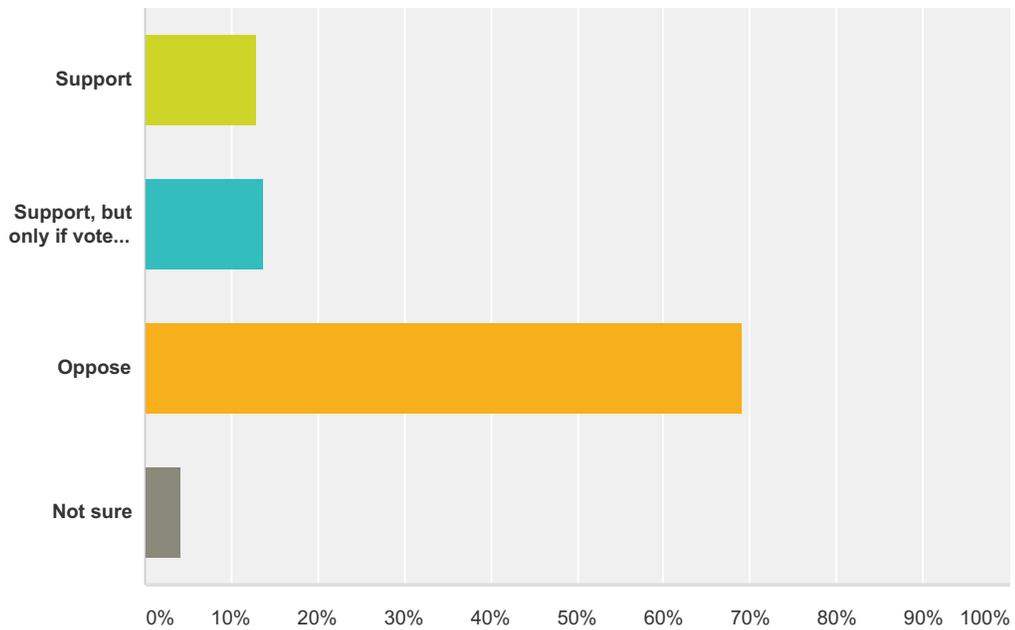
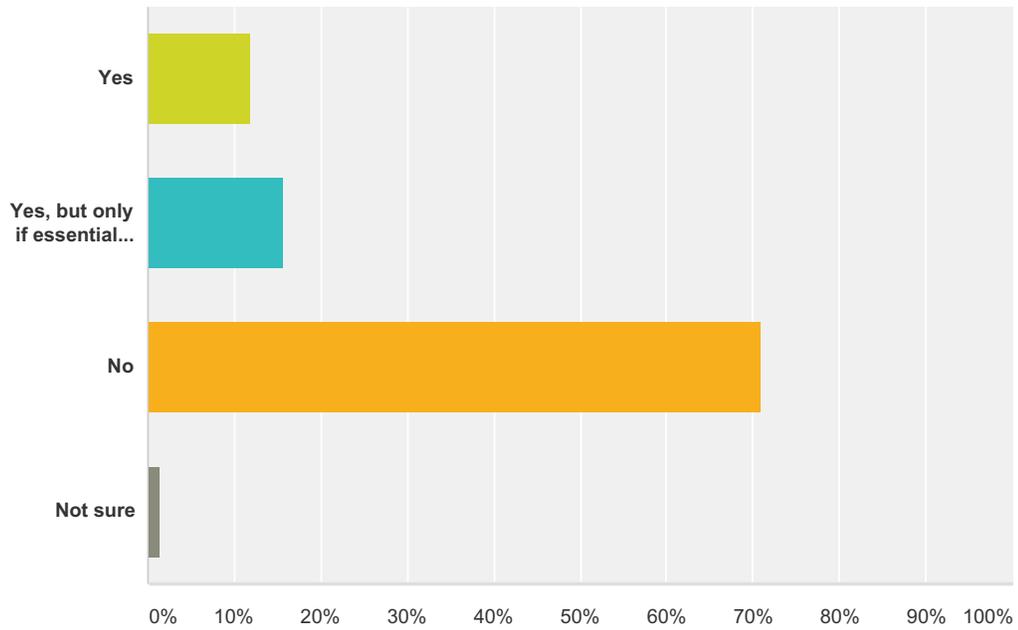


House Bill 1593 would modify the authority of cities and counties, under certain circumstances, to impose a local annual vehicle fee of up to \$50 and a local sales and use tax of up to 0.2 percent with a vote of the governing board. Under the bill, cities and counties with the same boundaries of a Transportation Benefit District would assume the powers of that taxing entity for the purposes of funding and constructing transportation projects. Would you support or oppose this bill as written?



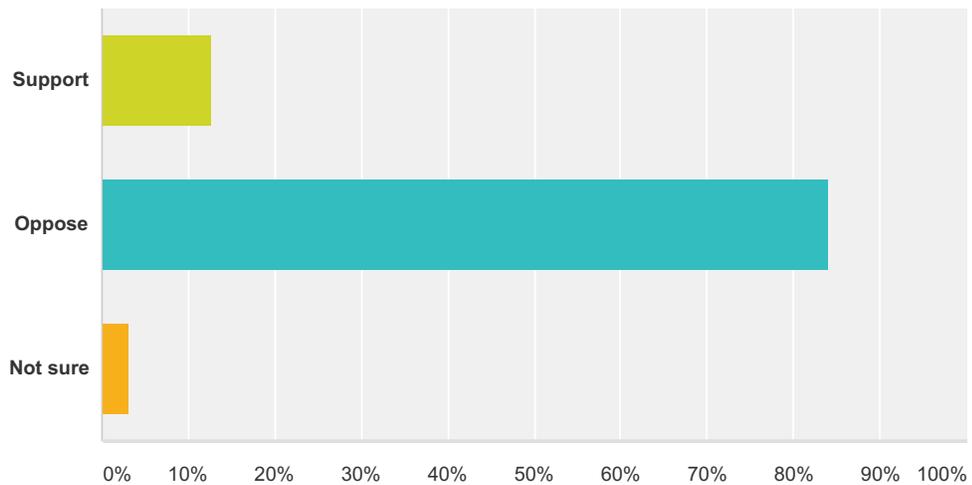
Answer Choices	Responses
Support	12.95%
Support, but only if voters are allowed to have the final say on whether or not to approve the taxes	13.86%
Oppose	69.09%
Not sure	4.09%

Some lawmakers want to raise the state gas tax by 11.7 cents per gallon to help fund transportation projects in Washington. Would you be willing to pay an additional 11.7 cents or more per gallon in state gas taxes for transportation projects in Washington?



Answer Choices	Responses
Yes	11.99%
Yes, but only if essential cost-saving reforms are enacted (i.e. streamline permitting, prevailing wage reform, halting the diversion of transportation sales tax dollars into the general fund, limiting bonding to 15 years or less, etc.)	15.61%
No	71.04%
Not sure	1.36%

As a part of his climate change legislative agenda, Gov. Jay Inslee is proposing a new low carbon fuel standard (LCFS) and a new cap and trade program to tax carbon emissions. The governor says this would bring in about \$1 billion each year in new revenue (taxes) for the state, which could be used for education and transportation projects. Both of these programs would increase the cost of gasoline and heating fuel on families, and could impact the cost of food and goods that are transported to market. Do you support or oppose the governor's LCFS and cap and trade carbon tax proposal?



Answer Choices	Responses
Support	12.70%
Oppose	84.13%
Not sure	3.17%
Total	