



Washington Views of Transportation and Climate Policy

*Key Findings from a Survey of Voters
Conducted February 10-16, 2020*

Methodology

- 612 interviews with Washington voters likely to participate in the November 2020 election
- Conducted February 10-16, 2020, online and via landline and cell phones; voters were contacted via phone, email and text
- Margin of sampling error of $\pm 4.0\%$ at the 95% confidence interval
- Due to rounding, some percentages do not add up to 100%
- Selected comparisons to prior research

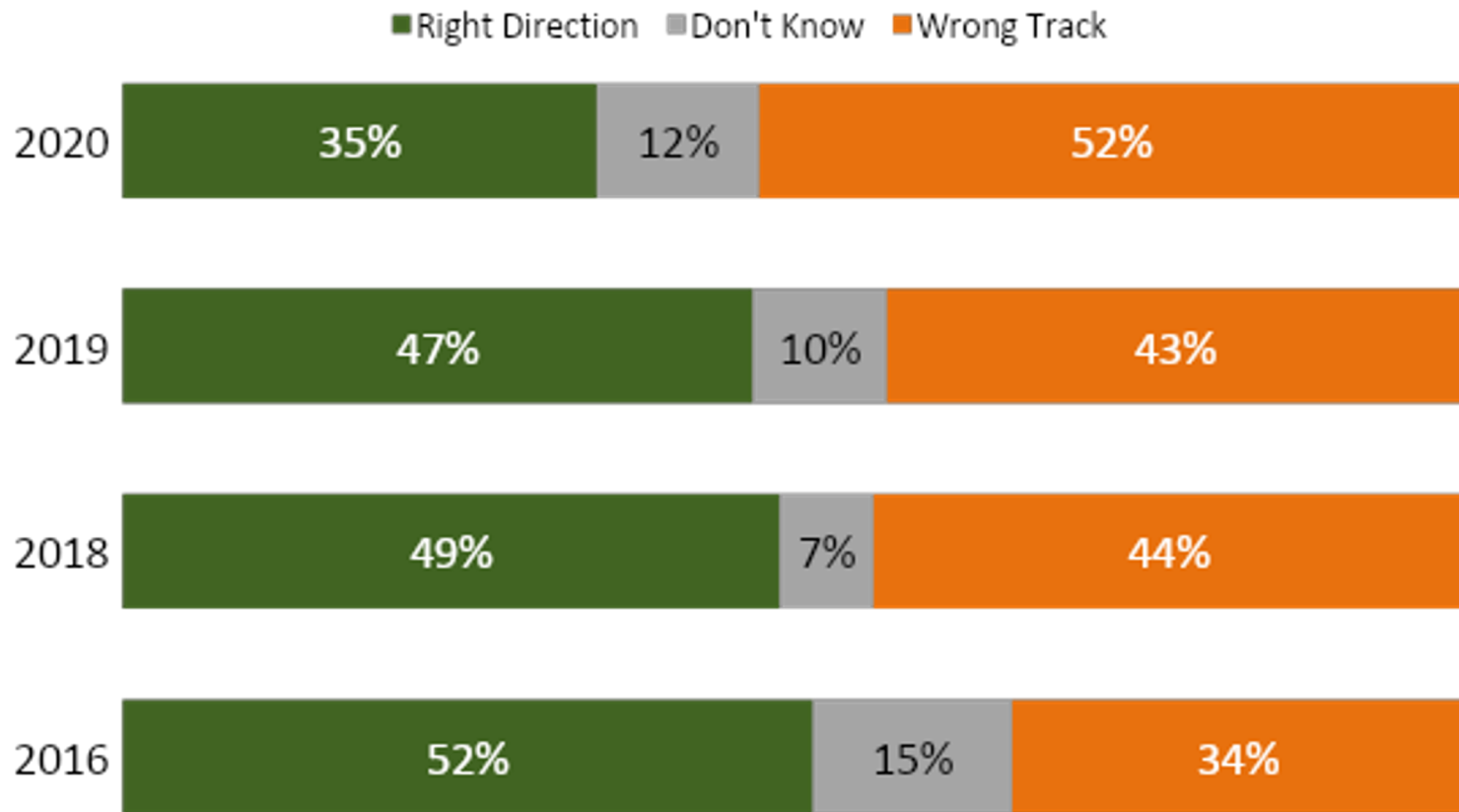




Issue Context

Voters are increasingly pessimistic about the direction of Washington state.

Would you say that things in Washington State are generally going in the right direction, or do you feel things have gotten pretty seriously off on the wrong track?

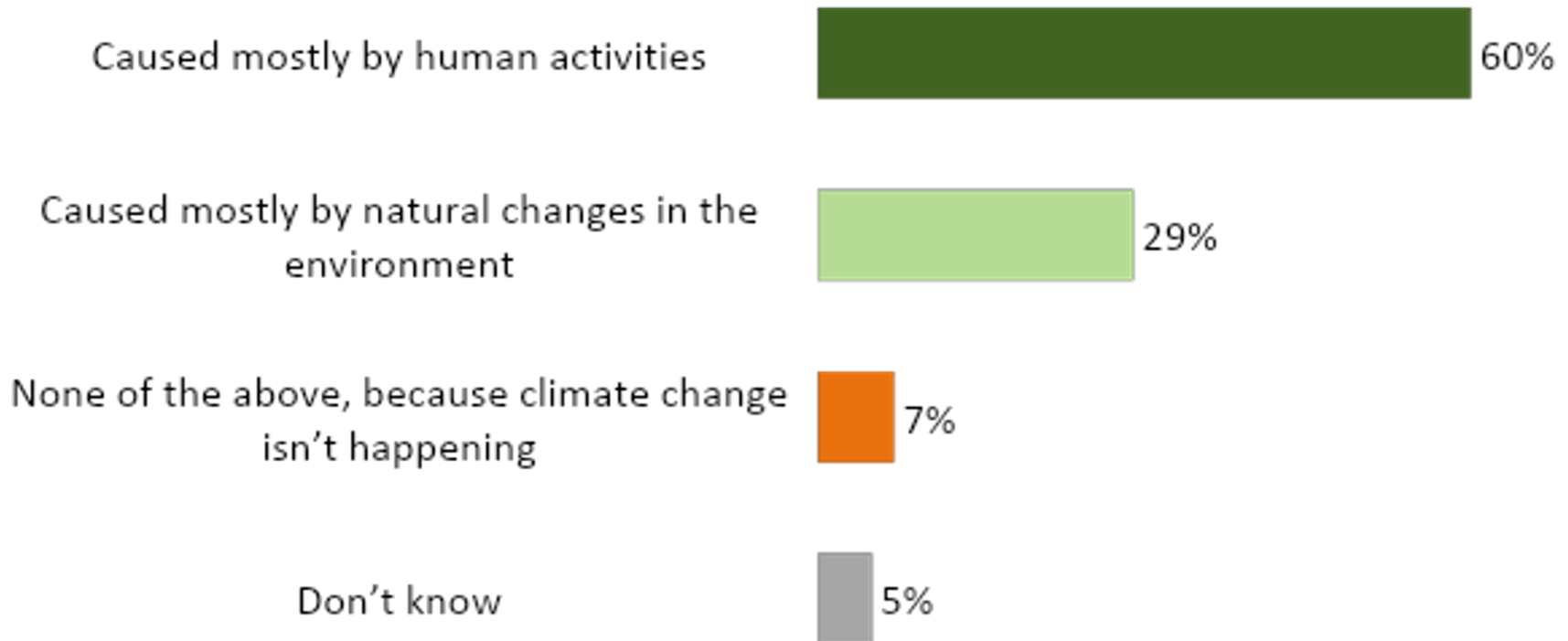




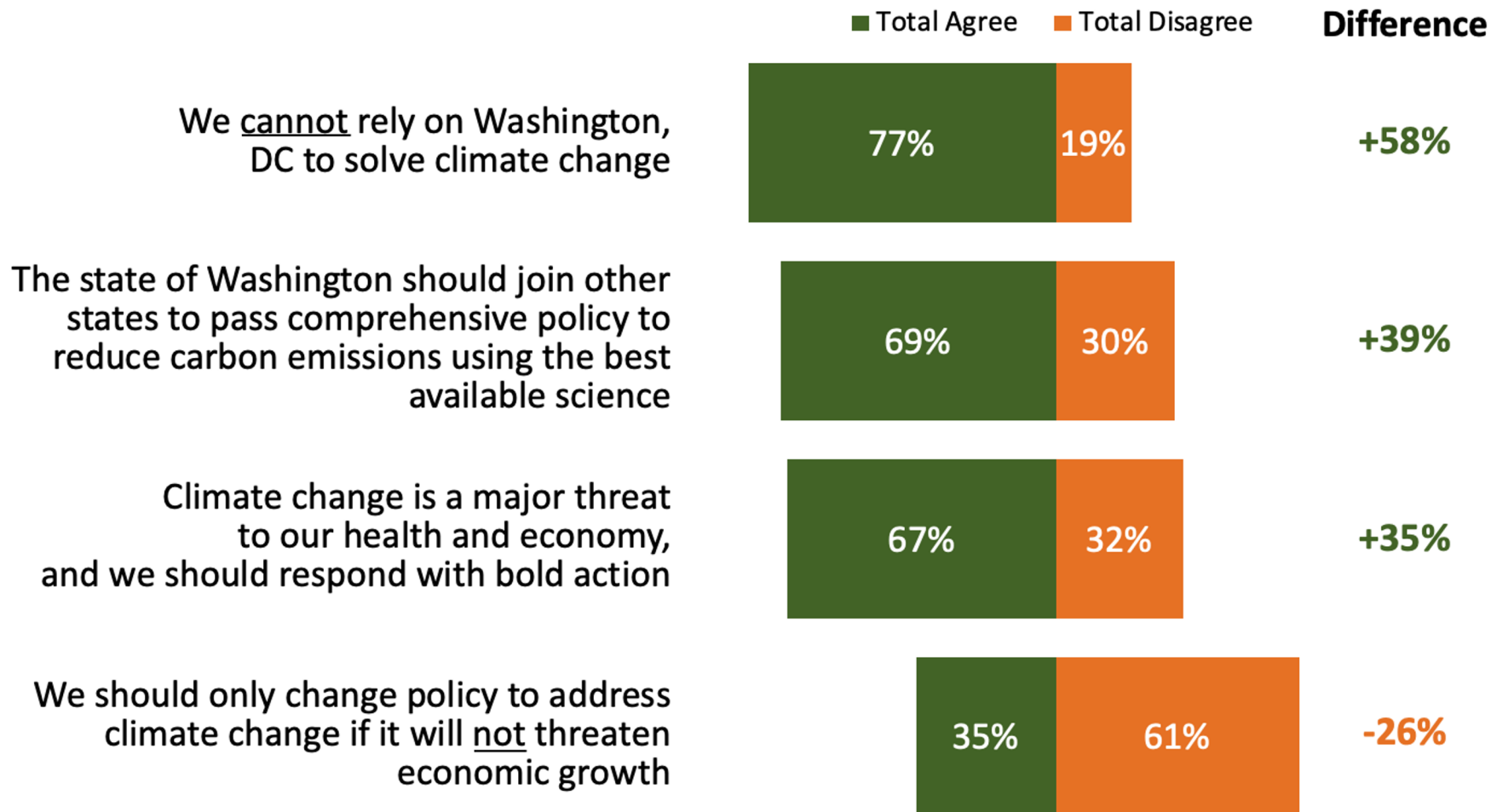
Climate Attitudes

Three in five Washington state voters believe climate change is human-caused; this is in line with the views of adults nationwide.

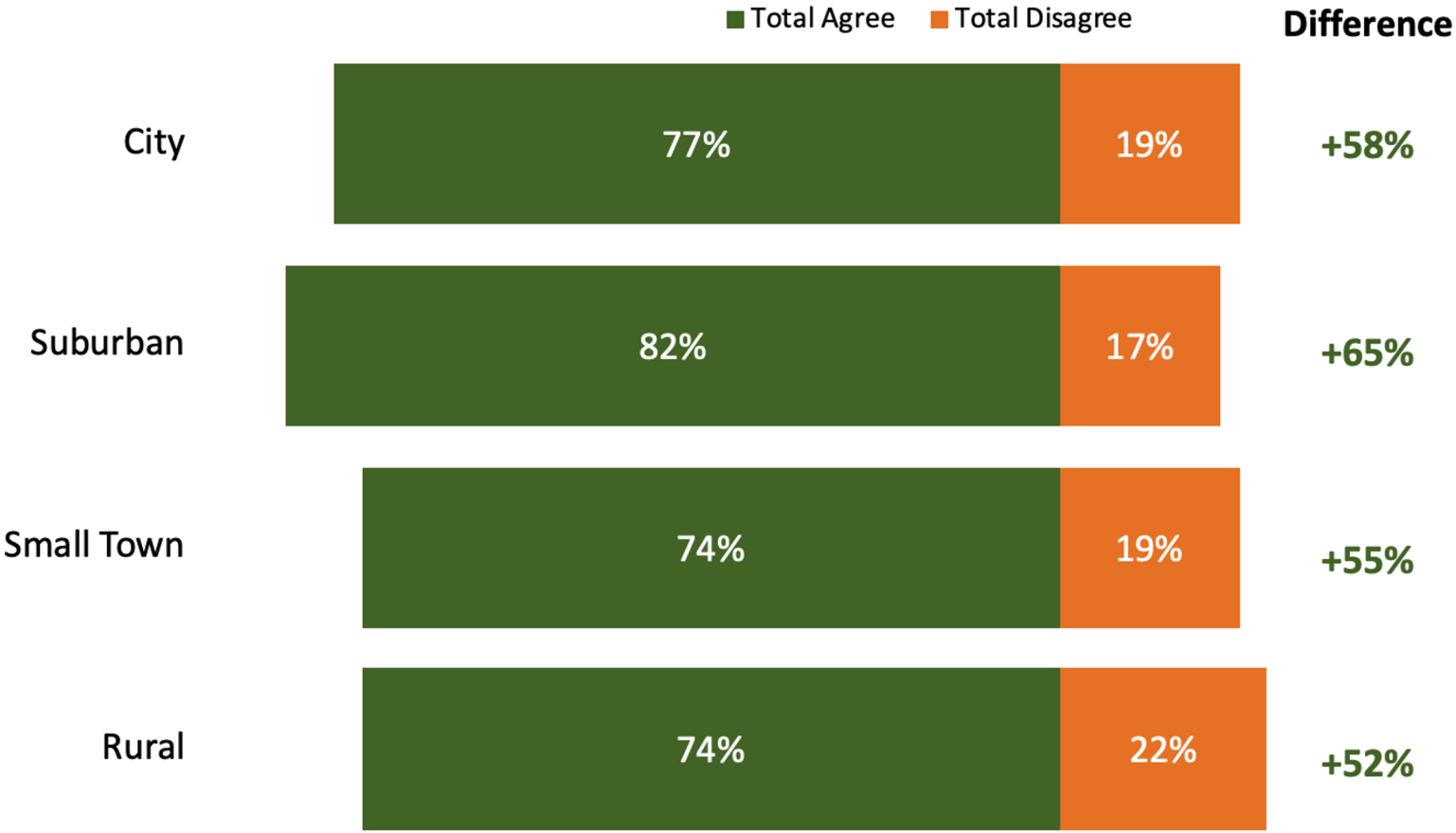
Assuming that climate change is happening, do you think it is...



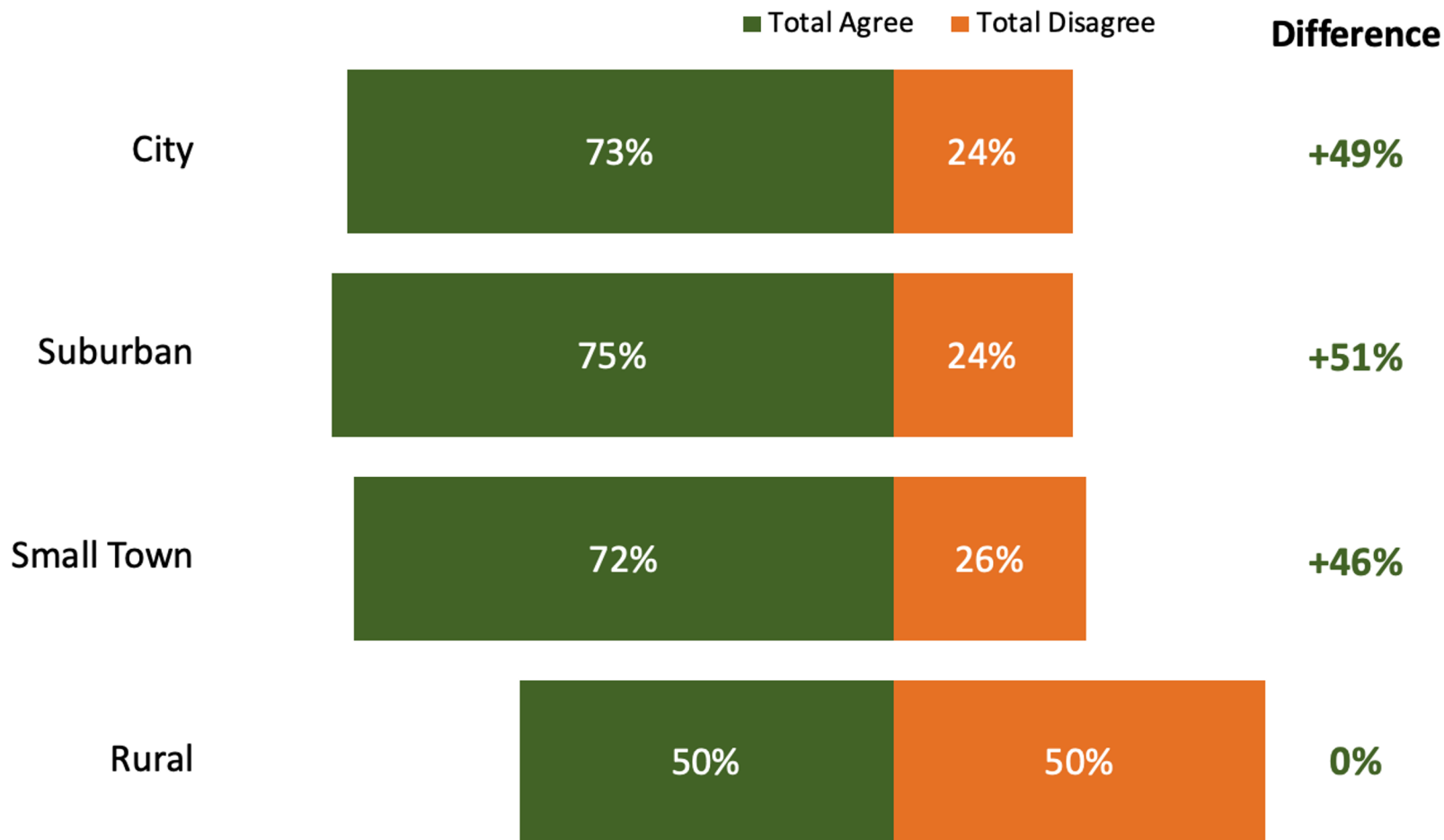
They broadly agree that we cannot rely on D.C. to solve climate change, and that we should respond with bold action.



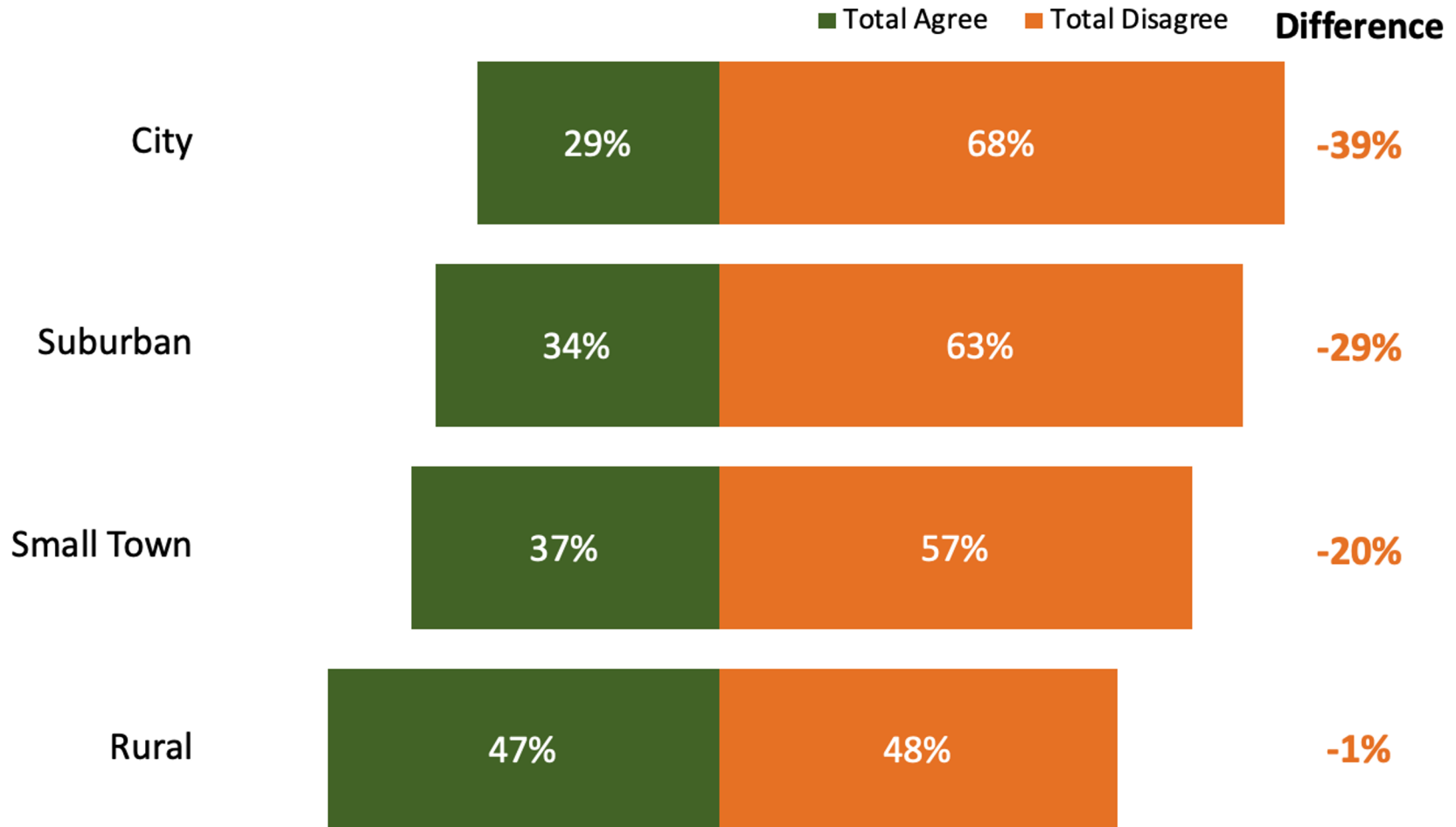
They broadly agree that: we cannot rely on D.C. to solve climate change



They broadly agree that: Washington should join other states to pass comprehensive policy to reduce carbon emissions using the best available science

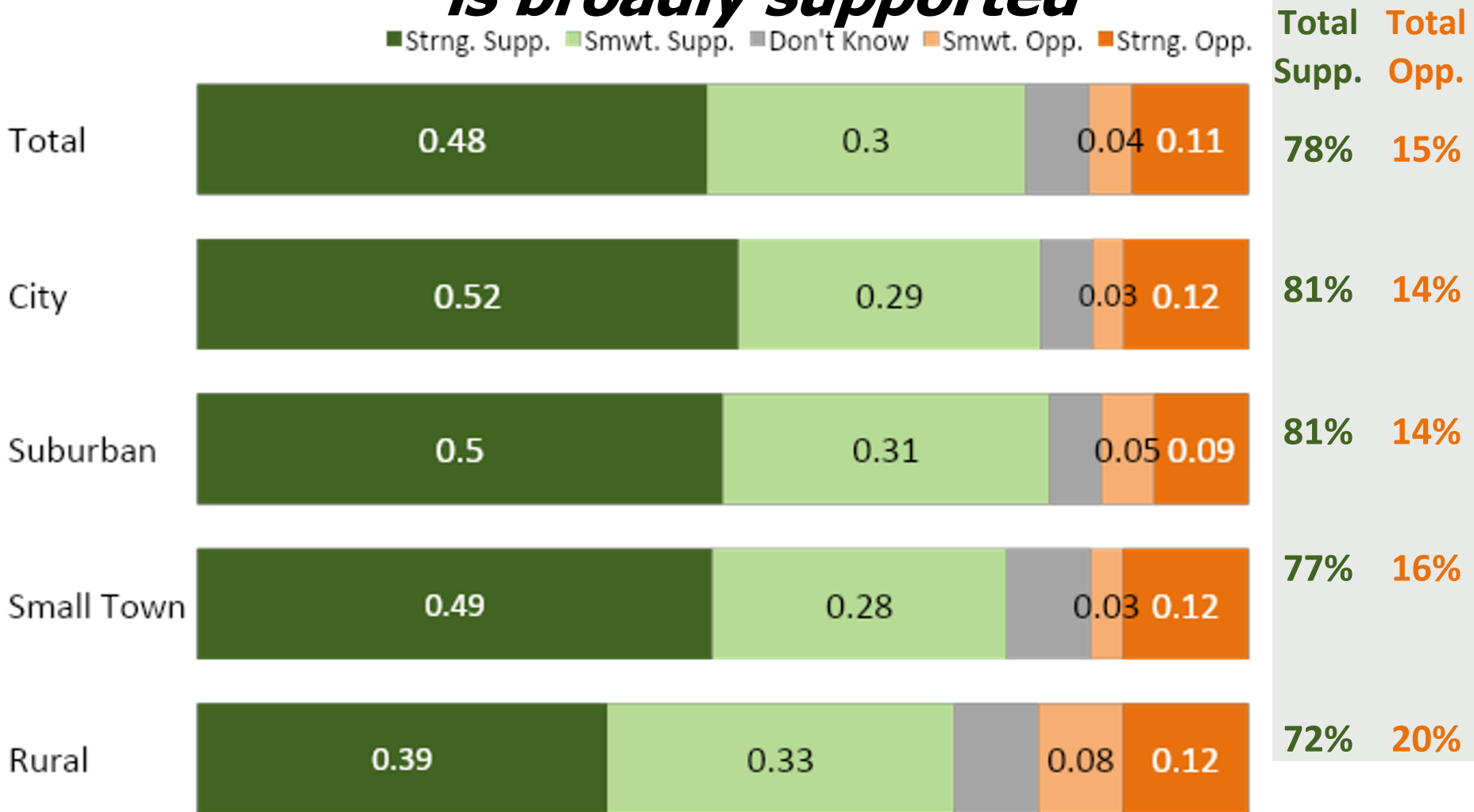


They broadly disagree that: We should change policy to address climate change if it will not threaten economic growth

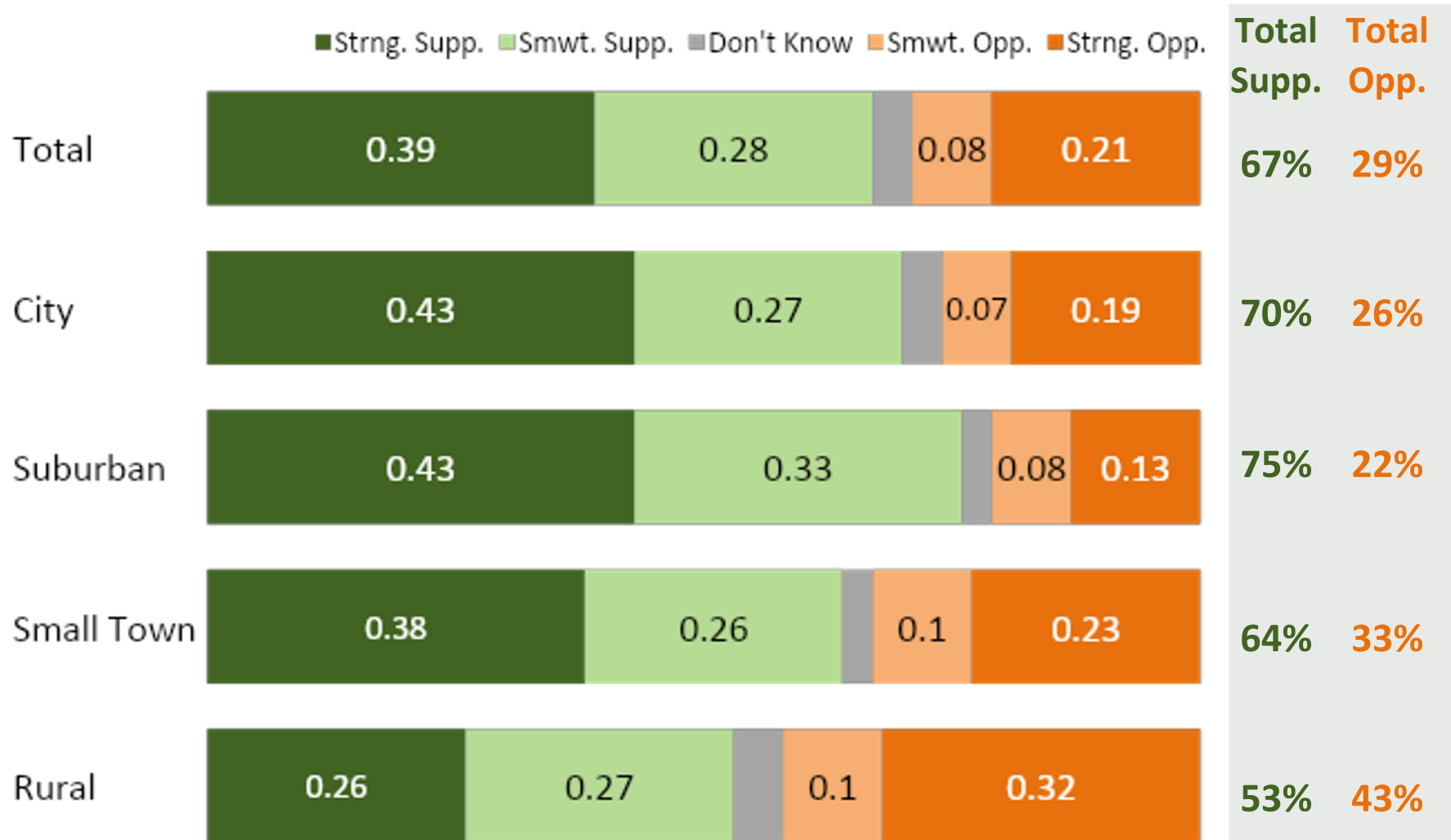


Managing forests and soil to capture carbon and reduce the pollution that causes climate change – *is broadly supported*

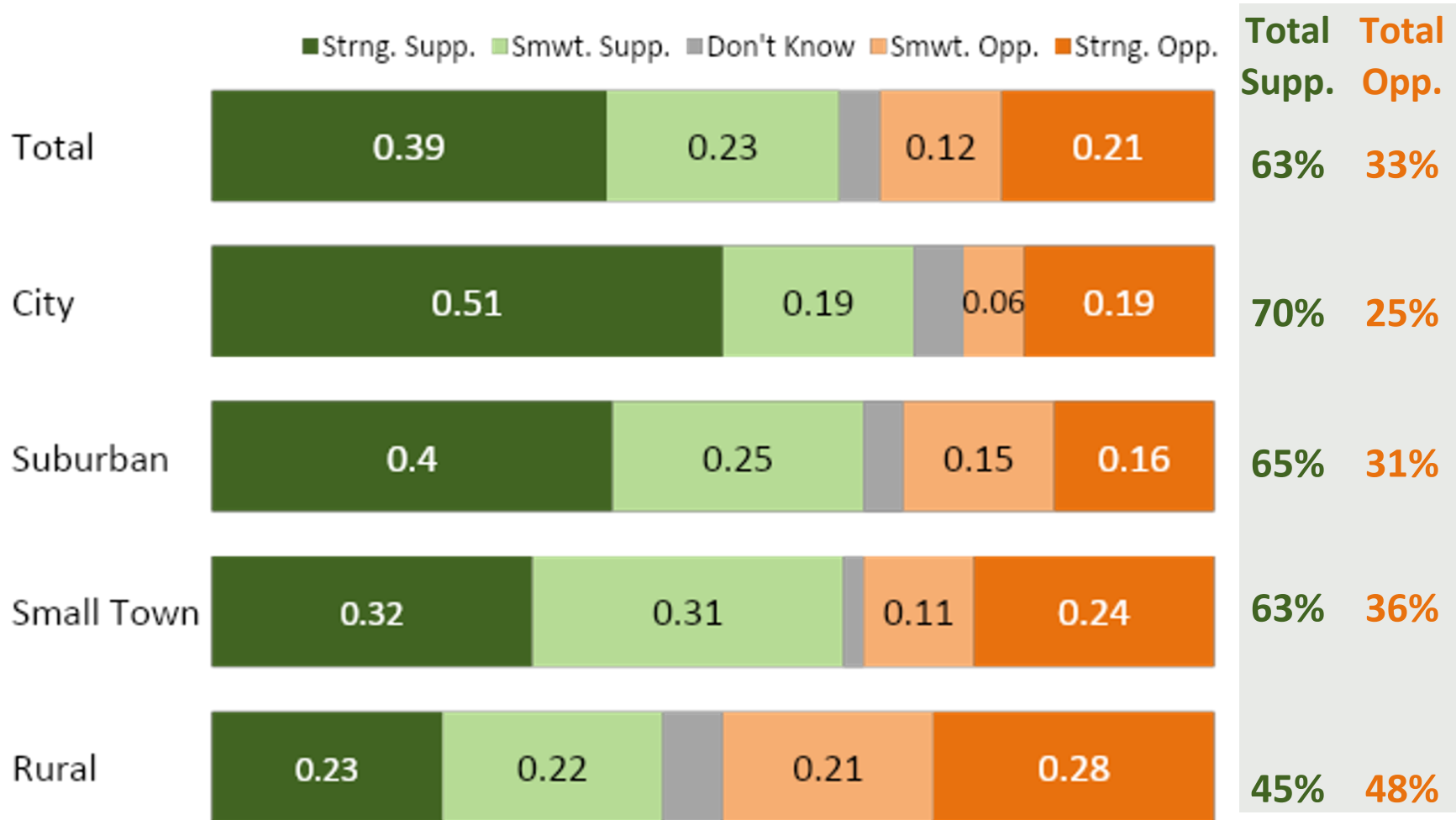
■ Strng. Supp. ■ Smwt. Supp. ■ Don't Know ■ Smwt. Opp. ■ Strng. Opp.



Transitioning to using 100% carbon-free energy to generate electricity



Establishing stricter limits on greenhouse gas emissions – narrowly opposed in rural areas

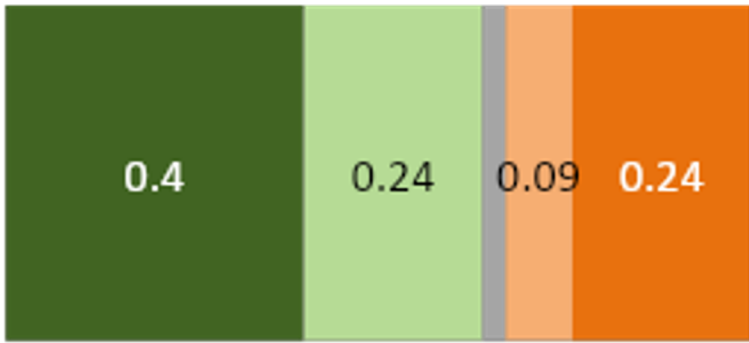


A fee on polluters that invests proceeds is more popular than one that reduces taxes.

■ Strng. Supp. ■ Smwt. Supp. ■ Don't Know ■ Smwt. Opp. ■ Strng. Opp.

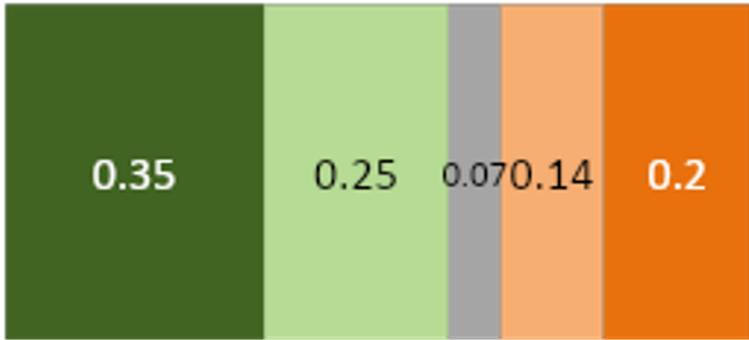
Total Supp. Total Opp.

Establishing a fee on large emitters of gasoline, coal and natural gas and using the funds generated to invest in projects that reduce carbon emissions and expand transportation options



64% 33%

Establishing a fee on large emitters of gasoline, coal and natural gas and using the funds generated to reduce other taxes



60% 3%

However, only one that invests proceeds has broad appeal



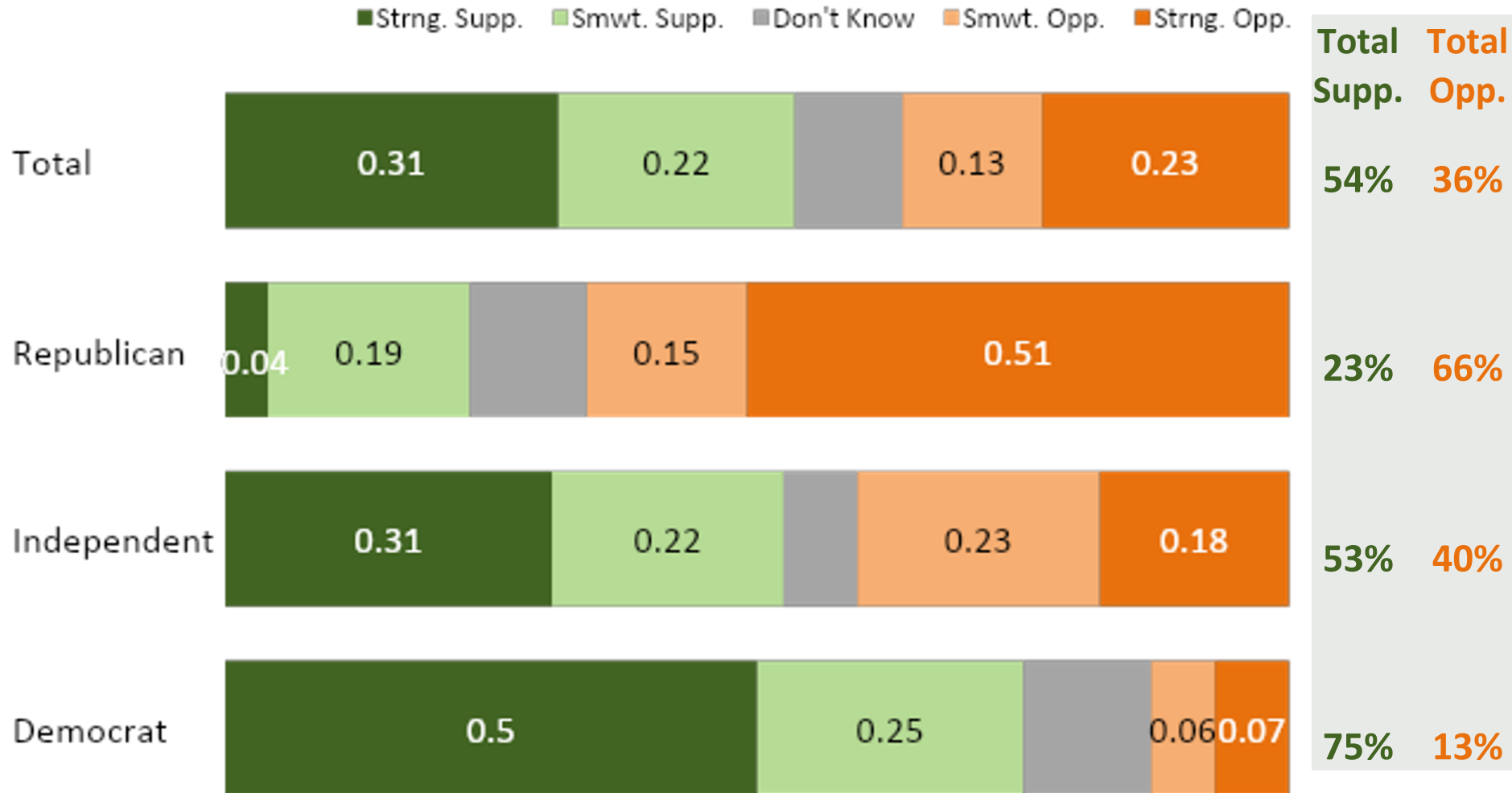
Q13g. I am going to read you some other policies that have been proposed for Washington State. Please tell me whether you support or oppose that policy idea. Establishing a fee on large emitters of gasoline, coal and natural gas and using the funds generated to invest in projects that reduce carbon emissions and expand transportation options. Split Sample

Joining 11 states by requiring that automakers and dealerships keep more EVs in stock on the lot available for purchase

■ Strng. Supp. ■ Smwt. Supp. ■ Don't Know ■ Smwt. Opp. ■ Strng. Opp.

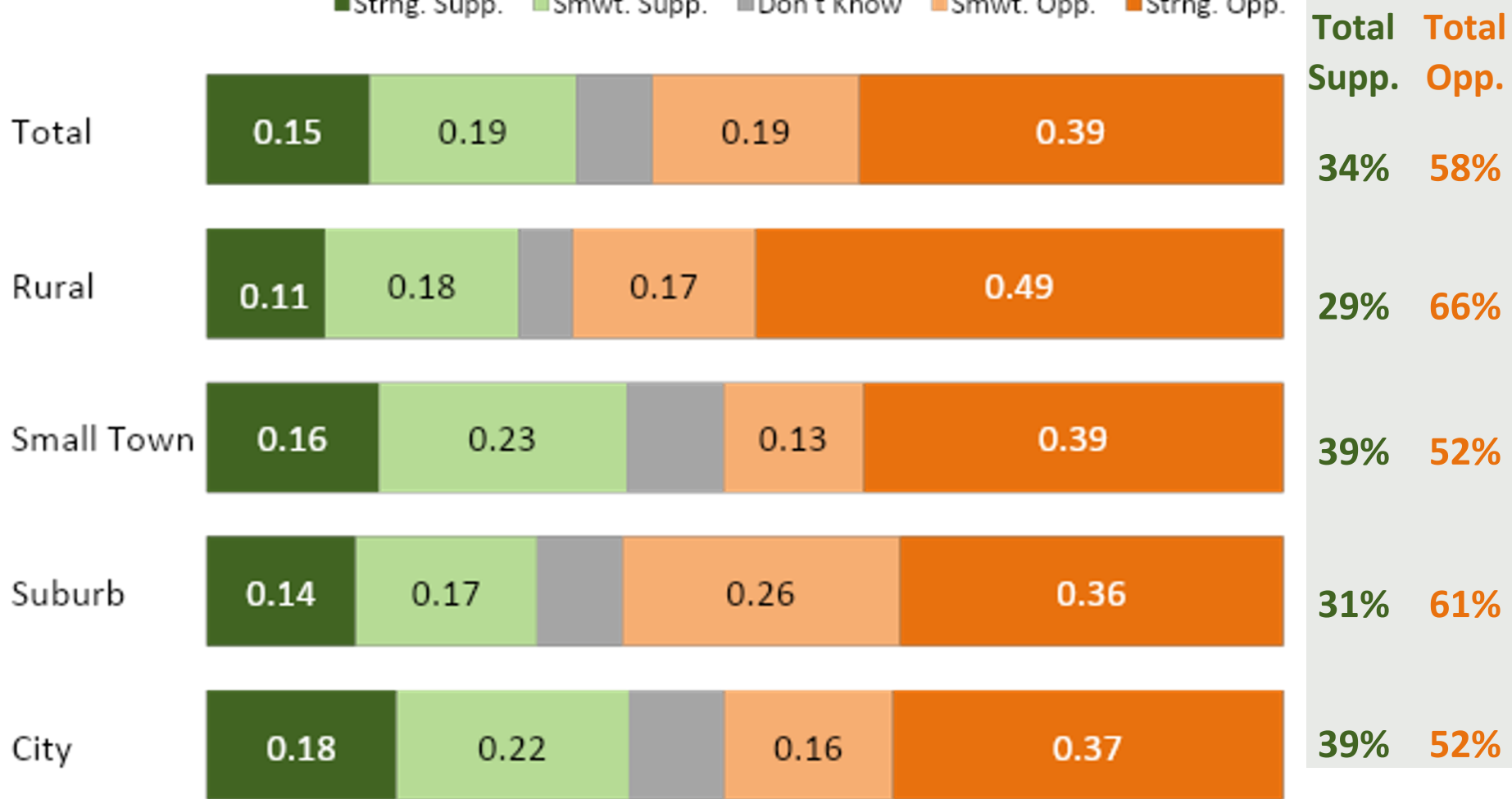


Some policies are very polarizing: Stopping building new fossil-fuel infrastructure



Some policies are broadly unpopular: phasing out the use of natural gas

■ Strng. Supp. ■ Smwt. Supp. ■ Don't Know ■ Smwt. Opp. ■ Strng. Opp.

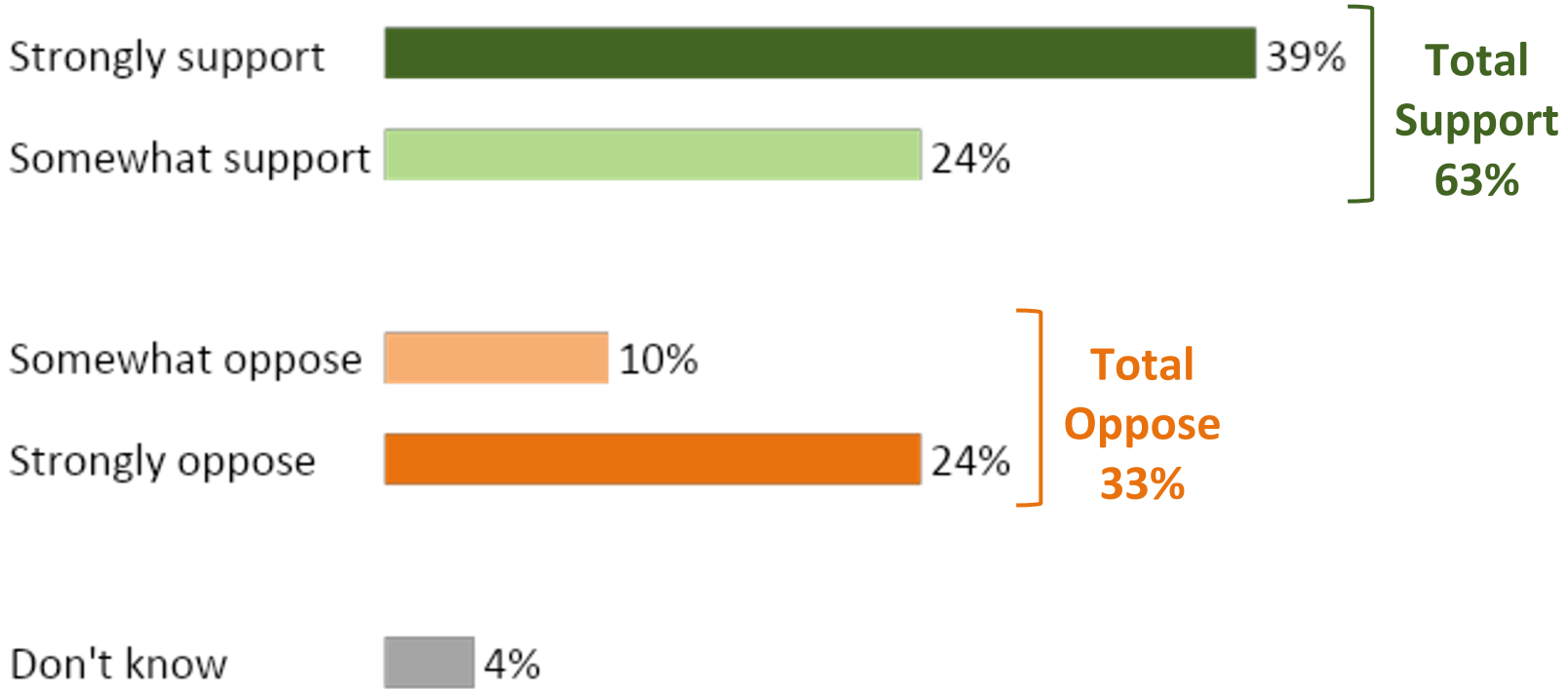




Cap and Invest

Three in five support a cap and invest proposal.

This proposed law would limit the amount of carbon pollution allowed in Washington State; the largest industrial polluters would have to purchase permits for all carbon pollution they emit. The number of permits allowed would decrease each year, to guarantee less pollution over time. The money generated from the sale of permits, estimated at \$800 million per year, would be invested in building renewable energy and energy efficiency projects; reducing wildfire risk; protecting water quality and supplies; upgrading roads; developing clean, affordable transportation alternatives; and training workers for clean energy jobs.



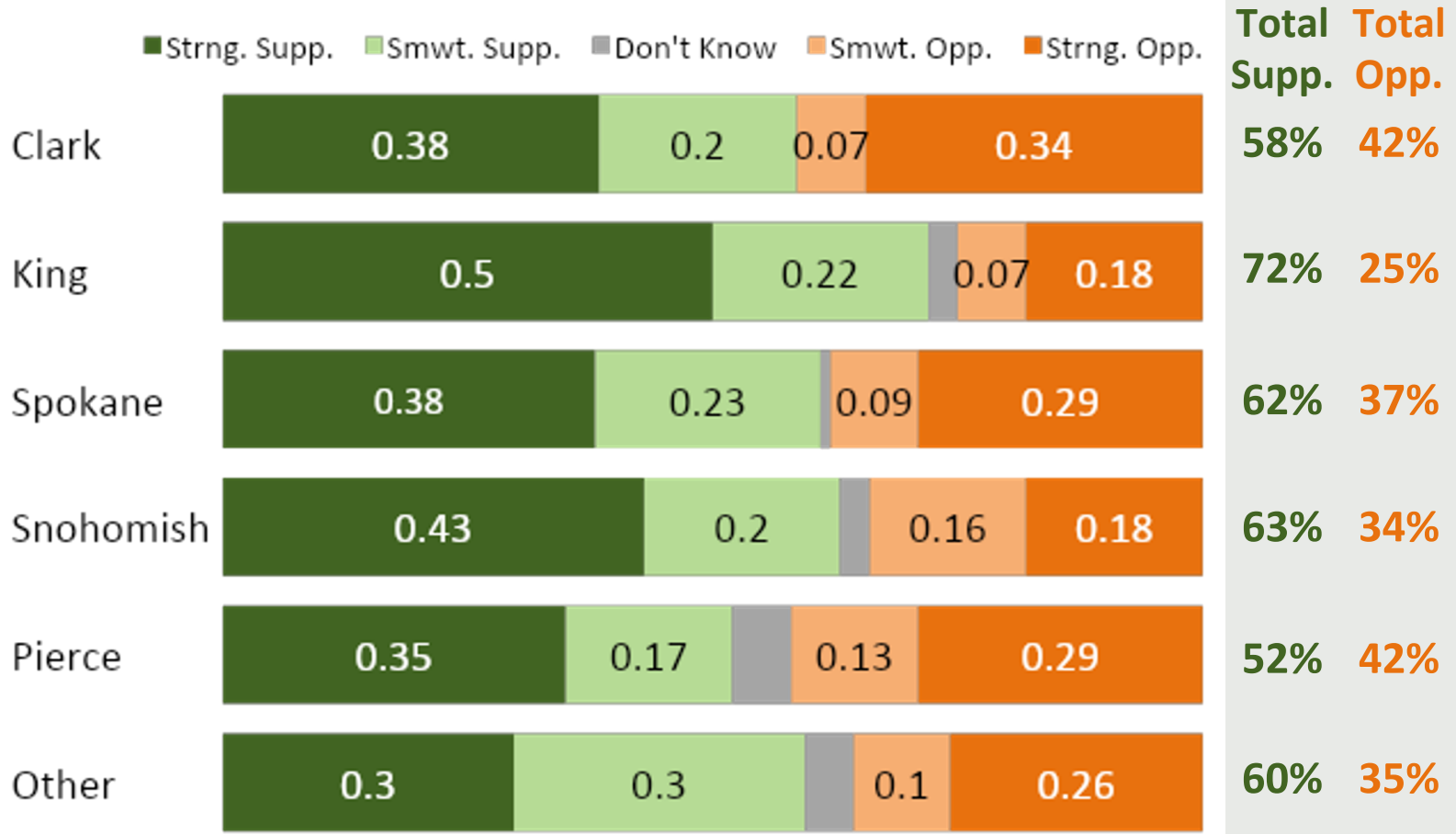
A majority of all community types surveyed expressed support for Cap & Invest

Cap and Invest Support by Party, County & City



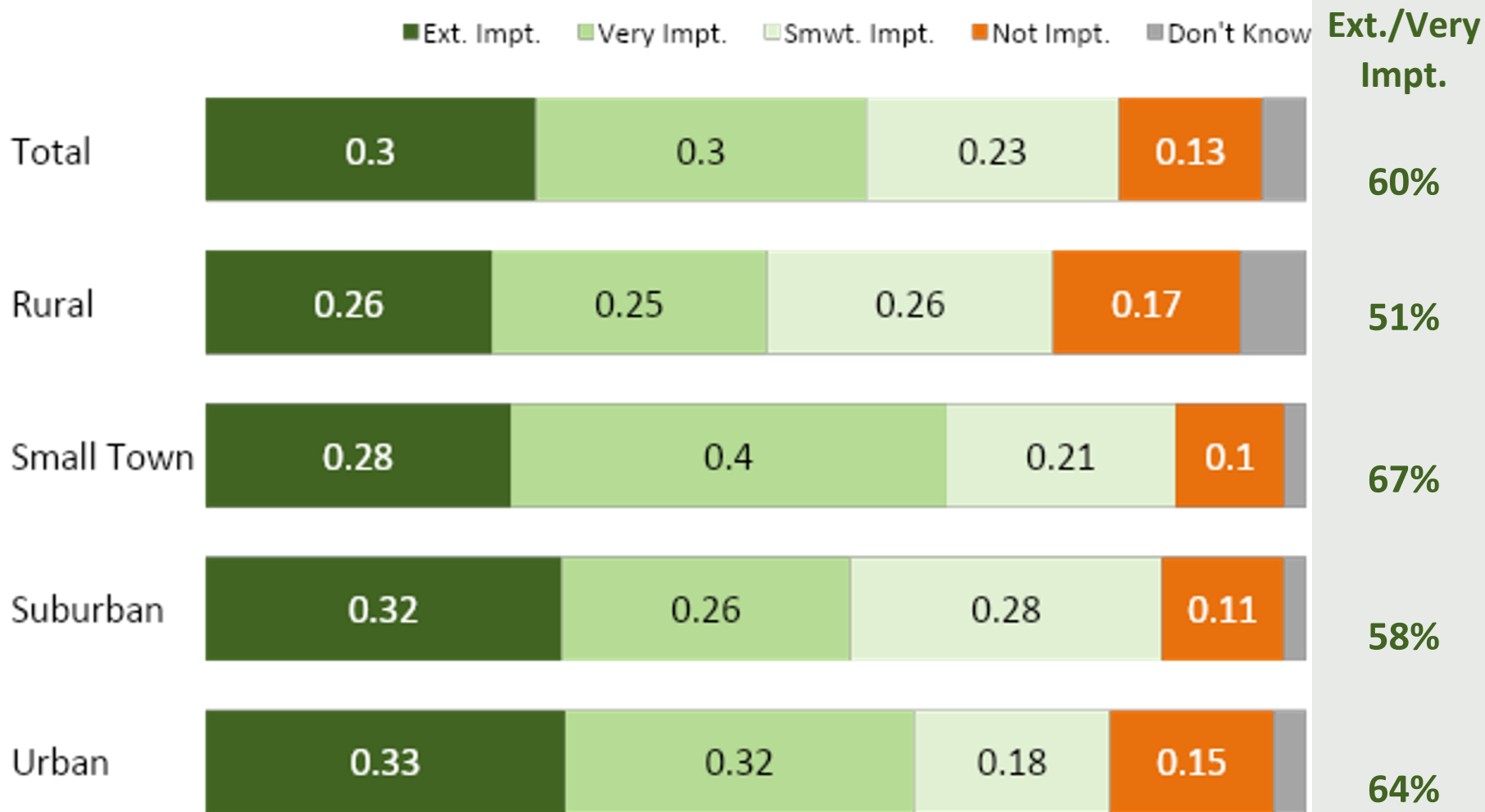
A majority of all counties surveyed supports Cap & Invest

Cap and Invest Support by Party, County & City



Incentives for rural communities are popular (though not intensely).

The policy would reward rural communities and farmers for practices that improve the health and carbon benefits of soil



Incentives for low-costs are popular (though not intensely).

The policy would give businesses an incentive to reduce emissions at the lowest possible cost



Q16. I am going to read you a list of features such a policy could have. Please tell me how important each one is to you: extremely important, very important, somewhat important, or not important.

While many don't have an opinion either way, a decreasing cap is favored over an increasing price.

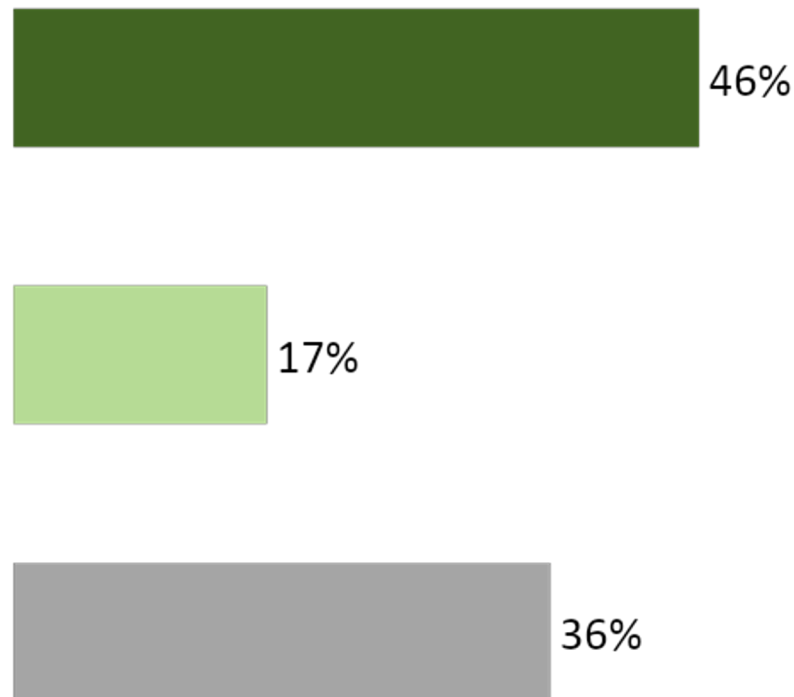
In general, would you prefer a version of this policy:

...that puts a cap on carbon pollution that decreases yearly to hit the state's goals, and lets the market determine the price necessary to hit the goals

OR

...that puts a price on carbon pollution that increases yearly up to a cap, no matter how well the state does in reducing emissions

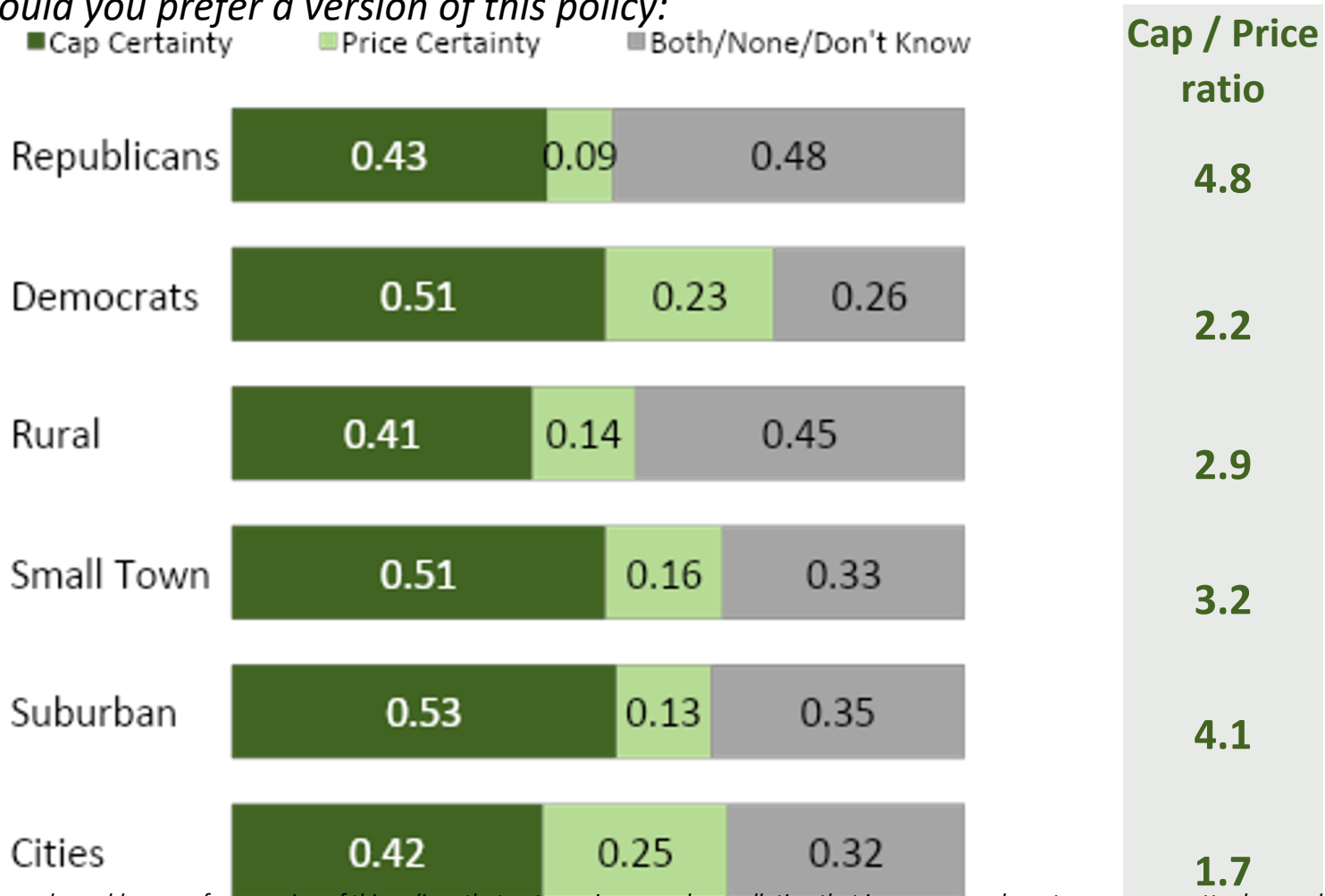
Both/None/Don't know



While many don't have an opinion either way, a decreasing cap is favored over an increasing price - broadly

In general, would you prefer a version of this policy:

■ Cap Certainty ■ Price Certainty ■ Both/None/Don't Know

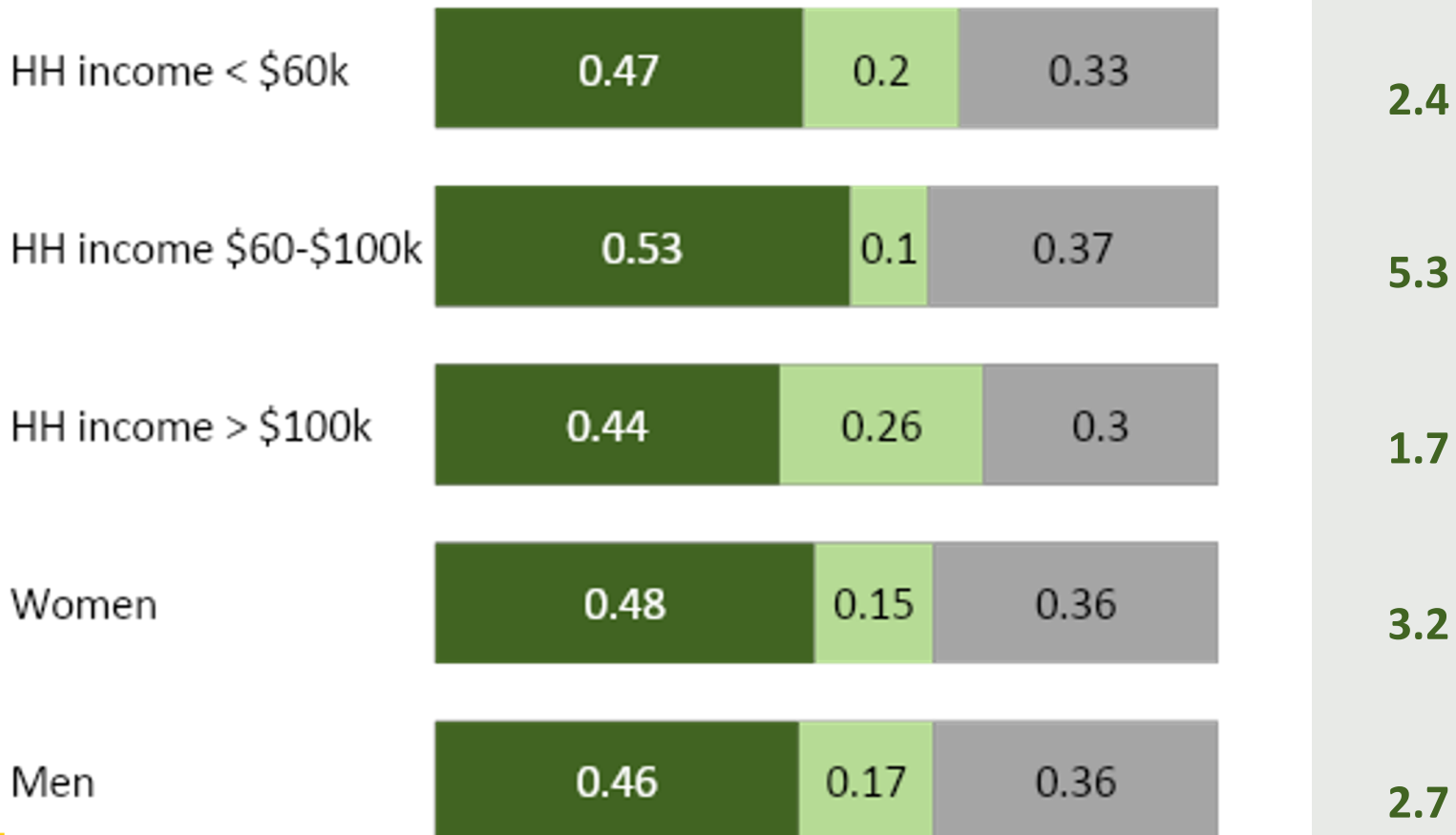


While many don't have an opinion either way, a decreasing cap is favored over an increasing price - broadly

In general, would you prefer a version of this policy:

■ Cap Certainty ■ Price Certainty ■ Both/None/Don't Know

Cap / Price ratio



For more information, contact:



OPINION
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