Washington State Transportation Commission
2014 VOWS Fall Survey

December 2014
Topline Report
Introduction

• 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.
Methodology

• A total of 5,190 valid interviews were completed between October 19th and November 3rd, 2013.

• 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 2013, 2012 & 2011 WSTC surveys:
  
  – In 2011, an Addressed Based Sampling (ABS) methodology was used. Postcard invitations were sent to 100,000 random households in Washington state inviting respondents to complete the survey online or by phone. This survey is representative of adults age 18+ in Washington State.

  – In 2012 & 2013, web surveys were conducted by inviting previously recruited Voice Of Washington State (VOWS) panel members to take the survey.
The average grade for the state transportation system has dropped from 1.83 in 2013 to 1.74 now. The percentage giving the state system a below average grade has been increasing since 2012.

<table>
<thead>
<tr>
<th>Year</th>
<th>Above Average</th>
<th>Average</th>
<th>Below Average</th>
<th>Average Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>26%</td>
<td>46%</td>
<td>28%</td>
<td>1.94</td>
</tr>
<tr>
<td>2013</td>
<td>20%</td>
<td>49%</td>
<td>31%</td>
<td>1.83</td>
</tr>
<tr>
<td>2014</td>
<td>18%</td>
<td>46%</td>
<td>36%</td>
<td>1.74</td>
</tr>
</tbody>
</table>

Q2. Using an A, B, C, D or F grading scale, How would you rate Washington’s transportation system overall?
Q5. Do you think a per gallon gas tax is a good way to fund transportation?

By a narrow margin, 50% to 45%, respondents say the gas tax is a good way to fund transportation. NOTE: respondents were not given any background information about the gas tax is this initial question.
Gas Tax Fairness - Initial

By a 19-point margin, 58% to 39%, respondents initially say that the gas tax is a fair way to fund transportation.

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

Gas Tax Fairness

- Fair: 58%
  - Somewhat: 38%
  - Very: 20%
- Not Fair: 39%
  - Not that fair: 19%
  - Not at all fair: 19%
- Not sure: 3%
A majority (57%) of respondents initially say a road usage charge is NOT a good way to fund transportation. A third (35%) say it is “definitely not” a good way to fund transportation. NOTE: respondents were told that a road usage charge would “replace the gas tax and charge drivers by the mile instead of by the gallon” is this initial question.

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?
Respondents are initially divided over whether or not a road usage charge is a fair way to fund transportation. One third (31%) say a RUC is “not at all fair.”

Q8. Do you think a per mile road usage charge is a fair way to fund transportation?
Q9. Which option do you think is more fair, a per gallon gas tax or a per mile road usage charge?
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?

Initially a majority of respondents oppose a road usage charge as described – and one third (35%) are “strongly” opposed. Only a third initially support a road usage charge. ("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.")
Reasons for Supporting RUC

*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.*

- User Pays For What They Use Under RUC: 29%
- High Mileage Vehicles Pay Their Share: 23%
- RUC is More Fair: 13%
- Quality of Roads Issues: 6%
- Commercial Vehicle Issues: 4%
- Not Affected Personally by Road Usage Charges: 3%
- RUC is a Better Tax: 2%
- Transportation Funding Issues: 0%

Q12a Why do you support a per mile road usage charge?
“RUC is unfair” and “road usage charge will be difficult to manage” are the top mentioned reasons for opposing a per mile road usage charge, followed by concerns about personal cost.

RUC is Unfair: 14%
RUC Will Be Difficult to Manage: 12%
RUC Will Hurt Me: 9%
RUC Will Cost More: 9%
Discourages Fuel Efficiency: 5%
Tolling Issues: 5%
Don't Trust Govt Not To Increase Taxes or Waste Money: 5%
Road Are Hurt By Others More: 5%
Big Brother Issues: 4%
Why Change From Gas Tax?: 4%
RUC Hurts Eastern WA / Rural More: 4%
RUC Will Hurt Economy: 3%
If I Pay RUC than Ferry Riders / Bike / Etc. Should Pay 100% of…: 3%
Alt Funding: 1%
No New Funds Created If RUC = Gas Tax Rev: 0%

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

Awareness of the funding challenges associated with relying on the gas tax has increased significantly since 2012.
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 are still opposed to a 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.

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.
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.

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?
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.
THANK YOU!

For More Information Contact:
Reema Griffith, WSTC Executive Director
Bill Young, Survey Program Project Manager

360.705.7070
Additional Slides
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

<table>
<thead>
<tr>
<th>RTPO</th>
<th>Completes</th>
<th>Margin of Error</th>
<th>% of State (weighted to Voter Population)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benton/Franklin/Walla Walla</td>
<td>288</td>
<td>+5.8%</td>
<td>4.60%</td>
</tr>
<tr>
<td>NE Washington</td>
<td>67</td>
<td>+12.0%</td>
<td>1.20%</td>
</tr>
<tr>
<td>North Central RTPO</td>
<td>134</td>
<td>+8.5%</td>
<td>2.29%</td>
</tr>
<tr>
<td>Palouse</td>
<td>72</td>
<td>+11.5%</td>
<td>0.50%</td>
</tr>
<tr>
<td>Peninsula RTPO (includes Kitsap)</td>
<td>500</td>
<td>+4.4%</td>
<td>7.50%</td>
</tr>
<tr>
<td>Puget Sound Regional Council (excludes Kitsap)</td>
<td>2451</td>
<td>+2.0%</td>
<td>46.40%</td>
</tr>
<tr>
<td>QuadCo</td>
<td>91</td>
<td>+10.3%</td>
<td>2.10%</td>
</tr>
<tr>
<td>Skagit/Island (plus San Juan)</td>
<td>366</td>
<td>+5.1%</td>
<td>3.70%</td>
</tr>
<tr>
<td>Spokane</td>
<td>298</td>
<td>+5.7%</td>
<td>8.10%</td>
</tr>
<tr>
<td>SW Washington RT Council</td>
<td>329</td>
<td>+5.4%</td>
<td>7.60%</td>
</tr>
<tr>
<td>SW Washington RTPO</td>
<td>190</td>
<td>+7.1%</td>
<td>4.50%</td>
</tr>
<tr>
<td>Thurston</td>
<td>170</td>
<td>+7.5%</td>
<td>4.71%</td>
</tr>
<tr>
<td>Whatcom</td>
<td>103</td>
<td>+9.7%</td>
<td>3.70%</td>
</tr>
<tr>
<td>Yakima Valley Conf. of Governments</td>
<td>131</td>
<td>+8.6%</td>
<td>3.10%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,190</td>
<td>+1.4%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Overall, respondents give Washington’s transportation system a C minus grade. Only 18% give the state transportation system an above average grade, while 35% give it a below average grade.

**Statewide Transportation System Grade**

- **A=Excellent**: 1%
- **B=Above Average**: 17%
- **C=Average**: 45%
- **D=Below average**: 26%
- **F=Failing, 9%**

**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?**
**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.*

<table>
<thead>
<tr>
<th>Year</th>
<th>7: Extremely Urgent</th>
<th>6</th>
<th>5</th>
<th>4</th>
<th>1-3: Not Urgent</th>
<th>Urgent</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>44%</td>
<td>29%</td>
<td>16%</td>
<td>7%</td>
<td>3%</td>
<td>90%</td>
</tr>
<tr>
<td>2013</td>
<td>40%</td>
<td>28%</td>
<td>18%</td>
<td>7%</td>
<td>7%</td>
<td>86%</td>
</tr>
<tr>
<td>2012</td>
<td>40%</td>
<td>28%</td>
<td>18%</td>
<td>8%</td>
<td>6%</td>
<td>86%</td>
</tr>
</tbody>
</table>

**Q1. How urgent do you feel it is to make sure Washington’s transportation system works effectively today and into the future?**
Q3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

The overall grade for transportation funding fairness has dropped since 2013 and the percentage rating the state as below average is up 7 points.

<table>
<thead>
<tr>
<th>Fair Share Of Funding Grade</th>
<th>Average Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above Average</td>
<td>Average</td>
</tr>
<tr>
<td>2014</td>
<td>18% 43% 39%</td>
</tr>
<tr>
<td>2013</td>
<td>20% 48% 32%</td>
</tr>
<tr>
<td>2012</td>
<td>17% 48% 35%</td>
</tr>
</tbody>
</table>
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.

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

### Local Transportation System Grade

<table>
<thead>
<tr>
<th>Year</th>
<th>Above Average</th>
<th>Average</th>
<th>Below Average</th>
<th>Average Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>19%</td>
<td>42%</td>
<td>39%</td>
<td>1.71</td>
</tr>
<tr>
<td>2013</td>
<td>20%</td>
<td>42%</td>
<td>38%</td>
<td>1.77</td>
</tr>
<tr>
<td>2012</td>
<td>22%</td>
<td>42%</td>
<td>35%</td>
<td>1.80</td>
</tr>
</tbody>
</table>

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?
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.”
WTP Statements

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

Q19. Economic/Quality of Life
- Favorable: 85%
- Unfavorable: 39%
- Not sure: 6%

Q20. More Defined Role for State
- Favorable: 70%
- Unfavorable: 23%
- Not sure: 7%

Q21. Stable Long Term Funding
- Favorable: 70%
- Unfavorable: 24%
- Not sure: 6%
Walking in the Community

Most respondents 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.

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.”

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 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.

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?
Infrastructure for Biking

“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

<table>
<thead>
<tr>
<th>Change</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>21%</td>
</tr>
<tr>
<td>Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals, and intersections</td>
<td>44%</td>
</tr>
<tr>
<td>Improve existing bike paths</td>
<td>25%</td>
</tr>
<tr>
<td>Change laws related to bicycling and motorists</td>
<td>16%</td>
</tr>
<tr>
<td>Enforce laws governing bicycling</td>
<td>40%</td>
</tr>
<tr>
<td>Initiate bicycle safety education</td>
<td>21%</td>
</tr>
<tr>
<td>Make areas for bicycling safer</td>
<td>33%</td>
</tr>
<tr>
<td>Other</td>
<td>10%</td>
</tr>
</tbody>
</table>

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

- Driving alone in your vehicle: 58%
- Carpooling or driving with someone else: 23%
- Riding public transit: 10%
- Riding a motorcycle: 1%
- Riding a bicycle or walking instead of driving or taking transit: 7%
- Traveling some other way: 1%
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...
Full Question Text
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 Hale, 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
   1 2 3 4 Extremely urgent
   5 6 7 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.

2. Using a 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 and goods.

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

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.

5. Do you think a per gallon gas tax is a good way to fund transportation?
   Definitely
   Probably
   Probably Not
   Definitely Not
   Not Sure

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
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

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

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

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

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

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

13. 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

14. 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
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

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

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

17. The metal studs in studded tires damage roads which means roads have to be repaired and replaced 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

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

19. Establishing a more defined role for the State in multimodal transportation, including all 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
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

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

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

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, signalized areas, safe signals and intersections, crosswalks
- Enforce laws governing motorist behavior
- Enforce laws governing pedestrian safety
- Improve existing sidewalks
- Other (Specify)

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

- Yes
- No

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

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, signalized 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 DID NOT PROVIDE AN 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 these 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 Q29 IF MEMBER DID NOT PROVIDE AN 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 Q69

Q43 Approximately how many total miles would you say the people in your household drive your $\text{custom11} \text{ vehicles } \text{custom12} \text{ miles/year for your household in an average year?}$ (If you absolutely have no idea or guess at your household yearly mileage you can use 9,000 miles (estimate 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 $\text{custom11} \text{ miles your household drives in an average year, what percent of the miles would you estimate you drive in-state, out-of-state or on non-public roads?}$ (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 (out, logging, private land, farm roads, etc) miles/year for your household

Q45 We would like to ask you about your $\text{custom10} \text{ vehicles}$. 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 $\text{MAKE BOX} \text{ MODEL BOX} \text{ (MAKE BOX RESULTS)}$ (Use 1920 if you do not know the year of the vehicle).

Q47 What type of engine does your $\text{YEAR MANUFACTURED} \text{ MAKE BOX RESULT} \text{ MODEL BOX RESULTS} \text{ have?}$
1. Gas Only
2. Gas / Electric Hybrid
3. Electric Only
4. Diesel
5. Other

Q48 What type of transmission does your $\text{YEAR MANUFACTURED} \text{ MAKE BOX RESULT} \text{ MODEL BOX RESULTS} \text{ have?}$
1. Automatic

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

Q50 Of the $\text{TOTAL MILES DRIVEN RESULTS}$ miles your household drives per year, approximately how many miles per year does your household drive your $\text{YEAR MANUFACTURED} \text{ MAKE BOX RESULT} \text{ MODEL BOX RESULTS}$? (Leave blank if you have no guess whatsoever)

Q51 Vehicle 1: $\text{YEAR MANUFACTURED} \text{ MAKE BOX RESULT} \text{ MODEL BOX RESULTS}$
For your second 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

Q52 What year is your $\text{MAKE BOX RESULT} \text{ MODEL BOX RESULTS} \text{(Use 1920 if I do not know the year of the vehicle)}$

Q53 What type of engine does your $\text{YEAR MANUFACTURED} \text{ MAKE BOX RESULT} \text{ MODEL BOX RESULTS}$ have?
1. Gas Only
2. Gas / Electric Hybrid
3. Electric Only
4. Diesel
5. Other
Q4. What type of transmission does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?
1. Automatic

Q5. 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 whatsoever)

Q6. 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 whatsoever)

Q7. Vehicle 1: (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS)

Q8. 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

Q9. What type of transmission does your (YEAR MANUFACTURED) (MAKE BOX RESULT) (MODEL BOX RESULTS) have?
1. Automatic

Q10. 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 whatsoever)
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Q69 Vehicle 1: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}, Vehicle 2: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}, Vehicle 3: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}, Vehicle 4: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}. For your fifth vehicle, please select the vehicle 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 RESULT\}? (Use 1920 if do not know the year of the vehicle)

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Q71 What type of engine does your \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\} 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 RESULT\} have?
1. Automatic

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 RESULT\}? (Please round your estimate to nearest whole number, insert 0 if you have no guess whatsoever)

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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 RESULT\}? (Leave blank if you have no guess whatsoever)

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Q75 Vehicle 1: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}, Vehicle 2: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}, Vehicle 3: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}, Vehicle 4: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}, Vehicle 5: \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\}. For your sixth vehicle, please select the vehicle 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 RESULT\}? (Use 1920 if do not know the year of the vehicle)

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Q77 What type of engine does your \{YEAR MANUFACTURED\} \{MAKE BOX RESULT\} \{MODEL BOX RESULT\} 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 RESULT\} have?
1. Automatic

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 RESULT\}? (Please round your estimate to nearest whole number, insert 0 if you have no guess whatsoever)

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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 RESULT\}? (Leave blank if you have no guess whatsoever)

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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?

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Q83 For just your motorhome, in an average year approximately how many total miles of the remaining \$\{remaining\} miles would you say your household drives your motorhome within Washington State?

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Q84 How many licensed drivers are there in the household?
Q64. For just your motorcycle, approximately how many miles per gallon do you get?

Q65. Do you have any additional thoughts on our transportation system in general you would like to share?

Q66. Now we would like to ask you some demographic questions so we can generate your stories.

PRESS NEXT TO DO DEMOGRAPHIC QUESTIONS AND FINISH THE SURVEY.
THANK YOU!
For More Information Contact:
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