



Washington State Transportation Commission 2014 VOWS Fall Survey

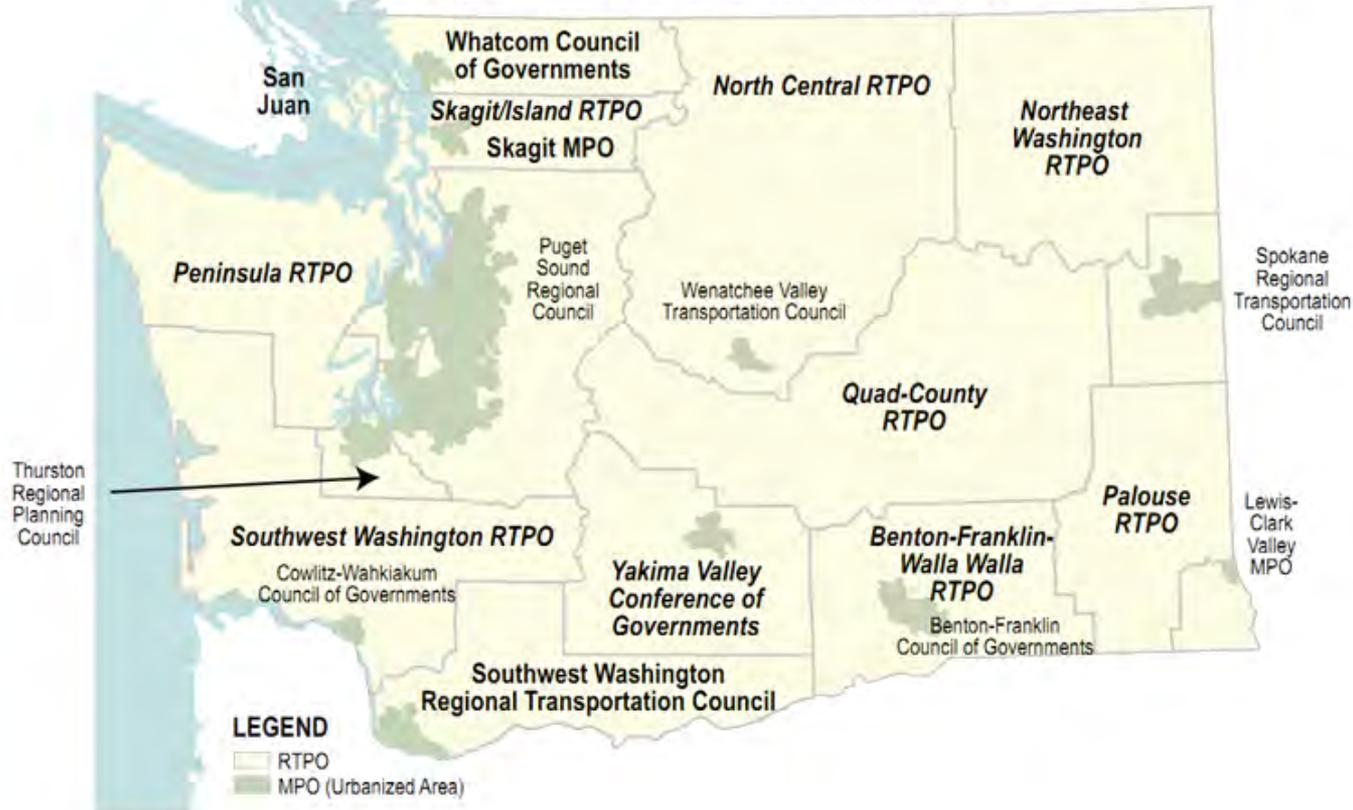
December 2014
Full Presentation

- The Washington State Transportation Commission (WSTC) conducted a statewide survey using the Voice of Washington State (VOWS) web panel to inform the WSTC's Road Usage Charge (RUC) urban/rural impact analysis.
- The survey was designed to help better understand voter's opinions and perceptions of the Gas Tax and Road Usage Charge Tax.

- A total of 5,190 valid interviews were completed between October- November 2014.
- The Margin of Error for the overall results is ± 1.4 percentage points at the 95% confidence interval.
- The survey results were weighted by county within RTPO and by other key demographics to reflect the statewide voter population.
- Some questions are compared to the 2011, 2012, and 2013 WSTC VOWS surveys.

Please note that due to rounding, some percentages may not add up to exactly 100%.

Regional and Metropolitan Transportation Planning Organizations



- San Juan County is not part of any RTPO, and was included in Island/Skagit RTPO.
- Kitsap County is a member of PSRC and Peninsula. For this study, Kitsap is only included in the Peninsula RTPO.

Surveys Completed by RTPO

RTPO	Unweighted Completes	Margin of Error	% of State (weighted to Voter Population)
Benton/Franklin/Walla Walla	288	+5.8%	4.60%
NE Washington	67	+12.0%	1.20%
North Central RTPO	134	+8.5%	2.29%
Palouse	72	+11.5%	0.50%
Peninsula RTPO (<u>includes</u> Kitsap)	500	+4.4%	7.50%
Puget Sound Regional Council (<u>excludes</u> Kitsap)	2451	+2.0%	46.40%
QuadCo	91	+10.3%	2.10%
Skagit/Island (<u>plus</u> San Juan)	366	+5.1%	3.70%
Spokane	298	+5.7%	8.10%
SW Washington RT Council	329	+5.4%	7.60%
SW Washington RTPO	190	+7.1%	4.50%
Thurston	170	+7.5%	4.71%
Whatcom	103	+9.7%	3.70%
Yakima Valley Conf. of Governments	131	+8.6%	3.10%
TOTAL	5,190	+1.4%	100.0%

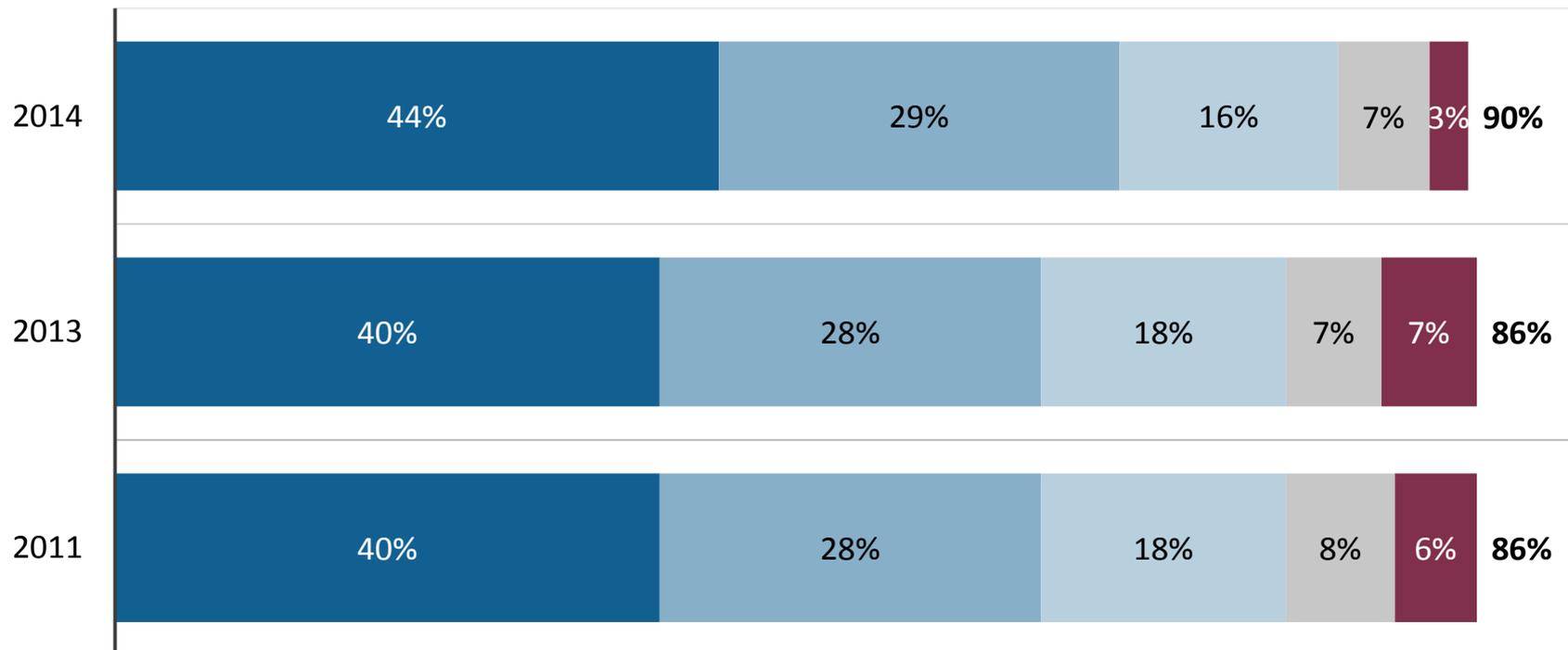
Attitudes about State and Local Transportation Systems

Urgency - by Year

Urgency has increased since 2013 with 90% (+4) of respondents saying it is urgent “to make sure Washington’s transportation system works effectively today and into the future.” Almost half (44%; +4) say it is “extremely urgent” which is the highest possible rating.

Making Sure Transportation System Works Effectively

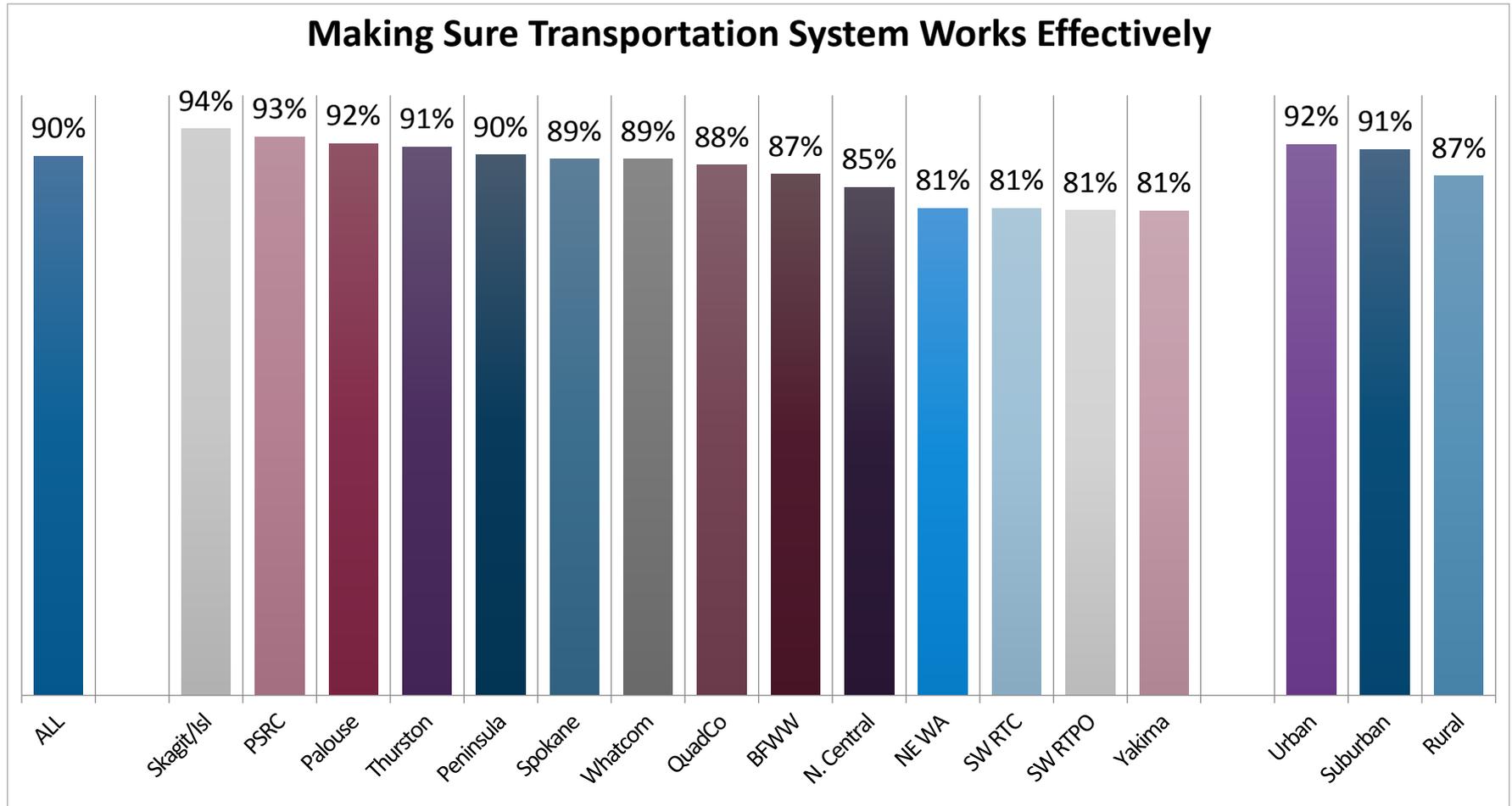
■ 7: Extremely Urgent ■ 6 ■ 5 ■ 4 ■ 1-3: Not Urgent Urgent



Q1. How urgent do you feel it is to make sure Washington’s transportation system works effectively today and into the future?

Urgency - by RTPO & Area Type

Urgency is high across all RTPOs and among Urban, Suburban, and Rural residents.

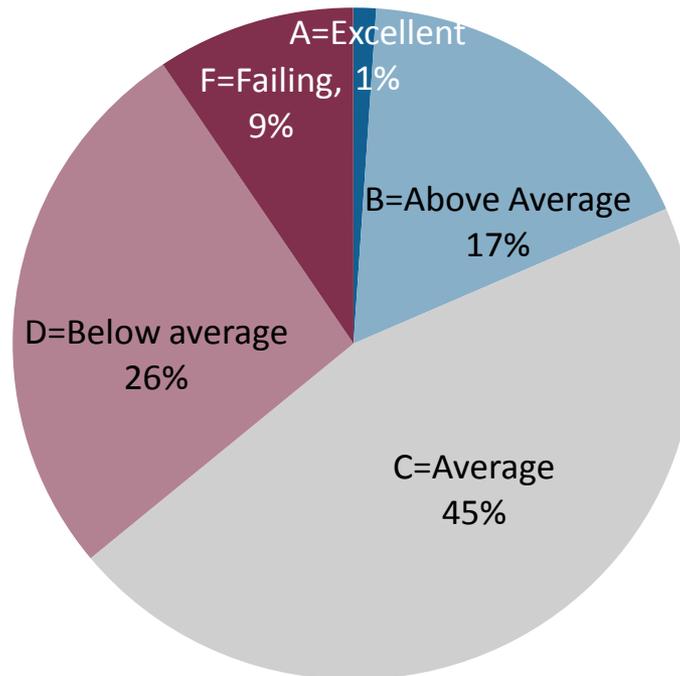


Q1. How urgent do you feel it is to make sure Washington's transportation system works effectively today and into the future?

Statewide Transportation System Grade

Overall, respondents give Washington's transportation system a C minus grade. Only 18% give the state transportation system an above average grade, while 36% give it a below average grade.

State Transportation System Grade



Mean Grade: C- (1.74)
Above Average: 18%
Below Average: 35%

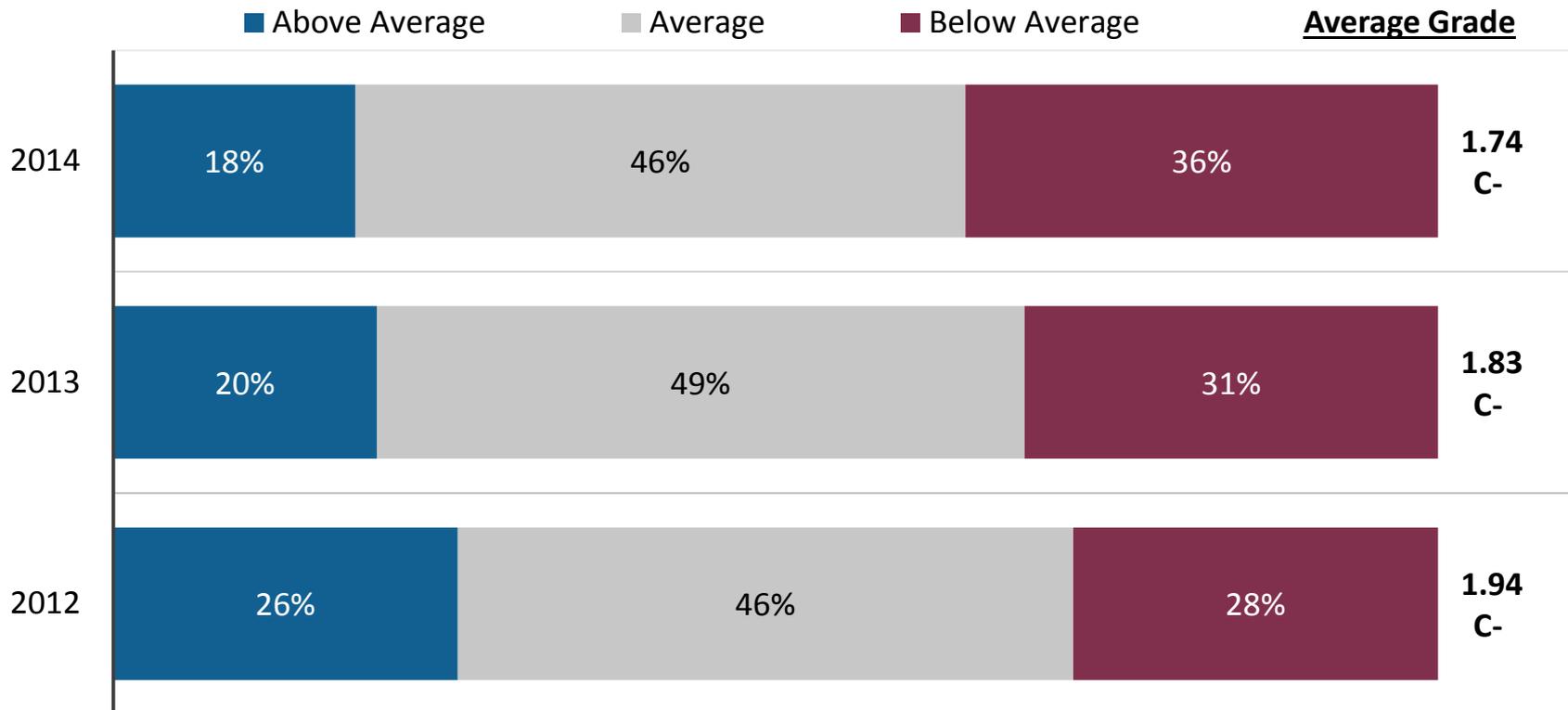
DEFINITION: "Washington State's transportation system" - the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods.

Q2. Using an A, B, C, D or F grading scale, How would you rate Washington's transportation system overall?

Statewide System Grade - by Year

The overall grade for Washington's transportation system has dropped but is still a C-. Below average grades have increased 5 points since 2013 and 8 points since 2012. Above average grades have also dropped 8 points 2012.

State Transportation System Grade

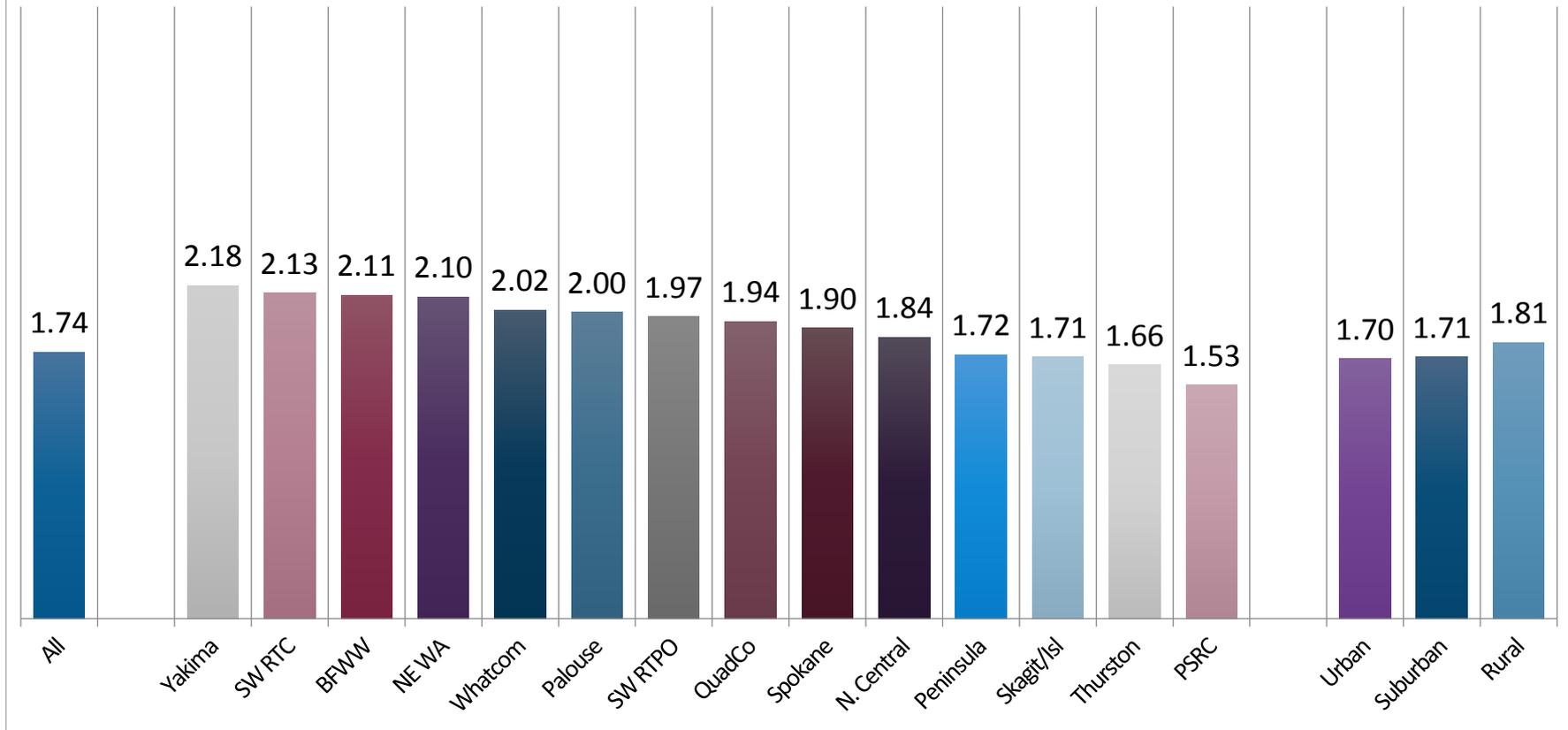


Q2. Using an A, B, C, D or F grading scale, How would you rate Washington's transportation system overall?

State System Grade - by RTPO & Area Type

Respondents give the state transportation system a C or lower grade in every RTPO and the grade is lowest in the PSRC (1.53 / D+). Rural residents give the state system a slightly higher grade than Suburban and Urban residents do.

State Transportation System Average Grade

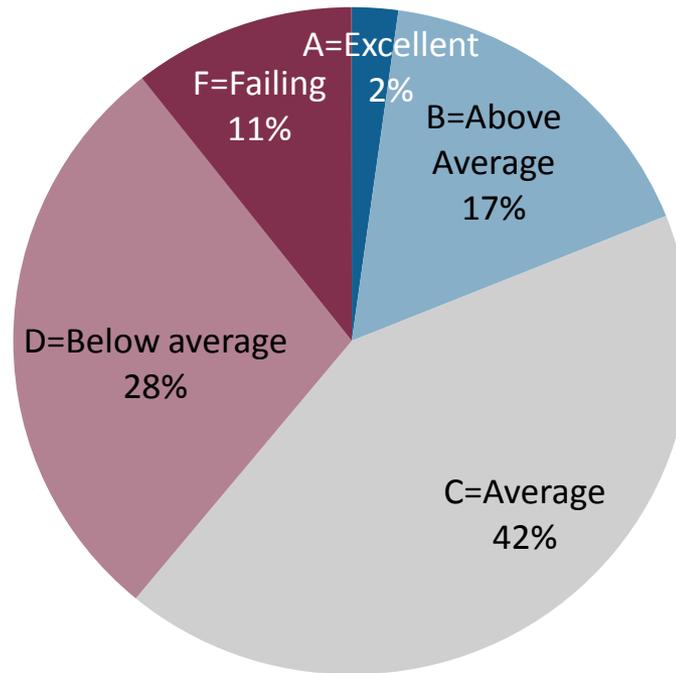


Q2. Using an A, B, C, D or F grading scale, How would you rate Washington's transportation system overall?

Local Transportation System Grade

Overall, respondents give local transportation system a C minus grade. Only 19% give their local transportation system an above average grade, while 39% give it a below average grade.

Local Transportation System Grade



Mean Grade: C- (1.71)
Above Average: 19%
Below Average: 39%

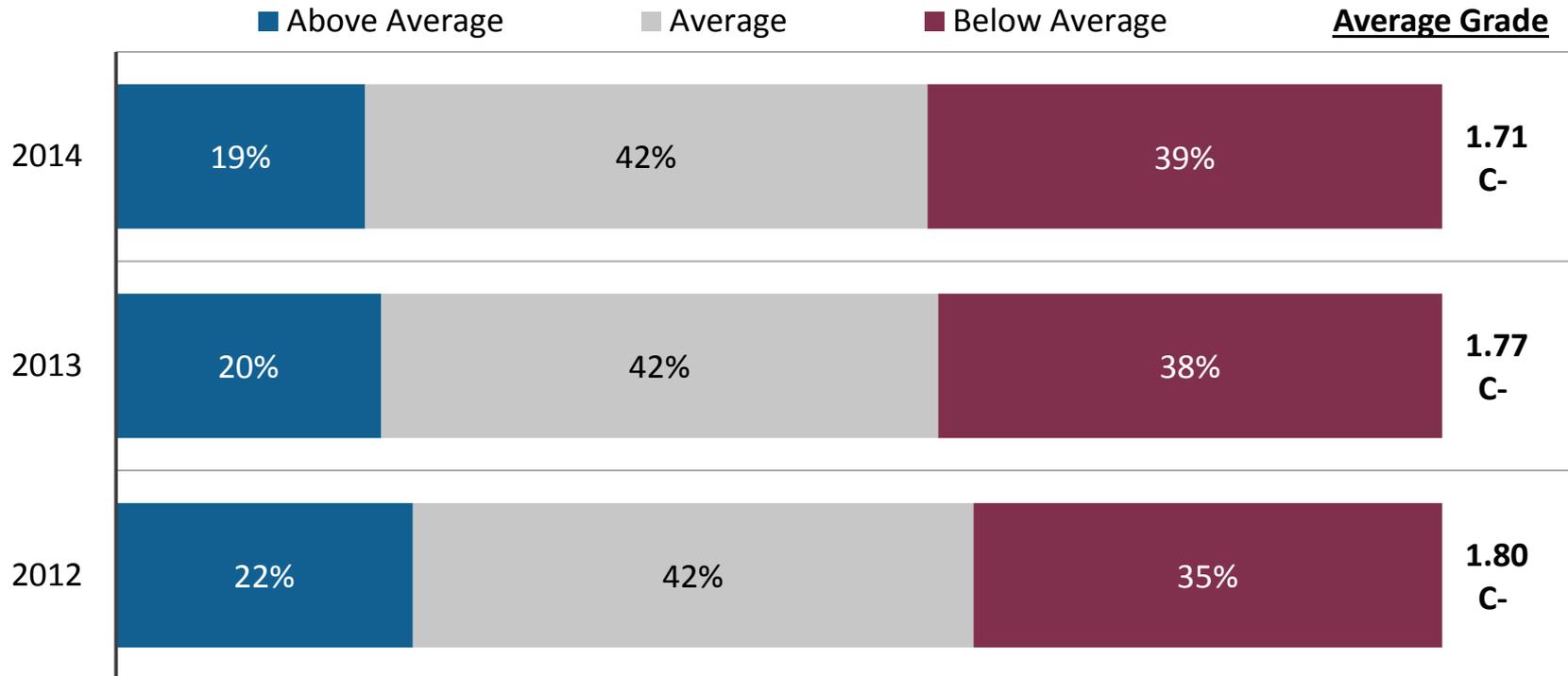
DEFINITION: “transportation system in your local area” - the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect your city or town to the immediate surrounding areas to move people and goods

Q4. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

Local System Grade - by Year

Overall ratings for the local transportation system are similar to 2013.

Local Transportation System Grade

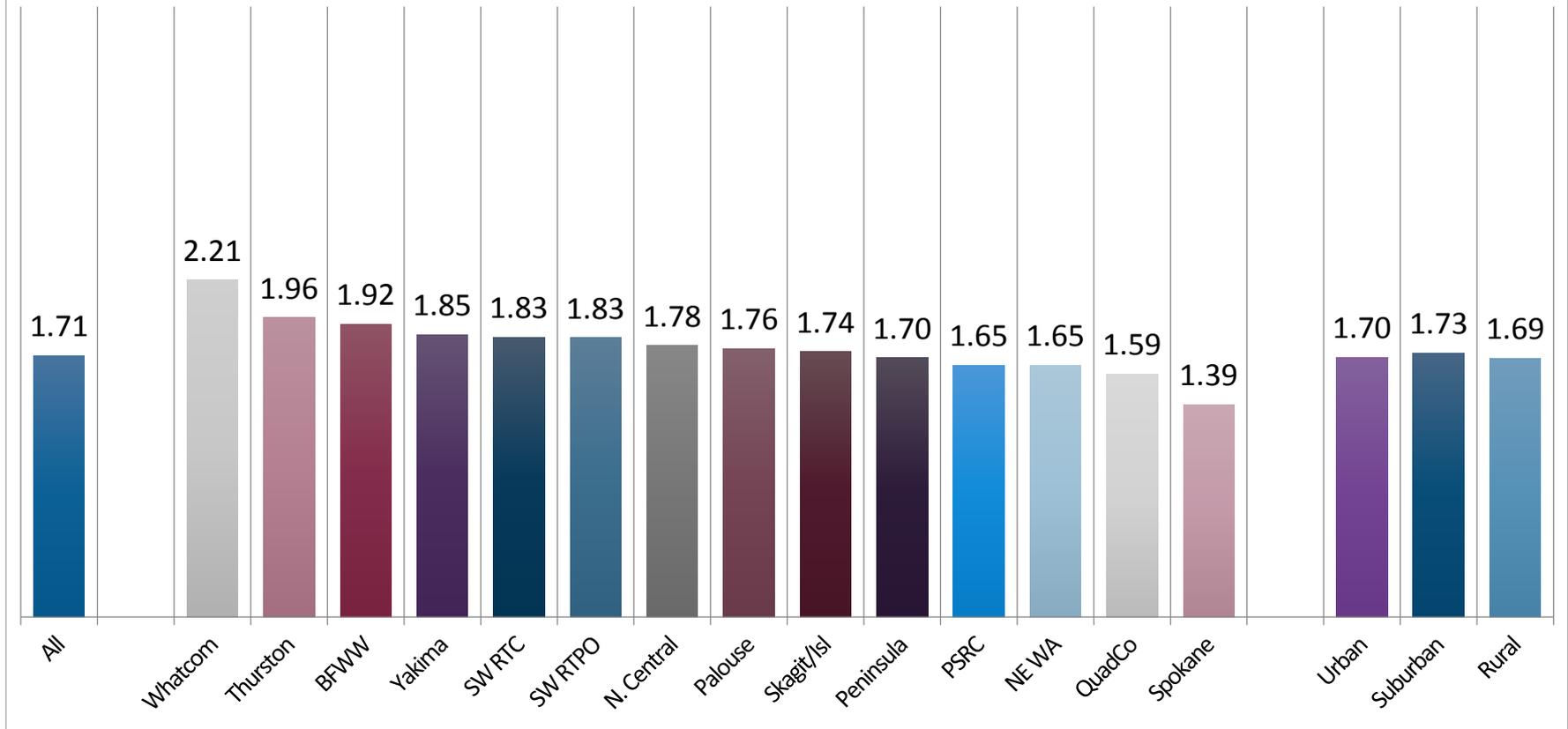


Q4. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

Local System Grade - by RTPO & Area Type

The local transportation system in every RTPO gets a C or lower grade. As in the past the grade is lowest in Spokane. There is little difference by respondents' area type.

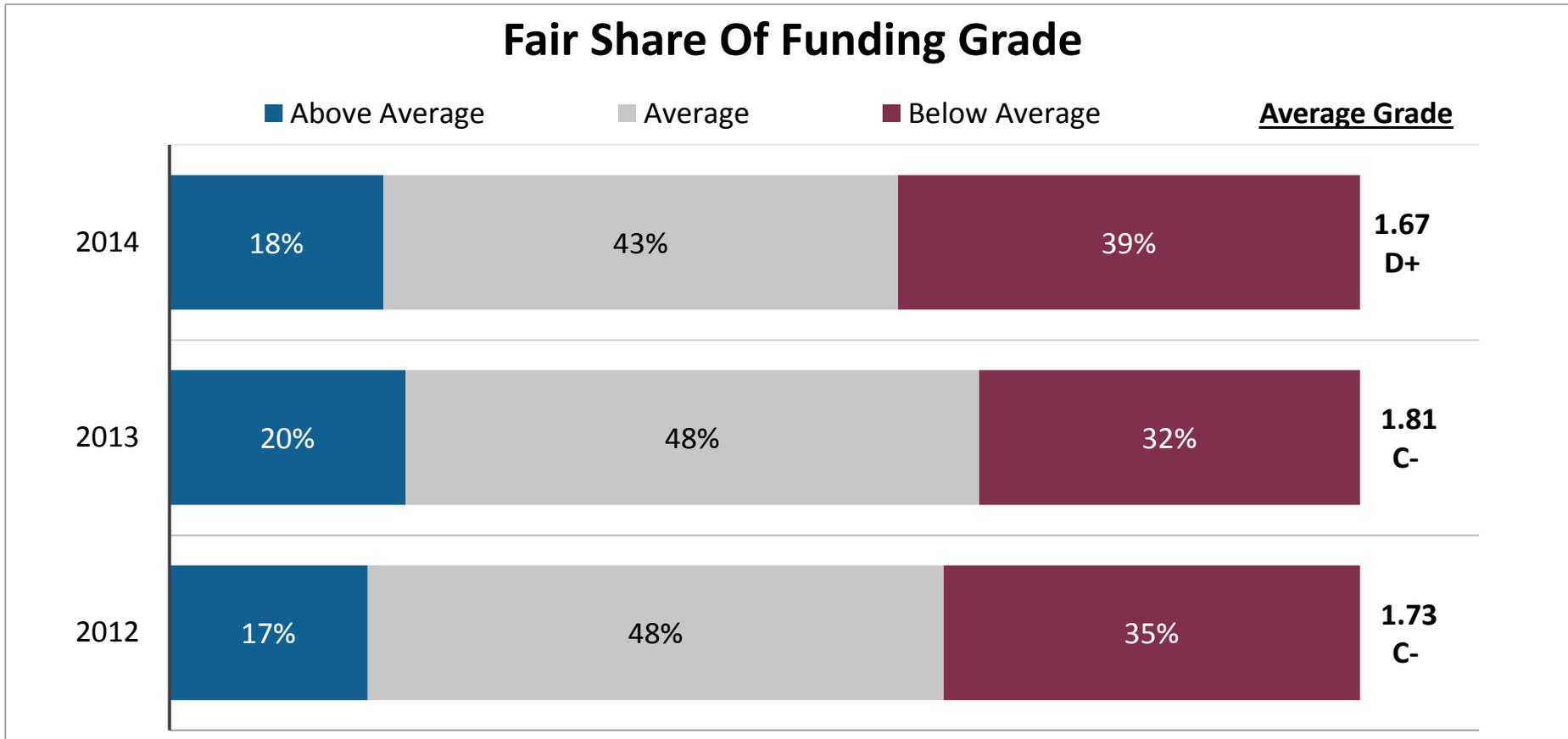
Local Transportation System Average Grade



Q4. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

Funding Fairness Grade - by Year

The overall grade for transportation funding fairness is now a D+, dropping from a C- in 2013. The percentage rating the state below average is up 7 points to 39%. Only 18% give the state an above average grade.

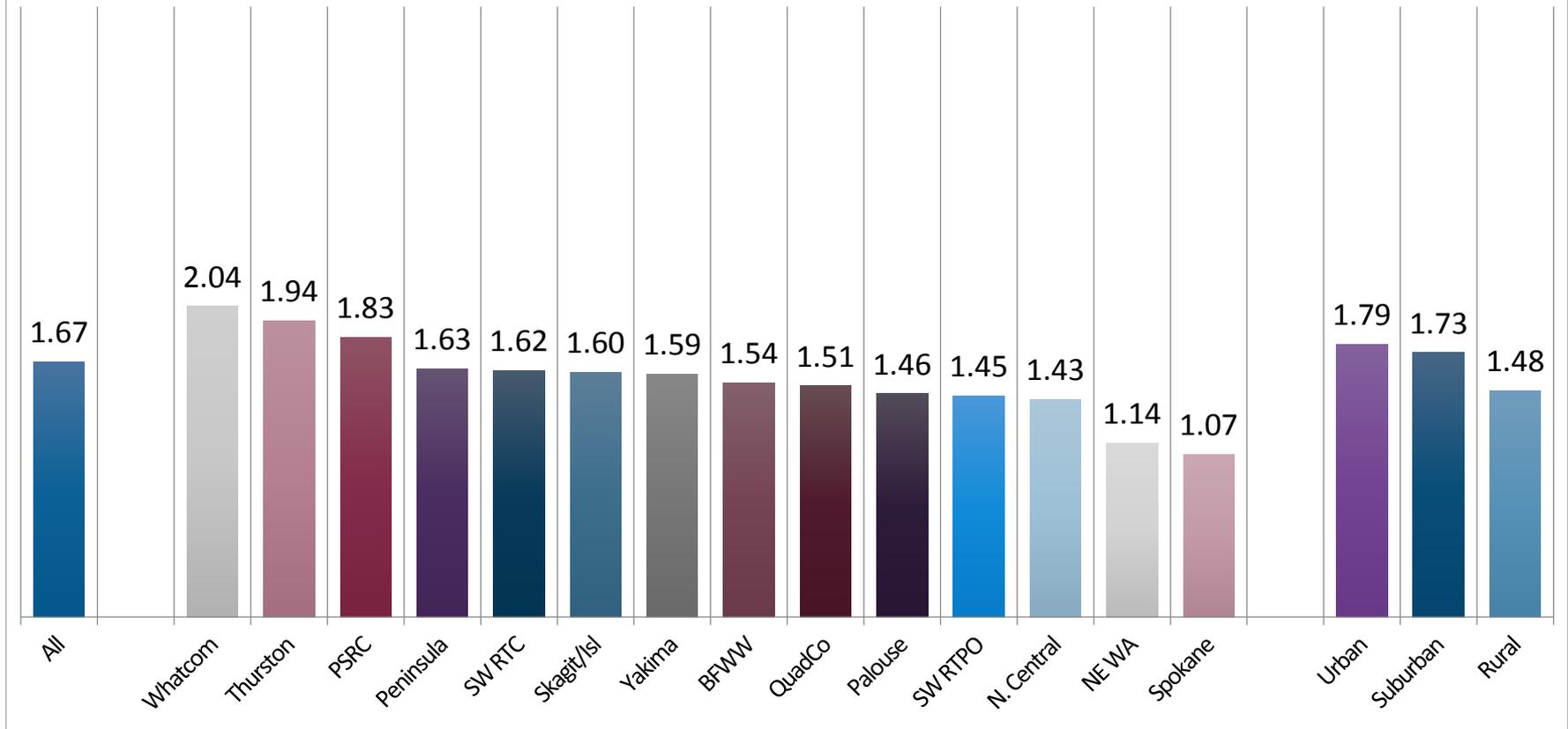


Q3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

Funding Fairness - by RTPO & Area Type

The state gets a D+ or lower grade for funding fairness in 11 of 14 RTPOs. As in past years the grade is lowest in the NE WA and Spokane RTPOs.

Funding Fairness Average Grade



Q3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

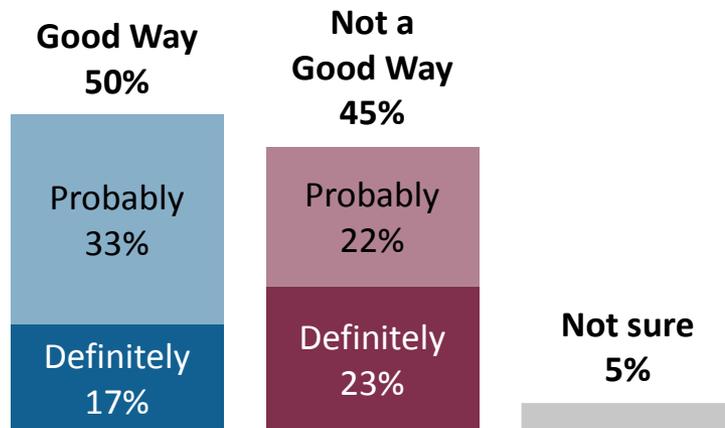
Attitudes about the Gas Tax and Road Usage Charge

Gas Tax for Transportation Funding

Initially, by a narrow margin respondents say the gas tax is a good way to fund transportation. After hearing basic information about some of the challenges associated with gas tax, a narrow majority say it is NOT a good way to fund transportation. The percentage saying the gas tax is a good way to fund transportation drops 10 points and the percentage saying it is not a good way increases 9 points based on the description provided.

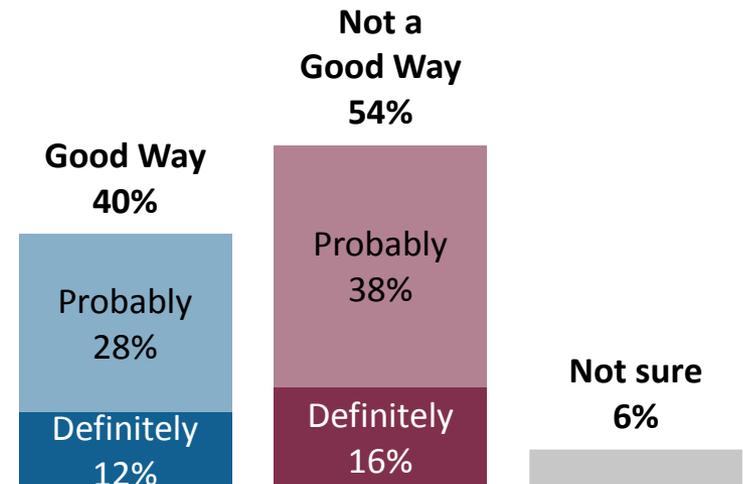
Initial

Do you think a per gallon gas tax is a good way to fund transportation?



Informed

The state gas tax is 37.5 cents per gallon and provides 76% of all state transportation funding. A combination of inflation, changing driving habits, increased fuel economy, and more electric vehicles means gas tax revenue is not keeping pace with transportation needs.

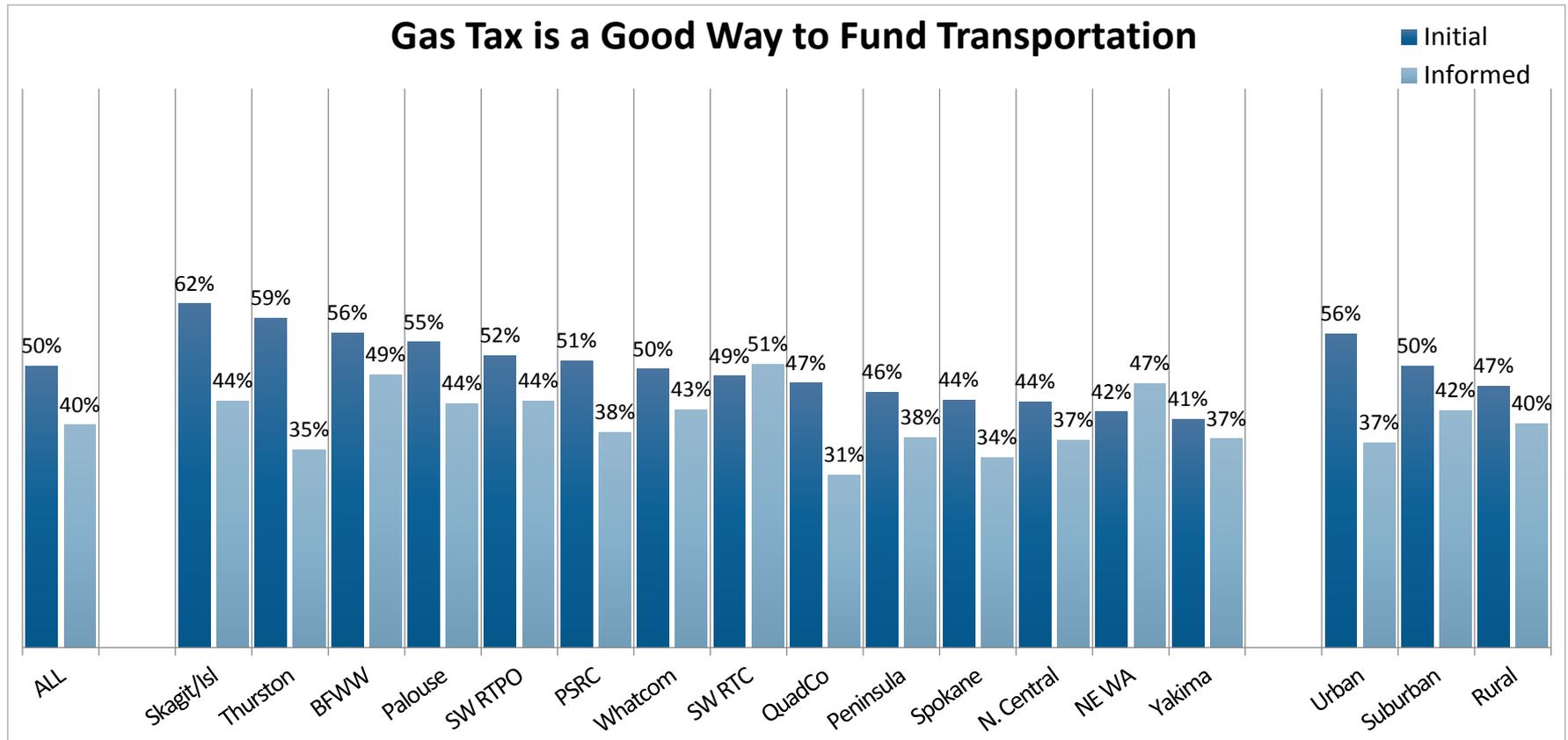


Q5. Do you think a per gallon gas tax is a good way to fund transportation?

Q13. The state gas tax is 37.5 cents per gallon and provides 76% of all state transportation funding. A combination of inflation, changing driving habits, increased fuel economy, and more electric vehicles means gas tax revenue is not keeping pace with transportation needs. Knowing this, do you think the gas tax is a good way to fund transportation?

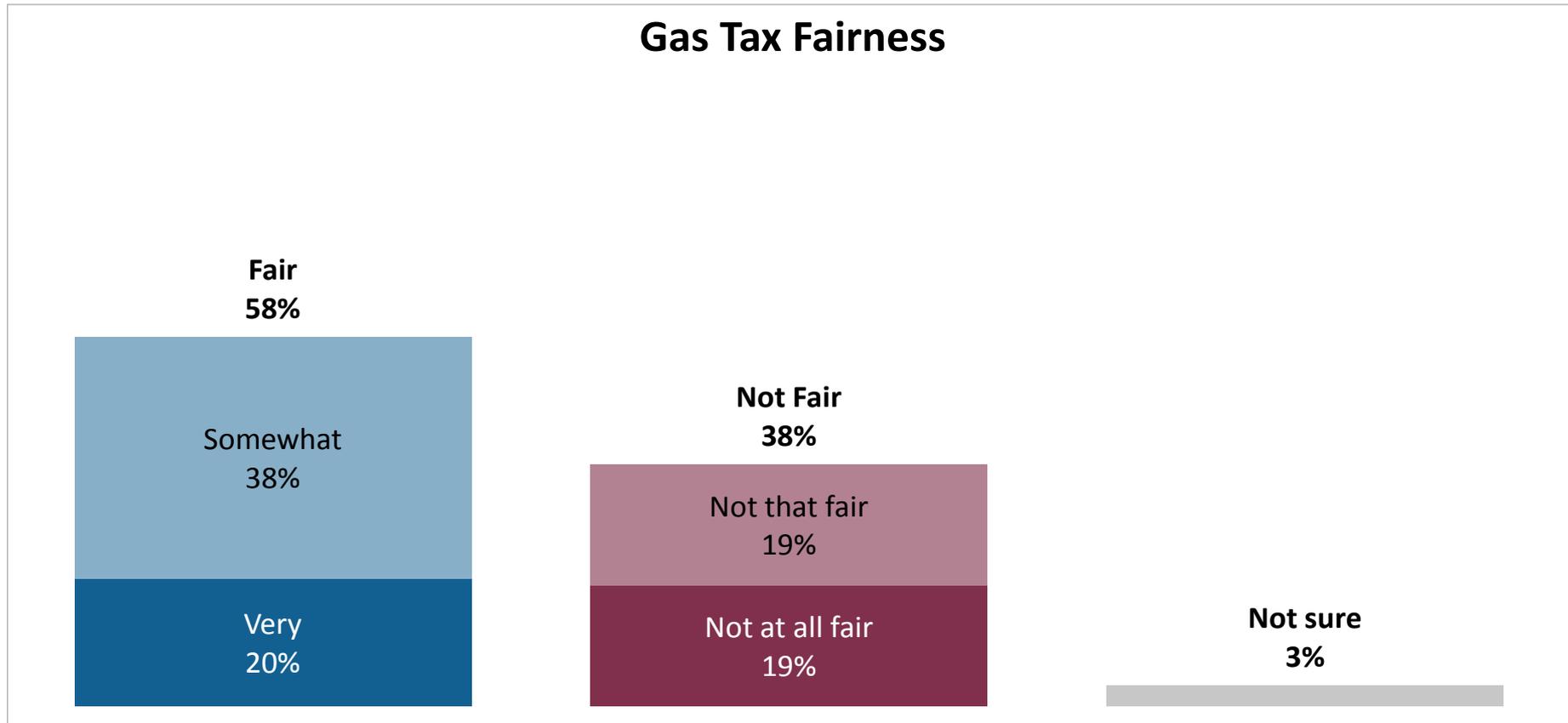
Gas Tax for Funding - by RTPO & Area Type

Initially, a majority in 6 of 14 RTPOs think the gas tax is a good way to fund transportation. Urban residents are more likely to think the gas tax is a good funding source (56%), than Suburban (50%) or Rural (47%) residents. After hearing additional information about the gas tax, support drops in every RTPO except NE WA and is below a majority in every RTPO. Support among Urban residents drops by almost 20 points. The shift among Suburban (-8) and Rural residents is much smaller (-7).



Q5. Do you think a per gallon gas tax is a good way to fund transportation?

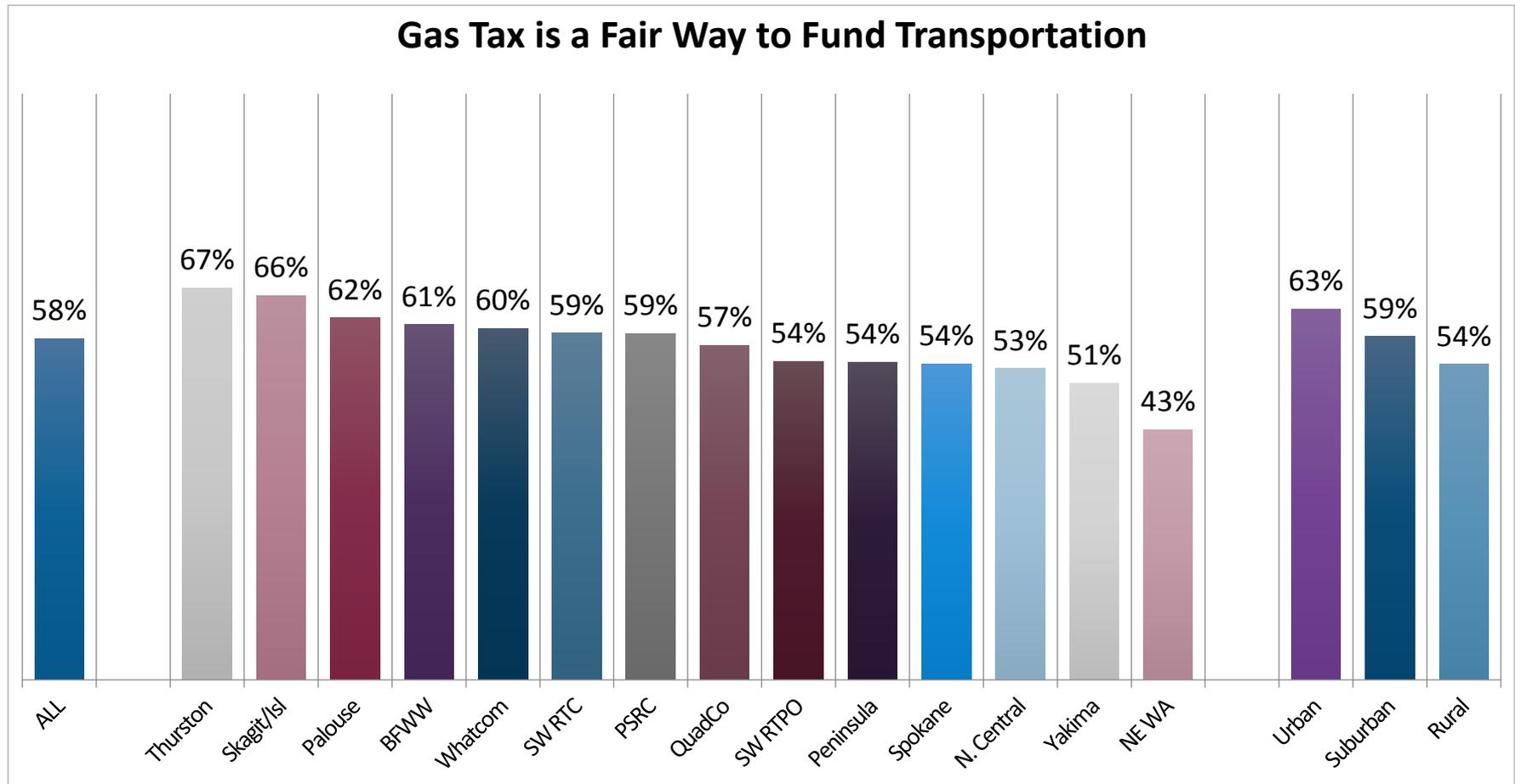
By a 19-point margin, 58% to 39%, respondents say the gas tax is a fair way to fund transportation. Four-in-ten (39%) think it is not a fair way to fund transportation.



Q6. Do you think a per gallon gas tax is a fair way to fund transportation?

Gas Tax Fair - by RTPO & Area Type

A majority of respondents in every RTPO except NE WA think the gas tax is a fair way to fund transportation. Rural residents are the least likely to feel the gas tax is fair, although a majority (54%) still say it is fair.

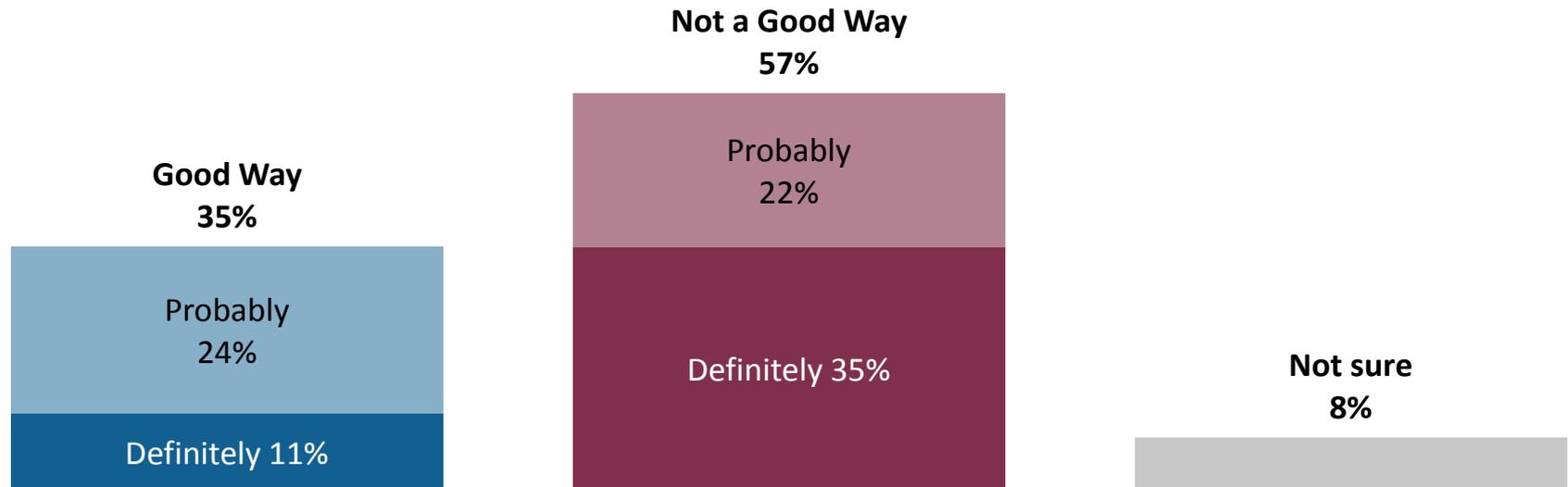


Q6. Do you think a per gallon gas tax is a fair way to fund transportation?

A majority (57%) of respondents say a road usage charge is NOT a good way to fund transportation and a third (35%) say it is “definitely not” a good way to fund transportation. Just over a third (36%) think a RUC is a good way to fund transportation, but only 11% say it is “definitely” a good way to fund transportation.

RUC for Funding Transportation

A road usage charge is a different way to fund transportation. It would replace the gas tax and charge drivers by the mile instead of by the gallon.

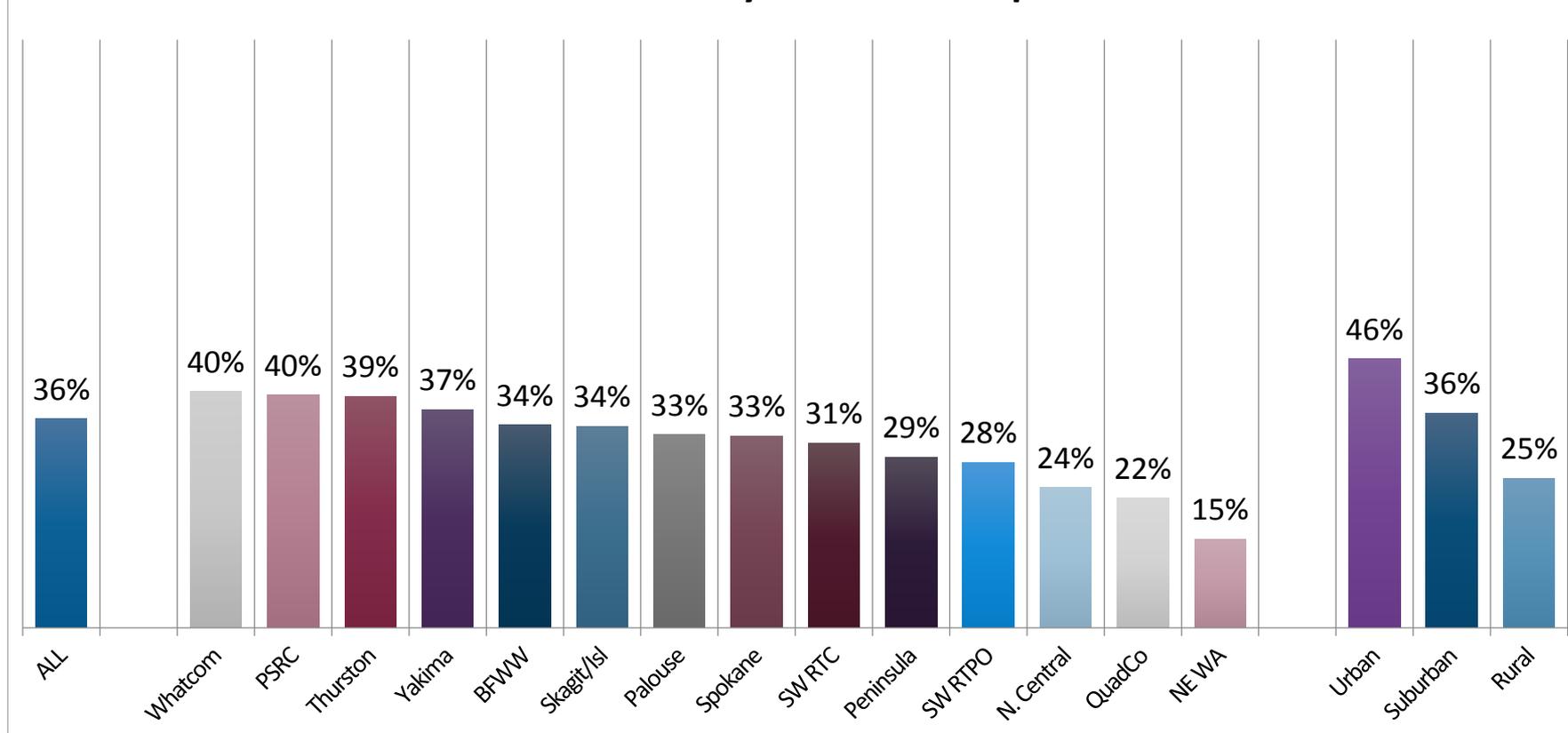


Q7. A road usage charge is a different way to fund transportation. It would replace the gas tax and charge drivers by the mile instead of by the gallon. Knowing this, do you think a road usage charge is a good way to fund transportation?

RUC for Funding - by RTPO & Area Type

Initially, across all 14 RTPO's most respondents do NOT think the RUC is a good way to fund transportation. Initial support is lowest in the more rural RTPOs. Close to half of Urban respondents (46%) say a road usage charge is a good way to fund transportation, compared to only 36% of Suburban residents and 25% of Rural residents.

RUC is a Good Way to Fund Transportation

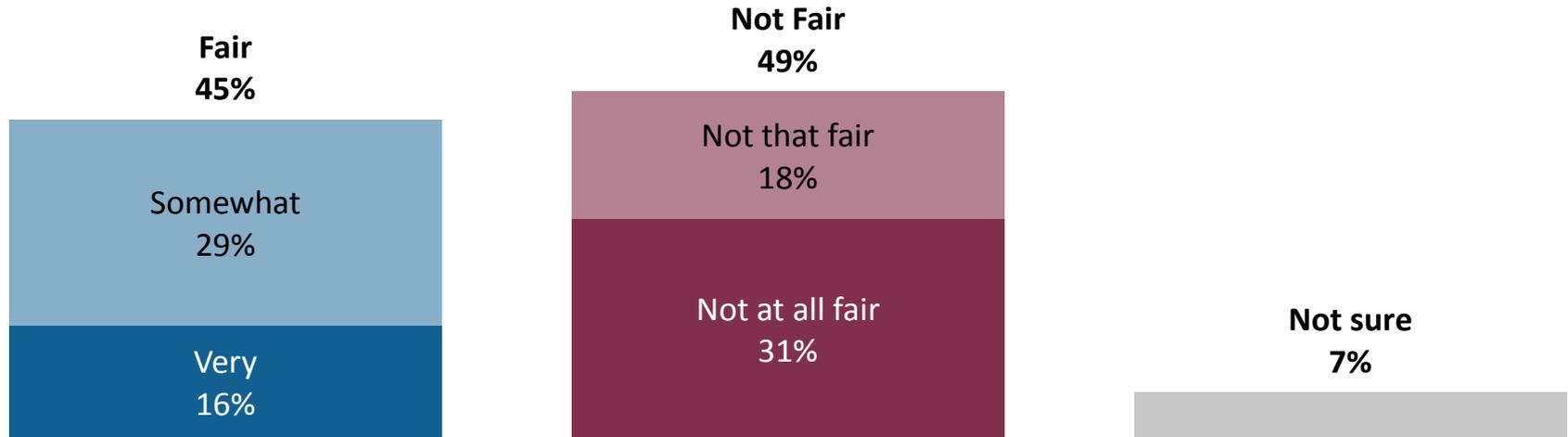


Q7. A road usage charge is a different way to fund transportation. It would replace the gas tax and charge drivers by the mile instead of by the gallon. Knowing this, do you think a road usage charge is a good way to fund transportation?

Road Usage Charge Fairness

Respondents are divided over whether or not a road usage charge is a fair way to fund transportation, however the intensity is nearly double on the negative side (31% “not at all fair” vs. 16% “very fair”).

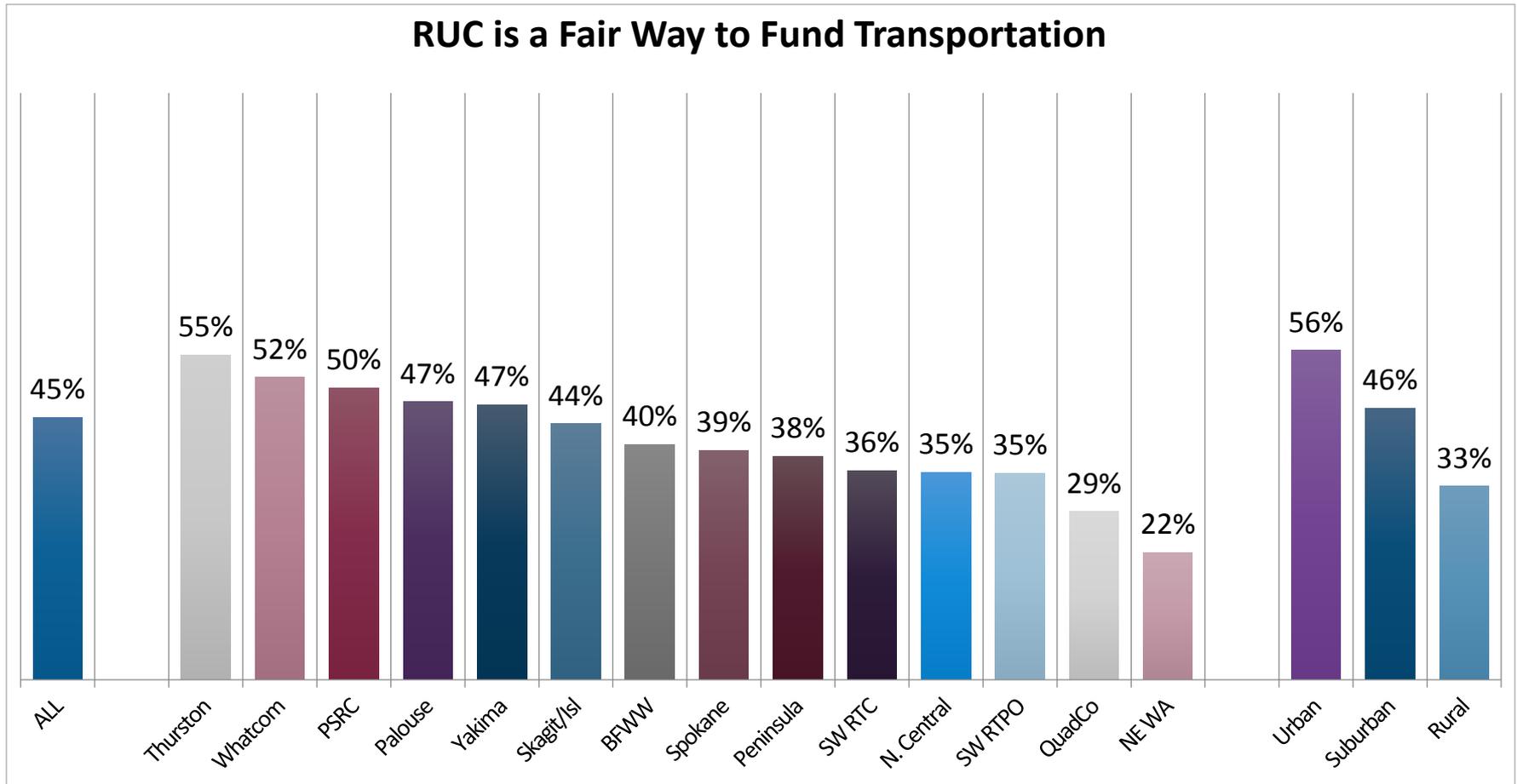
Road Usage Charge Fairness



Q8. Do you think a per mile road usage charge is a fair way to fund transportation?

RUC Tax Fair - by RTPO & Area Type

Perceptions about the fairness of a road usage charge are tied to a respondents' area type – a majority of Urban residents (56%) feel a RUC is fair, compared to 46% of Suburban residents and only 33% of Rural residents.

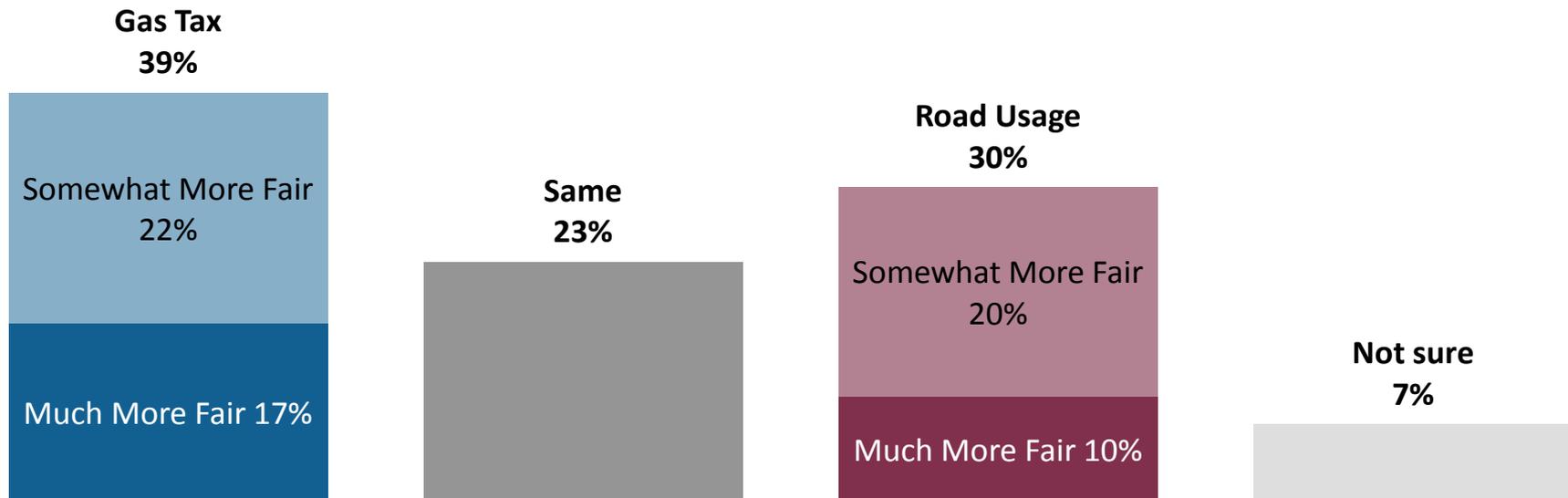


Q8. Do you think a per mile road usage charge is a fair way to fund transportation?

Which is More Fair - Initial

Initially – before respondents have any additional information about the Gas Tax or Road Usage Charge - respondents think a gas tax is more fair than a road usage charge by an 8 point margin. There is little intensity of opinion on either side and one-quarter think they are the same in terms of fairness.

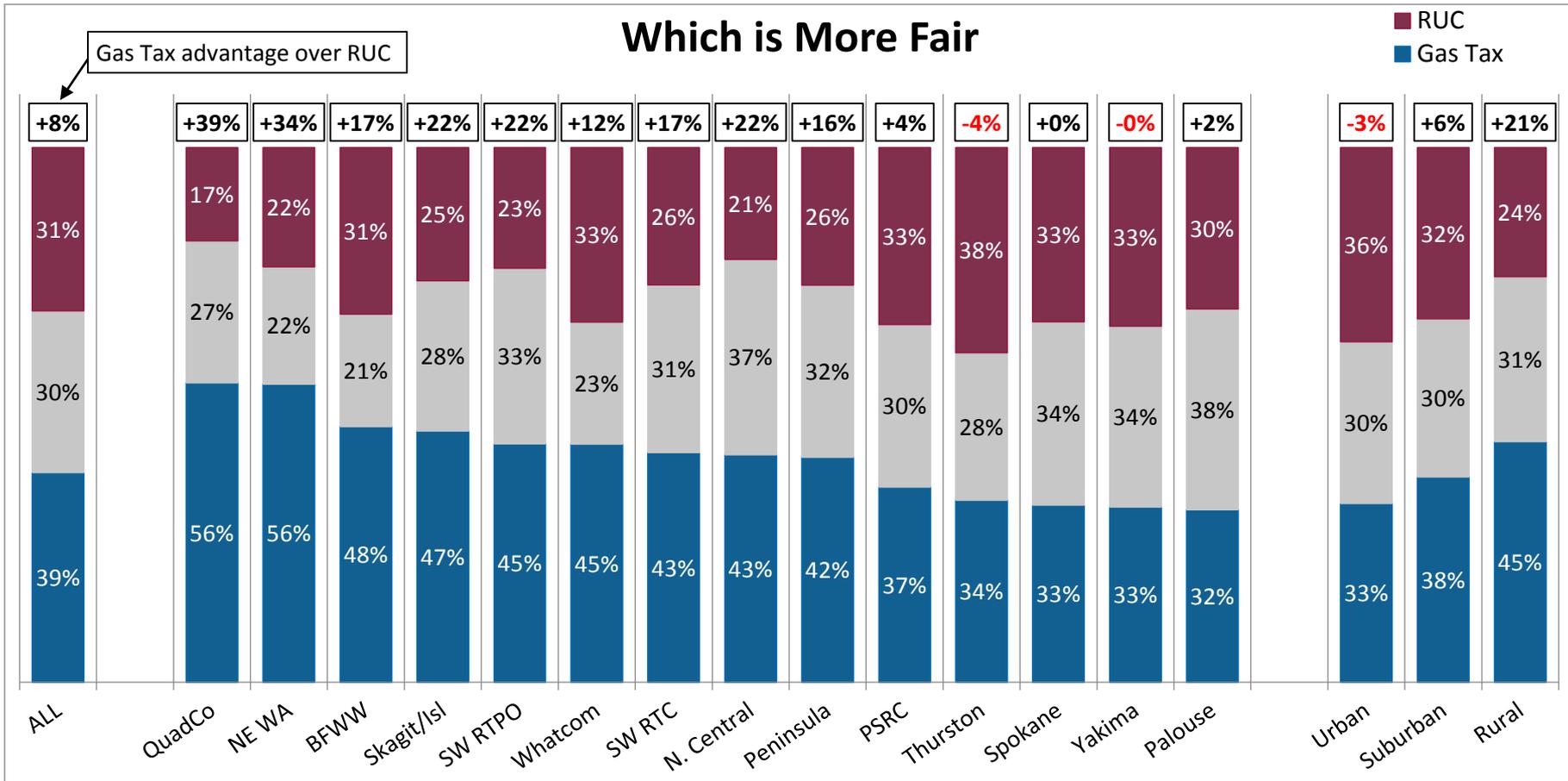
Which is More Fair?



Q9. Which option do you think is more fair, a per gallon gas tax or a per mile road usage charge?

Which is More Fair - by RTPO & Area Type

The gas tax is seen as more fair in 12 of the 14 RTPOs, although respondents are closely divided in PSRC, Spokane, and Palouse. Rural residents are much more likely to feel the gas tax is fairer (+21), Suburban residents give a small edge to the gas tax (+6) and Urban residents are fairly evenly divided (-3).



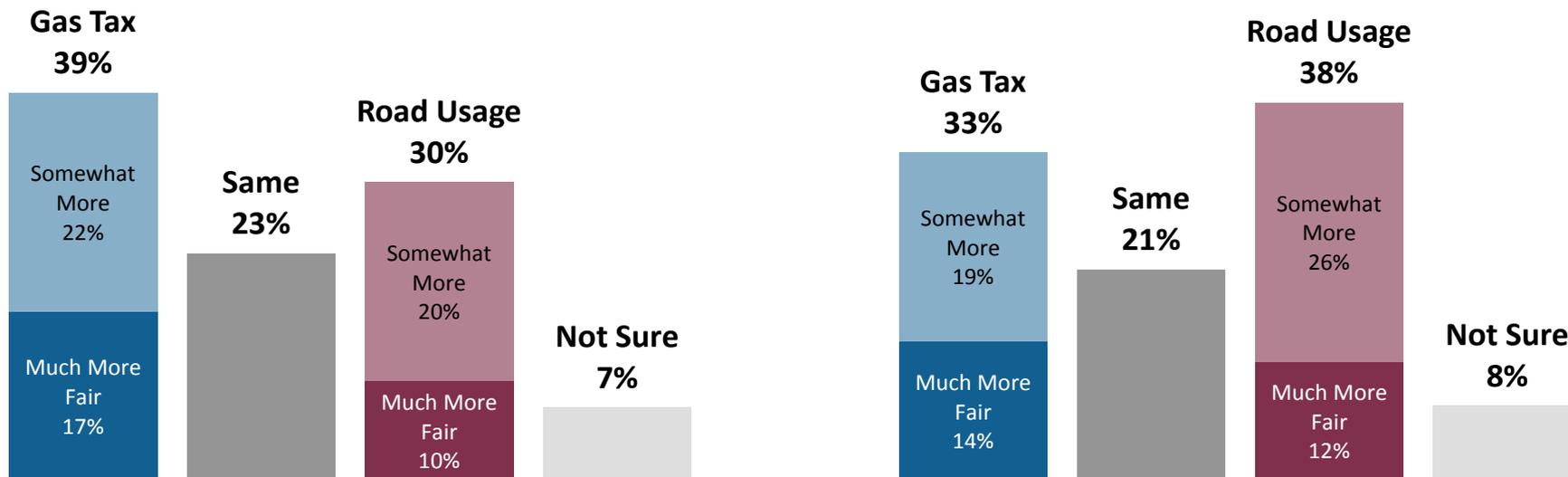
Q9. Which option do you think is more fair, a per gallon gas tax or a per mile road usage charge?

Gas Tax vs Road Use Charge - Informed

After hearing more information about both the gas tax and the road usage charge, respondents are still divided over which is more fair, with little intensity on either side. One-in-five think they are the same and 8% are not sure.

Initial

Informed

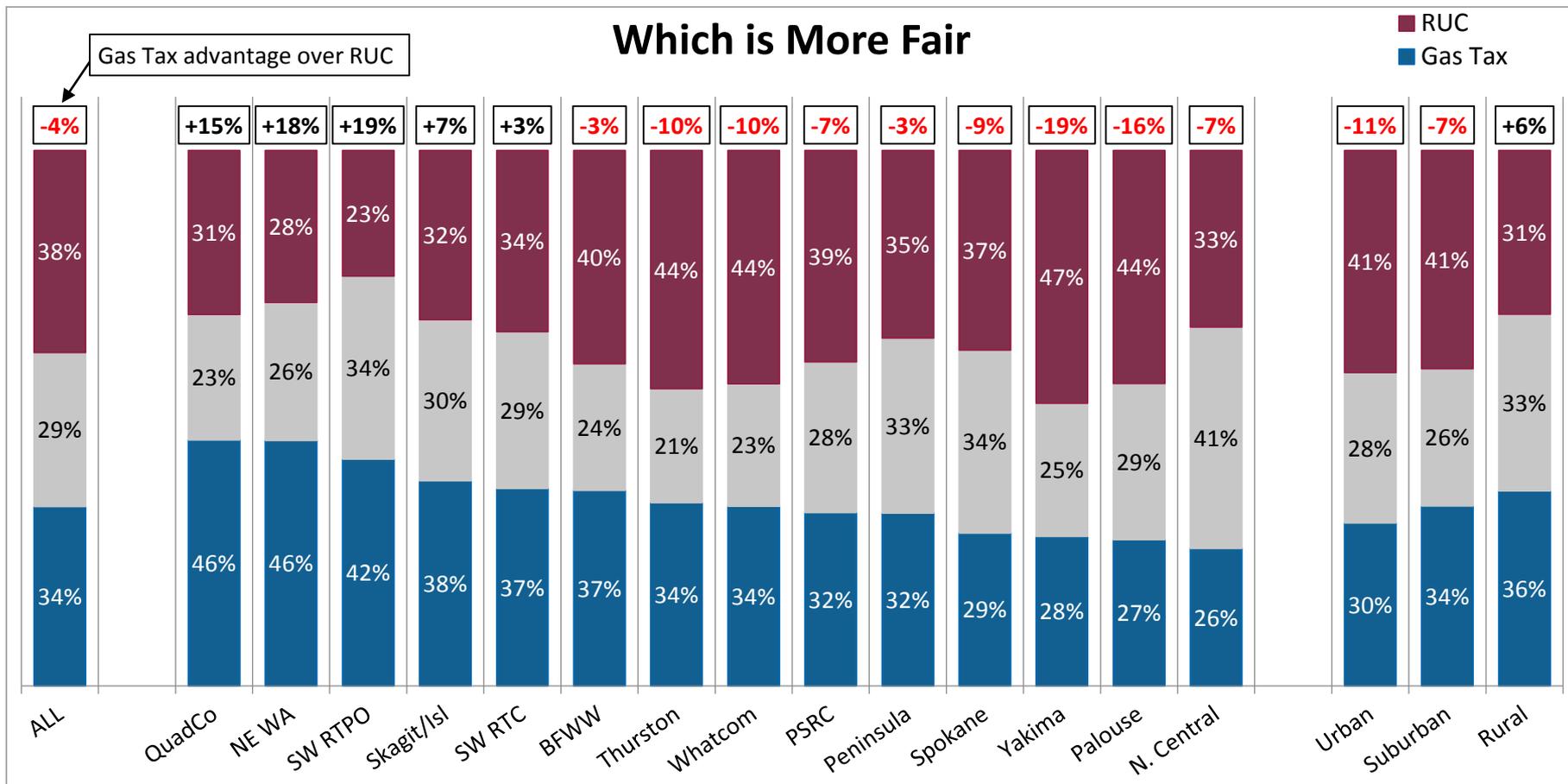


Q9. Which option do you think is more fair, a per gallon gas tax or a per mile road usage charge?

Q16. Given the information provided in this survey, which option do you think is more fair, a per gallon gas tax or a per mile road usage charge?

Which is More Fair - by RTPO & Area Type

After hearing additional information about the gas tax and RUC, Rural residents are still the most likely to feel the gas tax is fairer (+6), while Suburban (-7) and Urban (-11) residents give an edge to the RUC, although in all three groups, a quarter or more say the two revenue sources are the same in terms of fairness.



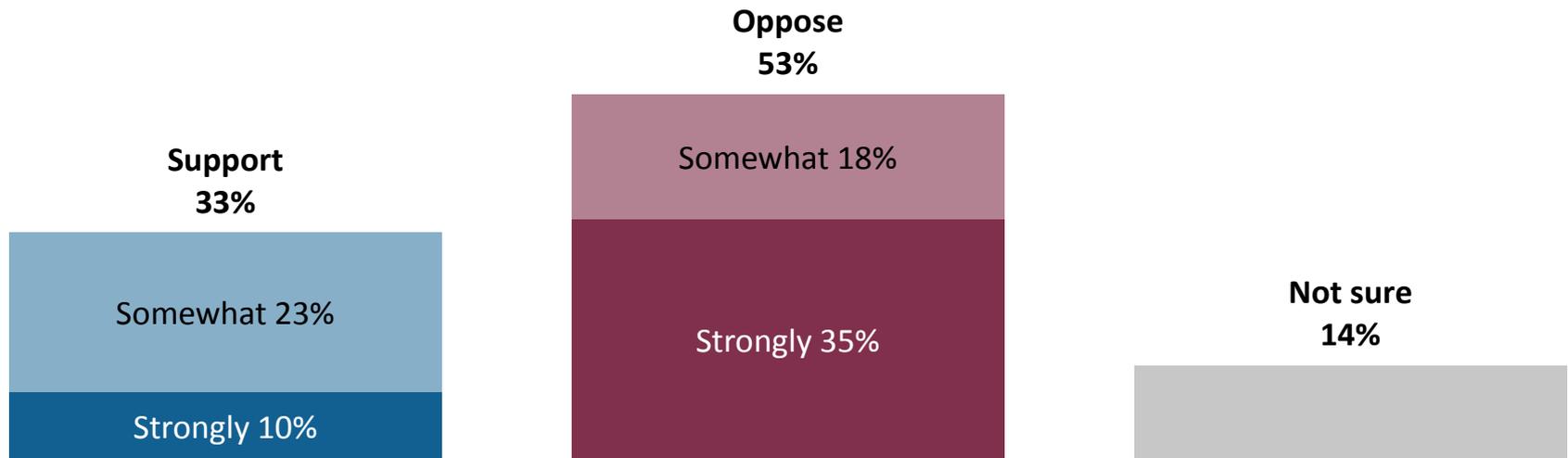
Q16. Given the information provided in this survey, which option do you think is more fair, a per gallon gas tax or a per mile road usage charge?

Support for Road Usage Charge - Initial

Initially, a majority of respondents oppose a road usage charge as described and one third (35%) are “strongly” opposed. Only a third support a RUC and intensity of support is very low (10%).

Initial Support for RUC

If a road usage charge replaced the gas tax, the cost would be set so that the total amount the average driver would pay would be the same as under the gas tax.

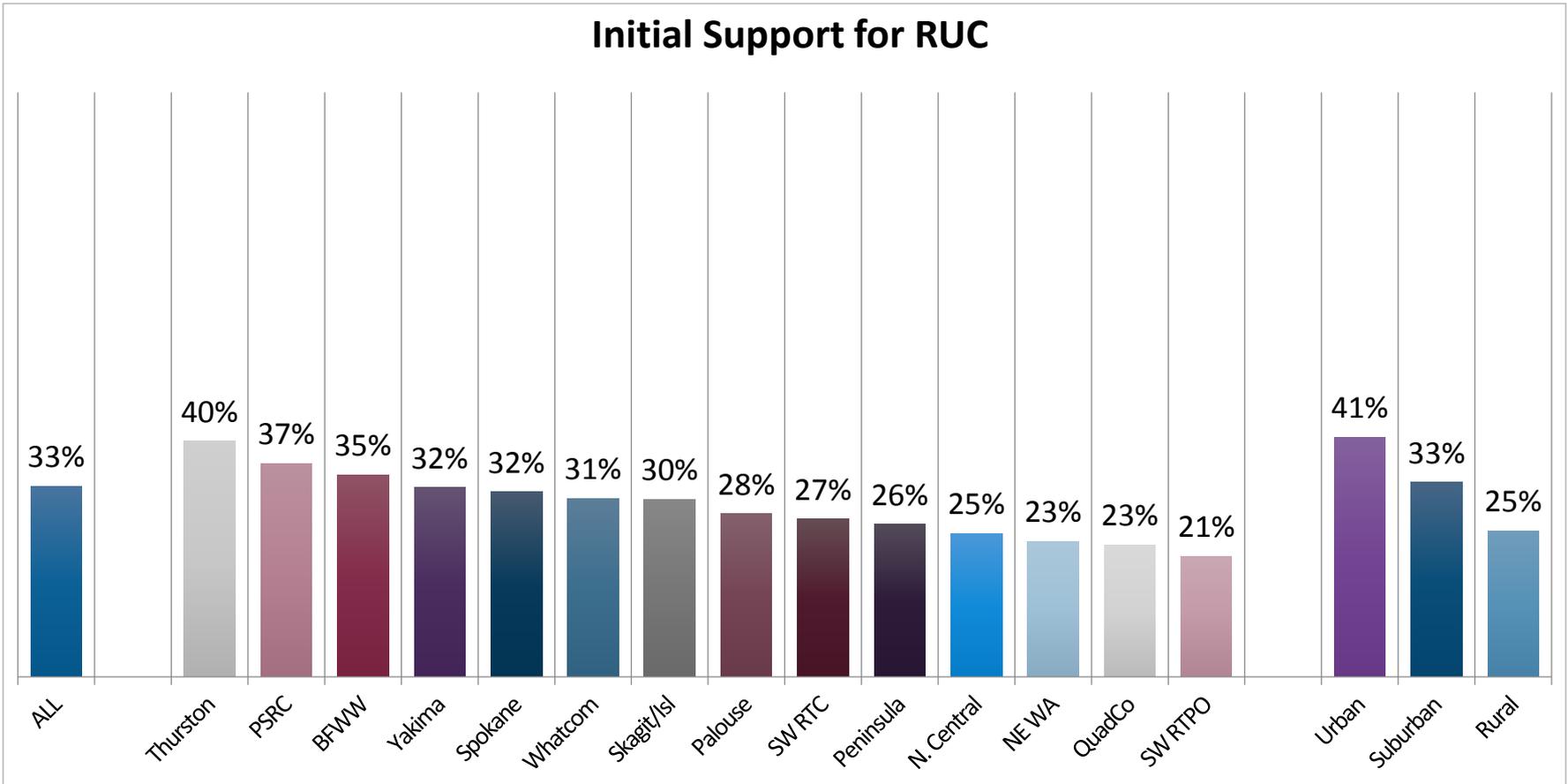


Q11. *If a road usage charge replaced the gas tax, the cost would be set so that the total amount the average driver would pay would be the same as under the gas tax. Knowing this, in general, do you support or oppose replacing the gas tax with a per mile road usage charge?*

Initial Support for RUC - by RTPO & Area Type

Initial support for a road usage charge is well below a majority in every RTPO and all three area types. In 12 of the 14 RTPOs, a third or fewer support a RUC. Only a quarter of Rural residents and a third of Suburban residents support a RUC. Urban residents are the most supportive (41%), but still well short of a majority.

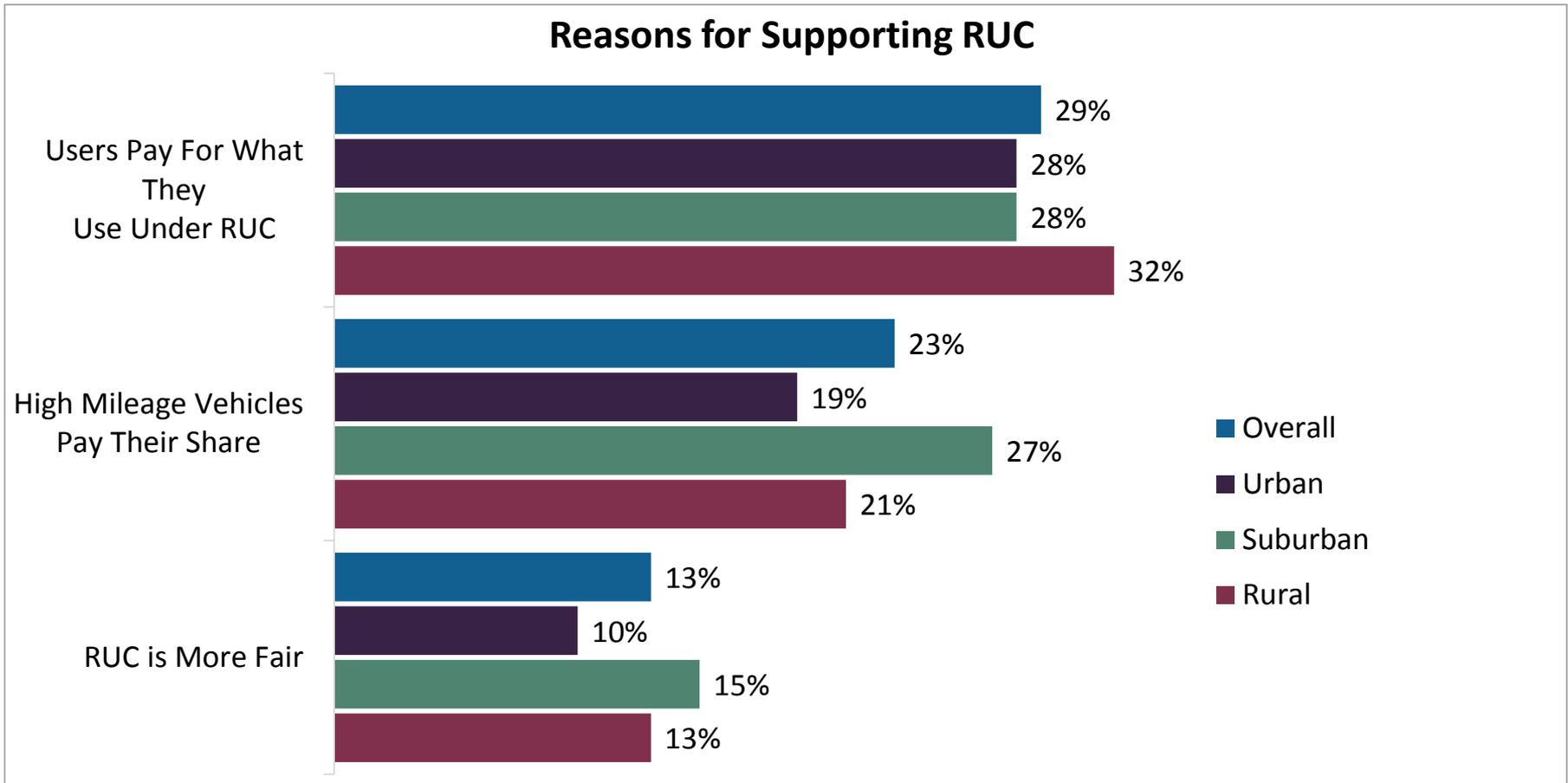
Initial Support for RUC



Q11. If a road usage charge replaced the gas tax, the cost would be set so that the total amount the average driver would pay would be the same as under the gas tax. Knowing this, in general, do you support or oppose replacing the gas tax with a per mile road usage charge?

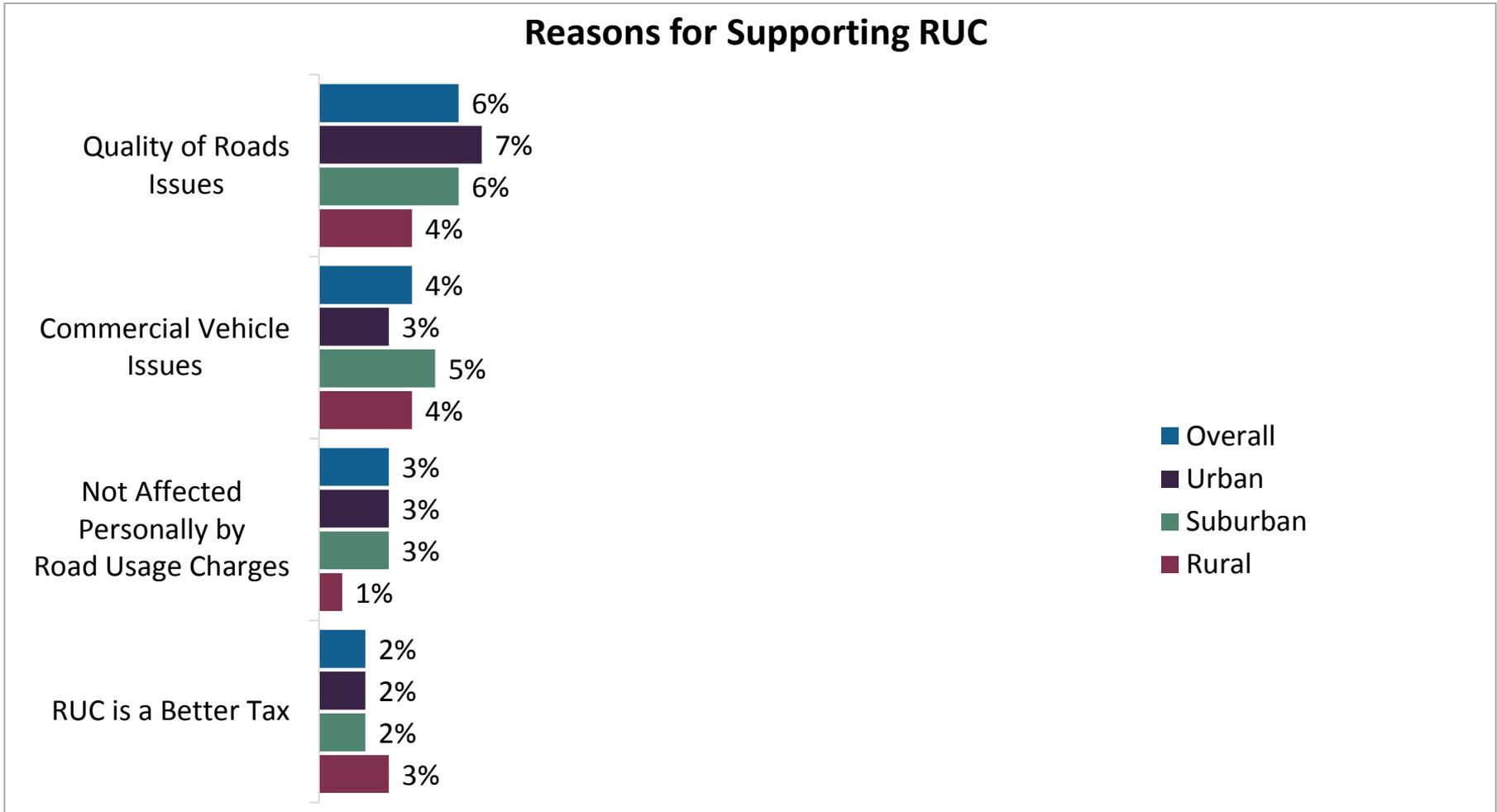
Top Reasons for Supporting RUC

Broad based fairness issues (“Users pay for what they use” and “high mileage vehicles pay their share”) are the most mentioned reasons for supporting a per mile road usage charge. There are not major differences by area type, although Rural residents are slightly more likely to mention “user pays” and Suburban residents are more likely to mention “high mileage vehicles pay fair share.”



Q12a Why do you support a per mile road usage charge?

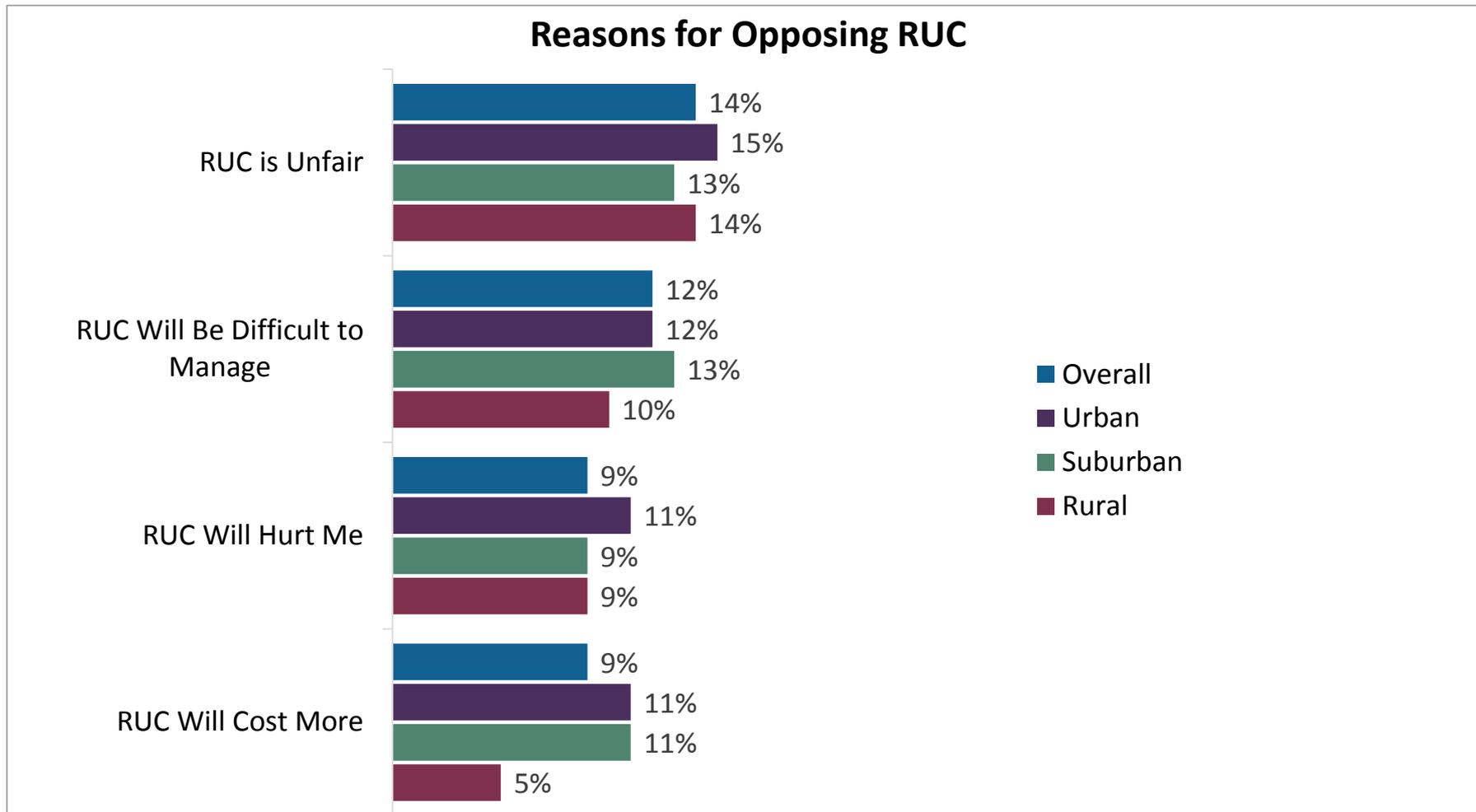
Reasons for Supporting RUC



Q12a Why do you support a per mile road usage charge?

Top Reasons for Opposing RUC

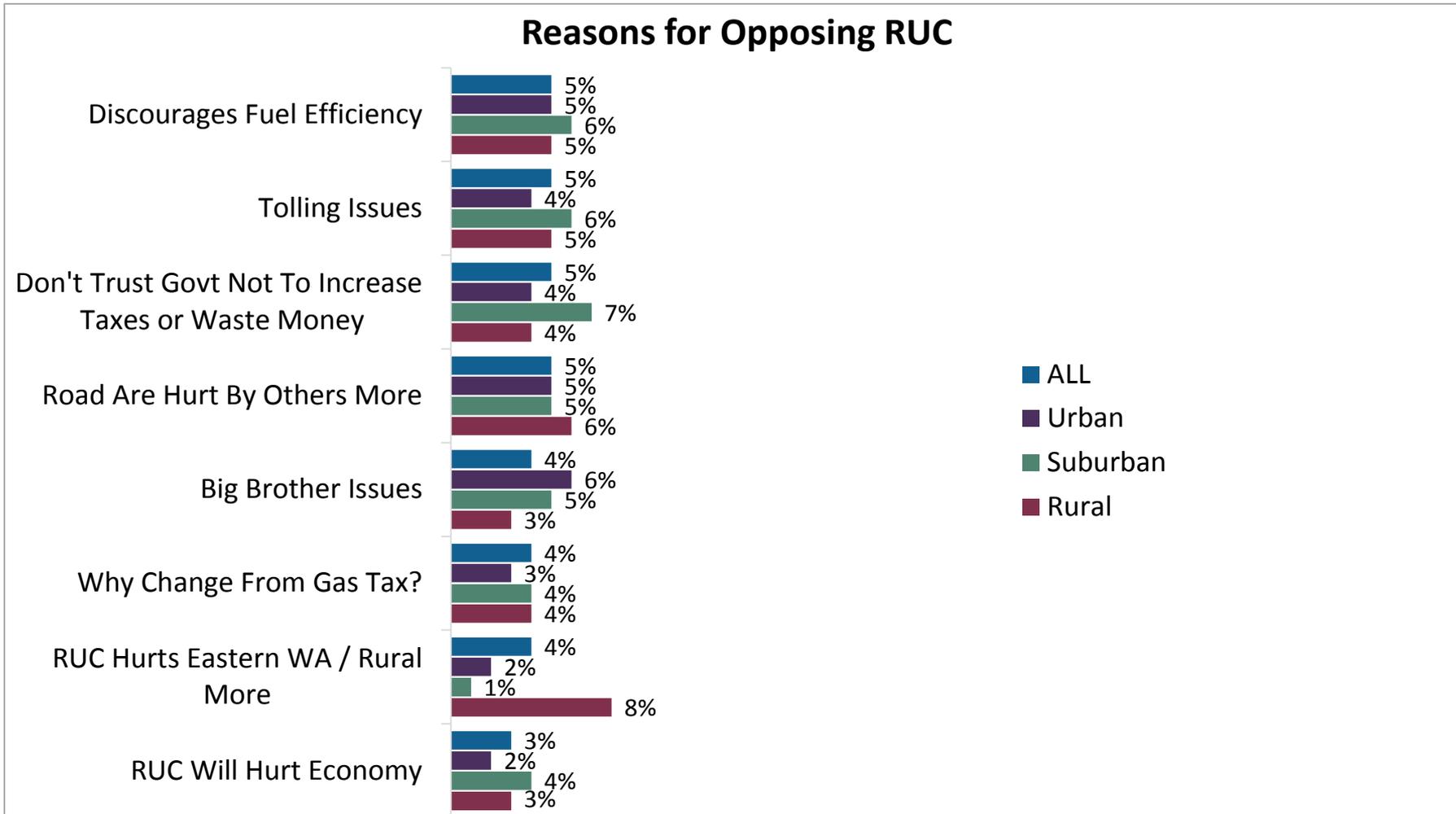
Concerns about fairness and the administration of a RUC, along with concerns about personal cost are the top mentioned reasons for opposing a per mile road usage charge.



Q12b Why do you oppose a per mile road usage charge?

Reasons for Opposing RUC

Rural residents are much more likely than other residents to mention concerns about hurting Eastern WA/Rural drivers.



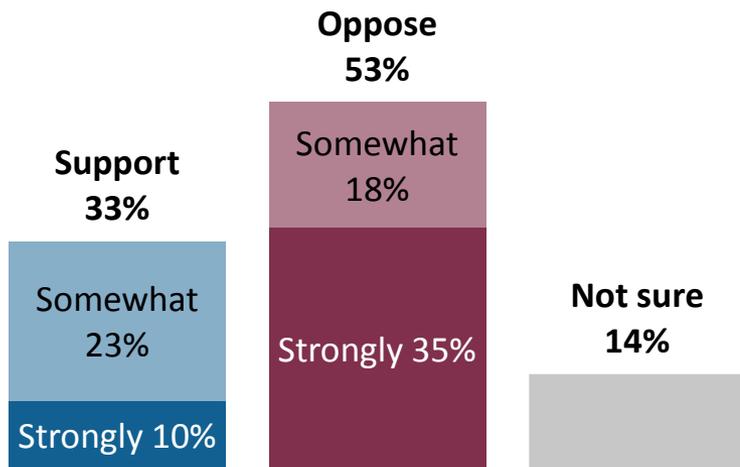
Q12b Why do you oppose a per mile road usage charge?

Informed Support for Road Usage Charge

After hearing additional information about a road usage charge, support for a RUC increases 9 points and opposition drops 3 points, although a majority (51%) are still opposed to a RUC and a third (32%) are “strongly opposed.”

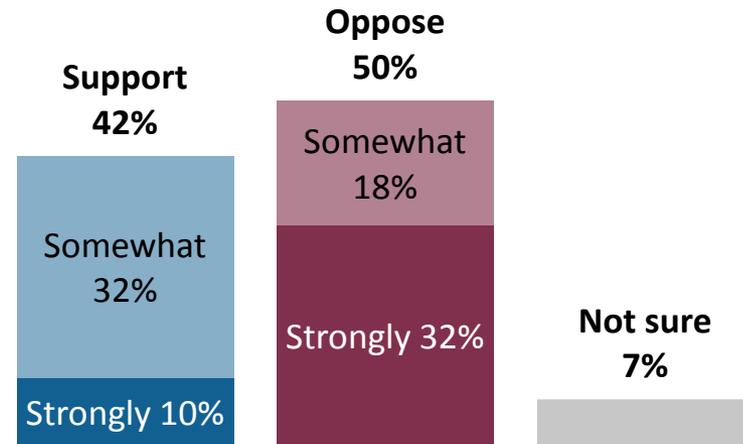
Initial

If a road usage charge replaced the gas tax, the cost would be set so that the total amount the average driver would pay would be the same as under the gas tax.



Informed

With both the gas tax and the road usage charge, the more you drive the more you pay. The difference is that with a road usage charge everyone pays the same amount no matter what type of vehicle they drive or how fuel efficient it is.

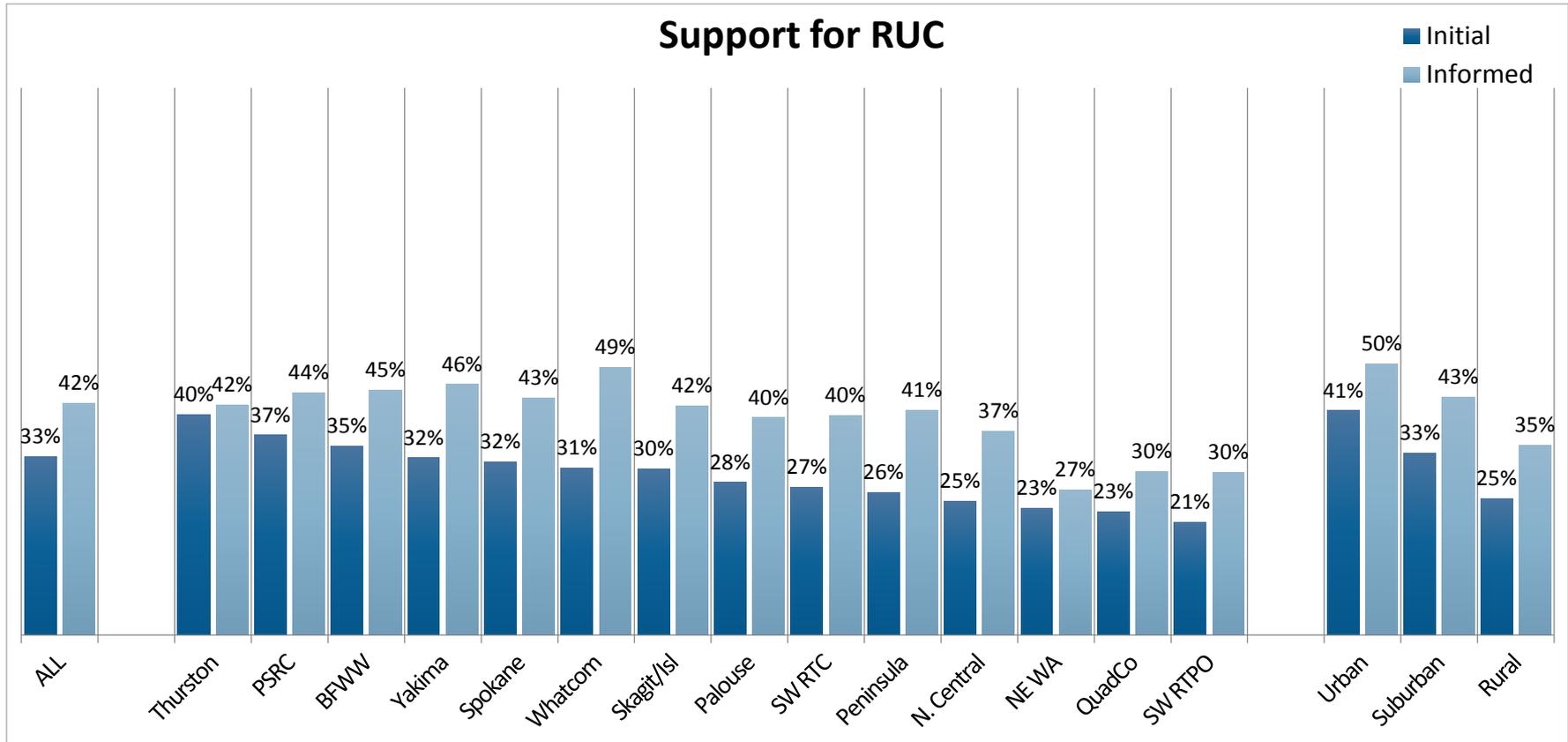


Q11. If a road usage charge replaced the gas tax, the cost would be set so that the total amount the average driver would pay would be the same as under the gas tax.

Q15. With both the gas tax and the road usage charge, the more you drive the more you pay. The difference is that with a road usage charge everyone pays the same amount no matter what type of vehicle they drive or how fuel efficient it is.

Support for RUC - by RTPO & Area Type

Support for a RUC increases in every RTPO after respondents learn more about it, however support is still well below a majority in most RTPOs and only reaches 50% among Urban residents.



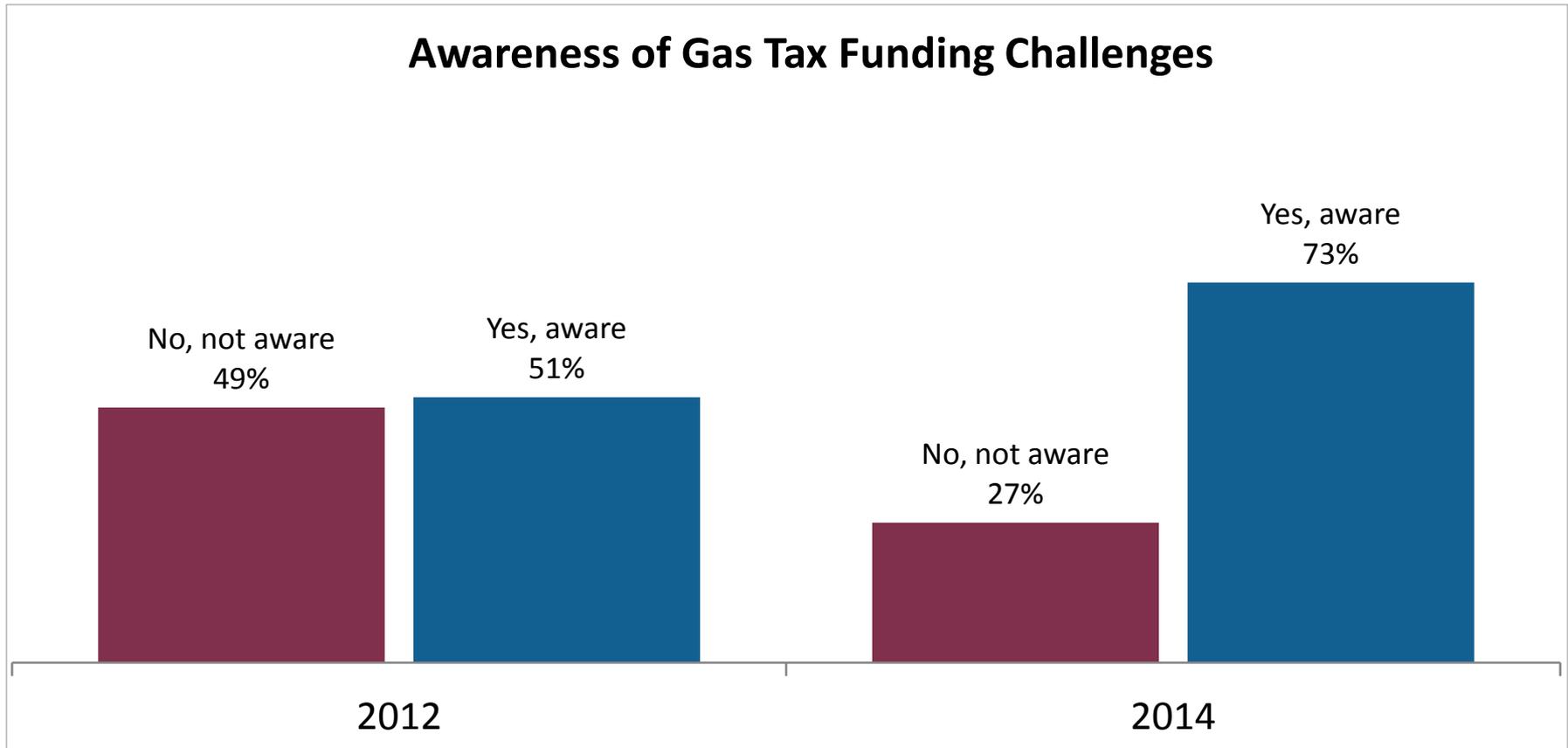
Q11. If a road usage charge replaced the gas tax, the cost would be set so that the total amount the average driver would pay would be the same as under the gas tax.

Q15. With both the gas tax and the road usage charge, the more you drive the more you pay. The difference is that with a road usage charge everyone pays the same amount no matter what type of vehicle they drive or how fuel efficient it is.

Awareness of the Funding Challenges

Self reported awareness of the funding challenges associated with the gas tax has increased significantly since 2012.

Awareness of Gas Tax Funding Challenges

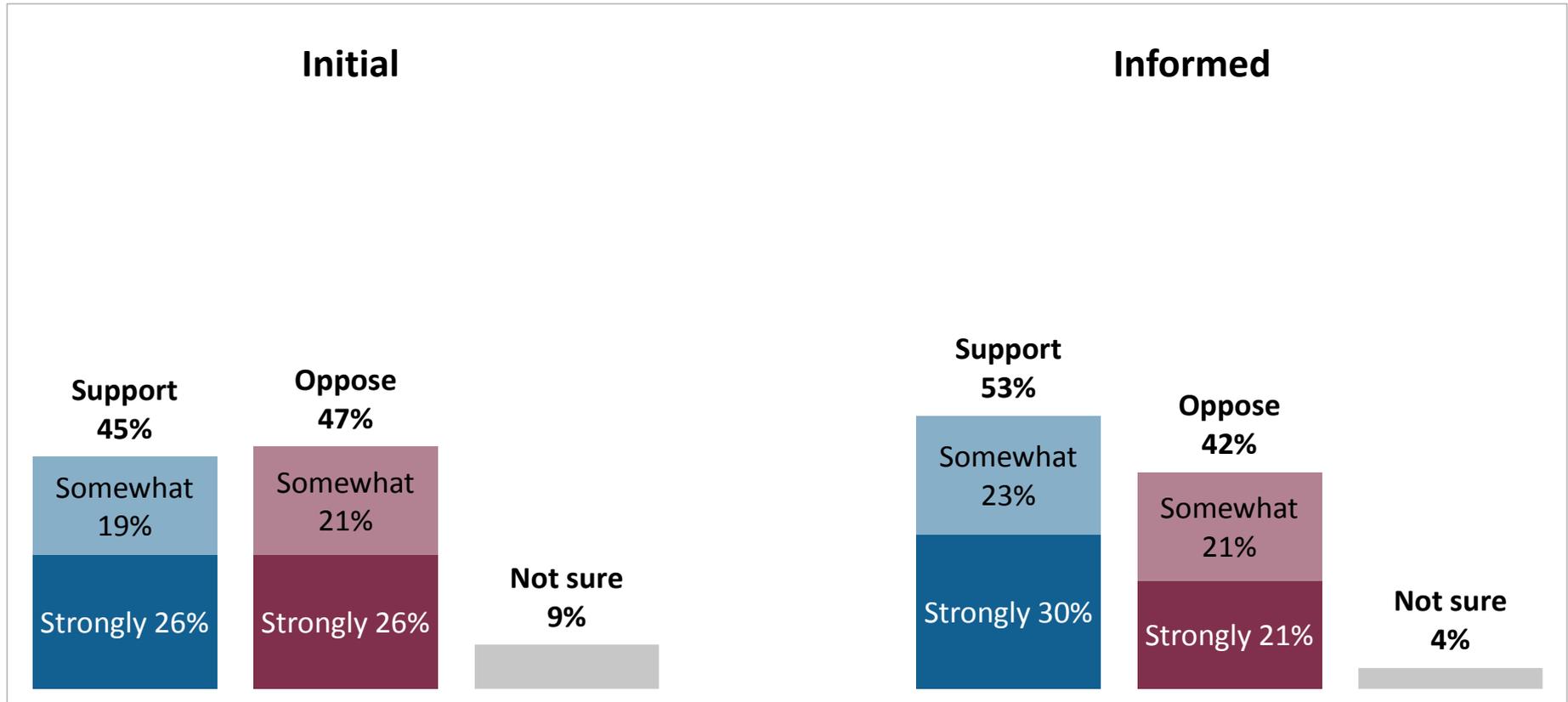


Q14. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide most of our transportation revenue?

Additional Question Areas

Support Use of Studded Tires

Initially, respondents are divided over a year round ban on studded tires. A majority (53%) support a ban after they hear additional information about the costs and the impacts of studded tires on state and local roads.



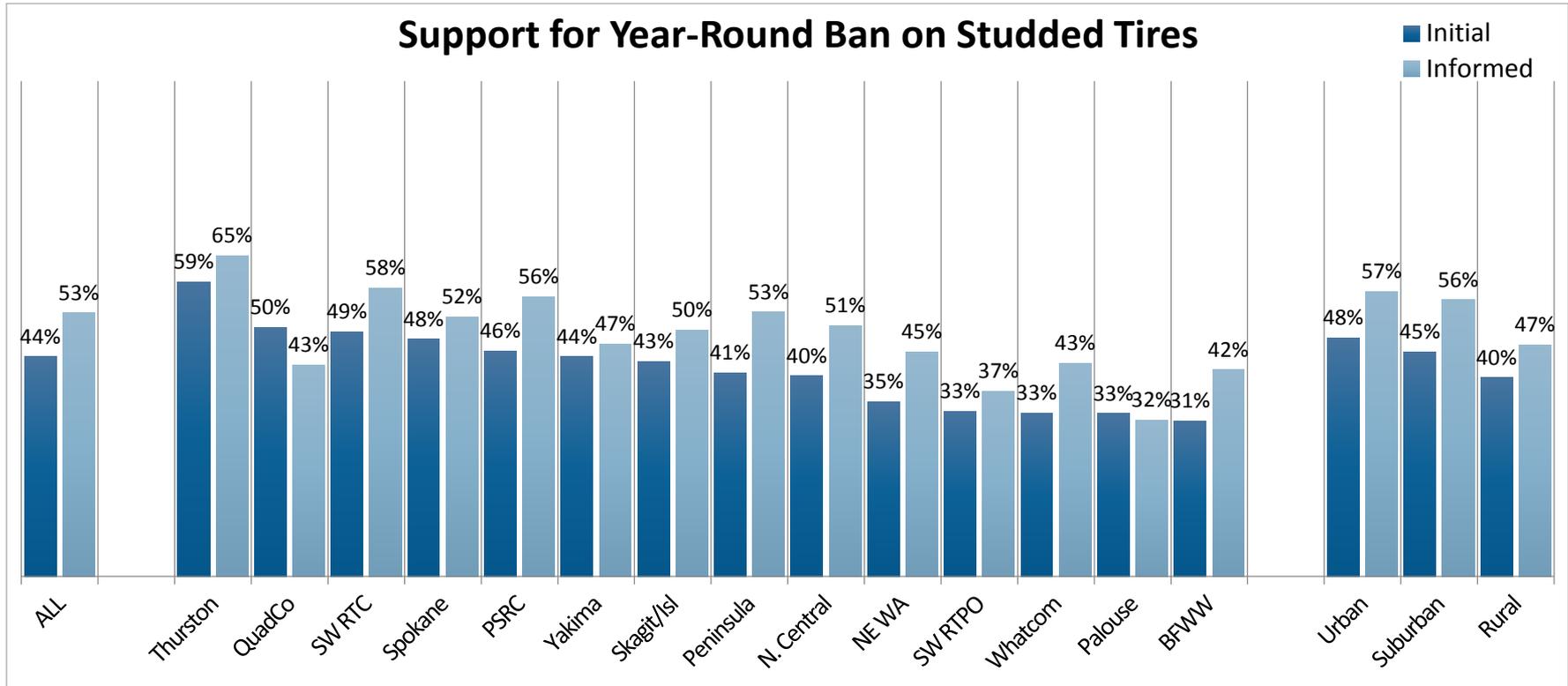
Q17. This next question is about the use of studded tires - tires with small metal traction studs that some drivers use during winter months. Currently drivers can use studded tires between November 1st and March 31st. Do you support or oppose a year-round ban on the use of studded tires on all roads in Washington state?

Q18. The metal studs in studded tires damage roads which means roads have to be repaired and repaved sooner. This costs Washington taxpayers between 17 and 27 million dollars a year just on state roads and it also does millions in damage to city and county roads.

Support for Studded Tire Ban - by RTPO & Area Type

Initially a year-round ban on studded tires only receives majority support in the Thurston RTPO. After hearing information about the costs to taxpayers of damage caused by studded tires, a majority of Urban (57%) and Suburban (56%) residents support a ban, as do almost half (47%) of Rural residents.

Support for Year-Round Ban on Studded Tires



Q17. This next question is about the use of studded tires - tires with small metal traction studs that some drivers use during winter months. Currently drivers can use studded tires between November 1st and March 31st. Do you support or oppose a year-round ban on the use of studded tires on all roads in Washington state?

Q18. The metal studs in studded tires damage roads which means roads have to be repaired and repaved sooner. This costs Washington taxpayers between 17 and 27 million dollars a year just on state roads and it also does millions in damage to city and county roads.

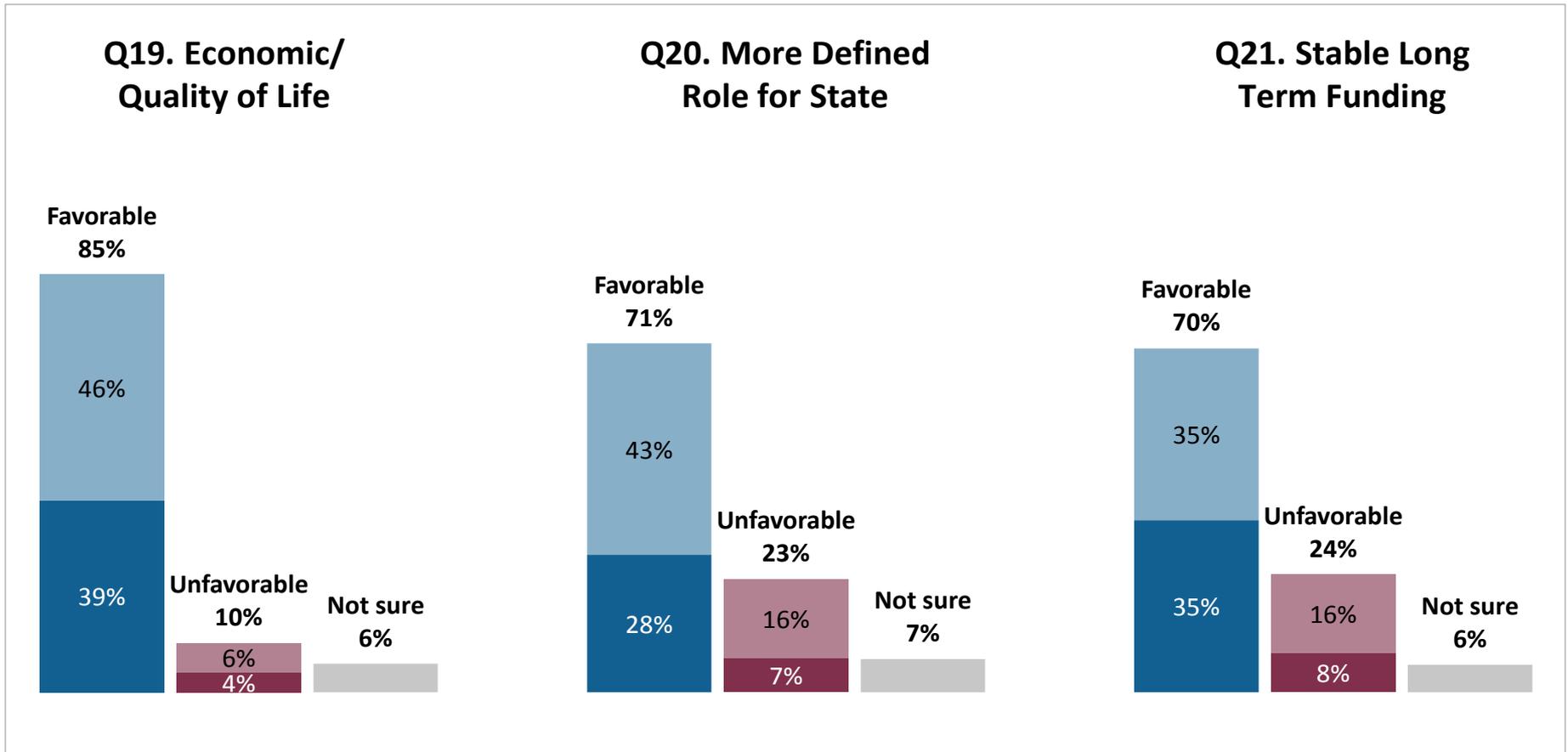
The Washington State Transportation Plan will set the roadmap for transportation statewide for the next 20 years. We would like to get your reaction to 3 statements that are part of the DRAFT Plan which is currently under public review

Q19 “Washington’s future economic vitality and quality of life depend on a multimodal transportation system that is safe and well-maintained, and operates efficiently to serve a growing economy and population. An integrated and coordinated planning process supported by best management practices is necessary to meet these demands, whether moving harvest from farm to market on roads, waterways, rails and air, or getting children safely between school and home using sidewalks, bicycles and buses.”

Q20 “Establishing a more defined role for the State in multimodal transportation, including air, public transportation, and special needs transportation is important for Washington communities across the state. Service providers must have the financial resources and authority to ensure they can deliver efficient services that meet the unique needs of their respective areas.”

Q21 “Statewide, there is an identifiable need for secure, sustainable, long-term sources of funding for transportation. Continuing the funding status quo will result in declining condition and performance of Washington’s transportation system, due to inadequate maintenance and preservation, as well as failure to address growing demand.”

All three statements are viewed favorably by a strong majority of respondents, but the Economic/Quality of Life statement is the strongest.

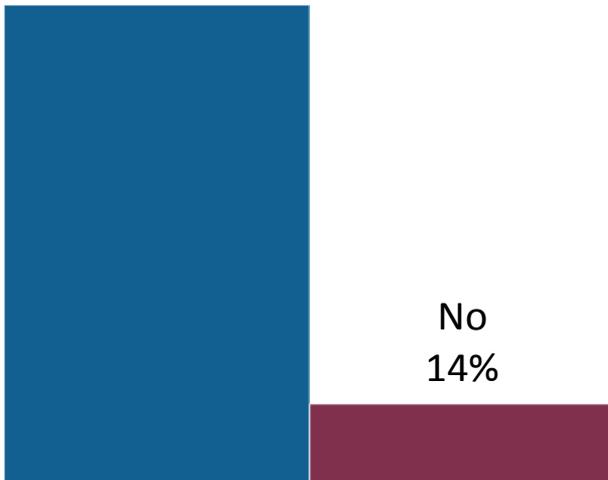


Walking in the Community

Most respondents have walked for at least 10 minutes at a time in a typical week in the last year. Four-in-ten (41%) say they would walk more if the infrastructure for walking in their community were better/safer.

Walked at least 10 minutes in typical week

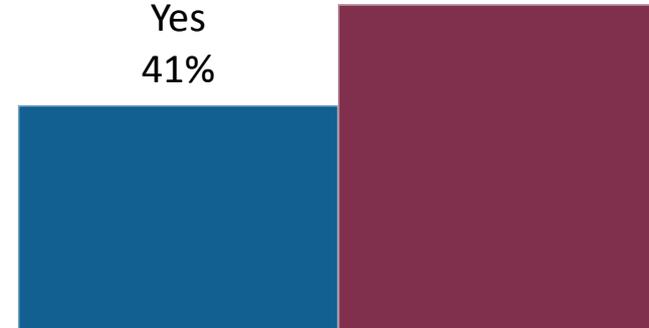
Yes
86%



Walk more if infrastructure better and safer

Yes
41%

No
59%

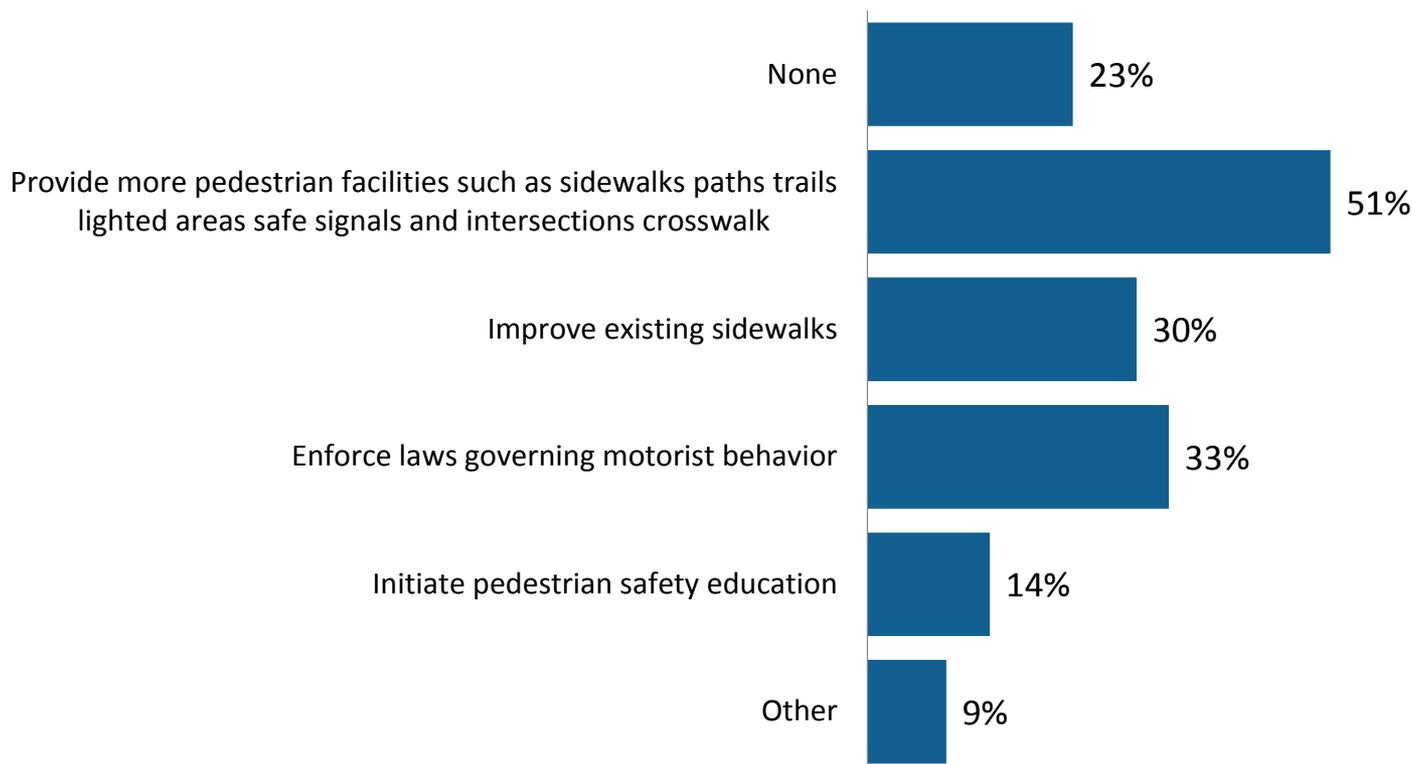


Q22. Thinking about how often you walk or bike in your community... In a typical week in the past year, have you walked for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?

Q23. Would you walk more if the infrastructure for walking in your community - such as sidewalks, paths, trails, signals and crosswalks - were better and safer, or would it not really make a difference in how much you walk?

“More pedestrian facilities” is the top change in walking infrastructure that respondents say is important for their community. One third choose “enforce laws governing motorist behavior” and “improve existing sidewalks.”

Walking Infrastructure Improvements

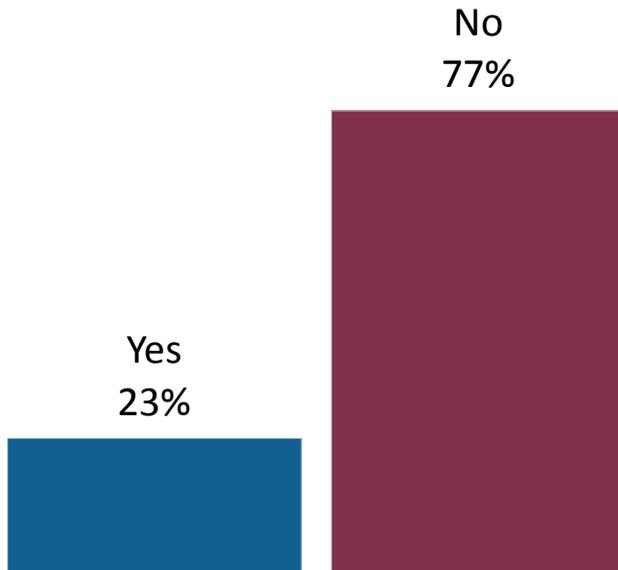


Q24. Which of these changes to the infrastructure for walking, if any, do you personally feel are important in your community?

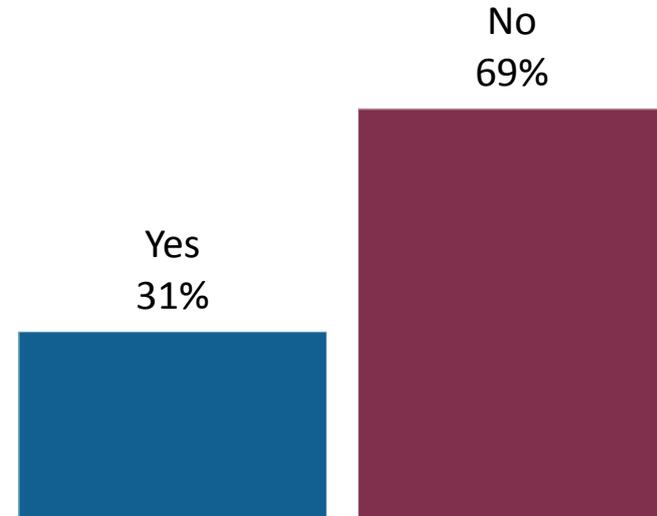
Biking in the Community

Only a quarter of respondents have biked for at least 10 minutes at a time in a typical week in the last year. One third (31%) say they would bike more if the infrastructure for biking in their community were better/safer.

Biked at least 10 minutes in typical week



Bike more if infrastructure better and safer

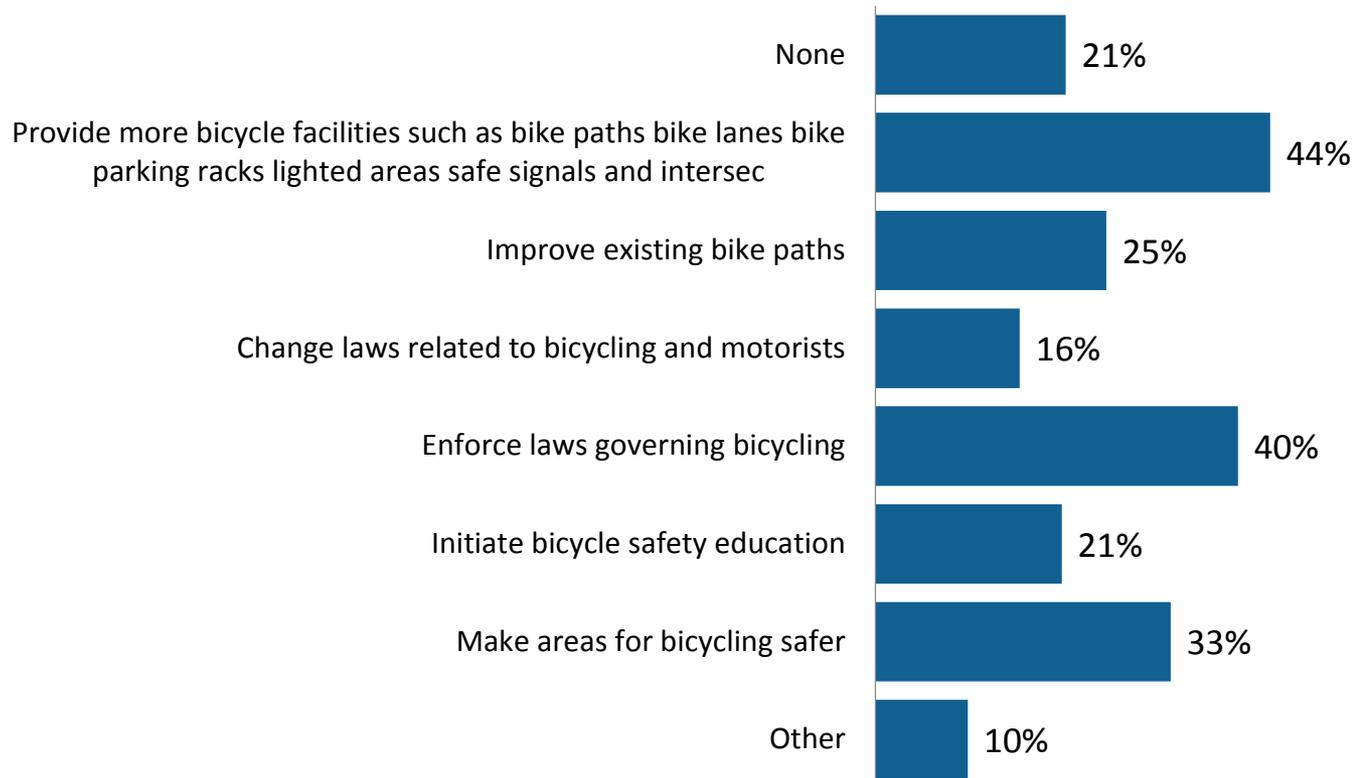


Q25. Thinking about how often you walk or bike in your community... In a typical week in the past year, have you biked for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?

Q26. Would you bike more if the infrastructure for biking in your community - such as bike paths, bike lanes, bike parking racks, safe signals and intersections - were better and safer, or would it not really make a difference in how much you bike?

“More bicycle facilities” is the top change in biking infrastructure that respondents say is important for their community, followed closely by “enforce laws governing bicycling.” One in four mention “improve existing bike paths.”

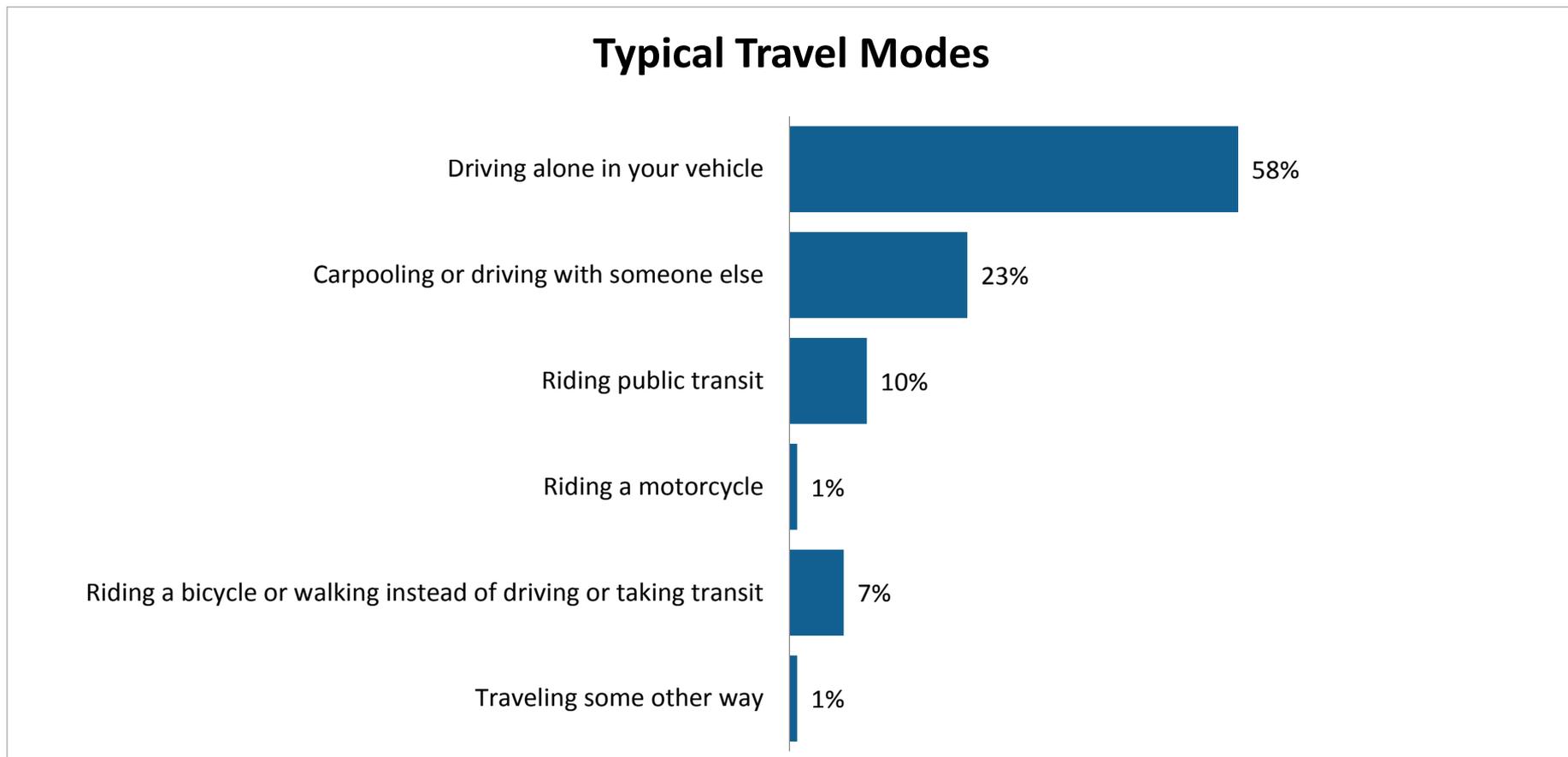
Biking Infrastructure Improvements



Q27. Which of these changes to the infrastructure for biking, if any, do you personally feel are important in your community?

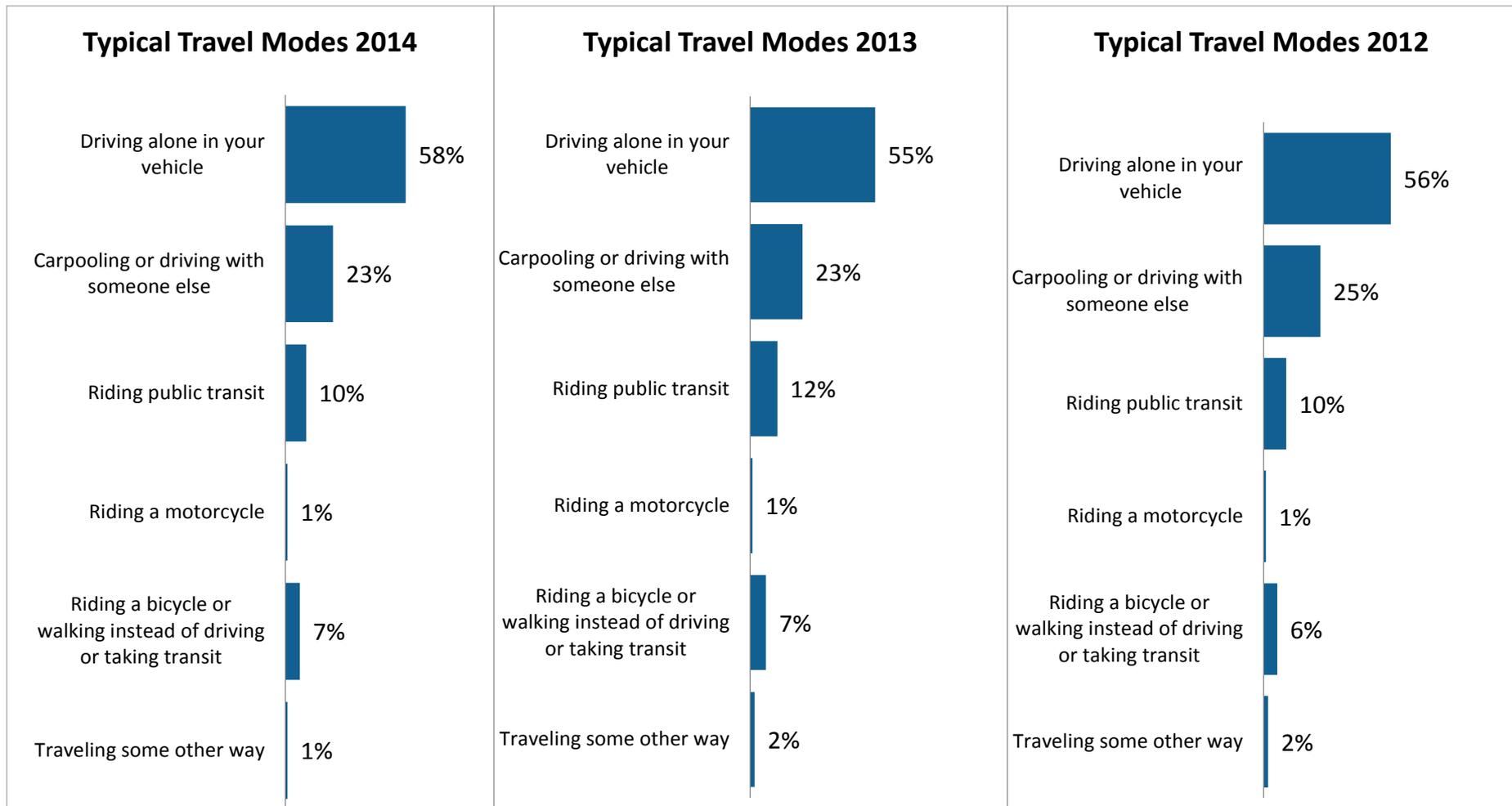
Typical Travel Modes

Most respondents (81%) travel by vehicle, either driving alone (58%) or carpooling/riding with someone else (23%).
One-in-ten respondents take transit.



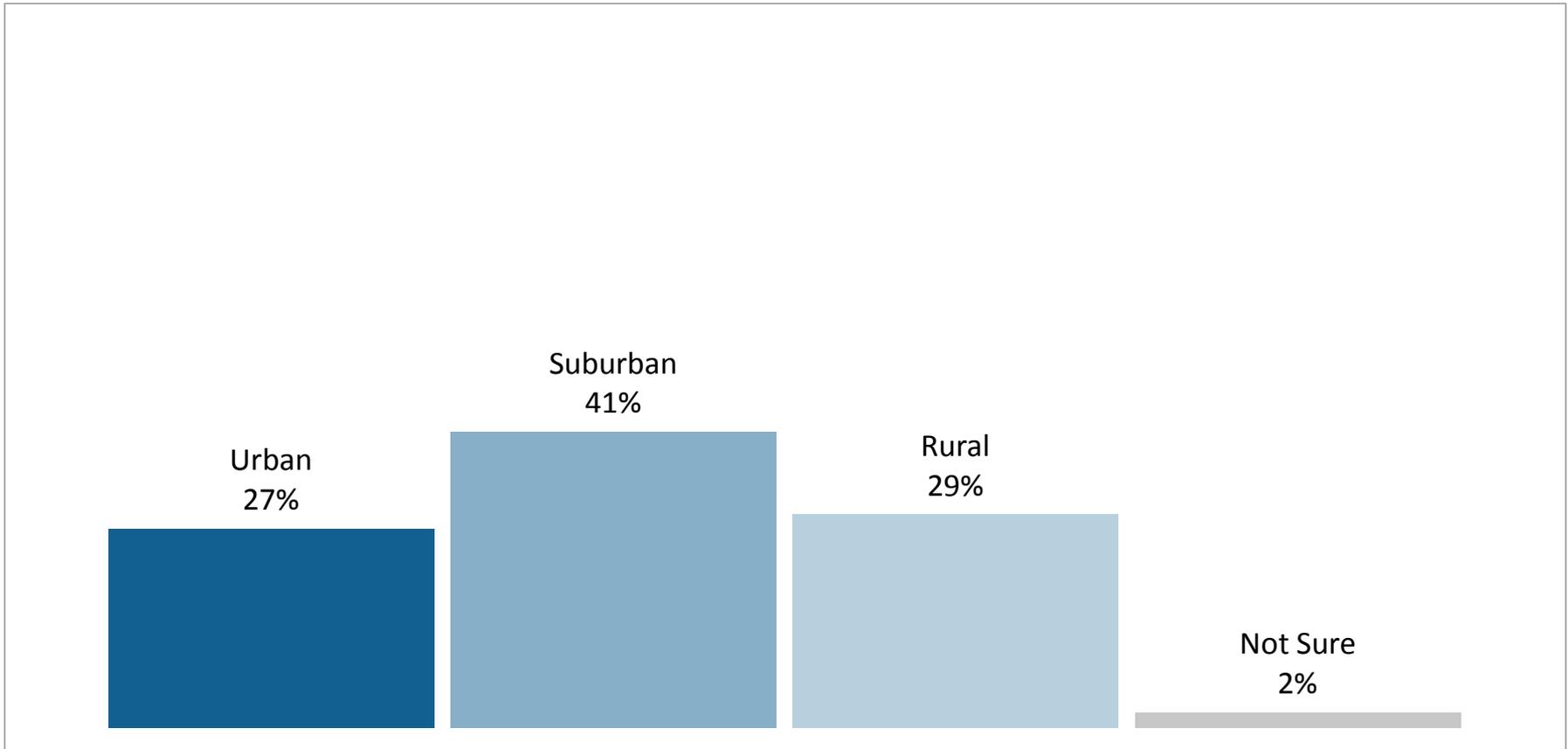
Q28. Please think about all the trips you make from home during a typical week such as going to work, running errands, or going to appointments. Approximately what percentage of those trips per week are done by:

Typical Travel Modes – By Year



Q28. Please think about all the trips you make from home during a typical week such as going to work, running errands, or going to appointments. Approximately what percentage of those trips per week are done by:

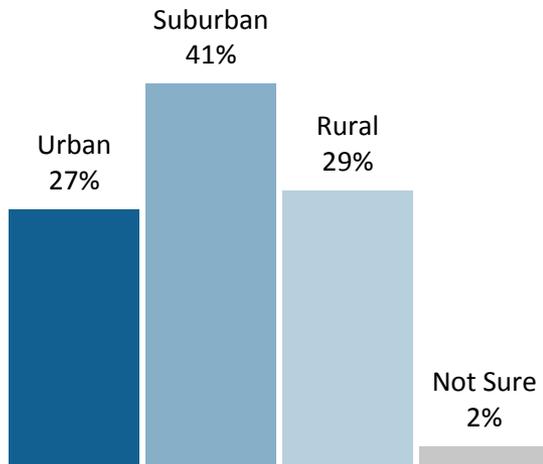
A plurality (41%) of respondents describe the area they live in as “suburban.” The remainder are evenly divided between rural areas (29%) and urban areas (27%).



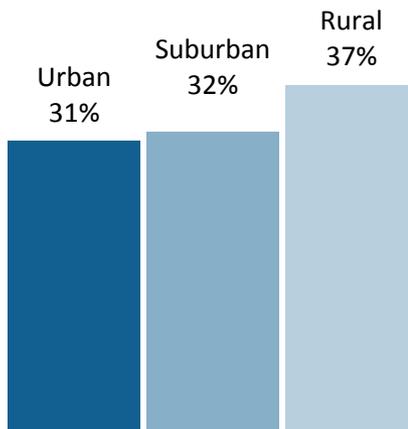
Q81. Would you describe the area you live in as...

Geography – by year

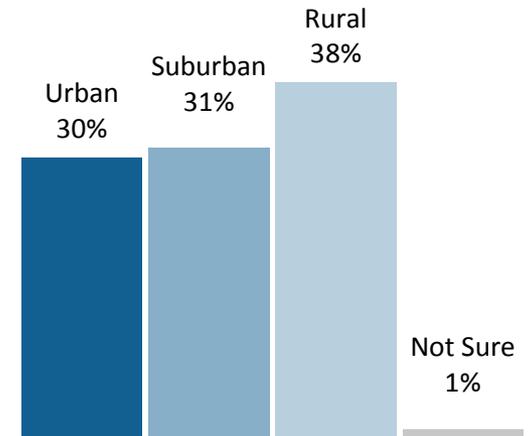
2014



2013



2012



Q81. Would you describe the area you live in as...

THANK YOU!

For More Information Contact:

Reema Griffith, WSTC Executive Director

Bill Young, Survey Program Project Manager

360.705.7070

Full Question Text



SCREEN

Survey on Washington State Transportation

Dear Voice of Washington State Member,

Thank you for taking the time to provide your input and thoughts on our transportation system and priorities.

This survey should take about 10 minutes to complete.

Sincerely,
Anne Haley, Chairman
Washington State Transportation Commission

1A. To begin, is Washington your primary state of residence?

- Yes
- No

1. How urgent do you feel it is to make sure **Washington's transportation system** works effectively today and into the future?

Not at all urgent			Extremely urgent				Not sure
1	2	3	4	5	6	7	

DEFINITION: "Washington State's transportation system" - the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods.

SCREEN

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

- A: Excellent
- B: Above Average
- C: Average
- D: Below Average
- F: Failing
- Not sure

DEFINITION: "Washington State's transportation system" - the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people & goods.

SCREEN

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

- A: Excellent
- B: Above Average
- C: Average
- D: Below Average
- F: Failing
- Not sure

SCREEN

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

- A: Excellent
- B: Above Average
- C: Average
- D: Below Average
- F: Failing
- Not sure

DEFINITION: "Washington State's transportation system" - the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods.

SCREEN

5. Do you think a per gallon **gas tax** is a **good way** to fund transportation?

- Definitely
- Probably
- Probably Not
- Definitely Not
- Not Sure

SCREEN

6. Do you think a per gallon **gas tax** is a **fair way** to fund transportation?

- Very Fair
- Somewhat Fair
- Not That Fair
- Not At All Fair
- Not Sure

SCREEN

7. A road usage charge is a different way to fund transportation. It would replace the gas tax and charge drivers by the mile instead of by the gallon.

Knowing this, do you think a road usage charge is a good way to fund transportation?

- Definitely
- Probably
- Probably Not
- Definitely Not
- Not Sure

SCREEN

8. Do you think a per mile road usage charge is a fair way to fund transportation?

- Very Fair
- Somewhat Fair
- Not That Fair
- Not At All Fair
- Not Sure

SCREEN

9. Which option do you think is more fair, a per gallon gas tax or a per mile road usage charge?

- Gas tax is much more fair
- Gas tax is somewhat more fair
- Road usage charge is much more fair
- Road usage charge is somewhat more fair
- Both options are the same
- Not sure

SCREEN

10. If a road usage charge replaced the gas tax, the cost would be set so that the total amount the average driver would pay would be the same as under the gas tax.

Knowing this, in general, do you support or oppose replacing the gas tax with a per mile road usage charge?

- Strongly support
- Somewhat support
- Somewhat oppose
- Strongly oppose
- Not sure

SCREEN

11. A - Why do you support a per mile road usage charge? _____

12. B - Why do you oppose a per mile road usage charge? _____

SCREEN

12. The state gas tax is 37.5 cents per gallon and provides 76% of all state transportation funding. A combination of inflation, changing driving habits, increased fuel economy, and more electric vehicles means gas tax revenue is not keeping pace with transportation needs.

Knowing this, do you think the gas tax is a good way to fund transportation?

- Definitely
- Probably
- Probably Not
- Definitely Not
- Not Sure

SCREEN

13. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide most of our transportation revenue?

- Yes, aware
- No, not aware

SCREEN

14. With both the gas tax and the road usage charge, the more you drive the more you pay. The difference is that with a road usage charge everyone pays the same amount no matter what type of vehicle they drive or how fuel efficient it is.

Knowing this, in general, do you support or oppose replacing the gas tax with a per mile road usage charge?

- Strongly support
- Somewhat support
- Somewhat oppose
- Strongly oppose
- Not sure

SCREEN

15. Given the information provided in this survey, which option do you think is more fair, a per gallon gas tax or a per mile road usage charge?

- Gas tax is much more fair
- Gas tax is somewhat more fair
- Road usage charge is much more fair
- Road usage charge is somewhat more fair
- Both options are the same
- Not sure

SCREEN

16. This next question is about the use of studded tires - tires with small metal traction studs that some drivers use during winter months. Currently drivers can use studded tires between November 1st and March 31st:

Do you support or oppose a year-round ban on the use of studded tires on all roads in Washington state?

- Strongly support
- Somewhat support
- Somewhat oppose
- Strongly oppose
- Not sure

SCREEN

17. The metal studs in studded tires damage roads which means roads have to be repaired and repaved sooner. This costs Washington taxpayers between 17 and 27 million dollars a year just on state roads and it also does millions in damage to city and county roads.

Do you support or oppose a year-round ban on the use of studded tires on all roads in Washington state?

- Strongly support
- Somewhat support
- Somewhat oppose
- Strongly oppose
- Not sure

SCREEN

The Washington State Transportation Plan will set the roadmap for transportation statewide for the next 20 years. We would like to get your reaction to 3 statements that are part of the DRAFT Plan which is currently under public review.

The first statement is...

18. Washington's future economic vitality and quality of life depend on a multimodal transportation system that is safe and well-maintained, and operates efficiently to serve a growing economy and population. An integrated and coordinated planning process supported by best management practices is necessary to meet these demands, whether moving harvest from farm to market on roads, waterways, rails and air, or getting children safely between school and home using sidewalks, bicycles and buses.

Is your reaction to this statement...

- Strongly favorable
- Somewhat favorable
- Somewhat unfavorable
- Strongly unfavorable
- Not sure

SCREEN

19. Establishing a more defined role for the State in multimodal transportation, including air, public transportation, and special needs transportation is important for Washington communities across the state. Service providers must have the financial resources and authority to ensure they can deliver efficient services that meet the unique needs of their respective areas.

Is your reaction to this statement...

- Strongly favorable
- Somewhat favorable
- Somewhat unfavorable
- Strongly unfavorable
- Not sure

SCREEN

20. Statewide, there is an identifiable need for secure, sustainable, long-term sources of funding for transportation. Continuing the funding status quo will result in declining condition and performance of Washington's transportation system, due to inadequate maintenance and preservation, as well as failure to address growing demand.

Is your reaction to this statement...

- Strongly favorable
- Somewhat favorable
- Somewhat unfavorable
- Strongly unfavorable
- Not sure

SCREEN

21. Thinking about how often you walk or bike in your community...

In a typical week in the past year, have you **walked for at least 10 minutes** at a time for recreation, exercise, to get to and from places, or for any other reason?

- Yes
- No

SCREEN

22. Would you **walk more** if the infrastructure for walking in your community - such as sidewalks, paths, trails, signals and crosswalks - were better and safer, or would it not really make a difference in how much you walk?

- Yes, I would walk more
- No, it would not really make a difference in how much I walk

SCREEN

23. Which of **these changes to the infrastructure for walking**, if any, do you personally feel are important in your community? (Select all that apply)

- None
- Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
- Enforce laws governing motorist behavior
- Initiate pedestrian safety education
- Improve existing sidewalks
- Other (Specify)

SCREEN

24. In a typical week, do you bicycle for recreation, exercise, to get to and from places, or for any other reason?

- Yes
- No

SCREEN

25. Would you **bike more** if the infrastructure for biking in your community - such as bike paths, bike lanes, bike parking racks, safe signals and intersections - were better and safer, or would it not really make a difference in how much you bike?

- Yes, I would **bike** more
- No, it would not really make a difference in how much I bike

SCREEN

26. Which of **these changes to the infrastructure for biking**, if any, do you personally feel are important in your community? (Select all that apply)

- None
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
- Make areas for bicycling safer
- Change laws related to bicycling and motorists
- Enforce laws governing bicycling
- Improve existing bike paths
- Initiate bicycle safety education
- Other (Specify)

VEHICLE INVENTORY QUESTIONS (ASKED ONLY IF THEY DIDN'T PROVIDE ANSWER IN APRIL 2014)

Please think about all the trips you (not everyone in your household) make from home during a typical week such as going to work, running errands, or going to appointments. Approximately what percentage of those trips per week are done by:

- Driving alone in your vehicle _____
- Carpooling or driving with someone else _____
- Riding public transit _____
- Riding a motorcycle _____
- Riding a bicycle or walking instead of driving or taking transit _____
- Traveling some other way _____

[SKIP TO Q99 IF MEMBER DID INVENTORY SURVEY IN APRIL]

Q41 To help us understand citizen's transportation needs on our state roads and highways we would like to ask a short series of question about the vehicles your household has. (Household is defined as yourself and those people over 18 years of age who reside with you at your residence and the vehicles they drive – whether those vehicles are driven once a year or on a daily basis.) How many different vehicles (Auto, Sedan, SUV, Trucks, etc.) does your household have at your current residence? (Please do NOT include Motorhomes or Motorcycles in your vehicle count - we will ask you separately about them.)

- 0
- 1
- 2
- 3
- 4
- 5
- 6

Q42 Do you have a motorhome or a motorcycle? (Check all that apply)

- 1. Motorhome (Does not include travel trailers or 5th wheels here)
- 2. Motorcycle
- 3. Neither - Do not have a Motorhome or a Motorcycle

If Q41=0 and Q42=3 Skip to Q99

Q43 Approximately how many total miles would you say the people in your household drive your S{custom10} vehicles S{custom8} S{custom9} plus your motorhome in an average year? (If you absolutely have no idea or guess at your households yearly mileage you can use 9,000 miles [statewide average] times the number of vehicles you have as a rough guess since you must have an amount for this question to go on.)

Q44 Of those S{custom11} miles your household drives in an average year, what percent of the miles would you estimate you drive in-state, out-of-state or on non-public roads? (Please estimate the percentage for each by either moving the slider bar or inputting the number directly into the numeric box.)

- IN-STATE miles per year for your household _____
- OUT-OF-STATE miles per year for your household _____
- NON-PUBLIC ROADS (dirt, logging, private land, farm roads, etc) miles/year for your household _____

Q45 We would like to ask you about your S{custom10} vehicles. For the first vehicle, please select the vehicle MAKE from the drop down box below. After selecting a vehicle MAKE a second drop down box will list the MODELS available. If you don't find your model please select OTHER.

MAKE BOX
MODEL BOX

Q46 What year is your (MAKE BOX RESULT) (MODEL BOX RESULTS)?(Use 1920 if do not know the year of the vehicle)

Q47 What type of engine does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

- 1. Gas Only
- 2. Gas / Electric Hybrid
- 3. Electric Only
- 4. Diesel
- 5. Other

Q48 What type of transmission does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

- 1. Automatic
- 2. Manual

Q49 Considering both city and highway driving, what miles per gallon do you get on average in your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Please round your estimate to nearest whole number - Insert 0 if you have no guess what-so-ever)

Q50 Of the (TOTAL MILES DRIVEN RESULTS) miles your household drives per year, approximately how many miles per year does your household drive your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Leave blank if you have no guess what-so-ever)

Q51 Vehicle 1: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
For your second vehicles. Please select the vehicle MAKE from the drop down box below. After selecting a vehicle MAKE a second drop down box will list the MODELS available. If you don't find your model please select OTHER.

MAKE BOX
MODEL BOX

Q52 What year is your (MAKE BOX RESULT) (MODEL BOX RESULTS)?(Use 1920 if do not know the year of the vehicle)

Q53 What type of engine does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

- 1. Gas Only
- 2. Gas / Electric Hybrid
- 3. Electric Only
- 4. Diesel
- 5. Other

Q54 What type of transmission does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Automatic
2. Manual

Q55 Considering both city and highway driving, what miles per gallon do you get on average in your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Please round your estimate to nearest whole number - Insert 0 if you have no guess what-so-ever)

Q56 Of the remaining (TOTAL MILES BALANCE RESULTS) miles your household drives per year, approximately how many miles per year does your household drive your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Leave blank if you have no guess what-so-ever)

Q57 Vehicle 1: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
Vehicle 2: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
For your third vehicles. Please select the vehicle MAKE from the drop down box below. After selecting a vehicle MAKE a second drop down box will list the MODELS available. If you don't find your model please select OTHER.

MAKE BOX
MODEL BOX

Q58 What year is your (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Use 1920 if do not know the year of the vehicle)

Q59 What type of engine does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Gas Only
2. Gas / Electric Hybrid
3. Electric Only
4. Diesel
5. Other

Q60 What type of transmission does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Automatic
2. Manual

Q61 Considering both city and highway driving, what miles per gallon do you get on average in your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Please round your estimate to nearest whole number - Insert 0 if you have no guess what-so-ever)

Q62 Of the remaining (TOTAL REMAINING MILES) miles your household drives per year, approximately how many miles per year does your household drive your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Leave blank if you have no guess what-so-ever)

Q63 Vehicle 1: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
Vehicle 2: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
Vehicle 3: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
For your fourth vehicles. Please select the vehicle MAKE from the drop down box below. After selecting a vehicle MAKE a second drop down box will list the MODELS available. If you don't find your model please select OTHER.

MAKE BOX
MODEL BOX

Q64 What year is your (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Use 1920 if do not know the year of the vehicle)

Q65 What type of engine does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Gas Only
2. Gas / Electric Hybrid
3. Electric Only
4. Diesel
5. Other

Q66 What type of transmission does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Automatic
2. Manual

Q67 Considering both city and highway driving, what miles per gallon do you get on average in your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Please round your estimate to nearest whole number - Insert 0 if you have no guess what-so-ever)

Q68 Of the remaining (TOTAL REMAINING MILES) miles your household drives per year, approximately how many miles per year does your household drive your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Leave blank if you have no guess what-so-ever)

Q69 Vehicle 1: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 Vehicle 2: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 Vehicle 3: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 Vehicle 4: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 For your fifth vehicles. Please select the vehicle MAKE from the drop down box below. After selecting a vehicle MAKE a second drop down box will list the MODELS available. If you don't find your model please select OTHER

MAKE BOX
 MODEL BOX

Q70 What year is your (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Use 1920 if do not know the year of the vehicle)

Q71 What type of engine does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Gas Only
2. Gas / Electric Hybrid
3. Electric Only
4. Diesel
5. Other

Q72 What type of transmission does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Automatic
2. Manual

Q73 Considering both city and highway driving, what miles per gallon do you get on average in your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Please round your estimate to nearest whole number - Insert 0 if you have no guess what-so-ever)

Q74 Of the remaining (TOTAL REMAINING MILES) miles your household drives per year, approximately how many miles per year does your household drive your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Leave blank if you have no guess what-so-ever)

Q75 Vehicle 1: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 Vehicle 2: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 Vehicle 3: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 Vehicle 4: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 Vehicle 5: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)
 For your sixth vehicles. Please select the vehicle MAKE from the drop down box below. After selecting a vehicle MAKE a second drop down box will list the MODELS available. If you don't find your model please select OTHER

MAKE BOX
 MODEL BOX

Q76 What year is your (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Use 1920 if do not know the year of the vehicle)

Q77 What type of engine does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Gas Only
2. Gas / Electric Hybrid
3. Electric Only
4. Diesel
5. Other

Q78 What type of transmission does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?

1. Automatic
2. Manual

Q79 Considering both city and highway driving, what miles per gallon do you get on average in your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Please round your estimate to nearest whole number - Insert 0 if you have no guess what-so-ever)

Q80 Of the remaining (TOTAL REMAINING MILES) miles your household drives per year, approximately how many miles per year does your household drive your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)? (Leave blank if you have no guess what-so-ever)

Q81 Would you describe the area you live in as...

1. Urban
2. Suburban
3. Rural
4. Not Sure

Q82 For just your motorhome, approximately how many miles per gallon do you get?

Q83 For just your motorhome, in an average year approximately how many total miles of the remaining S(custom40) miles would you say your household drives your motorhome within Washington State?

Q84 How many licensed drivers are there in the household?

Q85 For just your motorcycle, approximately how many miles per gallon do you get?

Q86 For just your motorcycle, in an average year approximately how many total miles of the remaining \$(custom40) miles would you say your household rides your motorcycle within Washington State?

Q99 Do you have any additional thoughts on our transportation system in general you would like to share?

1. No additional feedback
2. Yes, I have additional feedback

Q100 Now we would like to ask you some demographic questions so we can group your answers.

[PRESS NEXT TO DO DEMOGRAPHIC QUESTIONS AND FINISH THE SURVEY]