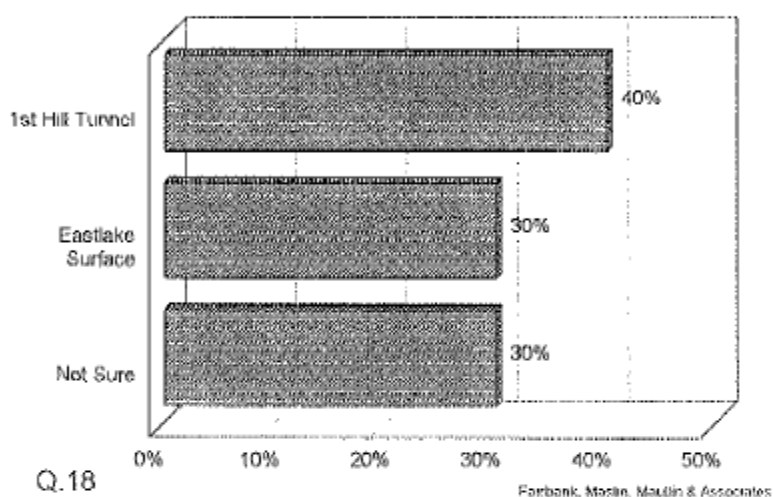
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Route Preference for Seattle - University of Washington line

Regarding rail service between downtown Seattle and the University of Washington and Northgate, a plurality of respondents preferred a line that goes in a tunnel serving First Hill and Capitol Hill -- even when told it costs more but would serve more people -- over a line that goes on surface streets serving the Eastlake, South Lake Union, and the proposed Seattle Commons neighborhoods.

- o Forty percent of respondents preferred the more expensive version while 30 percent preferred the less expensive route. Thirty percent were undecided.

Which Route Option Do You Prefer: U of W Line



- o King North residents split nearly evenly on the this issue: 41 percent preferred the tunnel, and 39 percent preferred the surface line.

Which Route Option Do You Prefer: U of W Line

Route	Total Sample	Greshamish	King North	King East	King South	Pierce
1st Hill Tunnel	40%	36%	41%	40%	40%	35%
Eastlake Surface	30%	32%	39%	25%	26%	22%
Not Sure	30%	32%	20%	20%	34%	43%

Q.18-Area

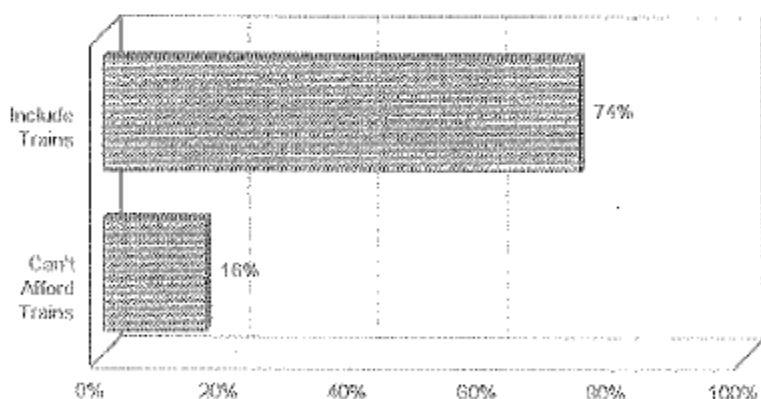
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Importance of Including Trains in Transit System

Voters feel strongly that trains should be included in the transit system, even if they are more expensive.

- o Seventy-four percent agree that *"Trains are faster, more comfortable, and more appealing than buses and should be part of our new transit system."*
- o Just 16 percent agree that *"More buses and highway improvements can reduce traffic congestion growth at far less cost; we can't afford to have trains in our new transit system."*

Which Statement Comes Closer to Your Point of View?



Q.25

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- o Areas: There was no statistically significant difference in results by area.

Which Statement Is Closer To Your Point of View?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Include trains	74%	75%	75%	74%	73%	60%
Can't afford trains	16%	14%	16%	15%	17%	19%
Not Sure	10%	11%	9%	11%	10%	12%

Q.25-Area

Fairbank, Maslin, Maullin & Associates

V.

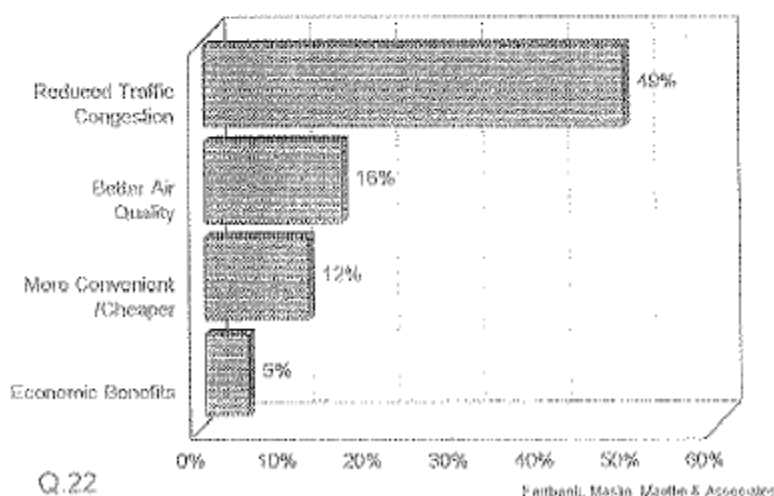
BENEFITS OF BUILDING THE TRANSIT SYSTEM

Voters strongly believe that building the new transit system will be effective in addressing traffic congestion growth, air pollution, and improving the quality of life in the region. Moreover, a majority of respondents see themselves as using this transit system on at least an occasional basis. Fewer than one in five respondents say they will never personally use the rail line, and even among these respondents, more than a third would vote in favor of the measure to finance the system.

What Is The "Most Important Benefit To The Region" If This Transit System Is Built?

In an open-ended question, respondents were asked to name *"the most important benefit to the region that is likely to occur if this transit system is built."* Nearly 50 percent of respondents believe that the most important benefit to the region will be a reduction in traffic congestion growth. Another 16 percent believe it will reduce air pollution and 12 percent believe it will save time and be more convenient for people.

**What is the Most Important Benefit
if This System is Built?**



Examples of specific responses to the open-ended question are presented below.

Less Traffic Congestion (49 percent)

"Hopefully it will take numerous cars off the street and speed up commuter buses."

"Reducing traffic and get us in town faster."

"Getting the cars off the roads."

"Less cars on the freeways."

"Makes a lot of difference on traffic congestion."

"To get where you are going faster."

Reduce Air Pollution (16 percent)

"It would cut air pollution."

"There will be less pollution in the city."

"There is a lot less smog."

"It would help the environment."

"Give the environment a rest."

Save Time/More Convenient for People (12 percent)

"There would be more time with families."

"Would cut commuting time in half."

"Convenience for people that need to travel."

"Easier for people to commute to work."

No Benefits (11 Percent)

"I see no benefits."

"There is no benefit. They should have thought of it 15 years ago."

"I can see no benefits coming from this proposed system."

What is the Most Important Benefit if This System is Built?

Vote	Total Sample	Snohomish	King North	King East	King South	Pierce
Reduced Traffic Congestion	49%	52%	44%	50%	49%	52%
Better Air Quality	16%	11%	18%	18%	16%	11%
More Convenient / Cheaper	12%	13%	12%	13%	12%	12%
Economic Benefits	5%	4%	4%	5%	8%	6%

Q22-Area

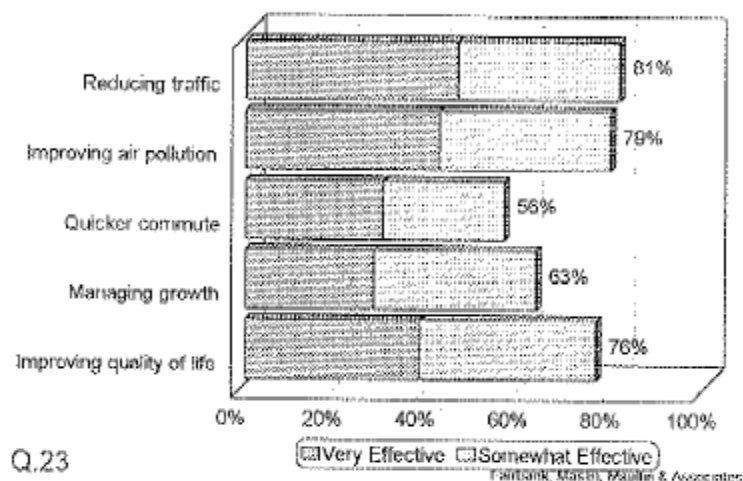
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How Effective Will This System Be In Addressing Local Problems?

By an overwhelming margin, voters believe that the new transit system will be effective in reducing traffic congestion growth and gridlock, in reducing air pollution, and in improving the quality of life in this region. By a smaller but still substantial majority, voters say the transit system will help manage growth in the region. And among those who drive to work alone, nearly two-thirds say it will make their commute easier and quicker.

- o Fully eighty-one percent said that the transit system will be "very" or "somewhat" effective at *"reducing traffic congestion growth and gridlock."* This figure includes 46 percent who say it will be "very" effective in this area.
- o Seventy-nine percent said that the system would be effective at *"improving air pollution,"* including 42 percent who said it would be "very" effective in this area.

How Effective Would the New Transit System be in...?



- o Seventy-six percent said the system would be effective at *"maintaining and improving the quality of life in this region,"* including 38 percent who felt it would be "very" effective in this area.
- o Sixty-three percent said the system would be effective at *"helping to manage growth in this region,"* including 28 percent who felt it would be "very" effective in this area.
- o Fifty-six percent felt it would be effective at *"making it quicker and easier for you or your family to commute to work."* Of those who drive alone to work, 62 percent felt the system will be effective in this area.

Effectiveness of The New Transit System by Area

	Total Sample	Snohomish	King North	King East	King South	Pierce
Reducing traffic	81%	81%	79%	82%	80%	78%
Improving air pollution	79%	81%	77%	80%	77%	79%
Quicker commute	58%	59%	57%	54%	53%	52%
Improving quality of life	76%	76%	77%	74%	71%	76%

Q.23-Area

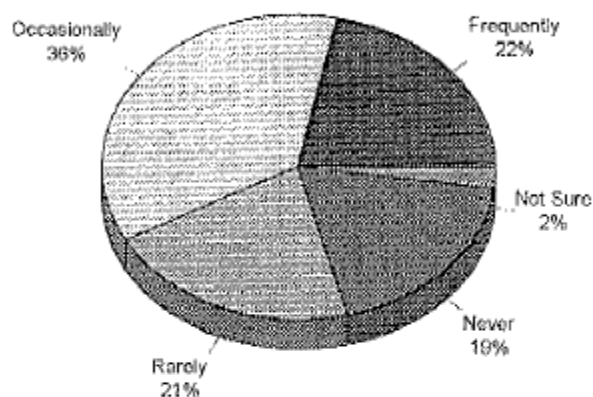
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How Frequently Would You Use This System?

Voters were asked *"if a rail or bus transit system like this were in place, do you feel you would frequently use it, would you occasionally use it, would you use it but only rarely, or is it likely that you would never use it?"* Nearly three-fifths of the voters say they would frequently or occasionally use a rail and bus transit system like the one being described. Fewer than one in five said they would never use such a system.

- o Twenty-two percent say they would use the system *"frequently,"* 36 percent would use it *"occasionally,"* 21 percent would use it *"rarely,"* and 19 percent say they would *"never"* use it.

How Often Would You Use This Transit System?

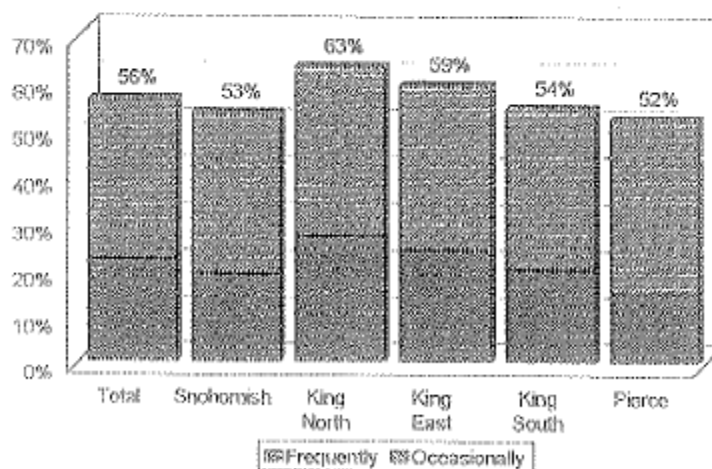


Q.19

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- o Areas: Those who said they would frequently or occasionally use the system range from 63 percent of King North residents to 52 percent in Pierce County.

Would "Frequently/Occasionally" Use Transit System By Area



Q.19-Area

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VI.
REASONS TO SUPPORT/OPOSE THE HIGH-CAPACITY
ALTERNATIVE

Voters were read a series of statements that might be made by supporters of the high-capacity transit system, followed by statements that might be made by those who prefer other transit alternatives. The purpose of these questions, which simulate the political environment likely to occur over the next year, was to assess whether or not public support for the high-capacity system is likely to be sustained in such an environment.

It is an indication of the potential strength of this ballot measure that voters responded far more strongly to statements describing positive benefits of the high-capacity transit system than they did to statements describing concerns people have mentioned about the system.

Is Each Of The Following Statements An Important Reason To Support The Financing Measure for the High-Capacity System?

- o Sixty-one percent said that taking *"action now to prevent total gridlock"* was a *"very"* important reason to support the measure.
- o Fifty-five percent said that taking action to avoid *"facing the same kind of problems they now have in Los Angeles with traffic and pollution"* was a *"very"* important reason to support the measure.
- o Fifty-three percent said that a *"very"* important reason to support the measure was that *"taking the train to work would be a lot less expensive with far fewer hassles than driving."*
- o Fifty-one percent said that keeping *"our skies clean and healthy"* was a *"very"* important reason to support the measure.
- o Thirty-four percent said that reducing our dependence on foreign oil sources was a *"very"* important reason to support the ballot measure.

- o Respondents in each RTA area were read two statements unique to their area, one describing the proposed train routes serving them and one describing the proposed bus routes serving their area. In all cases except in East King County, respondents found the train service a more important reason to support the measure. Even in East King County, however, support for train service remained strong.

Does This Statement Raise Serious Doubts About The System?

The survey tested a variety of statements that may be presented as fact by those who support alternatives to the high-capacity transit system.

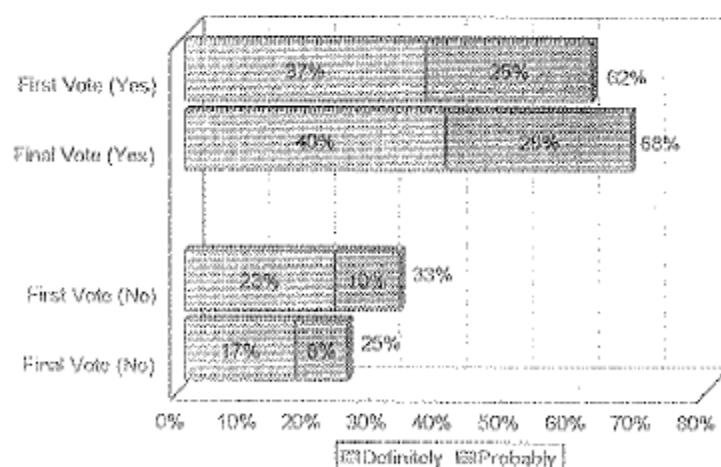
- o After hearing that the system *"would only increase transit ridership by about one percent,"* 27 percent said this resulted in *"serious"* doubts about the system and its financing ballot measure.
- o After hearing that the system *"won't reduce traffic congestion from current levels"* (as opposed to slowing future traffic growth), 23 percent said this resulted in *"serious"* doubts about the system.
- o After hearing that subsequent phases of this plan may cost up to \$30 billion and may mean even higher taxes, 23 percent said this resulted in *"serious"* doubts about the system.
- o After hearing claims that two-thirds of the riders would come from Seattle, and that it won't adequately serve people in the suburbs, 22 percent said this resulted in *"serious"* doubts about the system.
- o After hearing that it might be more efficient and less costly to expand freeways and bus lines, 21 percent said this resulted in *"serious"* doubts about the measure.
- o After hearing that the state funding for the measure is uncertain, and that this may result in a smaller system than initially promised, 21 percent said this resulted in *"serious"* doubts about the measure.

**Now That You've Heard More About The System Financing Measure,
Would You Vote Yes In Favor Or No To Oppose It?**

After these statements were read to voters, a final vote question on the financing ballot measure was asked. Support rose from its initial level of 62 percent in the first vote question, before voters had heard any information about the system, to 68 percent in this final vote question.

- o Even after hearing statements that may be made by those who support alternatives to the high-capacity transit system, 40 percent of voters said they would definitely vote yes on the financing measure and 28 percent said they probably would do so, a total of 68 percent. This represents an increase over the initial vote of six percentage points – a three percentage point increase in the fraction who would “*definitely*” vote yes and the same increase among those who would “*probably*” vote yes.

Initial and Final Votes



Q.11-32

Fairbank, Maslin, Maullin & Associates

Final Vote

Route	Total Sample	Snohomish	King North	King East	King South	Pierce
Definitely Yes	39%	44%	40%	39%	34%	37%
Probably Yes	28%	24%	29%	27%	26%	33%
Probably No	8%	9%	6%	10%	10%	5%
Definitely No	18%	17%	17%	18%	17%	20%
Not Sure	7%	6%	9%	6%	10%	5%

Q.32-Area

Fairbank, Maslin, Maullin & Associates

These findings suggest that the system enjoys a relatively firm level of support, not easily swayed by those who promote non-rail transit alternatives. This firm support stems from the following:

- o Voters strongly recognize the need for a high-capacity transit system.
- o Voters hold a favorable view of what they have already heard about the system or what they believe the system will be like.
- o Voters feel strongly that any system they finance should include rail.
- o When they learn more about the system, they recognize that they personally and the region collectively will benefit from its construction.

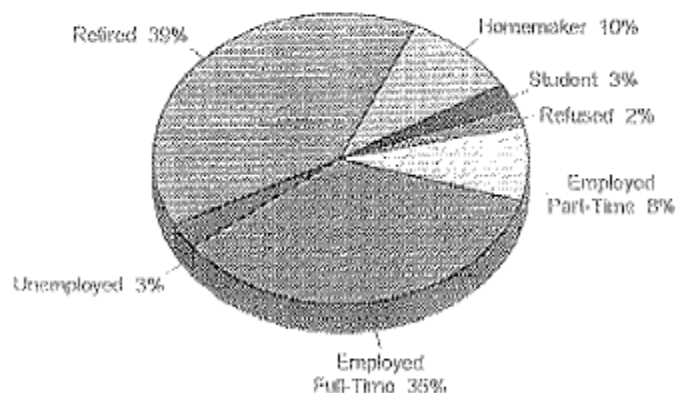
VII. DEMOGRAPHICS OF THE SAMPLE

The sample consists of registered voters who have participated in at least two of the last four general and primary elections. This restriction results in a sample that is far older and more affluent than the population at large, but more accurately reflects the actual population likely to vote on a transit system finance ballot measure.

Employment Status

Forty-three percent of the sample is employed, with 35 percent employed full-time and another 8 percent employed on a part-time basis. Fully 39 percent of the sample described themselves as retired, and another 10 percent say they are homemakers.

Occupation



Q.37

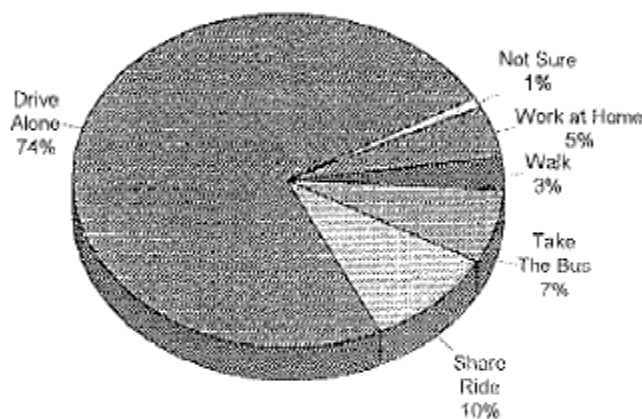
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Commute Mode

Of the 43 percent who say they are employed, nearly three of four, 73 percent (representing 31 percent of the overall sample) say they drive to work alone. Another 10 percent (or 4.3 percent overall) say they share a ride in a carpool or vanpool. Seven percent (or 3 percent overall) say they commute to work by bus.

How Do You Get To Work?

(Employed Respondents Only)



Q.38

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How Do You Get To Work?
by Area

(Employed Respondents Only)

Vote	Total Sample	Shohomish	King North	King East	King South	Pierce
Drive Alone	73%	70%	98%	71%	76%	80%
Share Ride	10%	12%	7%	9%	13%	12%
Take The Bus	7%	7%	12%	8%	2%	1%
Walk	3%	3%	7%	1%	1%	1%
Work at Home	6%	7%	8%	10%	5%	5%

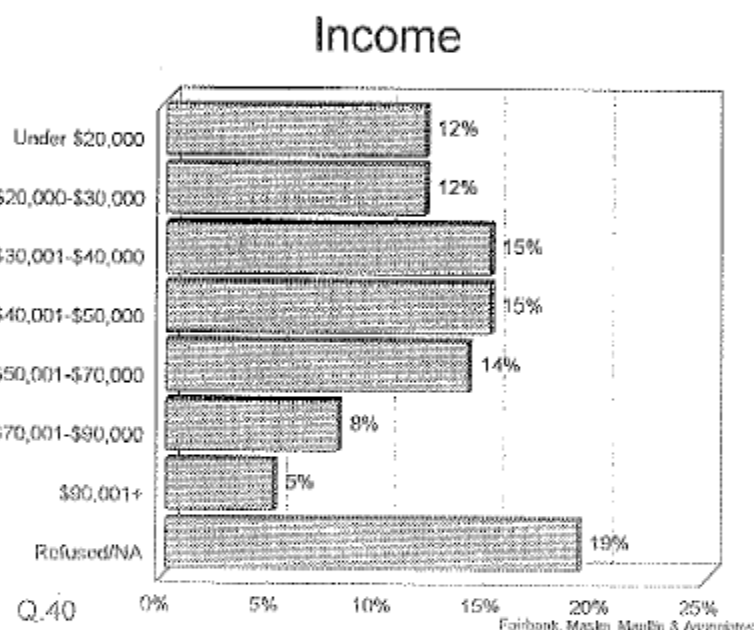
Q.38-Area

Fairbank, Maslin, Maullin & Associates

Areas: The highest fraction of single-occupancy vehicle commuters is found in Pierce County, and the lowest in King North.

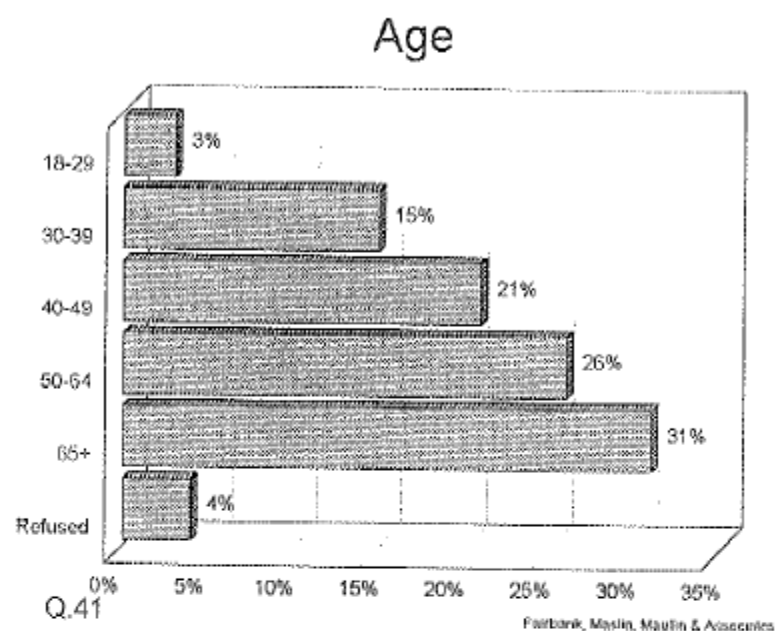
Income

Of the 81 percent who answered this question, 24 percent were earning \$30,000 and under, 30 percent were earning \$30,001 to \$50,000, and 27 percent were earning \$50,001 and above.



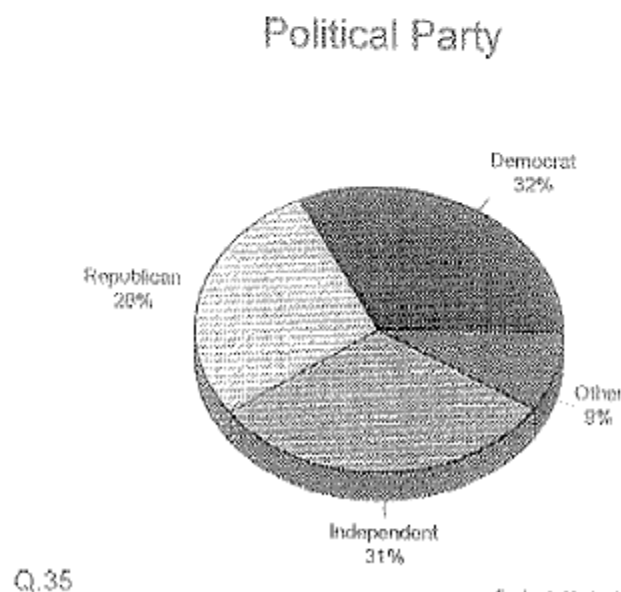
Age

The likely electorate is heavily skewed towards older voters. Fifty-seven percent are age 50 or older, including 31 percent who are age 65 or older. Just three percent are younger than 30 years old, while 36 percent are age 30 to 49.



Political Party

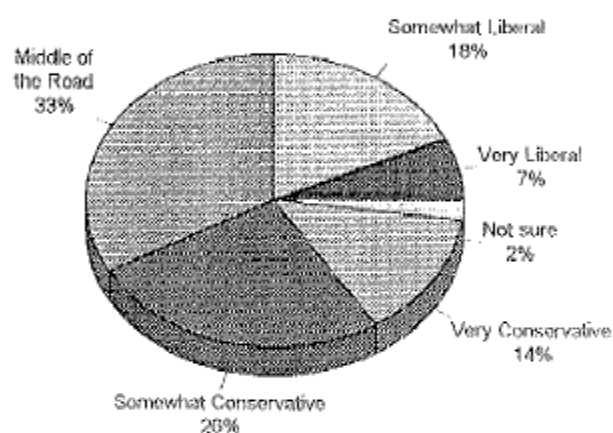
Voters self-categorize themselves almost evenly among Democrats, Republicans, and independents: 32 percent Democratic, 28 percent Republican, and 31 percent independent. Nine percent say they are members of other parties or refuse to identify their party affiliation.



Political Ideology

Voters skew far more to the center and right than their self-described party identity would suggest. Only 25 percent call themselves liberals, compared to 40 percent who call themselves conservatives and 33 percent who call themselves "*middle of the road*."

Political Philosophy



Q.36

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