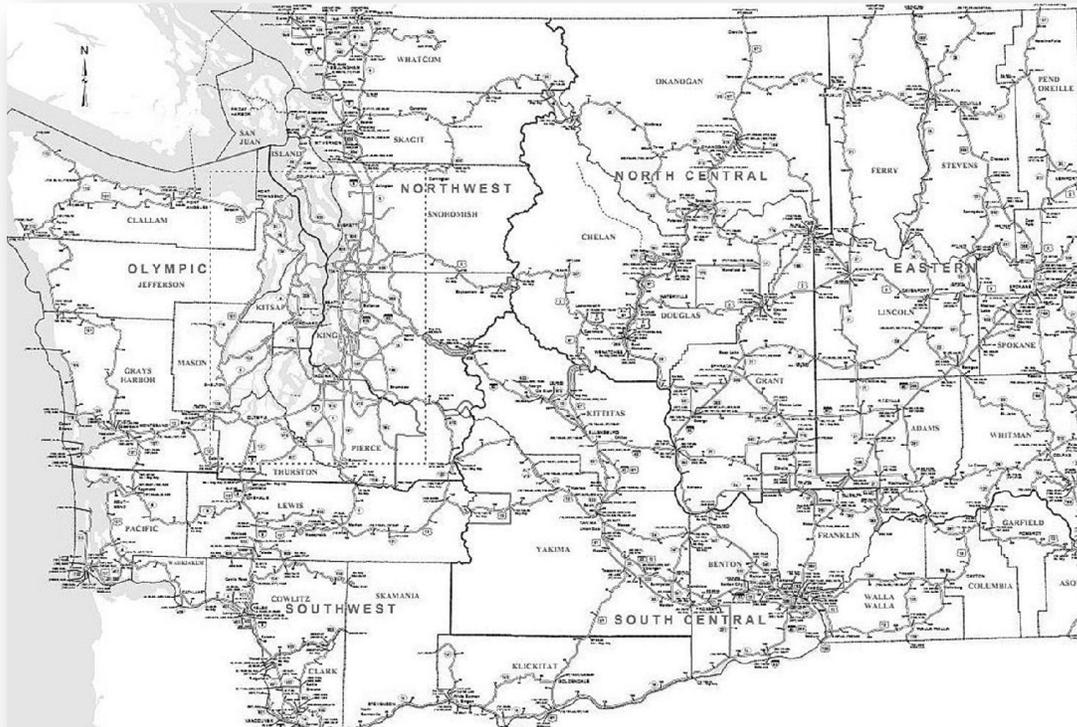




Washington State
Transportation Commission



2014 Statewide VOWS Transportation Survey Report on Findings



Prepared by:



MARKET
& OPINION
RESEARCH
SERVICES

NOTE: The CD that accompanies this report includes links to additional materials not included in this report due to length.

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1 Project Overview

1.1 Goal

To provide the Washington State Transportation Commission, the Governor, and the Legislature with clear and accurate data about voters' general attitudes about the transportation system and transportation spending and revenue.

1.2 Approach

- ✓ Reach out by email to 94,371 Voice of Washington State (VOWS) active and potential panel members to invite them to participate in an online transportation survey. A total of 8 emails (initial plus reminders) were sent.
- ✓ Structure the results based on the state's 14 Regional Transportation Planning Organizations (RTPOs).
- ✓ Reach at least 5-6,000 people. Overall 10,601 people followed the survey link in the email invitation and 5,190 people finished the survey:
 - 10,601 people clicked the survey link in the email to view the questionnaire
 - 7,985 people started the survey and completed one or more questions
 - 5,190 people completed the entire survey by the November 3rd deadline
 - 434 people completed the survey after the deadline and were not included in the data set used for this report
- ✓ The survey averaged 18 minutes.

2 Key Findings

1. Urgency

- *Most residents (90%) continue to believe that it is urgent “to make sure Washington’s transportation system works effectively today and into the future.”*
- *Urgency is consistently high (81%+) across all 14 RTPOs.*

2. Grading the Transportation System

- *The average grade for the state transportation system is a 1.74 or a C-, continuing a downward trend from the 2012 grade.*
- *The average grade for the local transportation system (1.71 / C-) has also declined slightly since 2013 (1.77 / C-).*
- *The Spokane RTPO has the lowest grade (1.39), and QuadCo gives their local system a D+ grade.*

3. Funding Fairness

- *Overall grades for funding fairness have declined to 1.67/ D+, and all 14 RTPOs still give the state a C or lower average grade.*
- *Palouse (1.46), SW RTPO (1.45), NE WA (1.14) and Spokane (1.07) give the state a D for funding fairness.*

4. Attitudes about Transportation Funding Options

- *Attitudes about the relative fairness of the gas tax and a road usage tax are fairly evenly split, with 39% of respondents rating the gas tax as more fair; 31% rating the RUC as more fair, and 30% undecided.*
- *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.*

5. Support for Road Usage Charge

- *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.*
- *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.”*

3 Summary of 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 2011, 2012, and 2013 WSTC VOWS surveys.

The following table gives a breakdown completed interviews by RTPO, the margin of error for each RTPO, and the percentage of the state's adult population in each RTPO. Kitsap County is a member of both Peninsula RTPO and PSRC. For the purposes of this report, Kitsap is included in Peninsula RTPO. San Juan County is not a member of any RTPO but was included in Skagit/Island RTPO.

Note: the PSRC Counties (King, Pierce, and Snohomish) make up 46.40% of the voter population.

Figure 3-1 - Interviews by RTPO

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

3.1 Understanding Margin of Error

The **maximum** Margin of Error (MoE) for the overall (5,190 interviews statewide) survey is ± 1.4 percentage points at the 95% confidence interval. This means that 95 times out of 100 times, the reported results will be within ± 1.4 percentage points of the actual results, if you were to survey the entire registered voter population of Washington State.

The Margin of Error for specific survey questions also depends on the number of possible responses and distribution of responses and can be significantly lower than the **maximum** MoE. However, for convenience, we use this maximum MoE as a quick way to determine if a result is statistically significant.

When comparing results across subgroups (for example, gender, age, RTPO, etc.), the maximum MoE will grow as the number of individuals in that subgroup decreases. Because Margin of Error increases exponentially as sample size decreases, care should be taken when assessing differences between subgroups.

Practically speaking, the quickest way to assess if there is statistically significant difference on a question between two subgroups is to add the MoE for the subgroups together and see if the difference in the responses is greater than that number.

In addition to sample/subgroup size and confidence interval, the Margin of Error for any given question also depends on the number of possible responses and the distribution of responses.

The table below shows the range in MoE for a survey of this size for a “yes” or “no” type question as a result of the response percentages. As the responses become more one-sided (90% / 10%), the MoE decreases. For example, a yes/no question where the responses are 50% yes / 50% no has the highest margin of error at $\pm 1.3\%$ (maximum MoE) while a question that is 90% yes / 10% no would only have a $\pm 0.78\%$ MoE. Again, for convenience we use the maximum MoE even though the actual MoE may be lower. For questions that have more than two possible responses, the Margin of Error is almost always even lower.

Interviews	50%/50%	60%/40%	70%/30%	80%/20%	90%/10%
5,190	$\pm 1.36\%$	$\pm 1.33\%$	$\pm 1.25\%$	$\pm 1.09\%$	$\pm 0.82\%$

3.2 Open End Questions

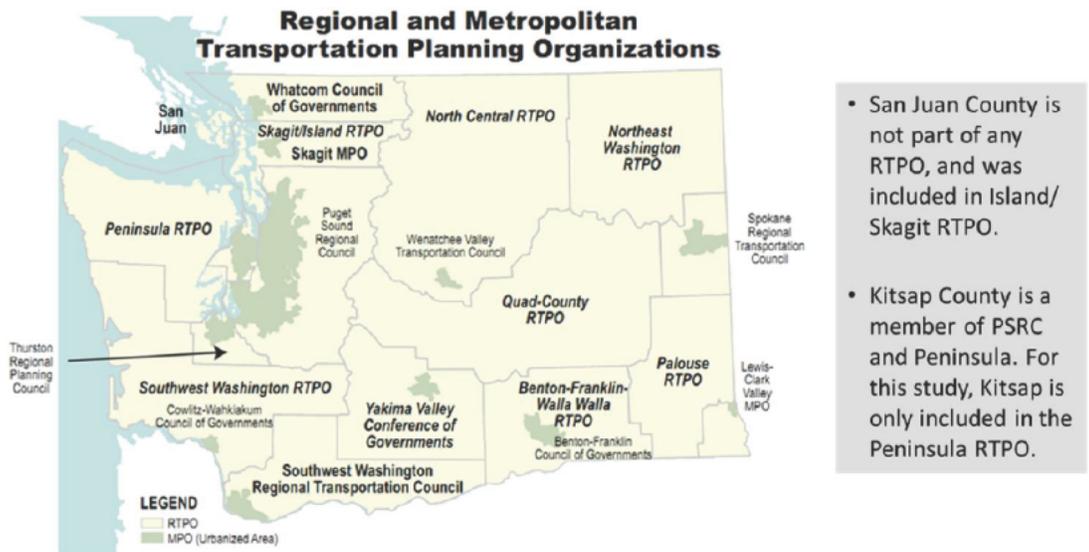
Open end questions are questions where the respondent is **not** given a specific set of responses to choose from. Respondents’ answers are therefore “open ended” and are recorded verbatim. The verbatim text for responses to the two open end questions in this survey (Q12A and Q12B) are included in a separate appendix that accompanies this report.

4 Definitions & Terminology

4.1 Regional Transportation Planning Organizations (RTPOs)

Regional Transportation Planning Organizations (RTPOs) were authorized as part of the 1990 Growth Management Act to ensure local and regional coordination of transportation plans. There are 14 RTPOs covering 38 of the 39 counties in Washington State.

Figure 4-1 - RTPO Map and County Breakdown



RTPO	Counties
Benton/Franklin/Walla Walla	Benton, Franklin, Walla Walla
NE Washington	Ferry, Stevens, Pend Oreille
North Central RTPO	Chelan, Douglas, Okanogan
Palouse	Asotin, Columbia, Garfield, Whitman
Peninsula RTPO	Clallam, Jefferson, Kitsap, Mason
Puget Sound Regional Council	King, Pierce, Snohomish (Kitsap not included)
QuadCo	Adams, Grant, Kittitas, Lincoln
Skagit/Island	Skagit and Island (plus San Juan)
Spokane	Spokane
SW Washington RT Council	Clark, Klickitat, Skamania
SW Washington RTPO	Cowlitz, Grays Harbor, Lewis, Pacific, Wahkiakum
Thurston	Thurston
Whatcom	Whatcom
Yakima Valley Conference of Govts	Yakima

4.2 Area Type

Residents were divided into three main Area Types based on the following question:

<i>Q30. Would you describe the area you live in as:</i>	2011	2012	2013	2014
Urban/City	32%	30%	31%	27%
Suburban	32%	31%	32%	41%
Rural/Small Town	34%	38%	37%	29%

4.3 Travel Mode

Residents were asked to indicate the percentage of trips per week they make using each of the following travel modes:

<i>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:</i>	2011	2012	2013	2014
Driving alone in your vehicle	59%	56%	55%	58%
Carpooling or driving with someone else	25%	25%	23%	23%
Riding public transit	8%	10%	12%	10%
Riding a motorcycle	1%	1%	1%	1%
Riding a bicycle or walking instead of driving or taking transit	6%	6%	7%	7%
Traveling some other way	2%	2%	2%	1%

While initially declining after 2011, the number of those driving alone in 2014 has again risen to levels comparable to 2011. While transit use is still higher than when first tested, it has dropped slightly from 2013.

5 Overall Attitudes about the Transportation System

5.1 Urgency of Maintaining an Effective System

Question(s) Analyzed

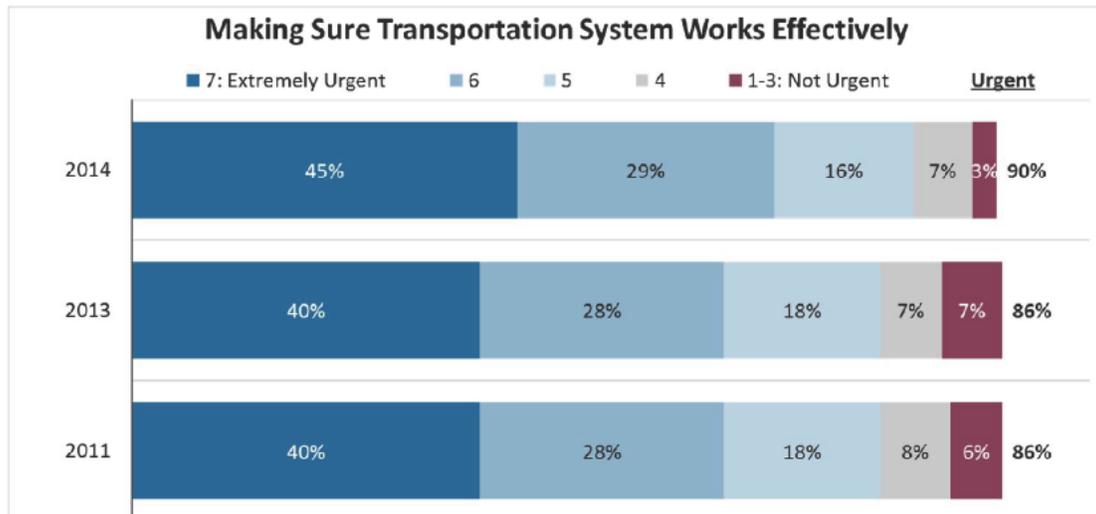
Q1. How urgent do you feel it is to make sure Washington’s transportation system works effectively today and into the future?

Finding

• *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.*

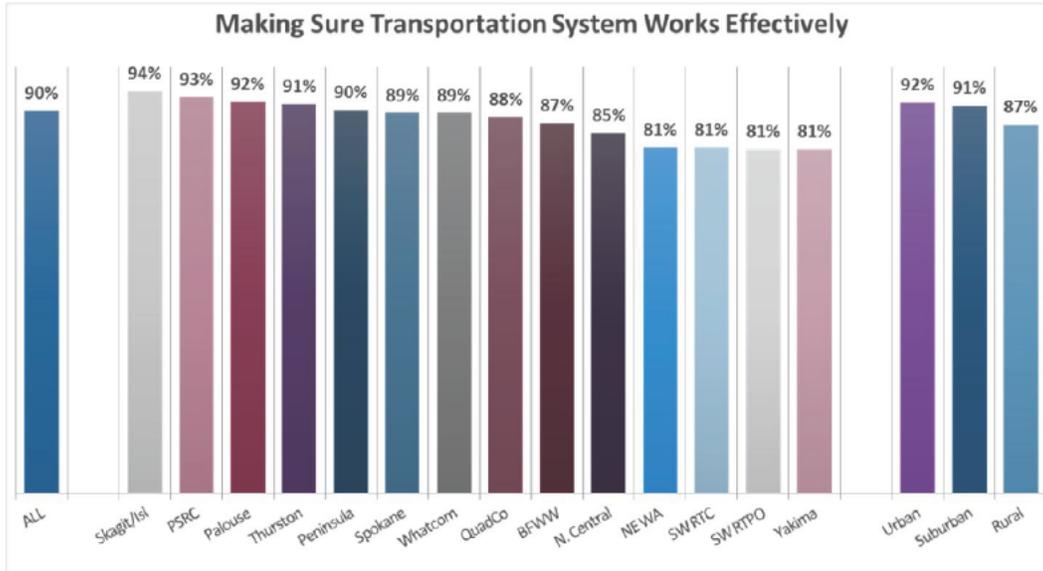
When asked as a standalone issue (i.e. Transportation was not compared against other statewide priorities) most (90%) residents feel that making sure “Washington’s Transportation system works effectively today and into the future” is an urgent priority – slightly more than four-in-ten (45%) say it is “extremely urgent” (a 7 on a 7 point scale) and another 29% rate the urgency as a 6. This represents a slight increase in urgency from 2013.

Figure 5-1 – Urgency of Maintaining an Effective System



This sense of urgency is high (81%+) across all 14 RTPOs with Skagit/Island the highest (94%).

Figure 5-2 – Urgency by RTPO



5.2 Grading the State & Local Transportation Systems

Question(s) Analyzed

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

Q5. Using an A, B, C, D or F grading scale, how would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

5.2.1 Statewide System

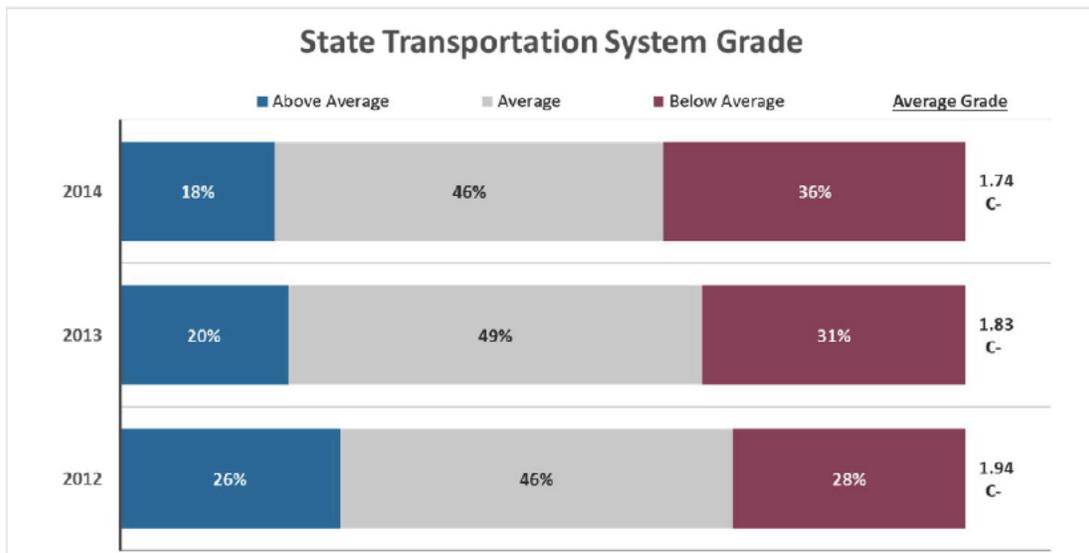
Finding

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

NOTE: A number of questions were asked on an A thru F grading scale. To calculate averages, each letter grade was assigned points as follows: A=4.0 points, B=3.0, C=2.0, D=1.0, F=0.0.

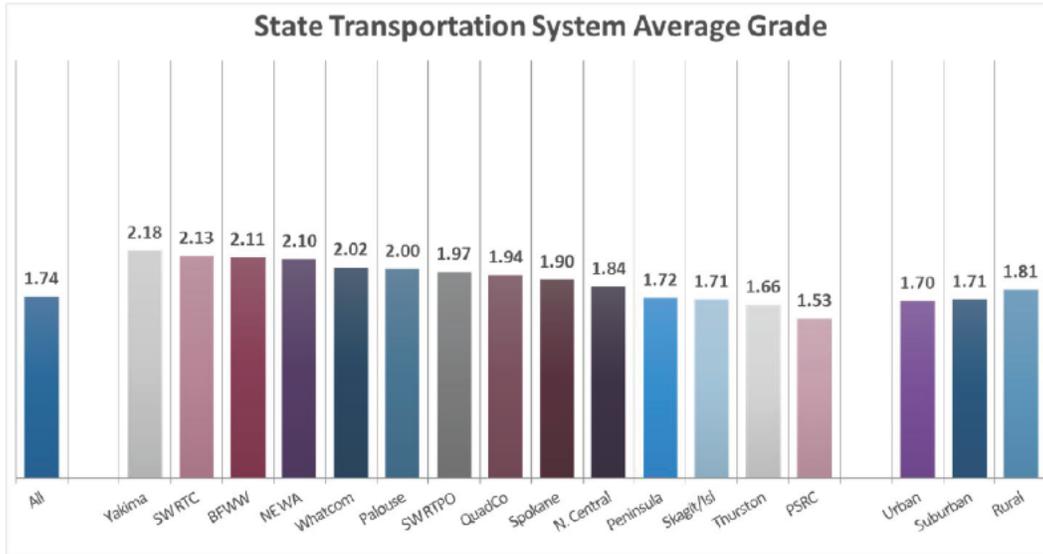
Overall, residents give the state transportation system a “C MINUS” grade (1.74 mean). Nearly two-thirds of voters (64%) give the state system a C or higher. A little more than a third (36%) give the state system a below average grade (D or F). In 2013, 69% of respondents gave the state system a C or better grade with a mean grade of 1.83, so ratings have consistently gotten lower since 2012.

Figure 5-3 – Overall Grade for State Transportation System



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

Figure 5-4 – State System Grade by RTPD



5.2.2 Local System

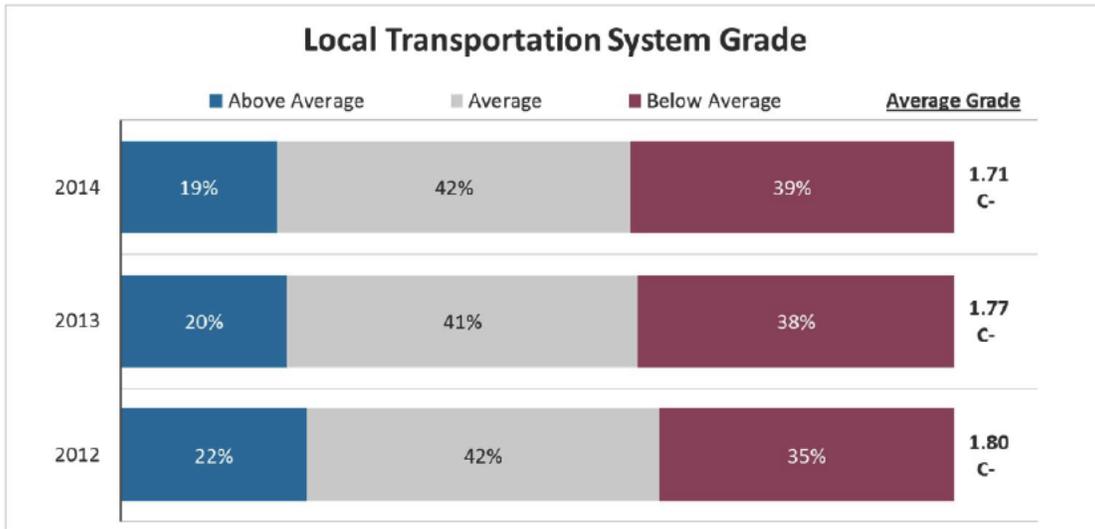
Finding

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

Overall, residents give their local transportation system a C minus grade (1.71 mean). Roughly two-thirds (61%) give their local system a C or better, which is a point lower than for the state system. Over a third (39%) give local state system a below average grade (D or F).

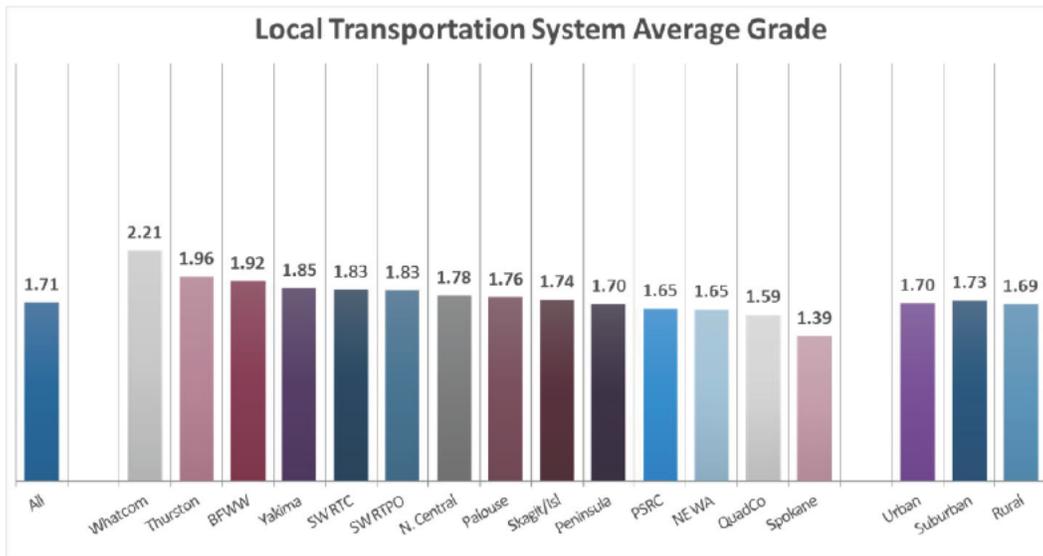
In 2013, 62% of respondents gave their local system a C or better grade which is consistent with 2014’s finding, though there has been some erosion in satisfaction with local transportation systems since 2012 when 65% of respondents rated it a C or better.

Figure 5-5 – Local System Grade Overall



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

Figure 5-6 – Local System Grade by RTPO



5.2.3 Funding Fairness

Question(s) Analyzed

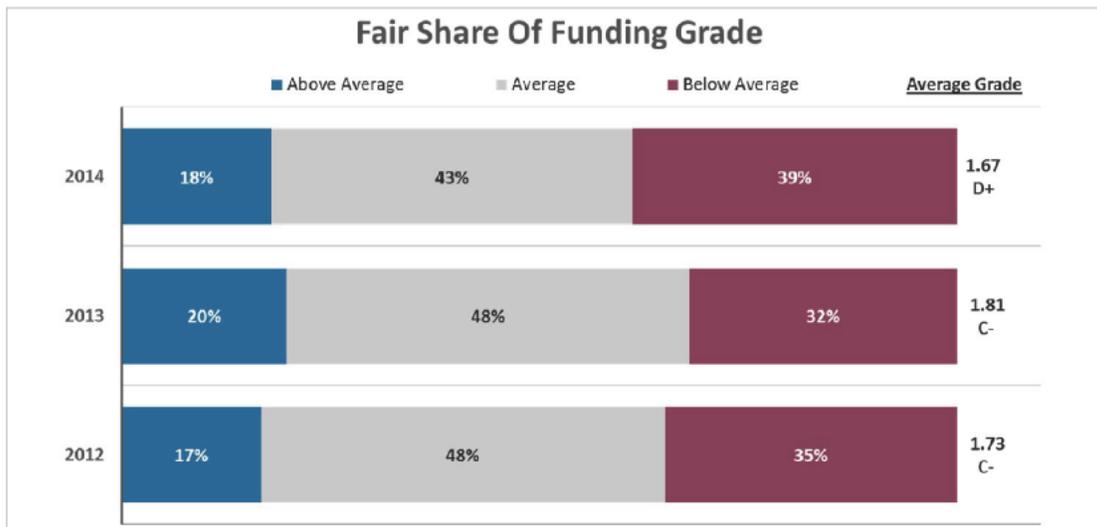
Q3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

Finding

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

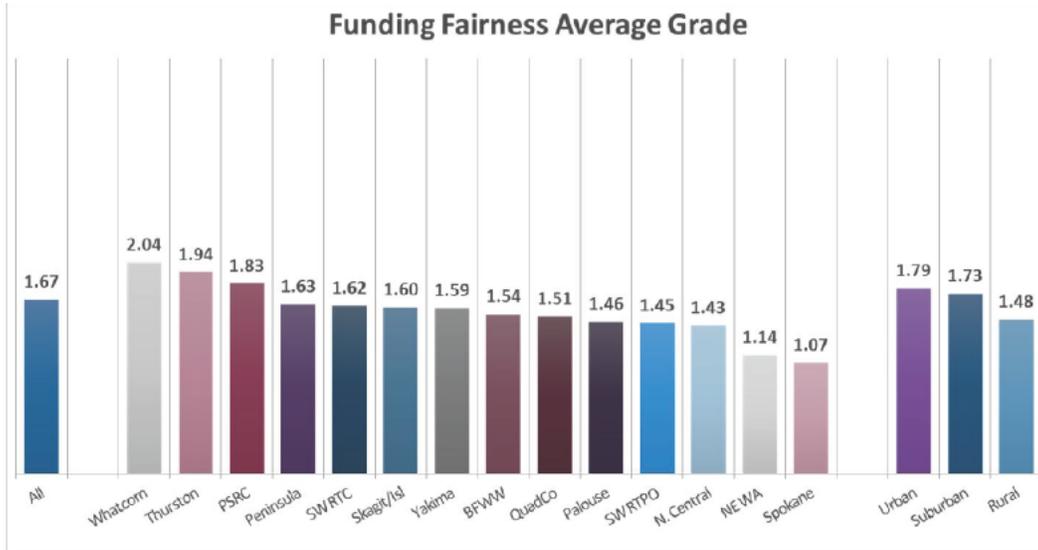
A majority (61%) of voters give the state a C or better grade for “making sure your area of the state gets a fair share of transportation funding” - a decline from 2013, but the grades vary dramatically by RTP0. One-in-eight voters (8%) are unable to grade the state on funding fairness.

Figure 5-7 – Funding Fairness Overall



The state gets a D plus or lower grade for funding fairness in 11 of 14 RTPOs. As in past years the grade is lowest in the NE WA (1.14) and Spokane (1.07) RTPOs.

Figure 5-8 – Funding Fairness by RTPO



6 Attitudes about the Gas Tax and Road Usage Charge

6.1 Gas Tax Findings

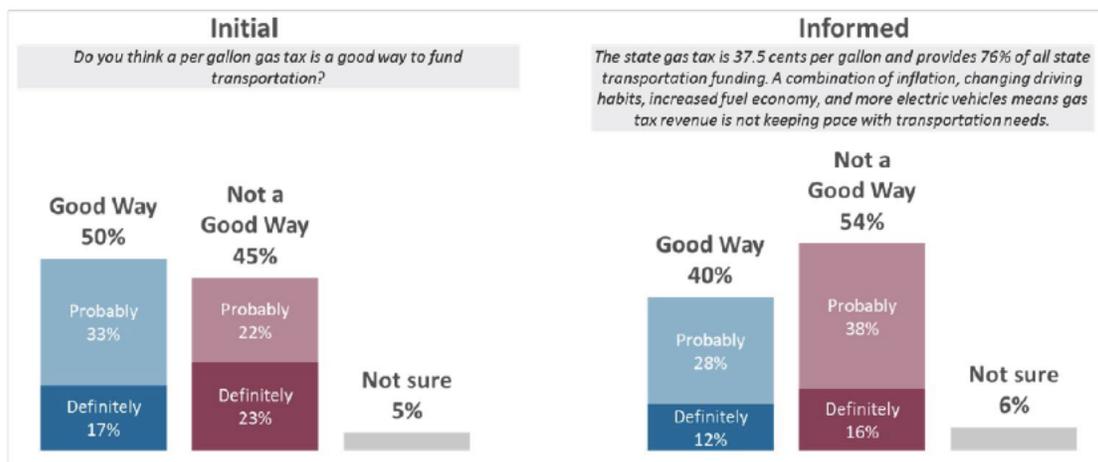
Question(s) Analyzed

- Q5. Do you think a per gallon gas tax is a good way to fund transportation?
- Q6. Do you think a per gallon gas tax is a fair 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?

Finding

- *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.*

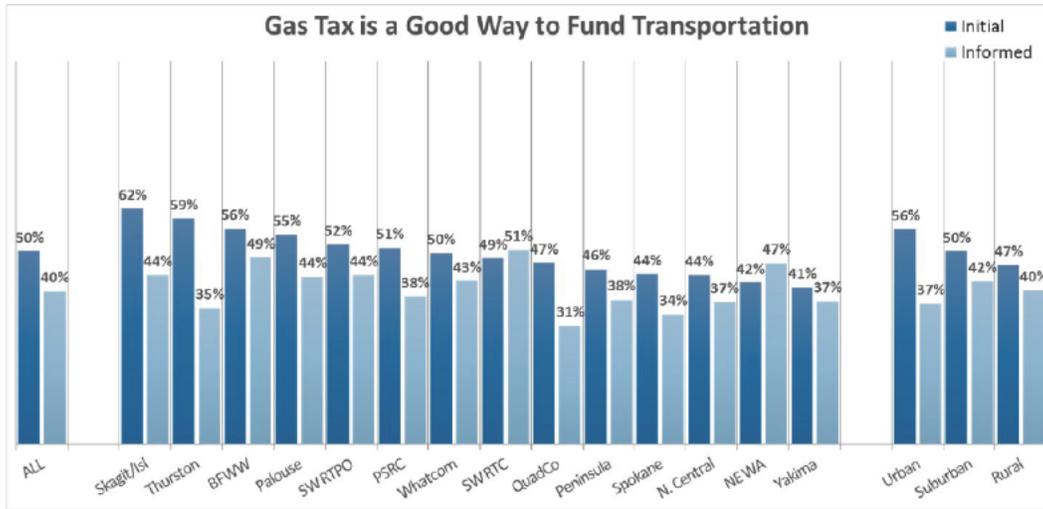
Figure 6-1 – Gas Tax Initial versus Informed



6.1.1 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 19 points. The shift among Suburban (-8) and Rural residents is much smaller (-7).

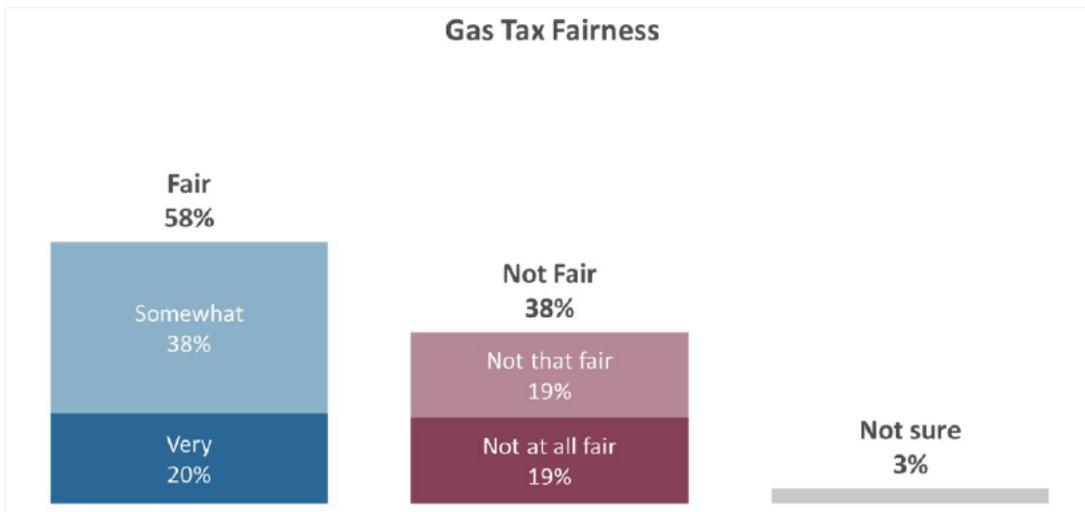
Figure 6-2 – Gas Tax by RTPO and Area Type



6.1.2 Gas Tax Fairness – Overall

By a 20-point margin, 58% to 38%, respondents say the gas tax is a fair way to fund transportation. Four-in-ten (38%) think it is not a fair way to fund transportation.

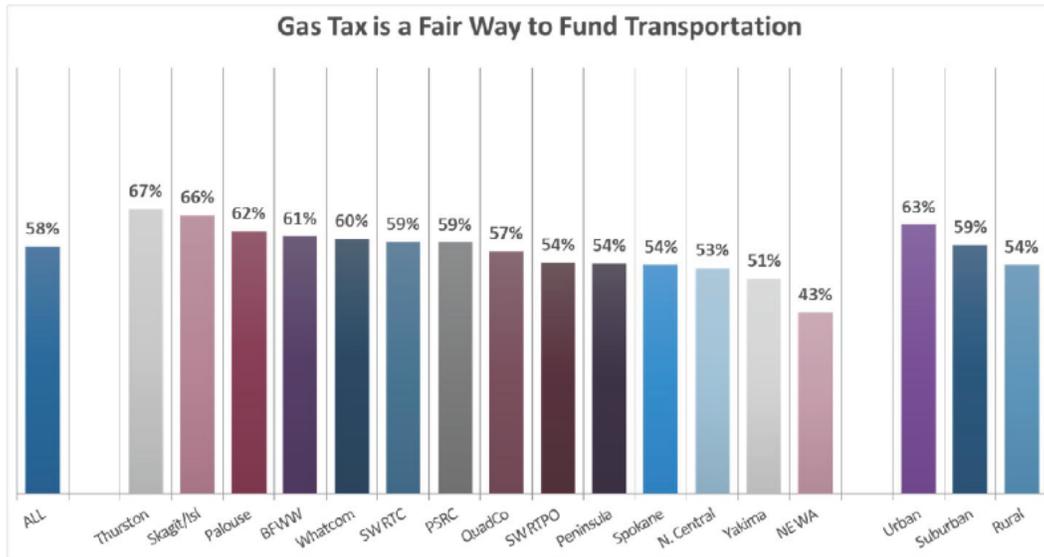
Figure 6-3 Gas Tax Fairness Overall by RTPO and Area Type



6.1.3 Gas Tax Fairness by RTPO and 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.

Figure 6-4 Gas Tax Fairness by RTPO and Area Type



6.2 Road Usage Charge Findings

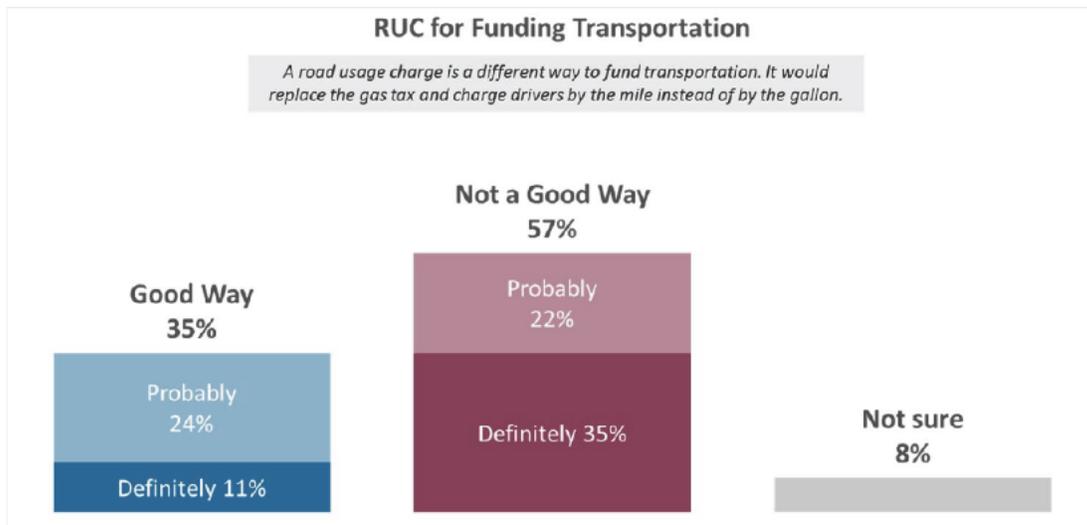
Question(s) Analyzed

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

Finding

- 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 (35%) think a road usage charge is a good way to fund transportation, but only 11% say it is “definitely” a good way to fund transportation.

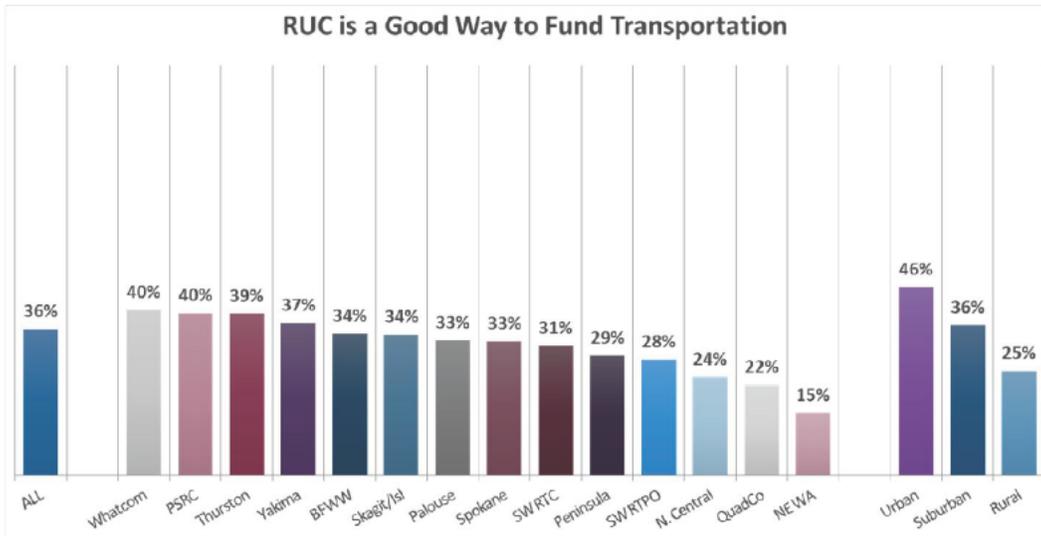
Figure 6-5 RUC for Funding Overall



6.2.1 RUC for Funding - by RTPO & Area Type

Initially, across all 14 RTPO’s most respondents do NOT think a road usage charge 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.

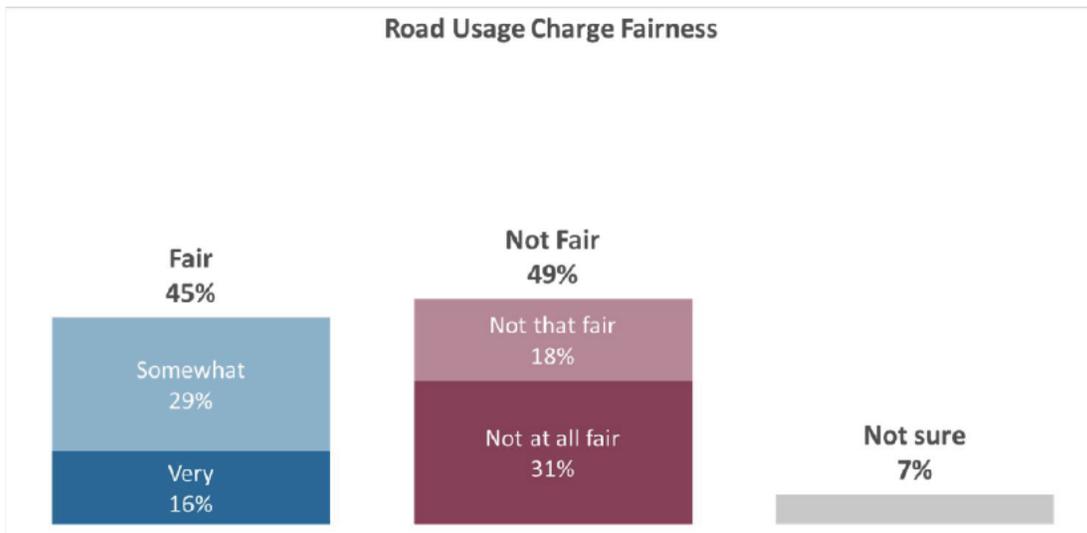
Figure 6-6 RUC Tax by RTPO and Area Type



6.2.2 RUC Fairness for Funding Overall

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”).

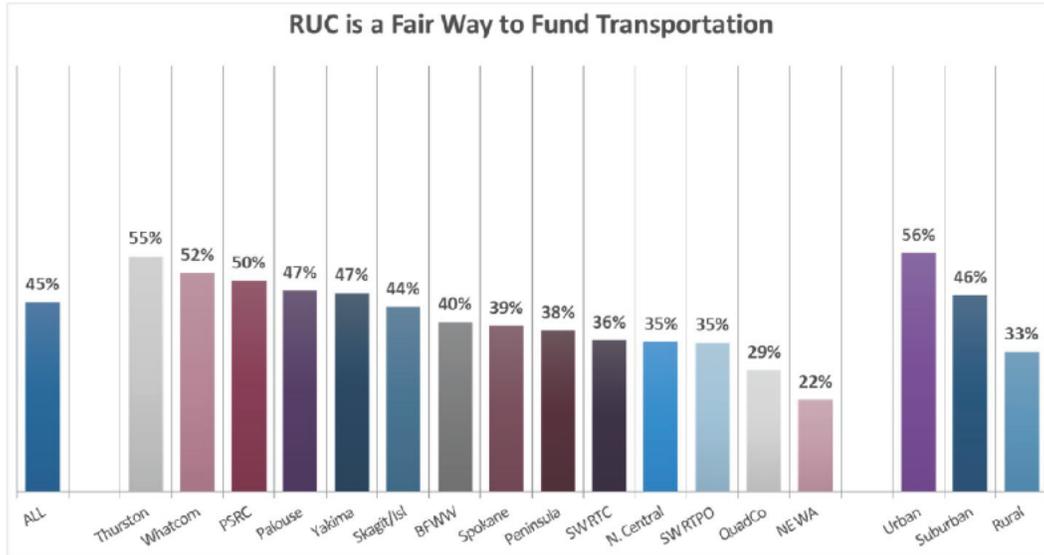
Figure 6-7 RUC Fairness



6.2.3 RUC Fairness - by RTPO & Area Type

Perceptions about the fairness of a road usage charge are closely 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.

Figure 6-8 RUC Tax Fairness by RTPO and Area Type



6.3 Comparing Fairness

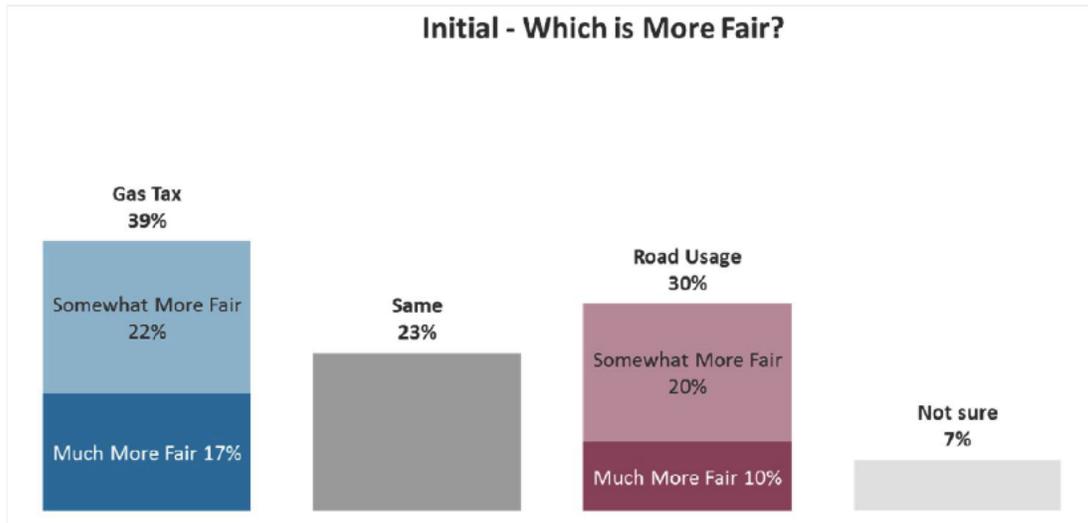
Question(s) Analyzed

- 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?

Finding

- *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 9 point margin.*
- *There is little intensity of opinion on either side and one-quarter think they are the same in terms of fairness.*
- *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.*

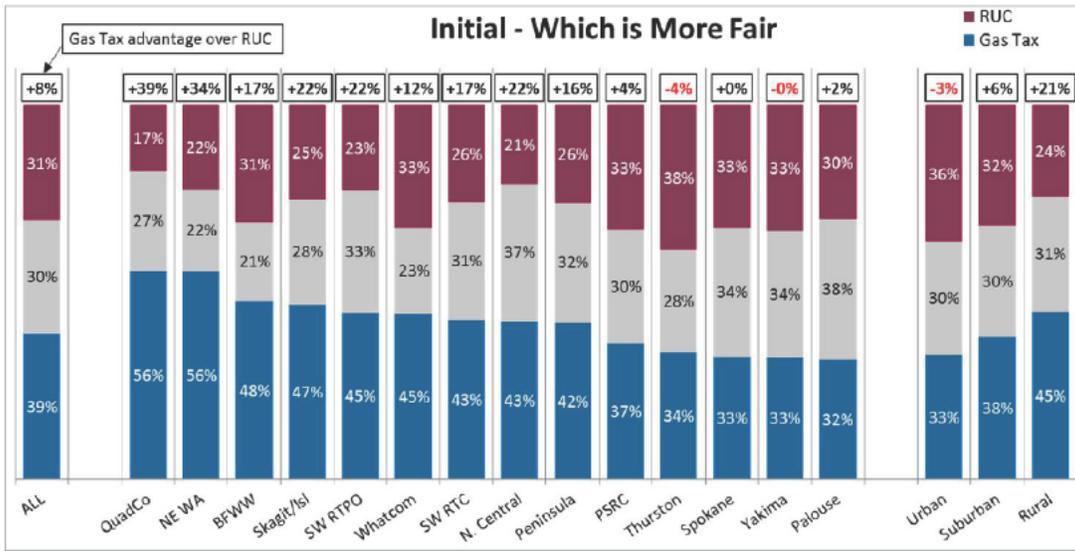
Figure 6-9 Which is More Fair Overall



6.3.1 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, Thurston, and Palouse. The initial comparison find 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).

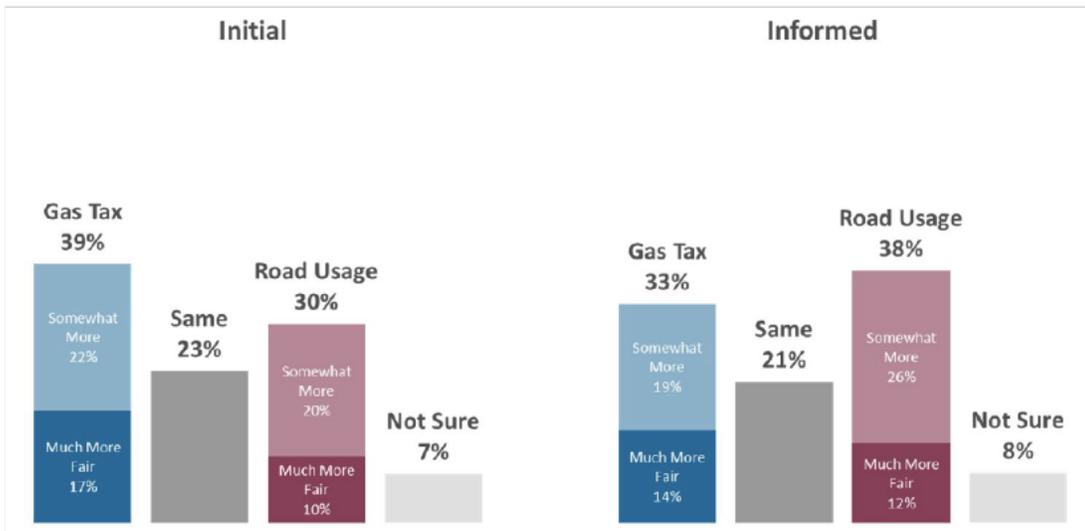
Figure 6-10 Which is More Fair- by RTPO & Area Type



6.3.2 Gas Tax vs Road Usage 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. Those who think the gas tax is more fair drops 6 points after hearing information, while those who view the road usage charge as more fair increases 8 points.

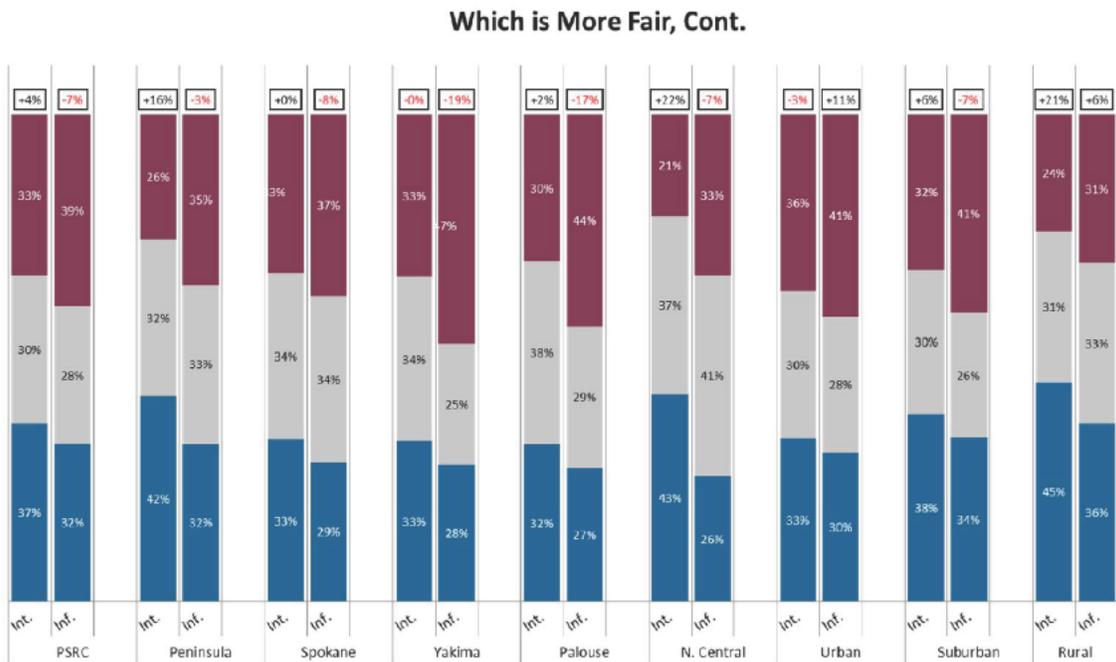
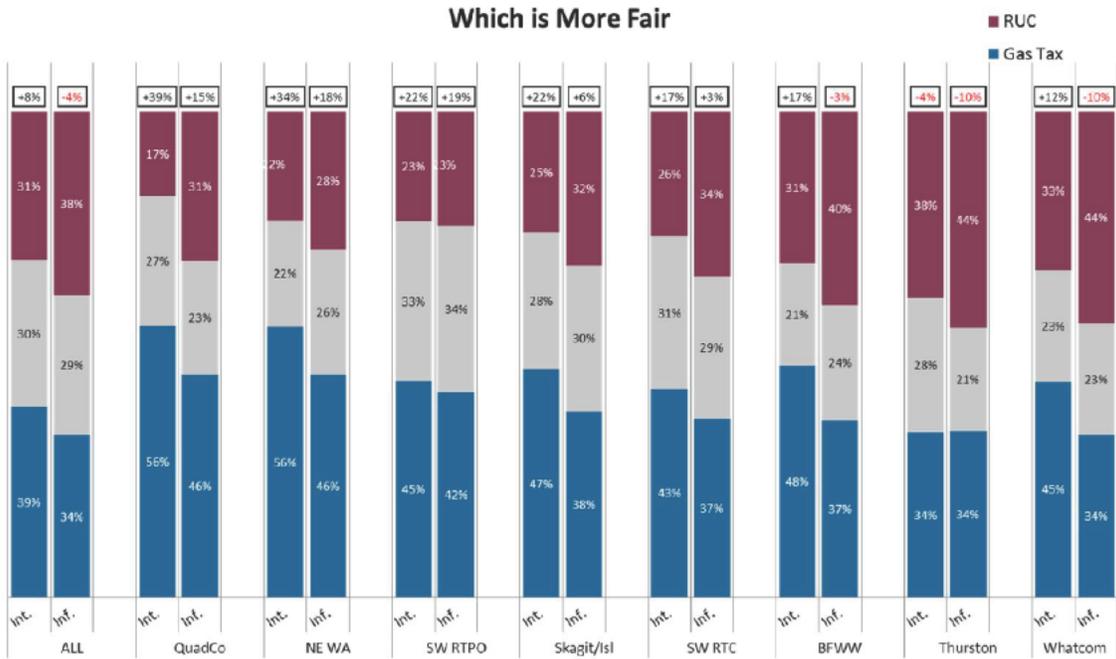
Figure 6-11 Which is More Fair - Informed



6.3.3 Which is More Fair- Informed 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.

Figure 6-12 Which is More Fair – Informed by RTPO & Area Type



6.4 Support for a Road Usage Charge

Question(s) Analyzed

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?

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

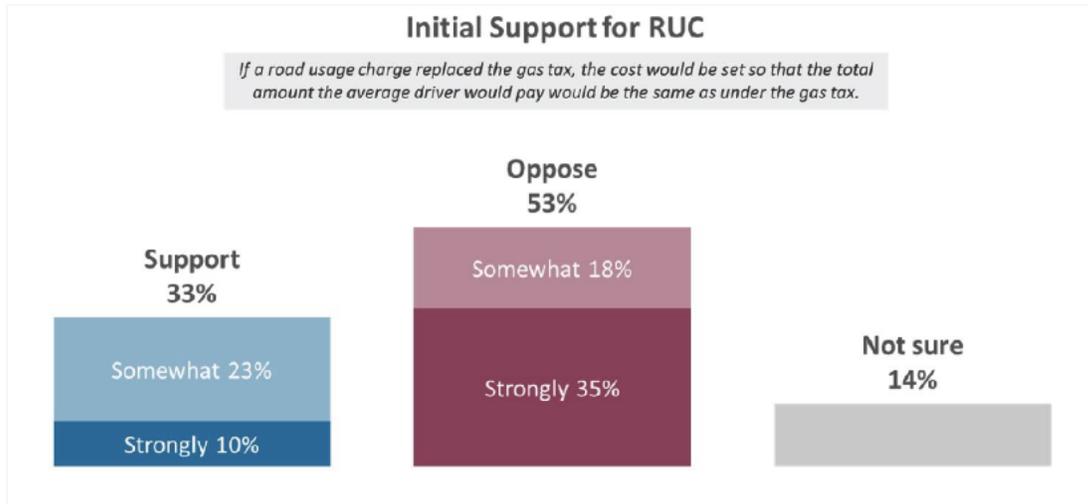
Q12b. Why do you oppose a per mile road usage charge?

Finding

- *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.*

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%).

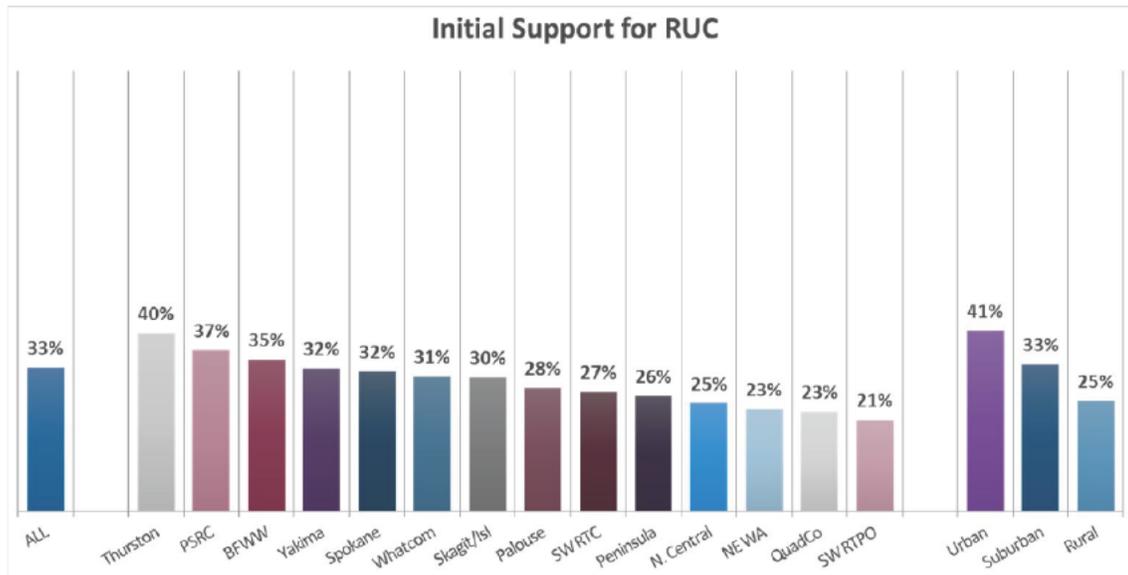
Figure 6-13 Support for Road Usage Charge – Initial



6.4.1 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.

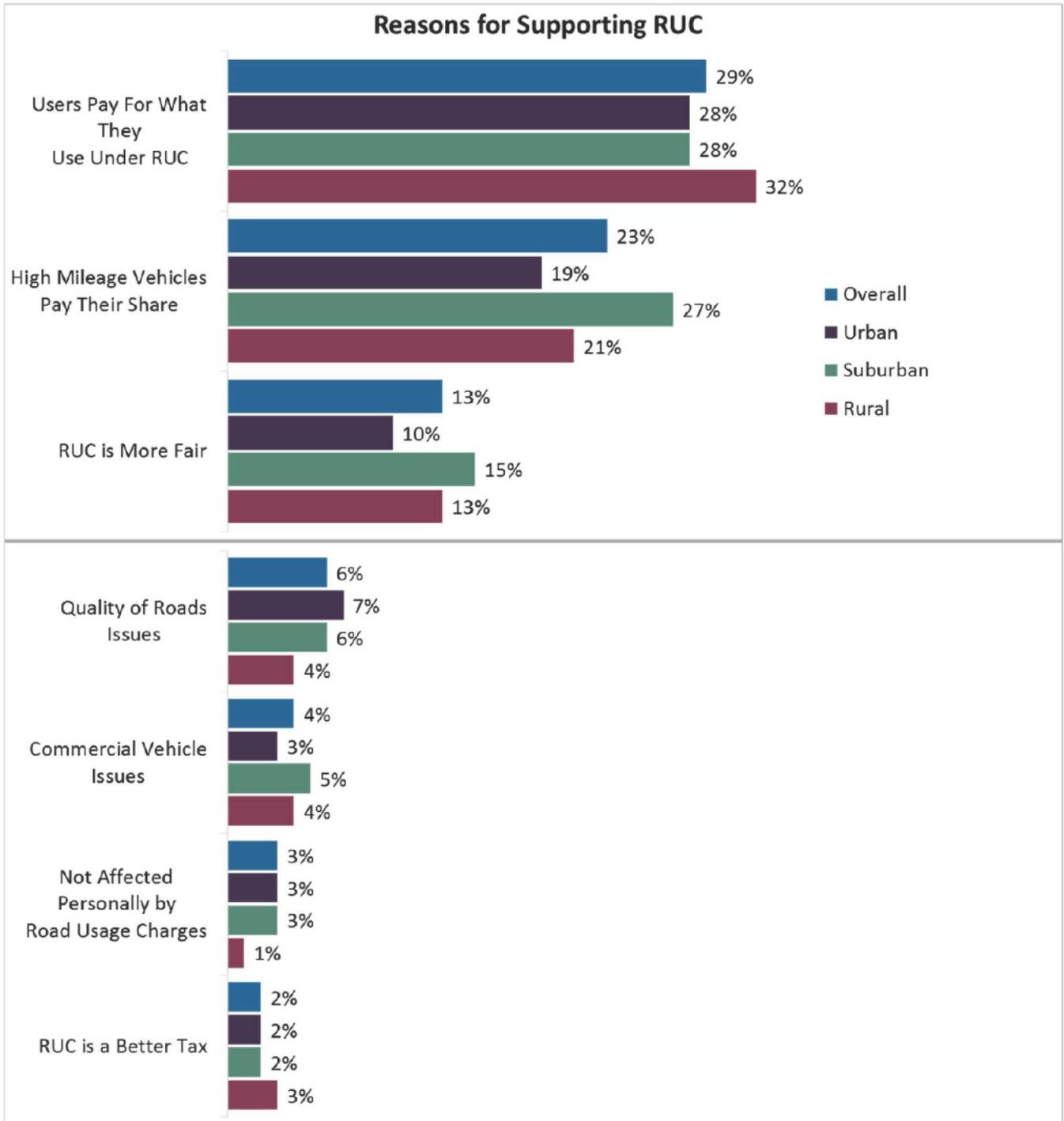
Figure 6-14 Initial Support for RUC - by RTPO & Area Type



6.4.2 Top Reasons for Supporting/ Opposing RUC

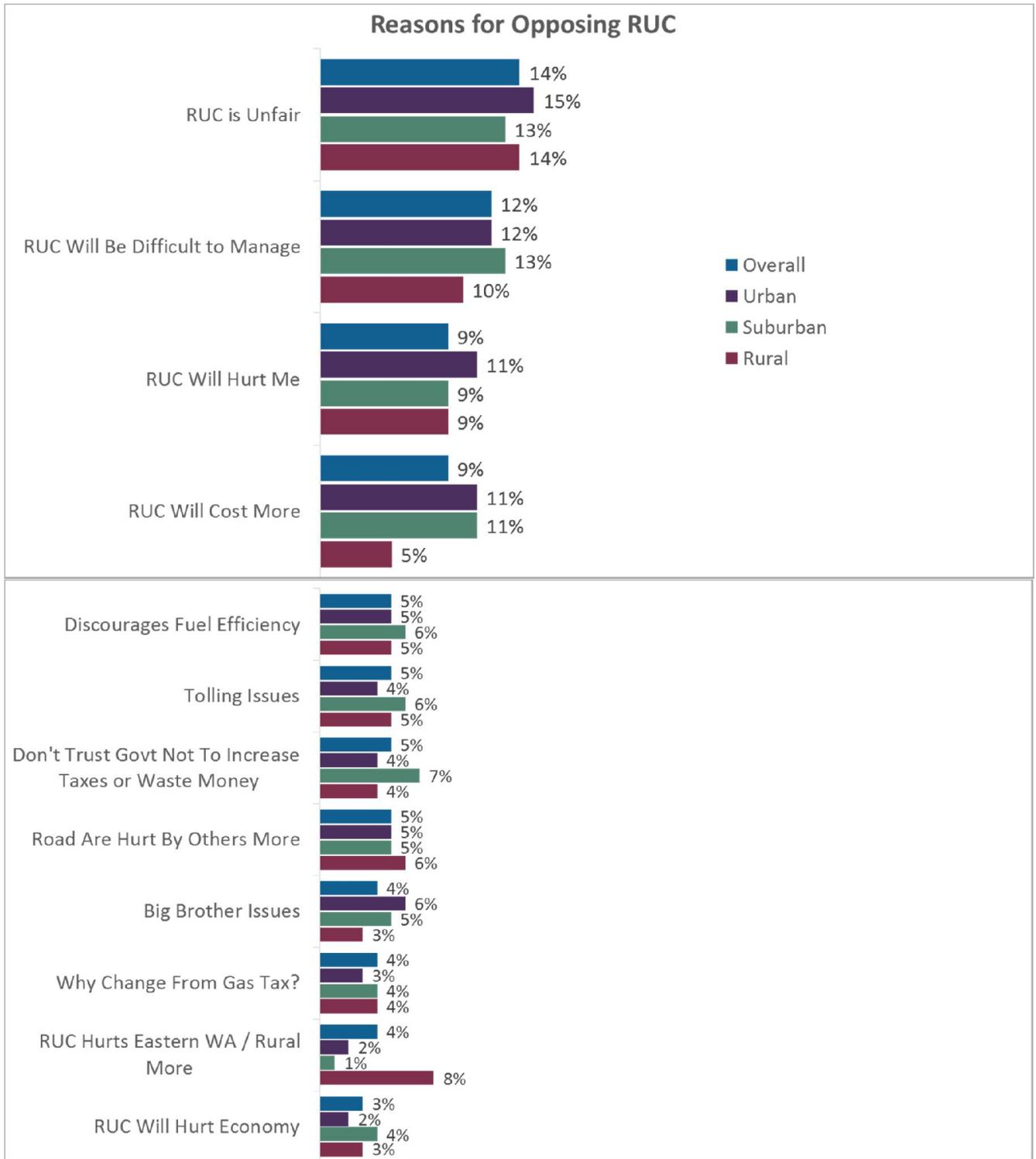
Broad based fairness issues (“Users pay for what they use” and “high mileage vehicles pay their share”) are the most mentioned reasons for supporting a per mile road usage charge. There are not major differences by area type, although Rural residents are slightly more likely to mention “user pays” and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

Figure 6-15 Reasons for Supporting 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.

Figure 6-16 Reasons for Opposing RUC



6.5 Support for Road Usage Charge – Informed

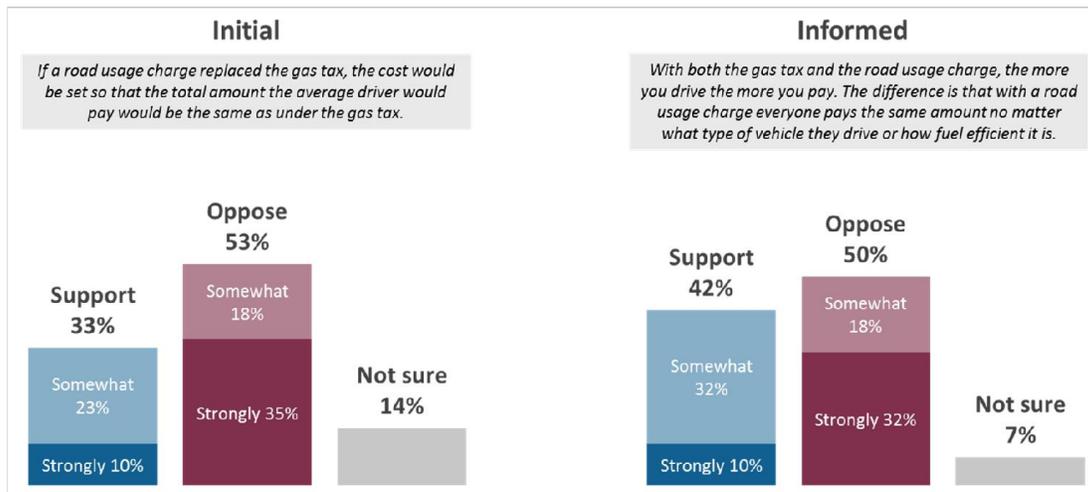
Question(s) Analyzed

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.

Finding

•After hearing additional information about a road usage charge, support for a RUC increases 9 points and opposition drops 3 points, although a majority (50%) are still opposed to a RUC and a third (32%) are “strongly opposed.”

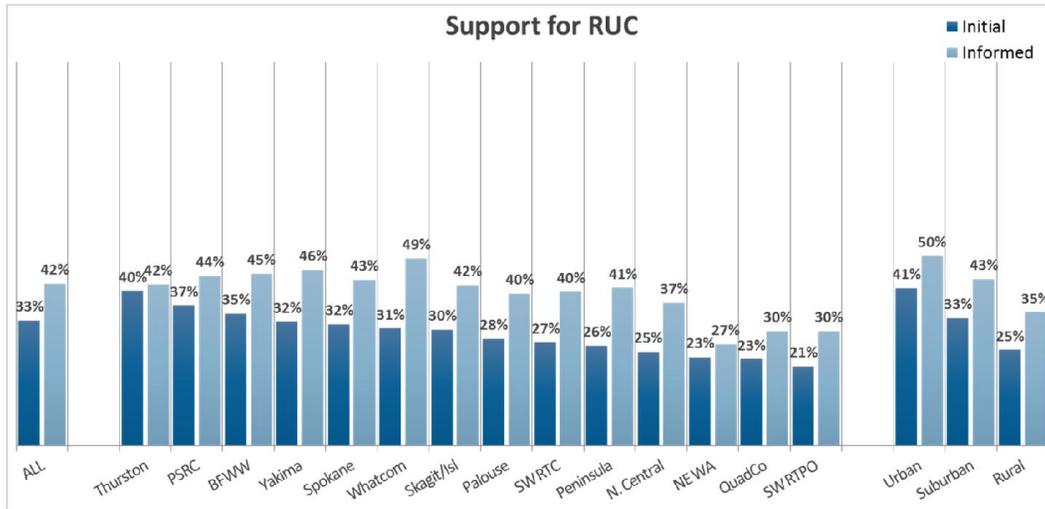
Figure 6-17 Support for RUC MINUS Initial vs. Informed



6.5.1 Informed Support for Road Usage Charge- 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.

Figure 6-18 Support for RUC MINUS Initial vs. Informed



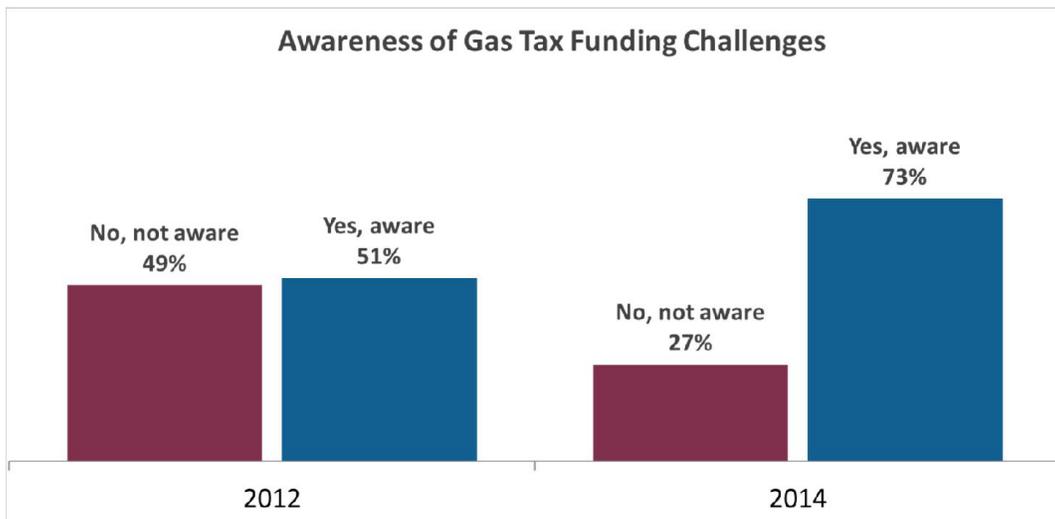
6.6 Awareness of the Funding Challenges

Question(s) Analyzed

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?

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

Figure 6-19 Awareness of Funding Challenges



7 Additional Question Areas

7.1 Use of Studded Tires

Question(s) Analyzed

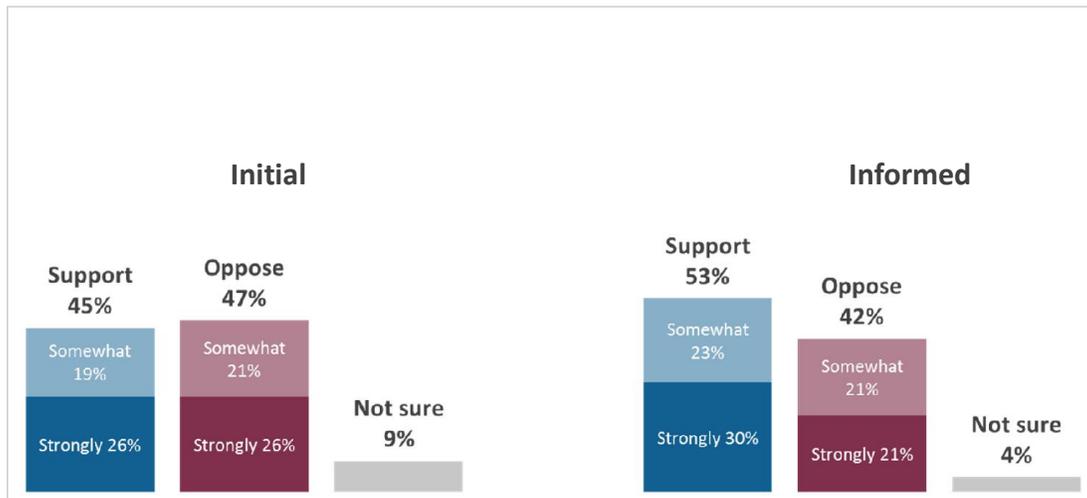
Q17. This next question is about the use of studded tires - tires with small metal traction studs that some drivers use during winter months. Currently drivers can use studded tires between November 1st and March 31st. Do you support or oppose a year-round ban on the use of studded tires on all roads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

7.1.1 Studded Tires: Initial vs. Informed Support

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.

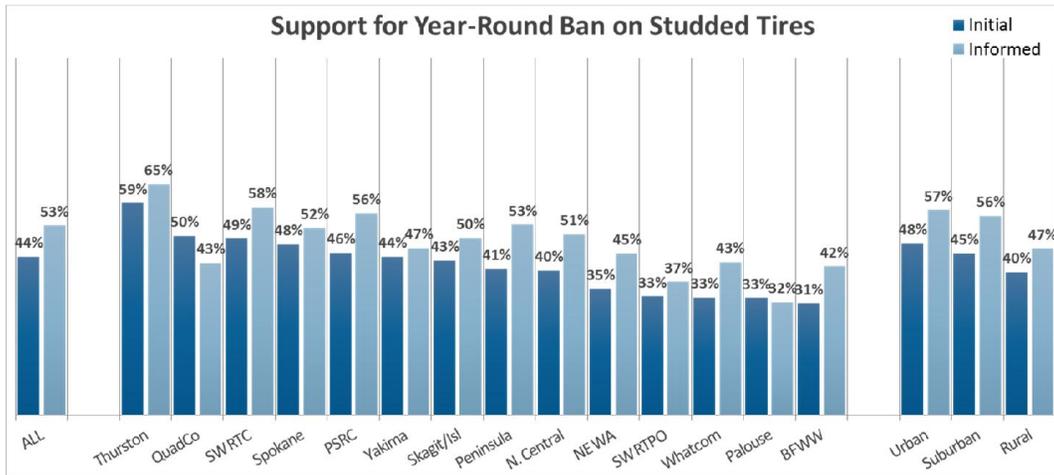
Figure 7-1 Studded Tires- Initial vs. Informed Support



7.1.2 Studded Tires: Initial vs. Informed Support – by RTPO

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.

Figure 7-2 Studded Tires Support: Initial vs. Informed by RTPO



7.2 Washington State Transportation Plan

Question(s) Analyzed

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

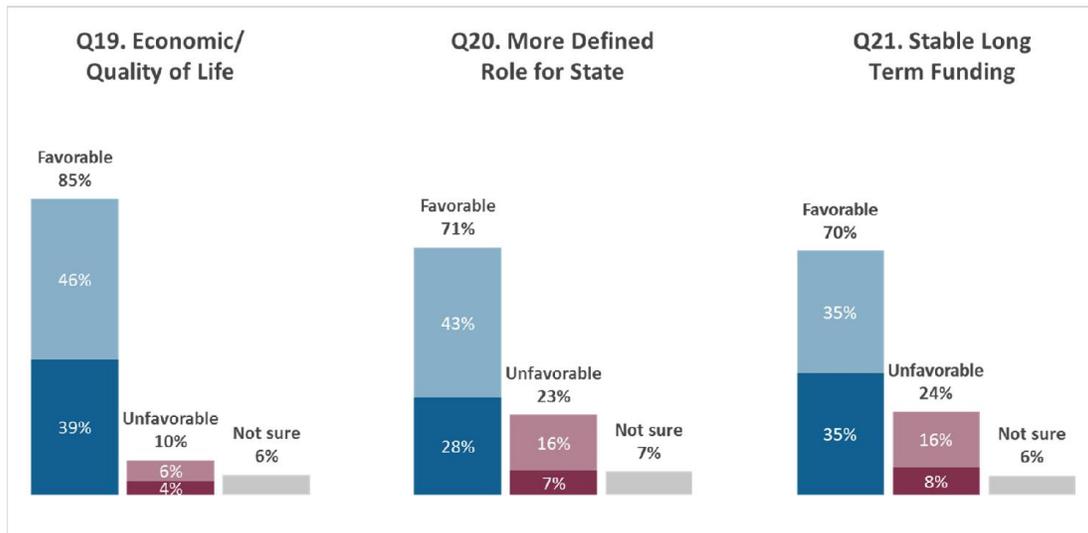
Q19. “Washington’s future economic vitality and quality of life depend on a multimodal transportation system that is safe and well-maintained, and operates efficiently to serve a growing economy and population. An integrated and coordinated planning process supported by best management practices is necessary 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.

Figure 7-3 Responses to WSTC Draft Plan Elements



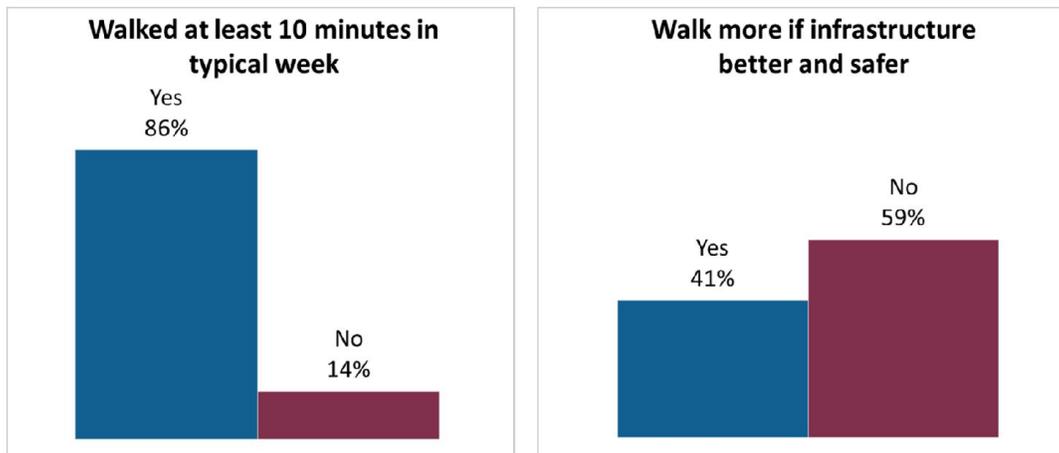
7.3 Walking and Biking

- Question(s) Analyzed**
- 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?
 - Q24.** Which of these changes to the infrastructure for walking, if any, do you personally feel are important in your community?
 - Q27.** Which of these changes to the infrastructure for biking, if any, do you personally feel are important in your community?

7.3.1 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.

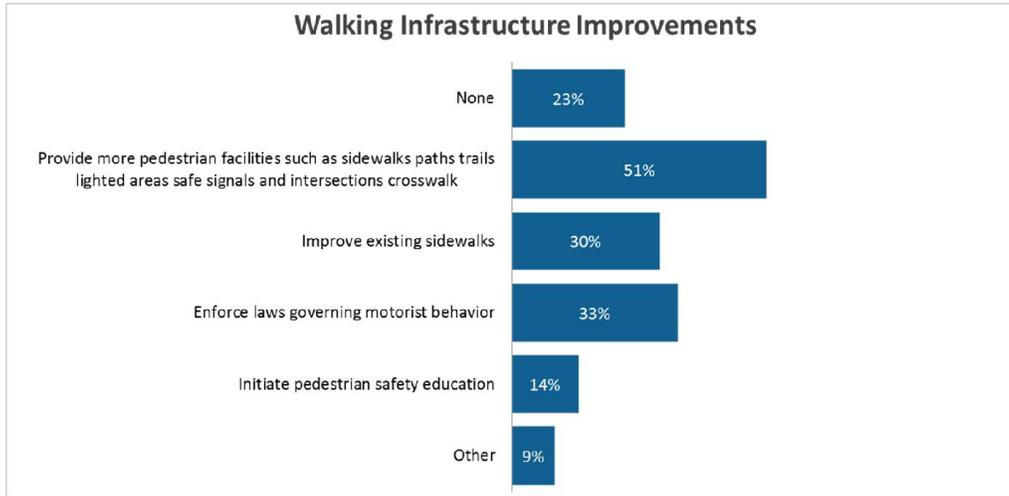
Figure 7-4 Walking Habits



7.3.2 Pedestrian Infrastructure Improvements

Out of a list provided to respondents, “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.”

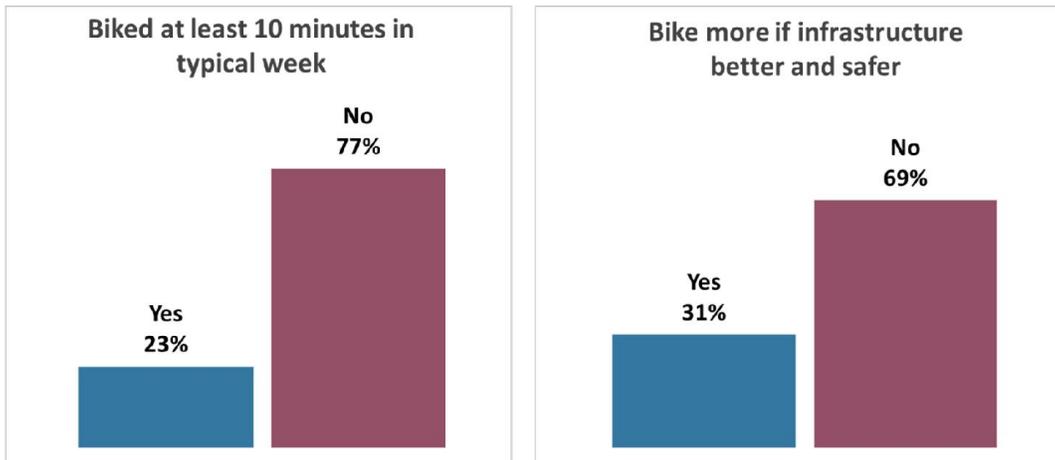
Figure 7-5 Walking Infrastructure Improvements



7.3.3 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.

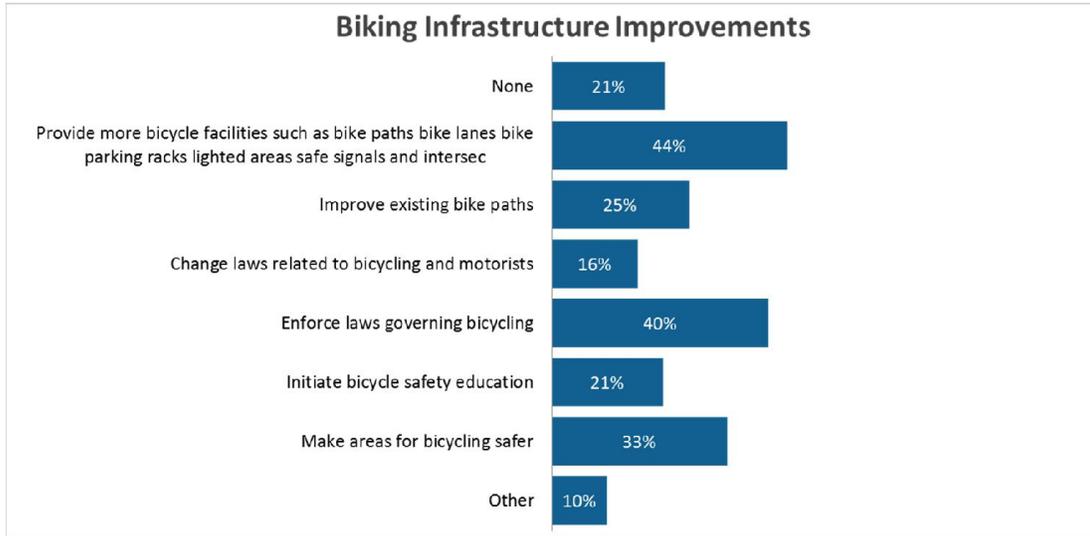
Figure 7-6 Biking Habits



7.3.4 Infrastructure for Biking

Out of a list provided to respondents, “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.”

Figure 7-7 Biking Infrastructure Improvements



7.4 Typical Travel Modes

Question(s) Analyzed

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:

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

Figure 7-8 Typical Travel Modes

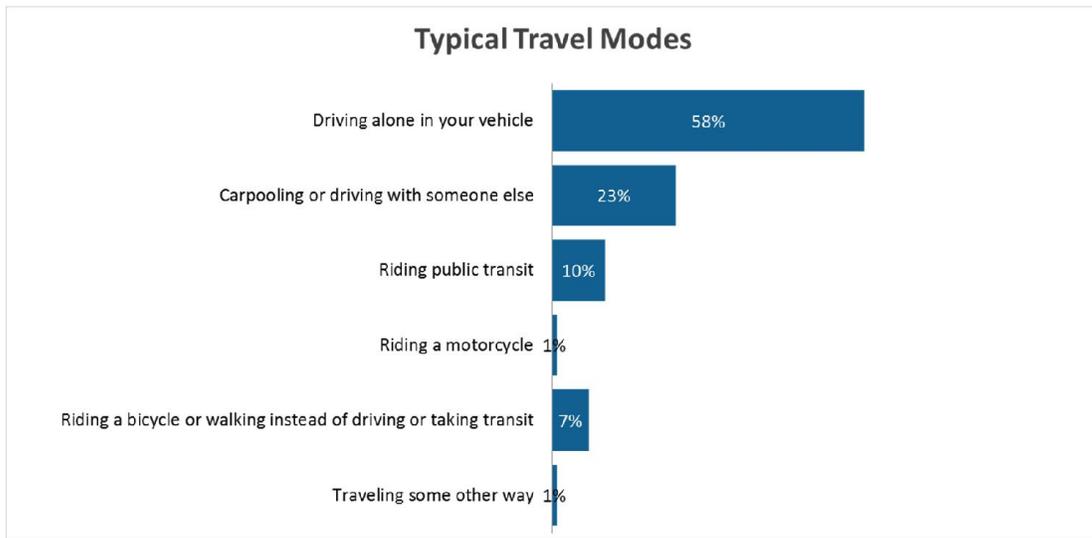
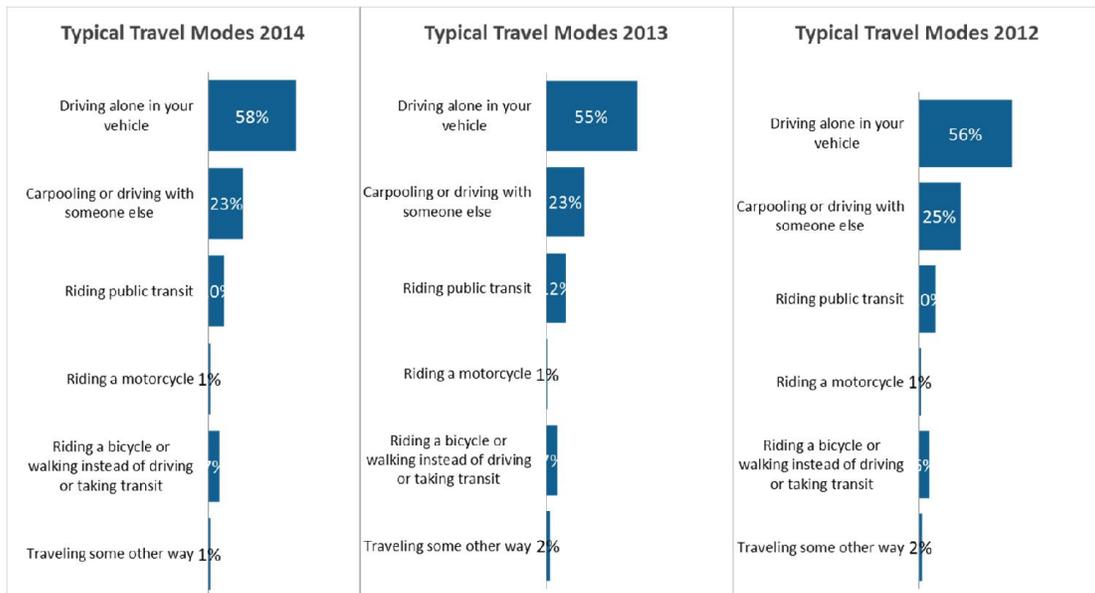


Figure 7-9 Typical Travel Modes by Year



7.5 Geography

Question(s) Analyzed

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

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%).

Figure 7-10 Residence Type

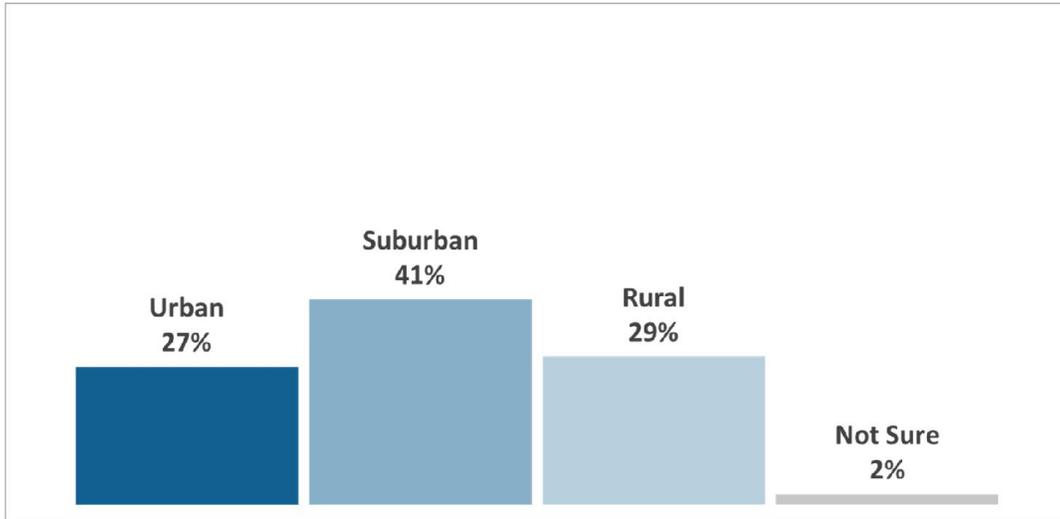
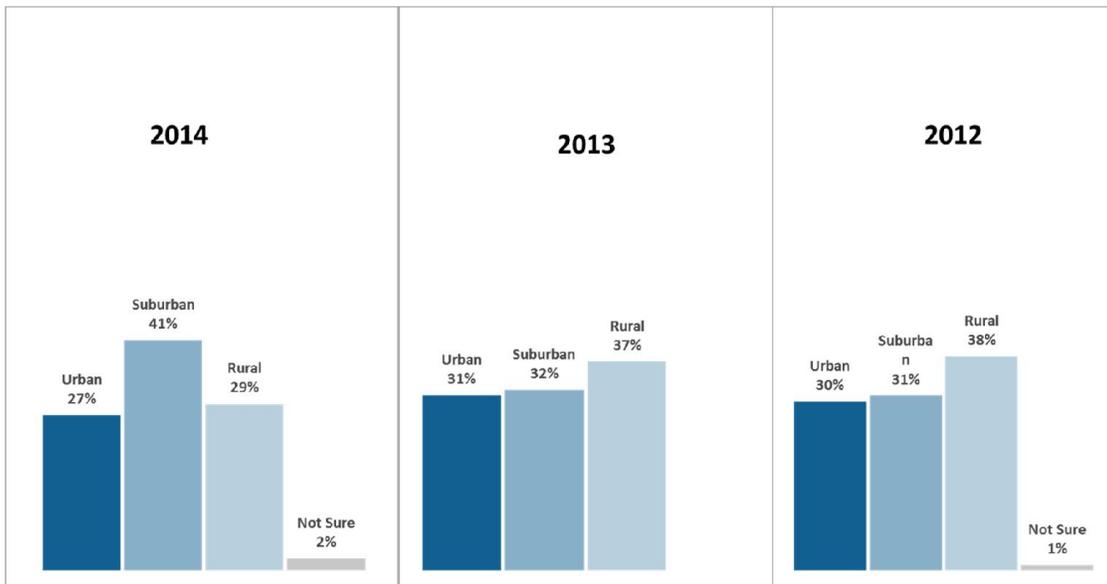


Figure 7-11 Residence Type by Year



8 Methodology

8.1 Building the VOWS Panel (2011-Present)

The development of the Voice of Washington (VOWS) Panel has been multi-layered to help provide the broadest possible coverage of Washington State for the funds allocated.

The VOWS panel began with approximately 1,000 randomly selected respondents from the 2011 statewide transportation study who after the survey indicated a desire to continue to provide input to state decision-makers. Another 4,000 citizens who heard about the 2011 study from transportation press releases and blogs also joined the VOWS panel creating an initial panel of approximately 5,000 citizens.

Following the successful 2011 statewide study combining a random and public survey, WSTC decided to continue developing the panel. A general public relations effort was designed to get the word out about the panel with the goal of aiding state decision-makers. It was sent to all major and local papers as well as key transportation influencers throughout the state. As a result, 1,000 more residents signed up for the VOWS panel.

The next effort centered on finding registered voters statewide who would be interested in joining the panel. A total of 400,000 Washington registered voter emails were purchased. An initial email invite with a brief survey was sent out to begin qualify the 400,000 individual and was successful in recruiting approximately 16,000 new members to the VOWS panel.

A postcard recruit was done in 2012 to the counties that were under represented in the panel resulting in approximately 1,000 more people joining the panel.

As was done in 2012, recruiting efforts asked potential panel respondents in 2013 to complete a short two question surveys on one of the following topics:

- Adding sales tax to the price of gasoline as a way to help pay for state transportation needs.
- Charging tolls to cross Snoqualmie and other State passes as a way to help fund maintenance of state transportation needs.
- (Done in 2012 only) Selecting a name for Washington State's newest state ferry.
- (Done in 2013 and beyond) Funding School Transportation from State Transportation Revenues
- (Done in 2013 and beyond) Funding Public Transit from State Transportation Revenues

Prior to the start of the 2013 study, all members of the VOWS panel were also asked to forward an invitation email to friends, family, neighbors, and fellow employees to ask them to sign up.

These collective efforts were successful in adding additional 2,711 new members to the VOWS panel in 2013.

The panel building efforts were continued in 2014 resulting in 29,658 active VOWS members (done one or more WSTC surveys). At the time of this study, WSTC had a total of 94,371 emails of Washington citizens (29,658 active and 64,713 potential) in the panel.

8.2 Data Collection

Multiple email invitations were sent to approximately 94,371 active and potential Voice of Washington State (VOWS) panel members.

Overall 10,601 people clicked through to view the questionnaire, 7,985 started the questionnaire and 5,190 respondents completed the survey by the November 3rd 2013 deadline. Another 434 people completed the survey after the deadline and were not included in the data set used in this report.

8.3 Weighting

The overall survey results were weighted by RTPO, age and gender to reflect the statewide registered voter population. The data was not weighted within RTPO.

Figure 8-1 Weighting Table

County	Weight
Benton/Franklin/Walla Walla	5%
NE Washington	1%
North Central RTPO	2%
Palouse	1%
Peninsula RTPO	8%
Puget Sound Regional Council (<u>excludes</u> Kitsap)	46%
QuadCo	2%
Skagit/Island (<u>plus</u> San Juan)	4%
Spokane	8%
SW Washington RT Council	8%
SW Washington RTPO	5%
Thurston	5%
Whatcom	4%
Yakima Valley Conf. of Governments	3%
Male	48%
Female	51%
Refused	1%
18-29	13%
30-39	14%
40-49	17%
50-64	34%
65+	21%
Refused	0%

9 Report CD

The materials listed below are available on the Report CD. To use the Report CD:

1. Insert the enclosed CD into your computer's CD drive. Depending on your computer, the CD will either load automatically or the "Autoplay" menu will pop up. If you see the menu below click "Open WSTC Table of Contents" to start the CD.



2. The table of contents screen like the one below will appear once the CD has loaded. To access any of the materials on the CD just click on the button for that document and it will load automatically.



A list of the documents included on the CD is provided below:

9.1 Survey Report

This written report.

9.2 Full Presentation

A complete Powerpoint of the survey results with breakdowns by RTPO and other key variables.

9.3 Topline Results

Survey questionnaire with overall statewide results. No detail provided at the RTPO level.

9.4 Full Crosstabs

Detailed data tables showing the results for each survey question by demographic subgroups like age, gender, and income and by other key variables like support for new revenue, attitudes about the transportation system and travel habits.

9.5 Open End Verbatim

Verbatim responses for all open end questions asked in the survey.

9.6 Weighting Scheme

A table detailing the weighting scheme used to make survey results proportionate to the registered voter population in Washington state.

10 Survey with Results

Washington State Transportation Commission Survey
Survey on Washington State Transportation
Conducted October–November 2014
n=5190; MOE =±1.4 points
EMC #14-5090

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

Yes	100%
No	-

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

	2013		2014	
1 – Not at all urgent	1%		1%	
2	2%	} 7%	1%	} 3 (-3)
3	3%		2%	
4	7%		7%	
5	18%		16%	
6	28%	} 86%	29%	} 90 (+4)
7 – Extremely Urgent	40%		44%	
Not Sure	1%		1%	
MEAN	5.85		6.04	

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

	2012		2013		2014	
A: Excellent	2%		1%		1%	
B: Above Average	24%	} 26%	19%	} 20 (-6)	17%	} 18 (-2)
C: Average	45%		48%		45%	
D: Below Average	21%	} 28%	24%	} 31 (+3)	26%	} 36 (+5)
F: Failing	7%		7%		9%	
Not sure	1%		1%		1%	
GPA	1.9 (C MINUS)		1.8 (C MINUS)		1.7 (C MINUS)	

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?

	2012		2013		2014	
A: Excellent	3%	} 17%	3%	} 20 (+3)	3%	} 18 (-2)
B: Above Average	14%		17%		15%	
C: Average	36%	} 35%	36%	} 32 (-3)	35%	} 39 (+7)
D: Below Average	24%		22%		27%	
F: Failing	11%		10%		12%	
Not sure	12%		12%		8%	
GPA	1.7 (C MINUS)		1.8 (C MINUS)		1.7 (C MINUS)	

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?

	2012		2013		2014	
A: Excellent	3%	} 22%	2%	} 20 (-3)	2%	} 19 (-1)
B: Above Average	20%		18%		17%	
C: Average	42%	} 35%	42%	} 38 (+2)	42%	} 39 (+2)
D: Below Average	26%		28%		28%	
F: Failing	9%		9%		11%	
Not sure	0%		1%		1%	
GPA	1.8 (C MINUS)		1.8 (C MINUS)		1.7 (C MINUS)	

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	17%	} 50%
Probably	33%	
Probably Not	22%	} 45%
Definitely Not	23%	
Not Sure	5%	

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

Very Fair	20%	} 58%
Somewhat Fair	38%	
Not That Fair	19%	} 39%
Not At All Fair	19%	
Not Sure	3%	

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	11%	} 36%
Probably	24%	
Probably Not	22%	} 57%
Definitely Not	35%	
Not Sure	8%	

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

Very Fair	16%	} 45%
Somewhat Fair	29%	
Not That Fair	18%	} 49%
Not At All Fair	31%	
Not Sure	7%	

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	17%	} 39%
Gas tax is somewhat more fair	22%	
Road usage charge is much more fair	20%	} 31%
Road usage charge is somewhat more fair	10%	
Both options are the same	23%	} 30%
Not sure	7%	

11. 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	10%	} 33%
Somewhat support	23%	
Somewhat oppose	18%	} 54%
Strongly oppose	35%	
Not sure	14%	

12. 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	12%	} 40 (-10)
Probably	28%	
Probably Not	38%	} 54 (+9)
Definitely Not	16%	
Not Sure	6%	

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	73%
No, not aware	27%

15. 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	10%	} 42 (+9)
Somewhat support	32%	
Somewhat oppose	18%	} 51 (-3)
Strongly oppose	32%	
Not sure	7%	

16. 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	14%	} 34 (-5)
Gas tax is somewhat more fair	19%	
Road usage charge is much more fair	26%	} 38 (+7)
Road usage charge is somewhat more fair	12%	
Both options are the same	21%	} 29 (-1)
Not sure	8%	

17. 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	26%	} 44%
Somewhat support	19%	
Somewhat oppose	21%	

Strongly oppose	26%	} 47%
Not sure	9%	

18. 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	30%	} 53 (+9)
Somewhat support	23%	
Somewhat oppose	21%	} 43 (-3)
Strongly oppose	21%	
Not sure	4%	

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...

19. 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	39%	} 85%
Somewhat favorable	46%	
Somewhat unfavorable	6%	} 10%
Strongly unfavorable	4%	
Not sure	6%	

20. 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	28%	} 70%
Somewhat favorable	43%	
Somewhat unfavorable	16%	} 23%
Strongly unfavorable	7%	
Not sure	7%	

21. 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	35%	} 70%
Somewhat favorable	35%	
Somewhat unfavorable	16%	} 24%
Strongly unfavorable	8%	
Not sure	6%	

22. 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	86%
No	14%

23. 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	41%
No, it would not really make a difference in how much I walk	59%

24. 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	23%
Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks	51%
Improve existing sidewalks	30%
Enforce laws governing motorist behavior	33%
Initiate pedestrian safety education	14%
Other (Specify)	9%

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

Yes	23%
No	77%

26. 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	31%
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No, it would not really make a difference in how much I bike 69%

27. 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	21%
Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections	44%
Improve existing bike paths	25%
Change laws related to bicycling and motorists	16%
Enforce laws governing bicycling	40%
Initiate bicycle safety education	21%
Make areas for bicycling safer	33%
Other (Specify)	10%

1. 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:

28_1. Driving alone in your vehicle	58%
28_2. Carpooling or driving with someone else	23%
28_3. Riding public transit	10%
28_4. Riding a motorcycle	1%
28_5. Riding a bicycle or walking instead of driving or taking transit	7%
28_6. Traveling some other way	1%

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

Urban	27%
Suburban	41%
Rural	29%
Not Sure	2%

Age Range

18-29	13%
30-39	14%
40-49	17%
50-64	34%
65+	21%
Refused	<1%

Gender

Male	48%
Female	51%
Prefer not to answer	1%

County

Adams	<1%
Asotin	<1%
Benton	2%
Chelan	1%
Clallam	1%
Clark	7%
Columbia	<1%
Cowlitz	2%
Douglas	1%
Ferry	<1%
Franklin	1%
Garfield	<1%
Grant	1%
Grays Harbor	1%
Island	2%
Jefferson	1%
King	29%
Kitsap	5%
Kittitas	1%
Klickitat	1%
Lewis	1%
Lincoln	<1%
Mason	1%
Okanogan	<1%
Pacific	1%
Pend Oreille	<1%
Pierce	8%
San Juan	1%
Skagit	1%
Skamania	<1%
Snohomish	9%
Spokane	8%
Stevens	1%
Thurston	5%
Wahkiakum	<1%
Walla Walla	2%
Whatcom	4%
Whitman	<1%
Yakima	3%