

RTD FASTRACKS REGIONAL SURVEY 2009

[NOTE: RESULTS LISTED BELOW MAY NOT ADD TO 100% DUE TO ROUNDING]

BEGIN BY ASKING FOR THE PERSON WHOSE NAME APPEARS ON YOUR CALLING LIST. IF THAT PERSON IS NOT AVAILABLE ASK WHEN IT WOULD BE CONVENIENT TO CALL BACK.

Hello My name is _____ I'm with TKG Research... a national public opinion research firm. We're conducting a brief opinion survey in your area this evening ... and I was hoping I could ask you a few quick questions. We are not selling anything ... we are simply conducting research.

1. First. . .do you or does anyone in your household work for the media or for state or local government (television, radio, newspaper)

No	CONTINUE
Yes	TERMINATE
DK/NA	TERMINATE

2. Generally speaking How do you feel things are going in the Denver metro area these days? Do you feel things are headed in the right direction? Or do you have the sense that things have gotten off on the wrong track?

Right direction	58%
Wrong track	25%
DK/NA	17%

3. What do you believe to be the most important issue facing the Denver Metro Area today? (open-ended question)

1. Economy	28%
2. Employment/jobs	17%
3. Public transportation	12%
4. Education	7%
5. Traffic Congestion	5%
6. Affordable Housing	3%
7. Illegal Immigration	3%
8. Funding/budget	2%
9. Bridges/highways	2%
10. Water issues	1%

4. I'm going to read you a list of public people and organizations, please rate your opinion of each one I read as very favorable, somewhat favorable, somewhat unfavorable, or very unfavorable. If you are not familiar with any single one, please just say so. [ROTATE]

PERSON/ENTITY	VERY FAV.	SOMEWHAT FAV.	NET FAV.	SOMEWHAT UNFAV.	VERY UNFAV.	NET UNFAV.	NOT FAMILIAR
Gov. B. Ritter	28%	42%	70%	13%	10%	23%	7%
Mayor J. Hickenlooper	50%	31%	81%	6%	4%	10%	9%
CO Legislature	10%	46%	56%	17%	7%	24%	20%
RTD	21%	48%	69%	14%	7%	21%	10%
CDOT	16%	55%	71%	12%	3%	15%	14%

RTD SERVICES/COMMUTING

5. Do you currently have a full-time or part-time job outside of the home?

Yes	=> continue to Q6	56%
No	=> skip to Q7	44%
DK/NA	=>skip to Q7	-

6. How frequently do you use RTD to commute to and from work? [Respondents from Q5 answer “Yes” w/ full time or part-time job outside home]

1) Rarely	12%
2) Never	73%
3) Couple times per month	4%
4) At least 1x per week	6%
5) Every day	5%

7. How often do you use RTD services for purposes other than commuting to work – such as going to a sporting event, out for entertainment, shopping or to school?

Every day	2%
At least once per week	3%
Couple times per month	19%
Rarely	41%
Never ride RTD to for non-commuting	34%

8. Whether you use RTD services or not, in what is your impression of the quality of services provided by RTD?

Excellent	20%
Good	52%
Fair	15%
Poor	4%
Very Poor	3%
DK/NA	6%

END SERIES

FASTRACKS – GENERAL QUESTIONS/PERCEPTIONS

Staying on the topic of local transportation, I’d like to ask a few questions on that.

9. How familiar are you with FasTracks?

Very Familiar	15%
Somewhat Familiar	49%
Somewhat Unfamiliar	13%
Not familiar at all	22%
DK/NA	2%

IF ANSWER IS “VERY FAMILIAR” OR “SOMEWHAT FAMILIAR,” SKIP EXPLANATORY SECTION TO Q10. IF ANSWER TO Q9 IS “SOMEWHAT UNFAMILIAR,” “NOT FAMILIAR AT ALL” OR “DK/NA”, STATE THE FOLLOWING:

- In 2004, voters approved a plan called FasTracks to expand rail and bus service throughout the Denver Metro area.
- The plan approved by voters includes six light rail and commuter rail lines with a combined length of 122 miles to be opened between the years 2013 and 2017 to help relieve traffic congestion on the region's roads and highways.
- The plan also includes the expansion of existing light rail stations, the addition of a bus-based rapid transit route between Denver and Boulder, and the expansion of bus routes and parking facilities to support the new rail lines.
- The total cost of the proposal approved by voters in 2004 was \$4.7 billion, funded by a combination of a region-wide sales tax of four-tenths of a percent—or four pennies on every 10 dollars spent—plus federal funds, and local contributions.

10. And based upon what you know – is your impression of FasTracks very positive, somewhat positive, somewhat negative or very negative?

Very Positive	30%
Somewhat Positive	47%
Somewhat Negative	13%
Very Negative	6%
DK/NA	5%

11. And what is the primary reason you say that your impression is [INSERT ANSWER FROM Q10] [OPEN END]

<u>Positive Impression</u>		<u>Negative Impression</u>	
1. Alleviate traffic problems	14%	1. Costs too much	9%
2. Needed service	10%	2. Too slow/no progress	5%
3. Quick/easy travel	7%	3. Nothing in my area/ needs to be expanded	4%
4. Mass transit a good idea	7%	4. Management issues/poor planning	4%
5. Good for region/needed	7%	5. Don't use it/not enough use	4%
6. Will get a lot of use/have used	6%		
7. Works well so far/good progress	5%		

12. Looking back ... can you recall whether you voted For or Against FasTracks?

Voted For	66%
Voted Against	9%
Didn't Vote	9%
Can't recall	14%
DK/NA	2%

13. And regardless of how you voted in that election ... looking back with the benefit of hindsight ... do you believe approval of FasTracks was a good decision ... or a bad decision?

Good decision	82%
Bad decision	11%
DK/NA	7%

14. Based on what you currently know, how good of a job has RTD done implementing the FasTracks plan that was approved by voters?

Very good	10%
Fairly good	43%
Fairly poor	17%
Very poor	9%
DK/NA	21%

15. [answered very good, fairly good in Q14] And what is the reason you feel RTD has done a “Good” job implementing FasTracks? [Open end]

1. Making progress	22%
2. Works well	8%
3. Lost of use/personal use	8%
4. Under budget/on time	7%
5. Moving as fast as possible	7%
6. What I have heard/read	5%
7. See trains/work	5%
8. System needed	5%
9. Well planned	5%
10. Done well considering many problems	4%

[answered very poor, somewhat poor in Q14] And what is the reason you feel RTD has done a “Poor” job implementing FasTracks? [Open end]

1. Too slow, not enough progress	29%
2. Too expensive/cost overruns	24%
3. Poor planning	12%
4. Not telling the truth/poor communications	9%
5. Did not deliver as promised	8%
6. Did not fully implement	4%
7. Obstacles/red tape/no resources	4%
8. No in my area/ can not use	2%

16. In your opinion, what will make FasTracks successful? [Open end]

1. Finish it	15%
2. Utilization/support	15%
3. Expansion	13%
4. More money	4%
5. Planning and placement of lines	4%
6. Lower fares	4%
7. Get costs under control	3%

17. As RTD continues its planning and design for FasTracks... how much confidence do you have in RTD to complete the FasTracks plan that voters approved?

Great deal of confidence	16%
Fair amount of confidence	52%
Not that much confidence	21%
No confidence at all	7%
DK/NA	DON'T READ 4%

END SERIES

FASTRACKS COMMUNICATION

18. And how well do you feel RTD has communicated about FasTracks?

Extremely well	7%
Well	32%
Neither well nor poorly	23%
Poorly	26%
Extremely poorly	7%
DK/NA	5%

END SERIES

FASTRACKS BUDGET AND OUTLOOK

As you may know, RTD is facing increases in the cost of construction, and decreases in sales tax revenues, both of which have significantly impacted the budget for building the FasTracks system. In spring 2008, RTD prepared a revised Financial Plan for FasTracks. At that time, the projections indicated that the cost of building the six new rail lines and three rail extensions on schedule by the year 2017 could increase from 4.7 billion dollars to 7.9 billion dollars.

19. How familiar are you with these FasTracks budget issues — are you very familiar, somewhat familiar, or not familiar?

Very Familiar	9%
Somewhat familiar	39%
Not familiar	51%
DK/NA	1%

20. How concerned are you personally about the issue of rising costs of building FasTracks?

Very concerned	36%
Somewhat concerned	41%
Not very concerned	14%
Not concerned at all	7%
DK/NA	1%

21. How confident are you that RTD can overcome these challenges of rising costs and deliver FasTracks as approved by voters?

Very confident	8%
Somewhat confident	45%
Not very confident	28%
Not confident at all	14%
DK/NA	5%

END SERIES

FASTRACKS BUDGET ALTERNATIVES

RTD has been evaluating a number of options on how to address the budget challenges facing FasTracks. I'm going to read you some of these options. . .please tell me whether you think each one is a very good idea, a somewhat good idea, a somewhat bad idea, or a very bad idea.

[ROTATE SERIES, REPEAT CODES]

22. One option is to build a scaled-down version of FasTracks that we can afford to complete within the original timeframe of 2017, and end the program at that point. This would mean that only shortened portions of three of the rail lines--the Northwest rail line to Boulder and Longmont, the North metro line through Adams County, as well as a partial extension of the existing light rail line on I-225 in Aurora--would be built by the 2017 completion date...However, short extensions of the Central, Southeast and Southwest rail lines proposed in the FasTracks plan would not be built.

Very good idea		10%
Somewhat good idea		34%
Somewhat bad idea		24%
Very bad idea		23%
DK/NA	Don't Read	9%

23. One option is to build the complete FasTracks plan with the entire lengths of all the rail lines in the original plan that was approved by voters, but slow the pace of construction and build the full system only as funding allows, delaying the system's completion from the year 2017 until 2034.

Very good idea		9%
Somewhat good idea		26%
Somewhat bad idea		23%
Very bad idea		37%
DK/NA	Don't Read	5%

24. One option is to complete the full FasTracks plan in the original timeframe by the year 2017. . .and pay for the estimated \$3.2 billion dollars in additional costs to meet that schedule by seeking additional revenues. This could include an increase in the sales tax of up to four-tenths of one percent—or 4 pennies on every ten dollars spent.

Very good idea		26%
Somewhat good idea		31%
Somewhat bad idea		18%
Very bad idea		20%
DK/NA	Don't Read	5%

25. One option is to take three of the rail lines--the Northwest line to Boulder and Longmont, the North metro line through Adams County, and the I-225 rail line in Aurora—and build them only as single-track lines. . .Now, building those lines with single tracks would allow for longer segments to be built by 2017 than with double tracks, but the lines would not be fully completed by that date and would only offer reduced service levels for riders in 2017.

Very good idea		5%
Somewhat good idea		30%
Somewhat bad idea		33%
Very bad idea		23%
DK/NA	Don't Read	9%

26. One option is to complete the one rail line that has begun construction—the West Corridor line from Denver to Golden—and simply cancel the rest of the FasTracks program.

Very good idea		6%
Somewhat good idea		14%
Somewhat bad idea		24%
Very bad idea		50%
DK/NA	Don't Read	6%

END SERIES

27. Now, I'm going to read you a series of different points of view people have expressed regarding these options. After I read the statements, please tell me which one comes closest to your personal point of view.

[ROTATE STATEMENTS]

- A. Some people say that RTD should complete the FasTracks system that voters approved, even if it means that the timeframe to complete all of the rail lines would need to be pushed back from the year 2017 to the year 2034.
- B. Some people say that the FasTracks plan approved by voters should be scaled back to fit the available funds and stick with the original timing of 2017. This would require RTD to finish only the rail lines in the FasTracks plan that make the most financial sense.
- C. Some people say that the complete FasTracks system that voters approved should be built within the original completion timeframe of 2017, which means going back to voters to seek approval for additional taxes.

Generally speaking, which statement comes closest to your personal point of view? And is that “strongly” or “somewhat”?

Statement A somewhat	13%	
Statement A strongly	8%	
Statement B somewhat	20%	
Statement B strongly	15%	
Statement C somewhat	17%	
Statement C strongly	22%	
DK/NA	DON'T READ	5%

28. Now, if RTD is forced to make cuts to the FasTracks system that was approved by voters in 2004, there are two points of view on how to best make those cuts. I'm going to read you two points of view regarding this issue. After I read both statements, please tell me which one comes closest to your point of view.

[ROTATE STATEMENTS]

Statement A

If RTD makes cuts to FasTracks, they need to be fair and equitable to all cities and counties that are part of the regional plan that was approved by voters in 2004...and this means that any cuts to the rail lines must be made equally.

Statement B

If RTD makes cuts to FasTracks, they should make their decisions based on a range of factors, including which lines are projected to serve the most riders and are the most cost-effective.

Which one comes closest to your point of view? And is that “strongly” or “somewhat”?

Statement A somewhat	13%	
Statement A strongly	13%	
Statement B somewhat	31%	
Statement B strongly	36%	
DK/NA	DON'T READ	6%

29. Now I'd like to read a list of statements about the FasTracks system. On a scale of 1 to 10--ten meaning "Extremely Important," and one meaning "Not Important At All"--in your opinion, how would you rank the following statements in terms of their importance to you?

[ROTATE]

- a. FasTracks construction should continue until every mile of rail and mass transit in the original plan is built. **AVERAGE: 6.8**
- b. FasTracks is needed to help manage traffic congestion. **AVERAGE: 8.2**
- c. FasTracks construction should stop in the 2017 timeline, even if it doesn't all get built. **AVERAGE: 3.5**
- d. FasTracks is needed to create jobs and boost the regional economy. **AVERAGE: 6.9**
- e. FasTracks will protect air quality and the environment in the metro area for generations to come. **AVERAGE: 7.9**
- f. All metro area cities and counties should share equally in cuts to the FasTracks system. **AVERAGE: 5.8**
- g. RTD needs to do whatever it takes to build the full FasTracks system by 2017, even if it means increasing the sales tax rate. **AVERAGE: 5.8**
- h. Projected ridership and fiscal viability should be the top criteria in making any changes to the FasTracks rail lines. **AVERAGE: 7.2**

END SERIES

SALES TAX

30. Although there are currently no specific plans or funding proposals from RTD ... and of course your personal position would be based upon the ultimate details of any proposal. . .based upon everything you have just heard about the budget challenges facing RTD and FasTracks. . . would you generally support or oppose an increase of up to four-tenths of one percent in the sales tax rate—that’s four pennies on every ten dollars worth of purchase, in addition to the current four-tenths of one percent in sales tax approved by voters in 2004 for FasTracks—with the goal of completing the FasTracks system in the original proposed timeframe of 2017? ...Is that “strongly” or “somewhat”?

Strongly support	36%
Somewhat support	28%
Somewhat oppose	12%
Strongly oppose	23%
DK/NA DON’T READ	2%

IF DK/NA on Q30, CONTINUE to Q31. If strongly support/somewhat support/somewhat oppose/strongly oppose, skip to Q32.

31. Although you are **currently undecided** ... if you had to make a decision right now ... would you say you would lean toward supporting or opposing an increase in taxes to complete the FasTracks system?

Leaning For	33%
Leaning Against	42%
Remain undecided	25%

[Don’t ask Q32 of “remain undecided” voters.]

32. And, in your own words, what is the primary reason you would vote this way?
[OPEN END]

<u>Top reasons “for”</u>		<u>Top reasons “against”</u>	
1. Need mass transit	24%	1. Taxes too high	12%
2. Pollution/congestion	13%	2. No confidence in mgmt/ RTD	6%
3. Good for region/growth	7%	3. Poor economy	3%
4. Need to finish system	6%	4. Too expensive	3%
5. Worth the extra tax	6%		

33. Again, although there are currently no specific plans or funding proposals from RTD regarding an additional four-tenths of one percent sales tax for FasTracks. . . and of course your personal position would be based upon the ultimate details of any proposal. . . if I told you that the additional tax would expire when the bonds for construction of all the projects are paid off. . . would that make you more likely or less likely to support such a proposal?

Much more likely to support	40%
Somewhat more likely to support	30%
Somewhat less likely to support	8%
Much less likely to support	14%
DK/NA	DON'T READ 8%

34. One alternative that is being considered is to ask voters if they would approve an additional sales tax of up to four-tenths of one percent, but the actual rate would vary on a year-to-year basis from 1 to 4 pennies per ten dollars of purchase, depending on economic forecasts. Would this “variable” or “flexible” sales tax rate make you more likely or less likely to support such a proposal for the additional sales tax for FasTracks?

Much more likely to support	30%
Somewhat more likely to support	25%
Somewhat less likely to support	17%
Much less likely to support	19%
DK/NA	DON'T READ 9%

Now I just have a couple of additional questions for demographic purposes only

Record gender (from sample)

Record party affiliation (from sample)

35. First ... can you please tell me your age group? Just tell me when to stop.

- UNDER 25
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 & OVER

36. What is your total annual household income ... again ... please just tell me when to stop.

- Less than \$15,000
- Between \$15 and \$25,000
- Between \$26,000 and \$35,000
- Between \$36,000 and \$55,000
- Between \$56,000 and \$75,000
- Between \$76,000 and \$100,000
- Between \$101,000 and \$150,000
- Greater than \$150,000
- DK/NA/REFUSED

DON'T READ

37. And how long have you lived in the Denver metro area?

- Less than one year
- 1 to 5 years
- 6 to 10 years
- 11 to 15 years
- 16 to 20 years
- More than 20 years
- DK/NA/REFUSED

DON'T READ

38. What is the last year of schooling that you have completed?

- 1st – 11th grade
- High school graduate
- Non-college post H.S.
- Some college
- College graduate
- Graduate school
- DK/NA

DON'T READ

Thank you and have a good night/day