



What Do Americans Think About Federal Tax Options to Support Transportation? Results from Year Thirteen of a National Survey

Asha Weinstein Agrawal, PhD
Hilary Nixon, PhD



MINETA TRANSPORTATION INSTITUTE

Founded in 1991, the Mineta Transportation Institute (MTI), an organized research and training unit in partnership with the Lucas College and Graduate School of Business at San José State University (SJSU), increases mobility for all by improving the safety, efficiency, accessibility, and convenience of our nation's transportation system. Through research, education, workforce development, and technology transfer, we help create a connected world. MTI leads the [Mineta Consortium for Transportation Mobility \(MCTM\)](#) funded by the U.S. Department of Transportation and the [California State University Transportation Consortium \(CSUTC\)](#) funded by the State of California through Senate Bill 1. MTI focuses on three primary responsibilities:

Research

MTI conducts multi-disciplinary research focused on surface transportation that contributes to effective decision making. Research areas include: active transportation; planning and policy; security and counterterrorism; sustainable transportation and land use; transit and passenger rail; transportation engineering; transportation finance; transportation technology; and workforce and labor. MTI research publications undergo expert peer review to ensure the quality of the research.

Education and Workforce Development

To ensure the efficient movement of people and products, we must prepare a new cohort of transportation professionals who are ready to lead a more diverse, inclusive, and equitable transportation industry. To help achieve this, MTI sponsors a suite of workforce development and education opportunities. The Institute supports educational programs offered by the Lucas Graduate School of Business: a Master of Science in Transportation Management, plus graduate certificates that include High-Speed and Intercity Rail Management and Transportation Security Management. These flexible programs offer live online classes so that working transportation professionals can pursue an advanced degree regardless of their location.

Information and Technology Transfer

MTI utilizes a diverse array of dissemination methods and media to ensure research results reach those responsible for managing change. These methods include publication, seminars, workshops, websites, social media, webinars, and other technology transfer mechanisms. Additionally, MTI promotes the availability of completed research to professional organizations and works to integrate the research findings into the graduate education program. MTI's extensive collection of transportation-related publications is integrated into San José State University's world-class Martin Luther King, Jr. Library.

Disclaimer

The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the information presented herein. This document is disseminated in the interest of information exchange. MTI's research is funded, partially or entirely, by grants from the U.S. Department of Transportation, the U.S. Department of Homeland Security, the California Department of Transportation, and the California State University Office of the Chancellor, whom assume no liability for the contents or use thereof. This report does not constitute a standard specification, design standard, or regulation.

REPORT 23-05

WHAT DO AMERICANS THINK ABOUT FEDERAL TAX OPTIONS TO SUPPORT TRANSPORTATION? RESULTS FROM YEAR 13 OF A NATIONAL SURVEY

Asha Weinstein Agrawal, PhD
Hilary Nixon, PhD

April 2023

A publication of

Mineta Transportation Institute

Created by Congress in 1991

College of Business
San José State University
San José, CA 95192-0219

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. 23-05	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle What Do Americans Think About Federal Tax Options to Support Transportation? Results from Year Thirteen of a National Survey		5. Report Date April 2023	
		6. Performing Organization Code	
7. Authors Asha Weinstein Agrawal, PhD (https://orcid.org/0000-0003-2328-0263) Hilary Nixon, PhD (https://orcid.org/0000-0001-5378-3473)		8. Performing Organization Report CA-MTI-2208.2	
9. Performing Organization Name and Address Mineta Transportation Institute College of Business San José State University San José, CA 95192-0219		10. Work Unit No.	
		11. Contract or Grant No. 69A3551747127	
12. Sponsoring Agency Name and Address U.S. Department of Transportation Office of the Assistant Secretary for Research and Technology University Transportation Centers Program 1200 New Jersey Avenue, SE Washington, DC 20590		13. Type of Report and Period Covered Final Report	
		14. Sponsoring Agency Code	
15. Supplemental Notes DOI: 10.31979/mti.2023.2208.2			
16. Abstract <p>This report summarizes the results from the thirteenth year of a national public opinion survey asking U.S. adults questions related to their views on federal transportation taxes. A nationally-representative sample of 2,620 respondents completed the online survey from January 31 to March 10, 2022.</p> <p>The questions test public opinions about raising the federal gas tax rate, replacing the federal gas tax with a new mileage fee, and imposing a mileage fee just on commercial travel. In addition to asking directly about support for these tax options, the survey collected data on respondents' views on the quality of their local transportation system, their priorities for federal transportation spending, their knowledge about gas taxes, their views on privacy and equity matters related to mileage fees, travel behavior, and standard sociodemographic variables. This large set of variables is used to identify personal characteristics and opinions correlated with support for the tax options.</p> <p>Key findings include that large majorities supported transportation improvements across modes and wanted to see the federal government work towards making the transportation system well maintained, safe, and equitable, as well as to reduce the system's impact on climate change. Findings related to gas taxes include that only 2% of respondents knew that the federal gas tax rate had not been raised in more than 20 years, and 71% of respondents supported increasing the federal gas tax by 10 cents per gallon if the revenue would be dedicated to maintenance. With respect to mileage fees, just under half of respondents supported some form of mileage fee, whether that was assessed on all travel or just on commercial travel, 58% believe that low-income drivers should pay a reduce mileage fee rate, and 53% thought that electric vehicles should pay a lower rate than gas and diesel vehicles. The analysis of trends across the survey series, which has run from 2010 to 2022, shows that support for both higher gas taxes and a hypothetical new mileage fee has risen slowly but steadily.</p>			
17. Key Words Transportation taxes, transportation fees, public opinion, gasoline tax, mileage fees, highway user taxation, user charges	18. Distribution Statement No restrictions. This document is available to the public through The National Technical Information Service, Springfield, VA 22161		
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 99	22. Price

Copyright © 2023
by **Mineta Transportation Institute**
All rights reserved

DOI: 10.31979/mti.2023.2208.2

Mineta Transportation Institute
College of Business
San José State University
San José, CA 95192-0219

Tel: (408) 924-7560
Fax: (408) 924-7565
Email: mineta-institute@sjsu.edu

transweb.sjsu.edu

ACKNOWLEDGMENTS

We thank Cameron Simon for running the statistical testing, Chenyi Luo for producing the graphics, Lisa Rose for editing, and Alverina Weinardy for graphic design. We also thank the Mineta Transportation Institute for funding the research and MTI staff for support, including Executive Director Karen Philbrick, PhD.

TABLE OF CONTENTS

I. Introduction	1
II. Survey Design and Administration	3
2.1 Questionnaire Design	3
2.2 Survey Administration	5
2.3 Survey Respondents	6
2.4 Statistical Analysis Procedure	7
III. Findings Related to Respondents' Views on Transportation System Needs	9
3.1 Perceived Quality of the Local Transportation System	9
3.2 Priorities for the National Transportation System	11
3.3 Preferred Options for Spending Federal Fuel Tax Revenue	14
3.4 Discussion: Variation by Theme	17
IV. Findings about Federal Gas Taxes	20
4.1 Knowledge about the Federal Gas Tax Rate	20
4.2 Support for Raising the Federal Gas Tax Rate	21
4.3 Trends in Support over Time (2010 – 2022)	23
4.4 Support for Spending Some Gas Tax Revenue on Public Transit	25
V. Findings about Mileage Fees	27
5.1 Opinion about Privacy Concerns and Mileage Fees	27
5.2 Opinion about the Fairness of a Mileage Fee Compared to the Gas Tax	27
5.3 Support for Different Mileage Fee Options	28
5.5 Preferred Frequency for Paying a Mileage Fee	30
5.6 Preferred Rate Structures for a Fee on All Travel	30
VI. Conclusion	32
6.1 Priorities for Improving the Transportation System	32
6.2 Gas Tax Findings	33
6.3 Mileage Fee Findings	34
Appendix A: Survey Questionnaire and Topline Results	35
Appendix B: Data Tables for Subgroup Analysis	43
Bibliography	98
About the Authors	99

LIST OF FIGURES

1. Assessment of the Quality of Transportation Infrastructure and Services in “Your Community” (2019 – 2022)	10
2. Level of Concern with Traffic Congestion (2019– 2022)	11
3. Assessment of the Importance of Transportation-Related Goals for the U.S. (2019 – 2022)	12
4. Percent of Federal Transportation Revenue that Respondents Would Allocate to Each Transportation-Related Goal for the U.S. (2021 and 2022)	13
5. Priority Placed on Different Options for Spending Federal Gas Tax Revenue (2019 - 2022)	15
6. Options Selected as a Top-Three Priority for Spending Federal Gas Tax Revenue (2022)	16
7. Belief About How Long Ago the U.S. Congress Raised the Federal Gas Tax Rate (2020 - 2022)	20
8. Percent of Respondents Who Supported ^a the Gas Tax Options (2022)	21
9. Trends in Support ^a for the Gas Tax Options (2010 – 2022)	25
10. Support ^a for the Five Mileage Fee Options (2022)	29
11. Trends in Support* for the Flat and Green Mileage Fee Options (2010 – 2022)	30

LIST OF TABLES

1. Quotas Used for Sampling	6
2. Survey Respondents Compared to the U.S. Adult Population	7
3. Trends in the Percentage of Respondents Supporting the Gas Tax Options, 2010 – 2022	24
B1. Percent of Respondents “Very Concerned” with Traffic Congestion and Resiliency	44
B2. Percent of Respondents Who Rated Each Goal as “Very Important,” by Subgroup	46
B3. Percent of Respondents Who Rated Each Priority as “Very Important,” by Subgroup	48
B4. Respondents’ Belief about When the Federal Gas Tax Was Last Raised, by Sociodemographic Characteristics (% of Respondents)	49
B5. Respondents’ Belief about When the Federal Gas Tax Was Last Raised, Political Characteristics (% of Respondents)	50
B6. Respondents’ Belief about When the Federal Gas Tax Was Last Raised, by Census Region and Community Type (% of Respondents)	50
B7. Respondents’ Belief about When the Federal Gas Tax Was Last Raised, by Travel Behaviors and Expenditures (% of respondents)	51
B8. Support for the Gas Tax Options, by Sociodemographic Characteristics (% of Respondents)	52
B9. Support for the Gas Tax Options, by Political Characteristics (% of Respondents)	53
B10. Support for the Gas Tax Options, by Census Region and Community Type (% of Respondents)	53
B11. Support for the Gas Tax Options, by Travel Characteristics (% of Respondents)	54
B12. Support for the Gas Tax Options, by Knowledge of Federal Policy (% of Respondents)	55
B13. Support for the Gas Tax Options, by Opinion on Spending Some Gas Tax Revenue for Transit (% of Respondents)	55

B14. Support for the Gas Tax Options, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)	56
B15. Support for Raising the Gas Tax Options, by Spending Priorities (% of Respondents)	57
B16. Support for Spending Some Gas Tax Money on Transit, by Sociodemographic Characteristics (% of Respondents)	58
B17. Support for Spending Some Gas Tax Money on Transit, by Political Characteristics (% of Respondents)	59
B18. Support for Spending Some Gas Tax Money on Transit, by Census Region and Community Type (% of Respondents)	59
B19. Support for Spending Some Gas Tax Money on Transit, by Travel Characteristics (% of Respondents)	60
B20. Support for Spending Some Gas Tax Money on Transit, by Knowledge of Federal Policy (% of Respondents)	61
B21. Support for Spending Some Gas Tax Money on Transit, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)	61
B22. Support for Spending Some Gas Tax Money on Transit, by Spending Priorities (% of Respondents)	62
B23. Percent of Respondents <u>Not</u> Concerned about the Privacy Implications of a Mileage Fee, by Sociodemographic Characteristics (% of Respondents)	63
B24. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Political Characteristics (% of Respondents)	64
B25. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Census Region and Community Type (% of Respondents)	64
B26. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Travel Characteristics (% of Respondents)	65
B27. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Knowledge of Federal Policy (% of Respondents)	66
B28. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Sociodemographic Characteristics (% of Respondents)	67

B29. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Political Characteristics (% of Respondents)	68
B30. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Census Region and Community Type (% of Respondents)	68
B31. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Travel Characteristics (% of respondents)	69
B32. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Knowledge of Federal Policy (% of Respondents)	70
B33. Support for the Mileage Fee Options, by Socio-Demographics (% of Respondents)	71
B34. Support ^a for the Mileage Fee Options, by Political Characteristics (% of Respondents)	72
B35. Support for the Mileage Fee Options, by Geography (% of Respondents)	72
B36. Support for the Mileage Fee Options, by Travel Characteristics (% of Respondents)	73
B37. Support for the Mileage Fee Options, by Transportation Funding Knowledge (% of Respondents)	74
B38. Support for the Mileage Fee Options, by Transportation System Goals and Concerns (% of Respondents)	75
B39. Support for the Mileage Fee Options, by Spending Priorities (% of Respondents)	76
B40. Support for the Mileage Fee Options, by Opinions About Privacy and Fairness (% of Respondents)	77
B41. Opinion about Paying for Mileage Fees, by Sociodemographic Characteristics (% of Respondents)	77
B42. Opinion about Paying for Mileage Fees, by Political Characteristics (% of Respondents)	78
B43. Opinion about Paying for Mileage Fees, by Census Region and Community Type (% of Respondents)	78
B44. Opinion about Paying for Mileage Fees, by Travel Characteristics (% of Respondents)	79

B45. Opinion about Paying for Mileage Fees, by Knowledge of Federal Policy (% of Respondents)	80
B46. Opinion about Paying for Mileage Fees, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)	80
B47. Opinion about Paying for Mileage Fees, by Spending Priorities (% of Respondents)	81
B48. Opinion about Paying for Mileage Fees, by Opinions About Privacy and Fairness (% of Respondents)	82
B49. Opinion about Mileage Fee Block Rate, by Sociodemographic Characteristics (% of Respondents)	82
B50. Opinion about Mileage Fee Block Rate, by Political Characteristics (% of Respondents)	83
B51. Opinion about Mileage Fee Block Rate, by Census Region and Community Type (% of Respondents)	83
B52. Opinion about Mileage Fee Block Rate, by Travel Characteristics (% of Respondents)	84
B53. Opinion about Mileage Fee Block Rates, by Knowledge of Federal Policy (% of Respondents)	85
B54. Opinion about Mileage Fee Block Rates, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)	85
B55. Opinion about Mileage Fee Block Rates, by Spending Priorities (% of Respondents)	86
B56. Opinion about Mileage Fee Block Rates, by Opinions About Privacy and Fairness (% of Respondents)	87
B57. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Sociodemographic Characteristics (% of Respondents)	87
B58. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Political Characteristics (% of Respondents)	88

B59. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Census Region and Community Type (% of Respondents)	88
B60. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Travel Characteristics (% of Respondents)	89
B61. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Knowledge of Federal Policy (% of Respondents)	90
B62. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)	91
B63. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Spending Priorities (% of Respondents)	92
B64. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Opinions About Privacy and Fairness (% of Respondents)	93
B65. Opinion about Mileage Fee Rate for Low Income Drivers, by Sociodemographic Characteristics (% of Respondents)	93
B66. Opinion about Mileage Fee Rate for Low Income Drivers, by Political Characteristics (% of Respondents)	94
B67. Opinion about Mileage Fee Rate for Low Income Drivers, by Census Region and Community Type (% of Respondents)	94
B68. Opinion about Mileage Fee Rate for Low Income Drivers, by Travel Characteristics (% of Respondents)	95
B69. Opinion about Mileage Fee Rate for Low Income Drivers, by Knowledge of Federal Policy (% of Respondents)	96
B70. Opinion about Mileage Fee Rate for Low Income Drivers, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)	96
B71. Opinion about Mileage Fee Rate for Low Income Drivers, by Spending Priorities (% of Respondents)	97

1. INTRODUCTION

Over the past several decades, the transportation revenues available from state and federal gas taxes have fallen significantly in terms of inflation-adjusted dollars per mile traveled. At the same time, the transportation system requires critical—and expensive—system upgrades. Among other needs, a large portion of the national highway system requires major rehabilitation, and there is growing desire at all levels of government to substantially upgrade and expand infrastructure to support public transit, walking, bicycling, and micro-mobility modes such as electric kick-scooters.

This dilemma of growing needs and shrinking revenues can be resolved in only two ways: either the nation must dramatically lower its goals for system preservation and enhancement, or new revenues must be raised. If the latter is to happen, legislators must be convinced that increasing taxes or fees is politically feasible. One portion of the political calculus that legislators make when deciding whether or not to raise new revenues is, of course, the likelihood of public support for—or opposition to—raising different kinds of taxes.

This report contributes to the understanding of public sentiment about increasing transportation taxes by presenting results from the thirteenth year of an annual survey investigating public opinion about a variety of federal-level transportation tax options. The survey data was collected from January to March 2022.

The specific federal taxes tested were six variants of a gas tax increase, two variants of a new mileage fee on all travel that would replace the federal gas tax, and three variants of a mileage fee for commercial travel that would be levied in addition to the gas tax. In addition to asking directly about support for these tax options, the survey collected data on respondents' views on the quality of their local transportation system, their priorities for federal transportation spending, their knowledge about gas taxes, their views on privacy and equity matters related to mileage fees, travel behavior, and standard sociodemographic variables. All of this information was used to assess support levels for the tax options among different population subgroups.

The survey questionnaire described the various tax proposals in general terms only, so the study results cannot be assumed to reflect support for any actual proposal put forward. Nevertheless, the results show likely patterns of support and, more importantly, the public's relative preferences among different transportation tax options.

The report compares the results of the thirteen surveys in the series to establish how public views may have changed since 2010.¹ To permit reliable trend analysis, the surveys used identical question language each year to describe most of the tax options. However, starting in 2019, the survey was administered using an online panel, unlike previous years that gathered data through a random-digit-dialing phone survey. Comparisons of results from before and after the change in survey mode should be interpreted with care, since changes in survey mode can affect responses.

1. Reports from all years in the survey series are available at <https://transweb.sjsu.edu/about/research-centers/finance/MTI-Annual-Survey>.

The remaining chapters of the report are organized as follows. Chapter 2 describes the survey methodology and presents an overview of the questionnaire and details of the implementation procedure. Next, Chapter 3 describes findings on respondents' goals for the transportation system, Chapter 4 presents findings related to the federal gas tax, and Chapter 5 presents findings related to mileage fees. Finally, Chapter 6 summarizes the key findings.

2. SURVEY DESIGN AND ADMINISTRATION

The online survey was completed by 2,620 U.S. adults, who were recruited by Qualtrics through an online panel sample. This chapter describes the questionnaire design, survey sampling and administration, and characteristics of the respondents.

2.1 QUESTIONNAIRE DESIGN

The survey questionnaire was designed to test public support for variants on taxes that could be used to raise federal transportation revenues: an increase in the federal gas tax rate, a new national mileage fee to replace the federal gas tax, and a new mileage fee assessed only on commercial travel. The exact wording used for all questions can be found in Appendix A, which reproduces the survey questionnaire.

Because gas and mileage taxes are revenue options likely to receive considerable policy scrutiny in coming years, the survey tested support for different versions of each tax. Overall, 11 different federal tax options were tested: 6 variants of a gas tax increase, 2 variants of a new mileage fee on all travel to replace the federal gas tax, and 3 variants of a mileage fee for commercial travel that would be levied in addition to the gas tax. To permit trend analysis, most of the gas tax variants use identical language to those tested in earlier years of the survey series. The mileage fee variants are also asked with the same wording as last year.

To make these hypothetical taxes easier for respondents to understand, the survey gave specific amounts for the gas tax increase and a rate for the mileage fee on all travel. The amounts were selected to be simple numbers within the range of mainstream current policy discussion.

Gas-tax increases. All variants of a federal gas tax increase involved raising the existing 18¢-per-gallon tax to 28¢ per gallon,² but each included a different set of information for respondents to consider. The six variations were:

- A “base-case” 10¢ increase in the gas tax, with respondents given no information other than the rate and that proceeds would be spent “for transportation.”
- A 10¢ increase in the gas tax, with the revenues to be spent only for projects to reduce local air pollution caused by the transportation system.
- A 10¢ increase in the gas tax, with the revenues to be spent only on projects to reduce the transportation system’s contribution to global warming.
- A 10¢ increase in the gas tax, with the revenues to be spent only on projects to maintain streets, roads, and highways.

2. The current federal tax on gasoline is 18.4¢ per gallon, but respondents were told that it was 18¢ per gallon in order to make the survey simpler to understand.

- A 10¢ increase in the gas tax, with the revenues to be spent only on projects to reduce accidents and improve safety.
- A 10¢ increase in the gas tax, with the revenues to be spent only on projects to reduce traffic congestion. (This option was added to the survey in 2019.)

New mileage fees to replace the gas tax. Two variants of a mileage fee on all travel were presented. Both involved replacing the federal gasoline tax with a new fee that charges drivers for each mile driven and relies on electronic meters to track mileage.³ Respondents were also told that someone driving 10,000 miles a year would pay \$300. The two variants, which differed only in the rate structure, were:

- “Flat-rate” variant: a fee of three cents per mile, with every vehicle taxed at the same rate.
- “Green” variant: the *average* rate would be three cents per mile, but vehicles that pollute less would be charged less and vehicles that pollute more would be charged more.

A “Business Road-Use Fee”: New to last year’s survey was a question asking respondents about a hypothetical mileage fee, termed a Business Road-Use Fee, that would be assessed only on miles that commercial vehicles drive on the job. Those vehicles would continue to pay the current gas tax as well. Respondents were asked if they would support such a tax on different types of commercial travel: delivery and freight trucks, taxis, and ride-hailing vehicles.

The survey also asked several questions to test support for specific features of a hypothetical new mileage fee on all travel: whether respondents thought all-electric vehicles should pay a lower rate than gas and diesel vehicles; whether low-income drivers should pay a reduce rate (a new question for 2021); whether respondents would be bothered by having their mileage tracked; whether they see a mileage fee as more or less fair than a gas tax; and how often they would prefer to pay a new mileage fee (each time they buy gas or charge a vehicle, once a month, or annually).

To provide context for understanding respondents’ views on gas and mileage taxes, the questionnaire also asked respondents to rate the quality of transportation infrastructure and services in their community, their goals for improving transportation across the U.S., their priorities for different ways the federal government could spend gas tax revenues, their estimate of how recently the federal gas tax rate has been raised, simple travel behavior questions, and standard socio-demographic questions.

3. The description of the mileage fee options in the 2019 and 2020 surveys is slightly different from the description presented in previous surveys in the series. Also, the rate proposed changed in 2021: this year it was three cents per mile, whereas previous years in the survey series proposed a fee of one cent per mile.

2.2 SURVEY ADMINISTRATION

The survey was administered online, using a survey platform and panel of respondents managed by Qualtrics. Online surveys are increasingly popular, in part due to their low cost, speed at which they can be administered, convenience for respondents, and ability to include question design options that are difficult or impossible to implement via telephone or mail.⁴ A 2021 analysis from the Pew Research Center found that 93% of Americans are online,⁵ which suggests that online surveys are currently a reasonable method to reach a representative sample of U.S. adults, despite evidence that some population subgroups are often underrepresented in online surveys. Groups that are less well-represented include people who are older, have low-income, have less formal education, live in rural communities, and do not have high-speed internet access at home.⁶

Through the year 2018, the surveys in the series gathered data through random-digit-dial telephone surveys. In 2019, we changed the survey mode to take advantage of the benefits of online surveys. Compared to a phone survey, online surveys are much less expensive and avoid some challenges specific to telephone surveys, such as their intrusive nature and the increased use of call screening.⁷

Survey mode can influence the way respondents answer questions, so readers are cautioned that when trends are discussed in this report's findings, the change in survey mode could account for some of the difference between responses before and after 2019. A study by the authors of this report, for example, found higher support levels for some of the same tax options described here when responses were collected from the online panel "SurveyMonkey Audience" than when responses were collected with a random-digit-dial phone survey.⁸ However, research suggests that questions about abstract policy matters (such as those in this survey) are less affected by survey mode than questions about potentially embarrassing personal topics where respondents may feel pressured to give socially acceptable answers. Researcher have also found that respondents to online polls are less likely than phone survey respondents to answer rating questions with the most positive answers.⁹

4. Valerie M. Sue and Lois A. Ritter, *Conducting Online Surveys*, 2nd edition (Sage Publications, 2012), <https://dx.doi.org/10.4135/9781506335186>.

5. Andrew Perrin and Sara Atske, "7% of Americans Don't Use the Internet; Who Are They?" Pew Research Center, April 2, 2021, <https://www.pewresearch.org/fact-tank/2021/04/02/7-of-americans-dont-use-the-internet-who-are-they/>.

6. Pew Research Center, *Collecting Survey Data* (no date), <https://www.pewresearch.org/methods/u-s-survey-research/collecting-survey-data/>.

7. Sue and Ritter, 2012.

8. Hilary Nixon and Asha Weinstein Agrawal, *Do Americans' Opinions About Federal Transportation Tax Options Depend on Survey Mode? A Comparison of Results from Telephone and Online Surveys* (San Jose: Mineta Transportation Institute, April 2018), <http://transweb.sjsu.edu/research/Do-Americans-Opinions-About-Federal-Transportation-Tax-Options-Depend-Survey-Mode>.

9. Courtney Kennedy and Claudia Deane, "What Our Transition to Online Polling Means for Decades of Phone Survey Trends" (Pew Research Center, February 27, 2019), <https://www.pewresearch.org/fact-tank/2019/02/27/what-our-transition-to-online-polling-means-for-decades-of-phone-survey-trends/>.

Sampling Approach

Quota sampling was used in order to ensure a sample that closely represents the U.S. adult population. The authors requested a nationally-representative sample, as defined by U.S. American Community Survey (ACS) data on gender, race and ethnicity, employment status, annual household income, and age. Table 1 shows the ACS values used to build the quotas.

Interviews were conducted from January 31 to March 10, 2022. The median time to complete each survey was 14 minutes, and the mean time was 17 minutes. A total of 2,620 adults responded with usable data. We did not calculate response or frequency rates because the Qualtrics sampling method does not track how many people received the survey invitation.

2.3 SURVEY RESPONDENTS

The 2,620 adult survey respondents with usable data were generally representative of the U.S. population in terms of Census region and sociodemographic characteristics (Table 2). For the survey findings and analysis presented in this report, we lightly weighted the data using a raking method to match the Census Bureau's 2018 American Community Survey five-year estimates with respect to gender, race, Hispanic ethnicity, education level, household income, and age.¹⁰

Table 1. Quotas Used for Sampling

Characteristics		U.S. adults ^a (%)
Gender	Male	49
	Female	51
Race/ethnicity	Non-Hispanic White	62
	Of Hispanic, Latino/a, or Spanish origin	17
	Non-Hispanic Black/African-American	12
	Asian/Other Race	8
Income (annual household)	0 - \$49,999	40
	\$50,000 - \$99,999	33
	\$100,000+	27
Age (years)	18 – 24	31
	25 – 54	34
	55+	35

^a We set quotas close to actual population values, with slight variations to ensure enough representation by harder-to-reach population subgroups so that these groups could be analyzed independently. The quotas are based on American Community Survey (ACS) data for U.S. adults (18 years or older), except for income, which is based on ACS household values. The ACS values were obtained from Steven Ruggles, et al, "IPUMS USA: Version 10.0 American Community Survey 5-Year Estimates, 2015-2019" (Minneapolis, MN: IPUMS, 2022) <https://doi.org/10.18128/D010.V11.0>.

10. Stephen Ruggles, et al, "IPUMS USA: Version 10.0 American Community Survey 5-Year Estimates, 2014-2018" (Minneapolis, MN: IPUMS, 2020), <https://ipums.org/projects/ipums-usa/d010.v10.0>.

Table 2. Survey Respondents Compared to the U.S. Adult Population

Characteristics		Sample (%)	U.S. adults ^a (%)
Gender	Male	48.8	48.7
	Female	51.2	51.3
Of Hispanic, Latino/a, or Spanish origin		16.0	15.9
Race	White only	68.1	74.1
	Black or African-American only	17.3	12.3
	Asian or Asian-American only	8.3	5.9
	Other or multi-race	6.3	7.7
Education	Less than high school graduate	3.2	10.3
	High school graduate	22.1	36.1
	Some college	33.0	24.2
	College graduate	27.1	18.6
	Graduate degree	14.6	10.9
Income (annual household)	Less than \$25,000	18.0	17.2
	\$25,000 – \$49,999	22.1	19.6
	\$50,000 – \$74,999	19.6	16.2
	\$75,000 – \$99,999	12.7	12.4
	\$100,000 – \$149,999	17.9	15.8
	\$150,000 – \$199,999	5.8	7.3
	\$200,000 +	3.9	11.5
Age (years)	18 – 24	10.6	12.2
	25 – 34	19.7	17.9
	35 – 44	19.6	16.3
	45 – 54	14.7	16.7
	55 – 64	16.0	16.6
	64 – 74	15.9	11.8
	75 – 84	3.2	6.0
	85+	0.2	2.5

^a U.S. data are for adults 18 years and older, except that household income is for all U.S. households. Source: Steven Ruggles, et al, "IPUMS USA: Version 11.0 American Community Survey 5-Year Estimates, 2015-2019" (Minneapolis, MN: IPUMS, 2022), <https://doi.org/10.18128/D010.V11.0>.

2.4 STATISTICAL ANALYSIS PROCEDURE

For many of the question, we looked at how responses differed by socio-demographic factors, characteristics of the place the respondent lives (geography), political affiliation, and travel behavior. This analysis used the statistical test of two proportions to check whether differences among subgroups (e.g., men versus women) are statistically significant at the 95% and 99% confidence levels. Appendix B presents the results from this statistical testing. For each set of population categories (i.e., male vs. female or do vs. do not use

transit), the first subgroup listed is the reference case against which the other subgroups are compared.

Readers should note that the statistically significant differences among subgroups identified in the tables are not necessarily the only important differences that exist. Rather, the highlighted differences are those that were statistically significant according to the specific statistical tests used. It is also important to keep in mind that statistical significance is not an automatic indicator of scientific or policy importance, as discussed in a 2016 statement from the American Statistical Association.¹¹

The following chapters highlight those variations by subgroups that were not only statistically significant but also of large enough magnitude to suggest meaningful differences. As a cut-off to identify “notable” differences, we chose a cut-off of statistically significant differences of at least ten percentage points.

11. For more information about the use of p-values in scientific research, see: American Statistical Association, “Statement on Statistical Significance and P-values,” March 7, 2016, <https://www.amstat.org/newsroom/pressreleases/P-ValueStatement.pdf>.

3. FINDINGS RELATED TO RESPONDENTS' VIEWS ON TRANSPORTATION SYSTEM NEEDS

This chapter presents key findings from a set of questions asking respondents about their views related to the quality of the current transportation system and priorities for improving it. (Appendix A presents the exact questionnaire language and complete top-line results.)

The 2021 Bipartisan Infrastructure Law (also known as the Infrastructure Investment and Jobs Act, or IIJA), represents a major investment to rebuild and improve infrastructure in the U.S. With the significant funding associated with the IIJA, it is critical that transportation professionals and policymakers identify spending priorities that not only meet identified critical infrastructure and service needs but also resonate with the public. If the public does not perceive that IIJA funding was spent wisely, it will be much harder to convince lawmakers to approve future legislation needed to increase revenue further over time.

The nation's transportation needs far exceed available funding, even with the infusion of revenue from the IIJA, leaving policymakers to make difficult choices about which competing priorities they will fund. This survey fills a unique gap in understanding about public priorities for national transportation spending. Although a number of national surveys ask a few questions on this general topic, no other recent survey asks about a large number of different options so that policymakers can compare responses across spending possibilities. These relative preferences are far more revealing than the specific support levels for any one option.

3.1 PERCEIVED QUALITY OF THE LOCAL TRANSPORTATION SYSTEM

Figure 1 shows how respondents assessed the quality of transportation infrastructure and services in their own community in the 2019—2022 surveys. The grey bars to the left indicate the percentage of respondents who assessed each type of transportation infrastructure or service negatively (as “somewhat” or “very bad”), while the blue bars to the left show the percentage of respondents who assessed each item positively (as “somewhat” or “very good”). The figure also shows the percentage of respondents who responded “not sure/doesn't apply.”

The majority of respondents rated the transportation system positively, though with some reservations. For every item, more than half of respondents rated it as “somewhat” or “very” good. However, more people selected “somewhat” than “very” good.

Comparing responses across the four items, interstates, highways, and freeways were rated positively by the largest percent of respondents (77%). The other three items were rated positively by somewhat smaller majorities: 64% for local streets and roads, 58% for bicycle and pedestrian facilities, and 53% for public transit.

Responses across the four years have not varied greatly. However, there were regular small increases in overall positive ratings until 2021, and then in the past year the ratings all fell slightly (from one to four percentage points).

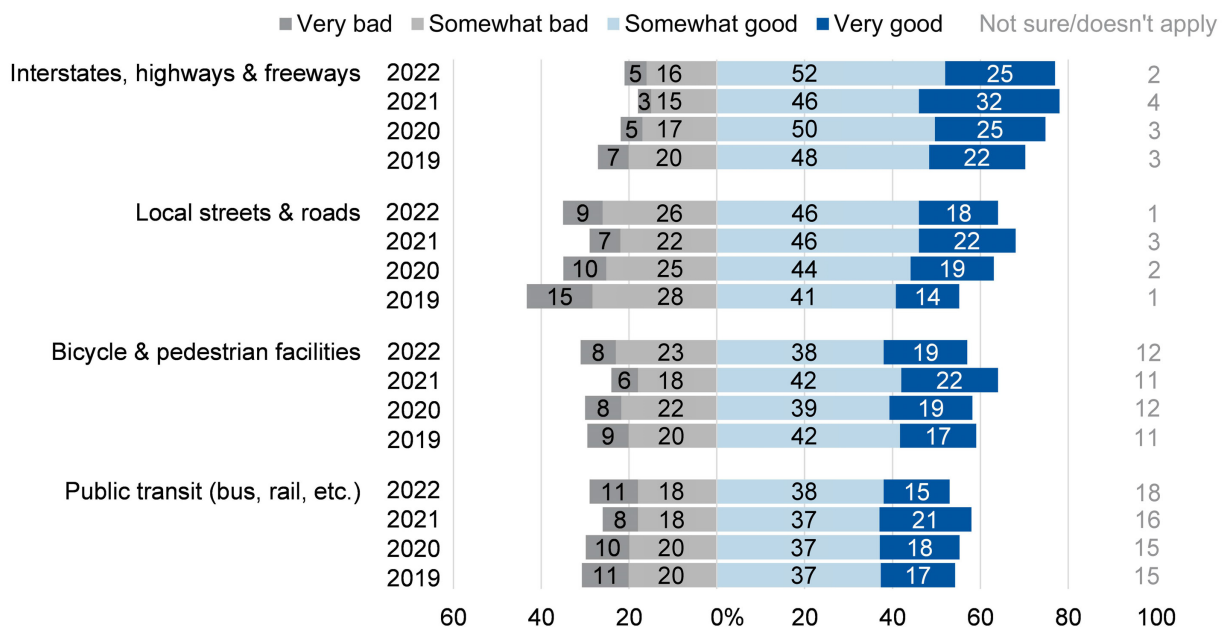


Figure 1. Assessment of the Quality of Transportation Infrastructure and Services in “Your Community” (2019 – 2022)

A separate question asked respondents if they were concerned about traffic congestion in their community. Twenty-nine percent were very concerned, 44% were somewhat concerned, and only 27% were not at all concerned. As with respondents' rating of transportation quality, the assessment of traffic congestion has changed very little 2019. However, in 2022 traffic congestion was of slightly less concern. For example, this year 29% of respondents were “very concerned” compared to 34% last year.

As Table B1 shows, there were many notable differences in opinion about congestion between subgroups. (As explained above, we define “notable” differences as statistically significant differences of at least 10 percentage points.) Subgroups that were more concerned by particularly large differences of at least 18 percentage points were respondents who lived in urban areas (vs. small town and rural), had paid a toll in the past 30 days, and frequently did not have enough money for transportation (vs. people who never faced this challenge). Characteristics for which there were no notable differences are gender, race, Hispanic/Latino ethnicity, education, income, age, likely voter status, vehicle fuel efficiency, having walked, cycled, or used micromobility in the last 30 days, having taken a taxi or ride-hail trip in the previous 30 days, and estimated monthly fuel expenditures.

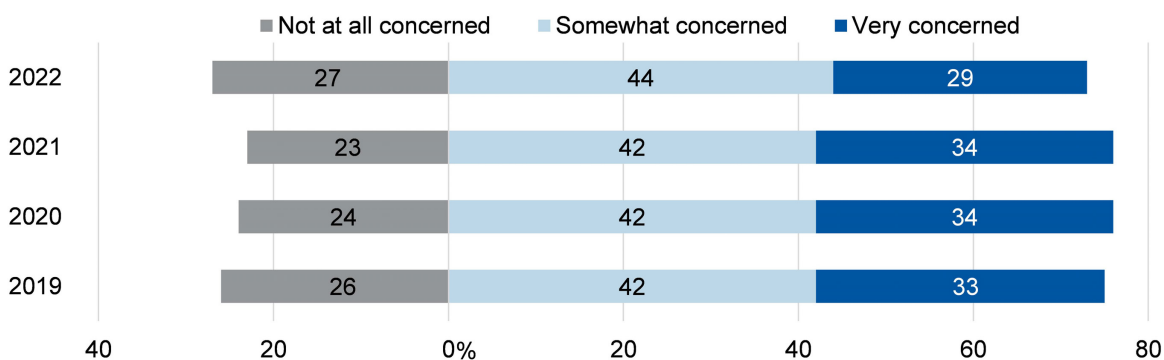


Figure 2. Level of Concern with Traffic Congestion (2019– 2022)

Finally, this year’s survey asked a new question about resiliency. Respondents were asked, “How concerned are you that disasters such as flooding, wildfires, or hurricanes will severely damage the transportation system in your community?” Respondents were only modestly less concerned about resiliency than congestion: 63% were concerned about resiliency vs. 73% concerned about congestion. The breakdown for resiliency concern was 25% very concerned, 38% somewhat concerned, and only 37% not at all concerned.

As Table B1 shows, there were even more notable differences in opinion about resiliency than there were about congestion. Subgroups that were more concerned by a difference of at least 18 percentage points were respondents who were Black/African-American (vs. white or “other” race), 18 to 24 years old (vs. 55 or older), living in an urban area (vs. small town or rural area), had paid a toll in the previous 30 days, and frequently did not have enough money for transportation (vs. people who never faced this challenge). Characteristics for which there were no notable differences are gender, education, income, likely voter status, political affiliation, annual mileage, having walked, cycled, having used micromobility in the last 30 days, and census region.

3.2 PRIORITIES FOR THE NATIONAL TRANSPORTATION SYSTEM

The next set of survey questions asked respondents about their priorities for improvements to the transportation system, asking first about national goals and then about preferred ways to spend federal gas tax revenues.

Figure 3 shows the importance that respondents placed on each of six goals for improving the national transportation system, comparing 2019 to 2022 data for the goals tested all four years. The light and dark blue bars to the right indicate the percentages rating each goal as “somewhat” or “very” important, and the grey bars to the left represent the proportion rating the goal as “not important.” Year after year, virtually all respondents (88% or more) rated each of the goals as “somewhat” or “very” important, with more selecting “very” than “somewhat” important. In 2022, for example, 92% of respondents said it was “somewhat” or “very important” to reduce health impacts from air pollution caused by cars and trucks.

The most popular goal in all four years was to reduce crashes and improve safety. In every year, at least 96% rated that goal as “somewhat” or “very important”. This goal also received the highest percent of “very important” ratings for every year (from 71% to 76%).

The 2021 and 2022 surveys introduced a new goal that was nearly as highly rated: to “ensure that everyone, regardless of income, can conveniently get to jobs, school, health care, etc.” In 2022, 96% rated the goal as either somewhat or very important, with 70% of all respondents rating it as very important.

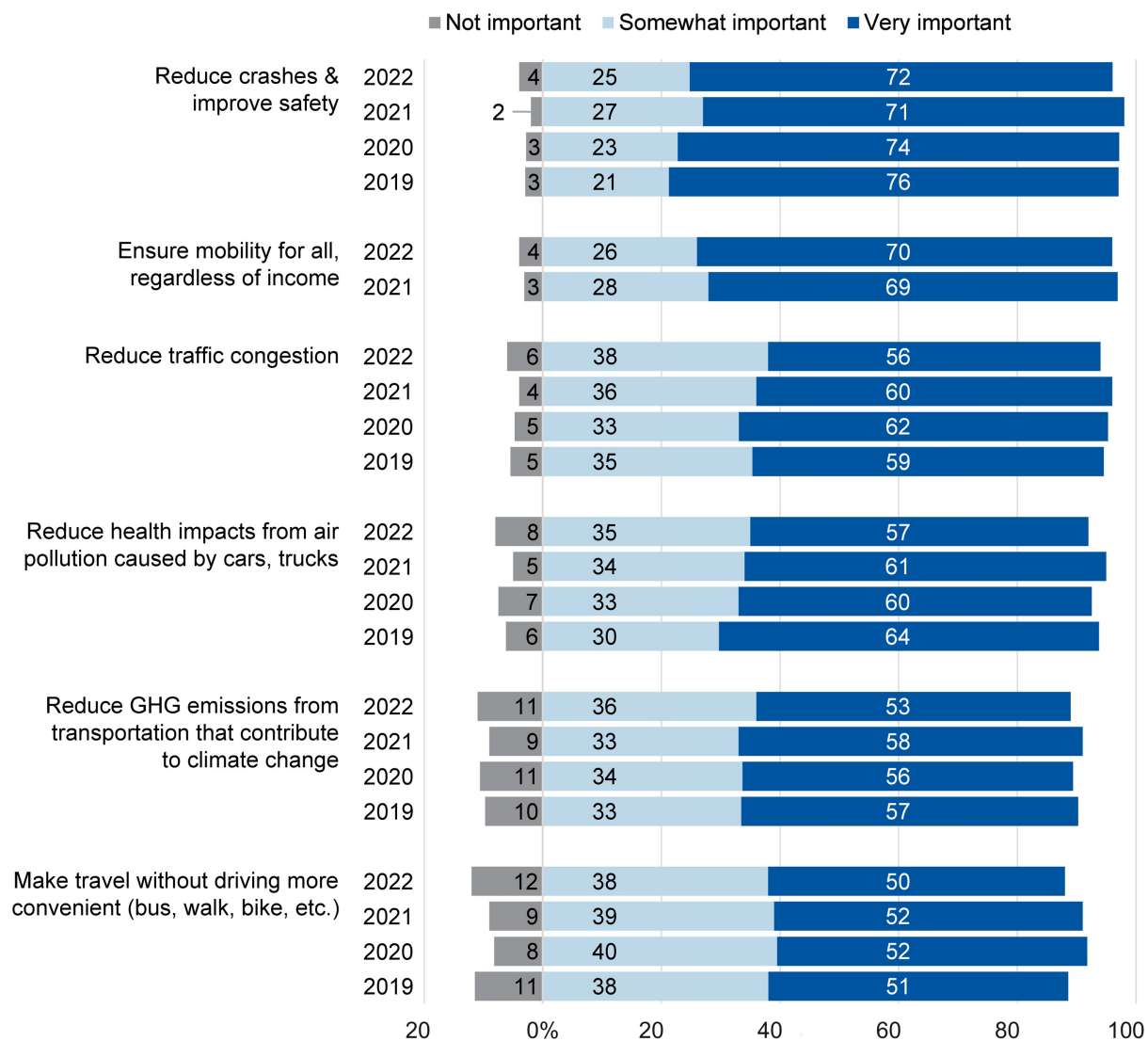


Figure 3. Assessment of the Importance of Transportation-Related Goals for the U.S. (2019 – 2022)

**Option not included in the 2019 or 2020 surveys.*

To explore with more nuance how much respondents valued each of the seven goals, the survey also asked them what percentage of transportation money in the coming five years should be allocated to each goal. Figure 4 shows the results for both 2021 and 2022, which are strikingly similar. The two goals to which respondents would allocate the largest share of revenue in both years were (1) ensuring that everyone, regardless of

income, can access needed destinations and (2) reducing crashes and improving safety. These options had both the smallest percentage of people who would allocate no money to them (10% and 11%, respectively, in 2022) and the largest percentage of people who would allocate more than 30% of all available revenue to the objective (13% and 11%, respectively, in 2022).

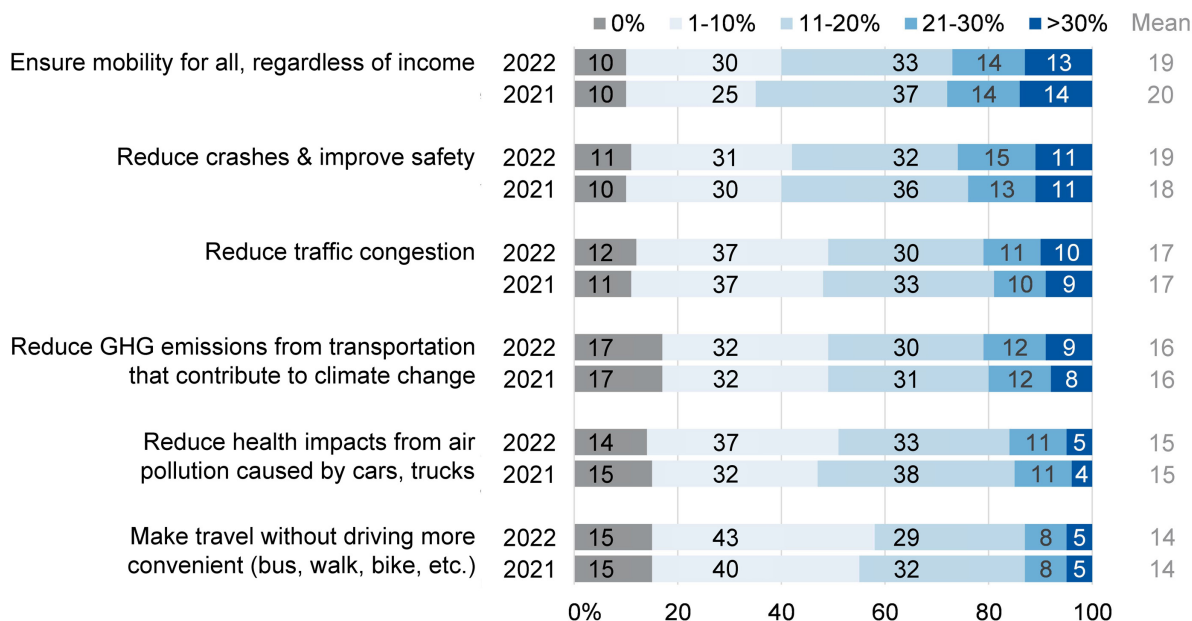


Figure 4. Percent of Federal Transportation Revenue that Respondents Would Allocate to Each Transportation-Related Goal for the U.S. (2021 and 2022)

The number of notable differences among subgroups varied considerably across the goals, as shown in Table B2. (As explained above, we define “notable” differences as statistically significant differences of at least 10 percentage points.) The goal with the most divergent opinions among subgroups was making travel more convenient for modes other than driving. There were also a fair number of differences for the goals related to air pollution, climate change, and ensuring mobility for all. However, there were no notable differences at all for the safety goal and very few for the goal of reducing congestion.

The two population characteristics associated with consistent variation across multiple goals are community type and political party. Characteristics for which there were no notable differences are gender, education, employment status, likely voter status, having taken a taxi or ride-hail trip in the previous 30 days, and having paid a toll in the previous 30 days.

3.3 PREFERRED OPTIONS FOR SPENDING FEDERAL FUEL TAX REVENUE

The questionnaire next explained to respondents that the federal government collects a tax on gasoline and asked them to indicate how much of a priority they would place on each of 14 different categories of spending. Figure 4 presents the results for 2019 to 2022.

For every year, the great majority of respondents indicated that all of these options are of medium to high priority. Also, in no year did more than 14% rate any spending option as “not at all” a priority.

Comparing respondents' relative priorities, maintenance was a very high priority. The options to maintain highways and freeways and to maintain local streets and roads were both a priority for the largest number of respondents from 2019 through 2022 (93% and 92%, respectively, in 2022). Maintenance of public transit was important to almost as many (86%) in 2022.

Large majorities also supported both road and public-transit related options, from building and widening local streets, roads, and highways, to keeping public transit safe to use during the pandemic and offering discounted fares to low-income riders. The two options with the lowest support both related to encouraging adoption of electric vehicles, but even for these, close to two-thirds of respondents rated each option as a medium or high priority.

Although there was no major variation in the ratings from year to year, support dropped slightly for many of the options this year. The largest change was that support for introducing public transit service into new area dropped by 8 percentage points, from 82% in 2021 to 75% in 2022. In addition, support for both EV-related initiatives dropped by 6 percentage points in 2022. However, support for all types of maintenance held steady or increased slightly.

Finally, a follow-up question asked respondents to choose their three highest priorities from the list of 14 possible spending categories. As Figure 6 shows, no single option was selected by a majority of respondents. However, mirroring respondents' rating for each spending option, the most commonly selected top priority was maintenance: maintaining local streets and roads (43%) and maintaining highways and freeways (41%). The most popular public transit-related option, “discounted public transit fares for low-income people,” was selected by 26% of respondents. As for active transportation, building/improving sidewalks was a top priority for 22%, though only 11% selected “build and improve bike lanes and paths” as a priority. Measures to support electric vehicle use were a priority for comparatively few respondents, though they were not the least favored as they had been in the ratings. Eighteen percent selected “financial incentives to purchase electric vehicles” and 14% selected “more charging stations for electric vehicles.”

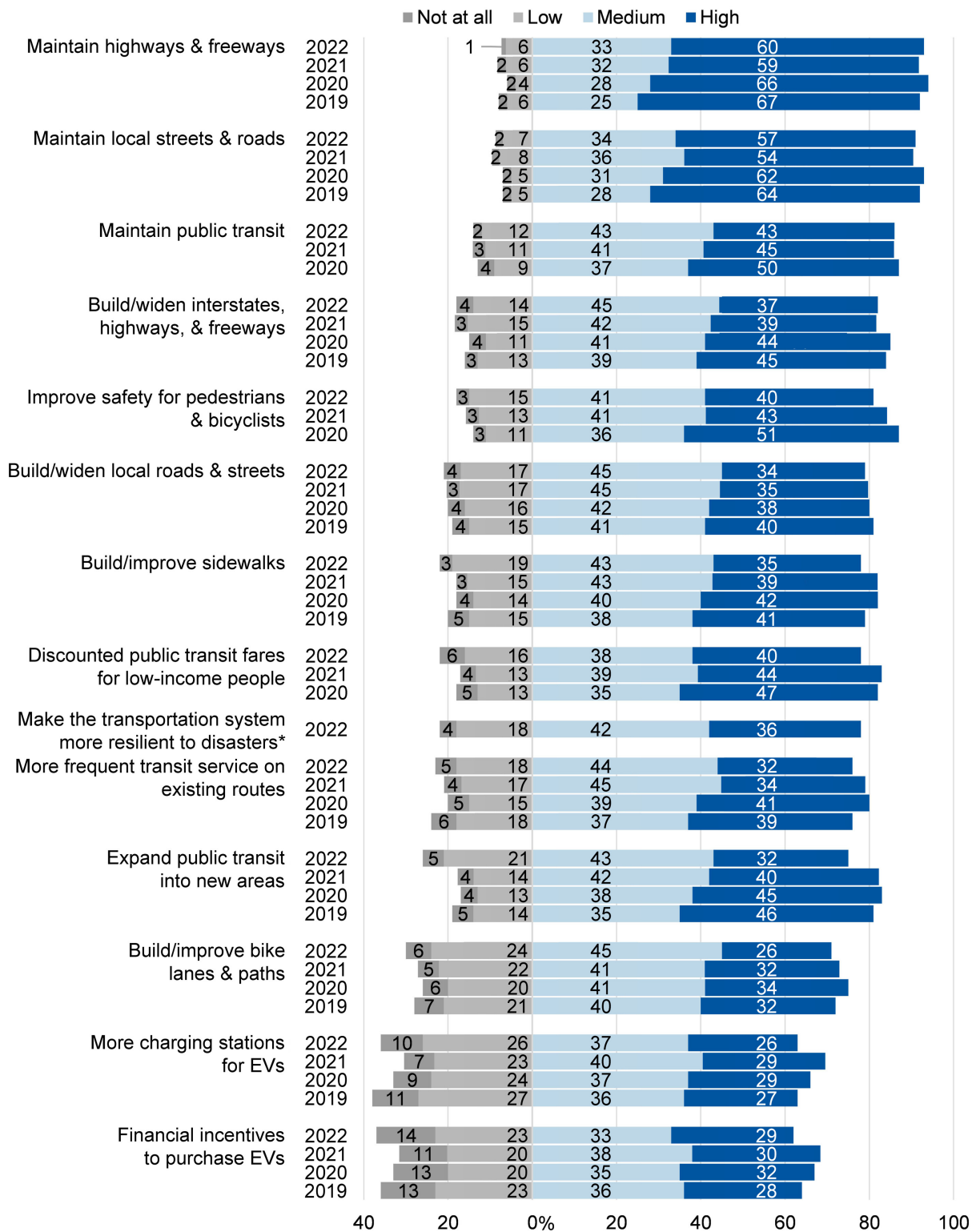


Figure 5. Priority Placed on Different Options for Spending Federal Gas Tax Revenue (2019 - 2022)

*Option not included in the surveys from all years.

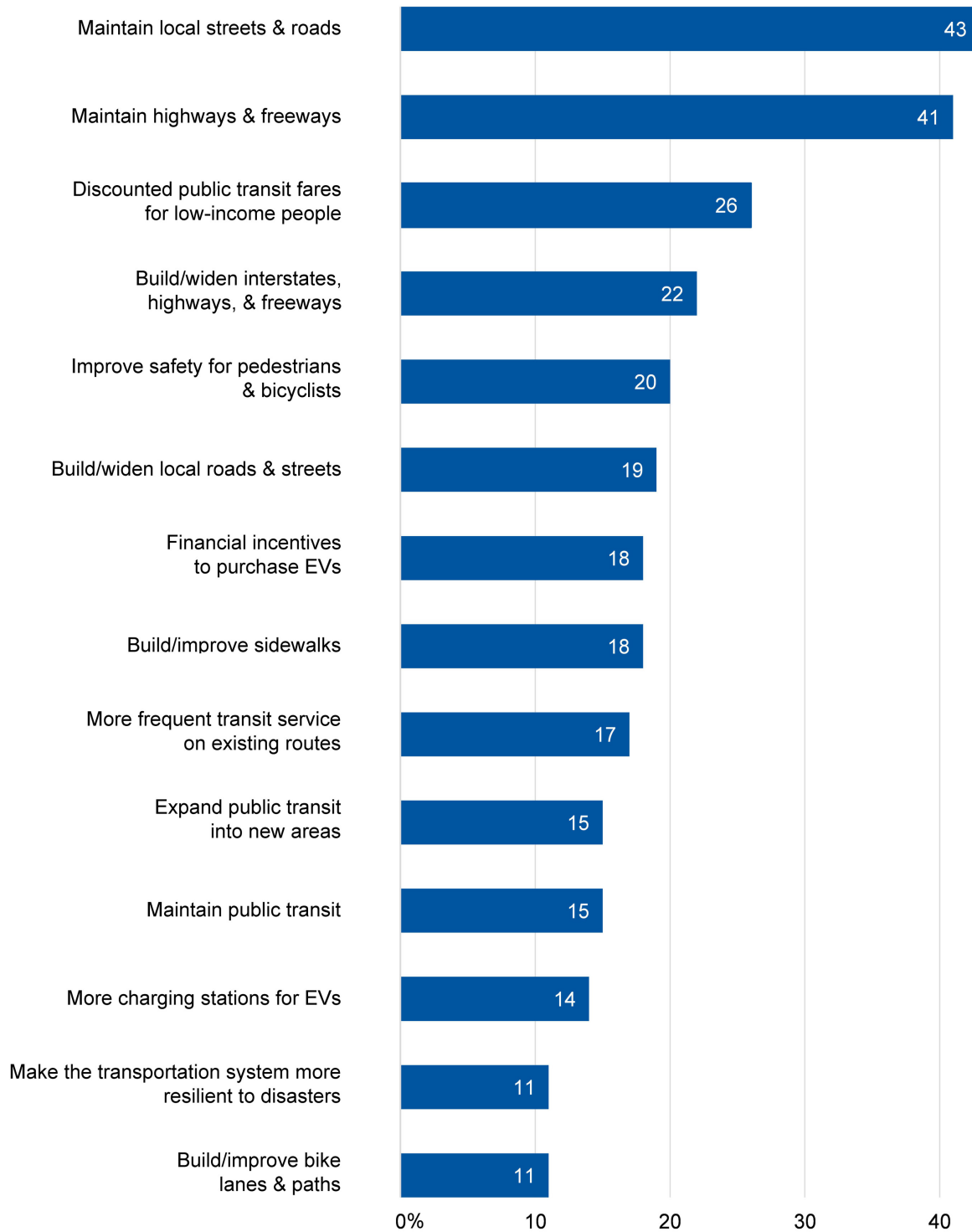


Figure 6. Options Selected as a Top-Three Priority for Spending Federal Gas Tax Revenue (2022)

The number of notable differences among subgroups varied considerably across the spending priorities, as shown in Table B3. (As explained above, we define “notable” differences as statistically significant differences of at least 10 percentage points.)

The priorities with the most divergent opinions among subgroups were increasing the frequency of transit service and expanding transit service to new areas, maintaining highways, and making the transportation system more resilient to natural disasters. By contrast, there were almost no notable differences at all for the priorities related to building and expanding both local streets and highways.

Population groups associated with higher support across multiple priorities are respondents who are Black/African-American, Asian/Asian-American, Democratic, have ridden transit in the previous 30 days, frequently do not have enough money to pay for transportation, and living in urban communities.

Characteristics for which there were no or few notable differences are gender, educational attainment, annual household income, likely voter status, having walked, cycled, or used micromobility in the previous 30 days, having used a taxi or ride-hail service in the previous 30 days, and having paid a toll in the previous 30 days.

3.4 DISCUSSION: VARIATION BY THEME

Support for Safety: Safety was a very highly rated priority for virtually all respondents. For example, 72% of respondents rated the goal of reducing crashes and improving safety as very important (this goal was very important to the largest number of respondents), and 40% rated improving safety for bicyclists and pedestrians as a high spending priority (in the top half of spending priorities). There were almost no notable variations in opinion by the characteristics evaluated.

Support for Maintenance: Respondents were asked to rate their priority for maintenance of public transit, local streets and roads, and freeways and highways. Across all respondents, 43% placed a high priority on spending revenue to maintain public transit, 57% placed a high priority on maintaining local streets and roads, and 60% placed a high priority on maintaining freeways and highways.

There were a moderate number of variations among subgroups, with the most variation on highway maintenance. The subgroups that were particularly supportive of maintaining streets and highways were Asian/Asian-Americans (compared to whites), people 25 and older (compared to 18 to 24 year olds), urbanites (especially compared to small town residents), and drivers spending at least \$51 per month on fuel (compared to drivers who spent less).

Support for Improvements for Drivers: Majorities of respondents saw maintaining streets and highways as a high priority, but considerably fewer saw building and expanding these facilities as a high priority (34% for local streets and 37% percent for highways and freeways). In line with respondents' greater emphasis on maintenance than expansion, only 29% said they were very concerned about congestion. Reducing traffic congestion was a very important goal for 56% of respondents, roughly equivalent to the results for the greenhouse gas and air pollution reduction goals.

There were a moderate number of variations among subgroups, with more variation for the maintenance priorities than the expansion priorities. The only subgroup that was notably

more supportive across many of the driving questions was urbanites (compared to small town respondents). Also, the two maintenance priorities had notably more support for drivers who spent more than \$50 a month on fuel. There were no notable variations by gender, Hispanic ethnicity, educational attainment, income, or having walked, cycled, used micromobility, or used a taxi or ride-hailing in the previous 30 days.

Support for Non-Auto Modes: Clear majorities had at least moderate support for improving transit, walking, and cycling, but these modes were not among the highest priority issues for respondents. That said, 50% of respondents did rate making it convenient to travel without driving as a very important goal for the nation. The spending priorities for modes other than driving were rated as a high priority by from 26% to 43% of respondents. Among these alternative-mode priorities, transit maintenance was a high priority for more respondents than the other alternative-mode options (43%), and improving biking facilities was a high priority for the smallest proportion of respondents (26%).

Support for Equitable Mobility: Two questions directly explored public support for ensuring universal mobility, regardless of income. Seventy percent of respondents believed that ensuring mobility for everyone, regardless of income, is a very important goal, making it the second most popular goal after safety. In addition, 40% of respondents rated providing discounted transit fares to low-income residents as a high priority.

There were a moderate number of characteristics associated with notable differences in support on this topic. Only two subgroups were notably more supportive of both options: urban and Democratic respondents. There were no variations at all according to gender, education, employment status, likely voter status, census region, annual mileage, fuel efficiency, and having walked, cycled, used micromobility, or paid a toll in the previous 30 days. Strikingly, there was only one notable variation in support among different income groups: the lowest-income respondents were more supportive of discounted transit fares than were the highest-income respondents.

Support for Climate and Environmental: The results demonstrate that there is strong support among the American public for improving the environmental sustainability of the transportation system. The majority of respondents rated the goals of reducing air pollution and greenhouse gas emissions as very important (57% and 53%, respectively). The majority of respondents also placed high or medium on spending programs related to sustainability. Seventy-eight percent of respondents placed high or medium priority on spending federal revenue to improve system resiliency, 63% placed high or medium priority on installing more EV charging stations, and 62% placed high or medium priority on providing financial incentives for Americans to purchase EVs.

There were more somewhat variations in support for the resiliency spending priority than for the air pollution and greenhouse gas goals and the EV spending options. Subgroups that were particularly supportive of multiple environmental goals were Black/African-American (compared to white), Democratic, urban, had ridden public transit in the previous 30 days, and frequently had trouble paying for their transportation needs.

The Personal Characteristics Associated with the Most and Fewest Notable Variations: Two characteristics were not notably associated with any survey question responses: gender and educational attainment. Similarly, likely-voter status and income are only minimally associated with notable variation. Annual mileage, vehicle fuel efficiency, and fuel expenditures are associated with a moderate number of variations between subgroups. Finally, the characteristics most frequently associated with variations between subgroups are political affiliation, community type, having used public transit in the previous 30 days, and the frequency with which respondents did not have enough money to meet their transportation needs.

4. FINDINGS ABOUT FEDERAL GAS TAXES

This chapter presents findings on questions related to knowledge and opinions about the federal gas tax. Topics covered include how recently respondents think the federal gas tax rate has been raised and support for different variants on raising the federal gas tax rate. (Appendix A presents the exact questionnaire language and topline results.)

4.1 KNOWLEDGE ABOUT THE FEDERAL GAS TAX RATE

Considerable anecdotal evidence suggests that most Americans are unaware of how much they pay in fuel taxes, and surveys such as the 2019 report in this annual series have documented that most people overestimate the federal gas tax rate.¹² For the 2020 survey onwards, we added a question to gather evidence on a related aspect of the public's knowledge about the gas tax: their best guess about how recently the gas tax rate had been raised by the federal government. To make the question easier to answer, respondents were asked to select a time range rather than specify the exact number of years. The options offered on the questionnaire were up to 3 years ago, 4 to 10 years ago, 11 to 15 years ago, 16 to 20 years ago, and more than 20 years ago.

The survey found that virtually none of the 2022 respondents—only 2%—knew that the federal gas tax has not been raised in more than 20 years (Figure 7). More than half simply said that they did not know (57%), and more than a third believed that the tax had been raised within the past 10 years (39%).

The 2022 results are very similar to those from the 2020 and 2021 surveys. For example, the percentage of people who knew that the federal gas tax rate had not been raised in more than 20 years was 3% in 2020, 2% in 2021, and 2% in 2022.

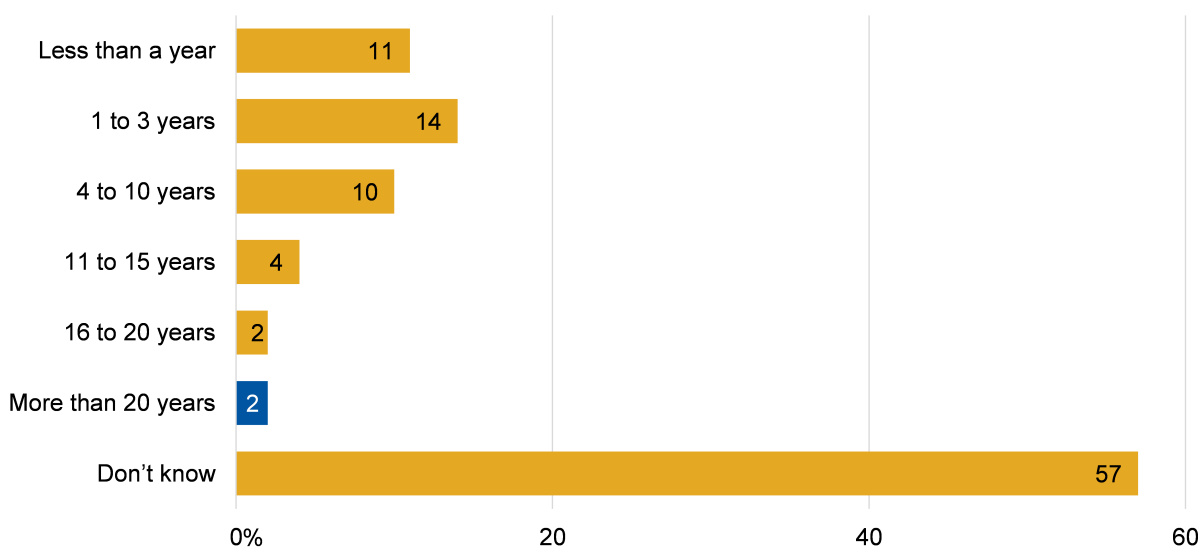


Figure 7. Belief About How Long Ago the U.S. Congress Raised the Federal Gas Tax Rate (2020 - 2022)

12. Agrawal and Nixon, 2019.

We explored whether specific subgroups were more likely to correctly know that the federal gas tax rate had not been raised in over 20 years. Comparing the responses from different population subgroups (Table B4 through Table B7) reveals that there were no notable variations of at least ten points in the percentages of respondents in different subgroups who correctly identified that the rate has not been raised in more than 20 years or thought that it had been raised between 11 and 20 years ago. However, there were a fair number of notable differences among the subgroups when it came to the percentages of respondents who said they did not know when the rate was last raised and who thought that the rate had been raised within the last ten years. The subgroups with particularly large percentages of respondents incorrectly thinking that Congress had raised the federal gas tax rate within the past ten years had these characteristics: are not in the labor force, are 55 years old or older, live in a rural community, and have not used a taxi or paid a toll in the previous 30 days.

4.2 SUPPORT FOR RAISING THE FEDERAL GAS TAX RATE

The survey results show that a majority of Americans would support higher taxes for transportation—under certain conditions (Figure 6). Just over a third of respondents (38%) supported the “base-case” option presented, which was a 10¢-per-gallon gas tax increase. For this option, respondents were told only that the tax revenues would be spent for transportation purposes. However, the five variants on that idea of a 10¢-per-gallon gas tax increase received from 52% to 71% support. The very highest level of support among all the tax options tested was for a gas tax increase of 10¢ per gallon, with the proceeds dedicated to street, road, and highway maintenance. Seventy-one percent of respondents supported this option, an increase of 33 percentage points over support for the base-case gas tax increase. The next most popular options were a gas tax increase with funds devoted to reducing accidents and improving safety (68% support) and an increase with the funds devoted to reducing congestion (67%). As for the two options that linked a gas tax increase to environment objectives—reducing local air pollution or global warming emissions—both had clear majority support (52% and 56%, respectively).

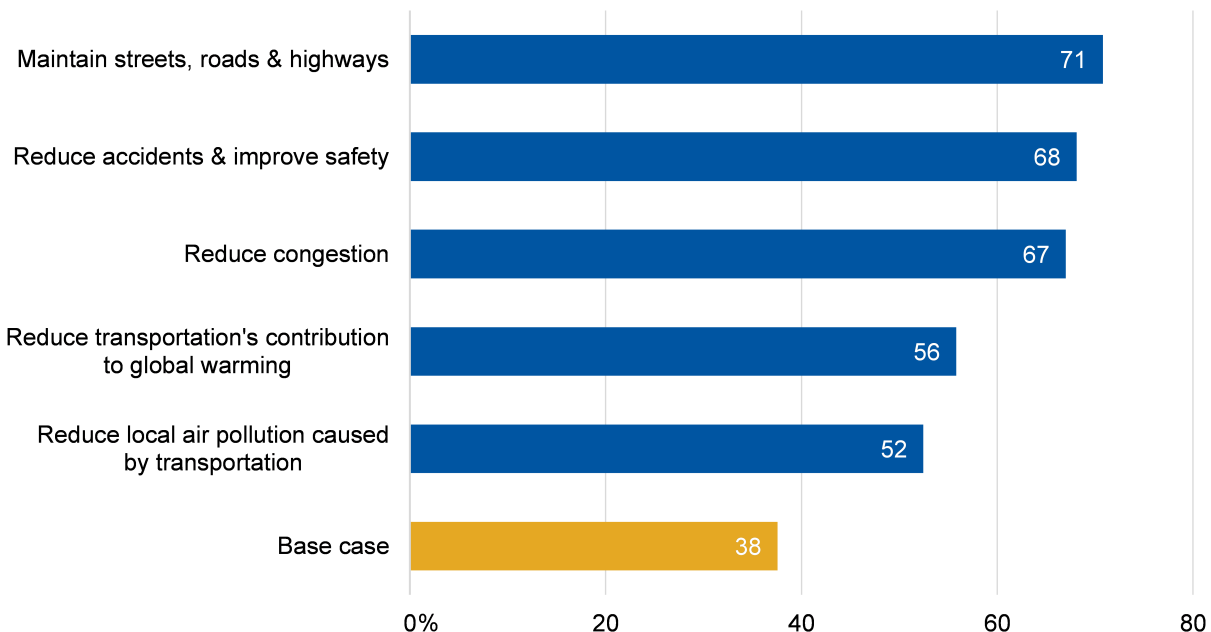


Figure 8. Percent of Respondents Who Supported^a the Gas Tax Options (2022)

^a “Support” is the sum of those who said that they “strongly” or “somewhat” support the tax option.

As in the preceding chapter, we looked for variations in support among respondents with different characteristics. The results of this analysis are shown in Tables B8 through B15.

There were few notable variations in support among subgroups for the gas variants related to the maintenance, congestion, and safety options, somewhat more variations for the two environmentally-focused tax options, and the most notable variations for the base-case. For the first three options, every subgroup supported each by at least 54%, and in most cases more than 60%.

The base-case gas tax increase had the largest number of notable differences among subgroups. Those subgroups that stood out as particularly supportive were people who were working, aged 18 to 24, leaned towards the Democratic Party, had paid a toll in the previous 30 days, thought the federal gas tax had been raised within the last ten years (as opposed to not knowing when the rate had last been raised), and supported the concept of spending gas tax revenue on public transit. For example, support for the base-case gas tax increase was 50% among people who supported spending some of the revenue on transit, but only 11% for respondents who opposed this. This difference of 39 percentage points was the largest between any subgroups for any of the gas tax increase options. Another particularly large variation was that respondents who thought the gas tax rate had been raised within the previous ten years were 28 percentage points more likely to support raising the base-case gas tax rate than those who said they did not know when the rate had been raised (69% vs. 28%)

We also looked at whether support for the gas tax increases is correlated with support for spending gas tax revenue on public transit, a topic discussed at greater length in the next section. The pattern is strikingly clear, with people who supported the principle of spending gas tax revenue on transit notably more likely to support all six of the gas tax variants. The magnitude of the differences is also among the largest to show up in the subgroup analysis. There is a 13 percentage-point difference even for the gas tax variant for maintenance, which is the most universally popular among the gas tax options. For the other variants, the percentage point difference rose much higher, including a 39 percentage-point difference in support for the base-case gas tax increase.

A final analysis looked at how support for the gas tax increases varies according to respondents, preferred goals for improving the transportation system and priorities for how federal gas tax revenue is spent. Support for the gas tax variants was most consistently correlated with the priority respondents placed on reducing health impacts caused by air pollution from cars and trucks. For all but the base-case gas tax increase, respondents who placed a high priority on this goal were more likely to support raising the gas tax rate. With respect to spending priorities, support for at least 4 gas tax options was notably higher among respondents who placed a high priority on spending options related to public transit and supporting electric vehicle use. There was no clear pattern in support for the tax options corresponding to priority placed on improvements for drivers or priority placed on making the transportation system more resilient to natural disasters..

4.3 TRENDS IN SUPPORT OVER TIME (2010 – 2022)

The surveys have asked about support for many of the same gas tax variants each year in order to allow an assessment of trends. Figure 9 and Table 3 both show support for these tax options over time. In the past year, support for the tax options has gone up slightly for several variants and down slightly for others. In all cases, the changes are small, between two and five percentage points. The largest increase was a five percentage-point increase in support for the base case option, from 44% to 49%. The largest decrease was a four percentage-point drop for the maintenance variant, 75% to 71%. Looking back to 2011, in every case where a variant has been tested annually, support has risen over the years. The largest increase has been in support for the base case, the least popular option. Here, support more than doubled, from 23% to 49%. In contrast, the smallest increase (nine percentage points) has been for the most popular option, the maintenance variant.

When interpreting the trends, readers should note that the survey mode changed in 2019; earlier surveys collected data from a random-digit-dial (RDD) phone survey, whereas respondents from 2019 onwards came from an online panel survey. Evidence suggests that changes in survey mode can influence both *who* responds and *how* people respond to surveys. For example, the authors ran a survey experiment with the same gas tax questions presented here using both an RDD phone survey and an online panel from SurveyMonkey.¹³ That study found systematically higher support for the taxes among the online respondents as compared to the phone survey respondents, even though both samples were weighted to match the U.S. population across age, gender, ethnicity, race, and income.

13. Nixon and Agrawal, 2018.

Table 3. Trends in the Percentage of Respondents Supporting^a the Gas Tax Options, 2010 – 2022

Tax option	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 ^b	2020	2021	2022	Differences	
														2022-2011	2022-2021
Base case	23	24	20	23	25	31	31	36	34	40	44	49	38	14**	-11**
Revenues spent to reduce local air pollution	30	48	41	53	54	52	56	57	58	63	56	59	52	4**	-7**
Revenues spent to reduce global warming	42	45	41	50	51	51	55	54	59	62	61	59	56	11**	-3**
Revenues spent to maintain streets, roads, and highways	-- ^c	62	58	67	69	71	75	78	72	75	75	71	71	9**	0
Revenues spent to reduce accidents and improve safety	-- ^c	56	54	62	63	64	64	65	66	71	73	70	68	12**	-2
Revenues spent to reduce congestion	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	70	71	68	67	-- ^d	-1

^a Sum of those who “strongly” or “somewhat” supported the option.

^b In 2019, the survey mode changed from a random-digit-dial phone survey to an online panel survey. Comparisons of results from before and after should be interpreted with care, since changes in survey mode can affect responses.

^c This option was not included in the 2010 survey.

^d This option was added in 2019.

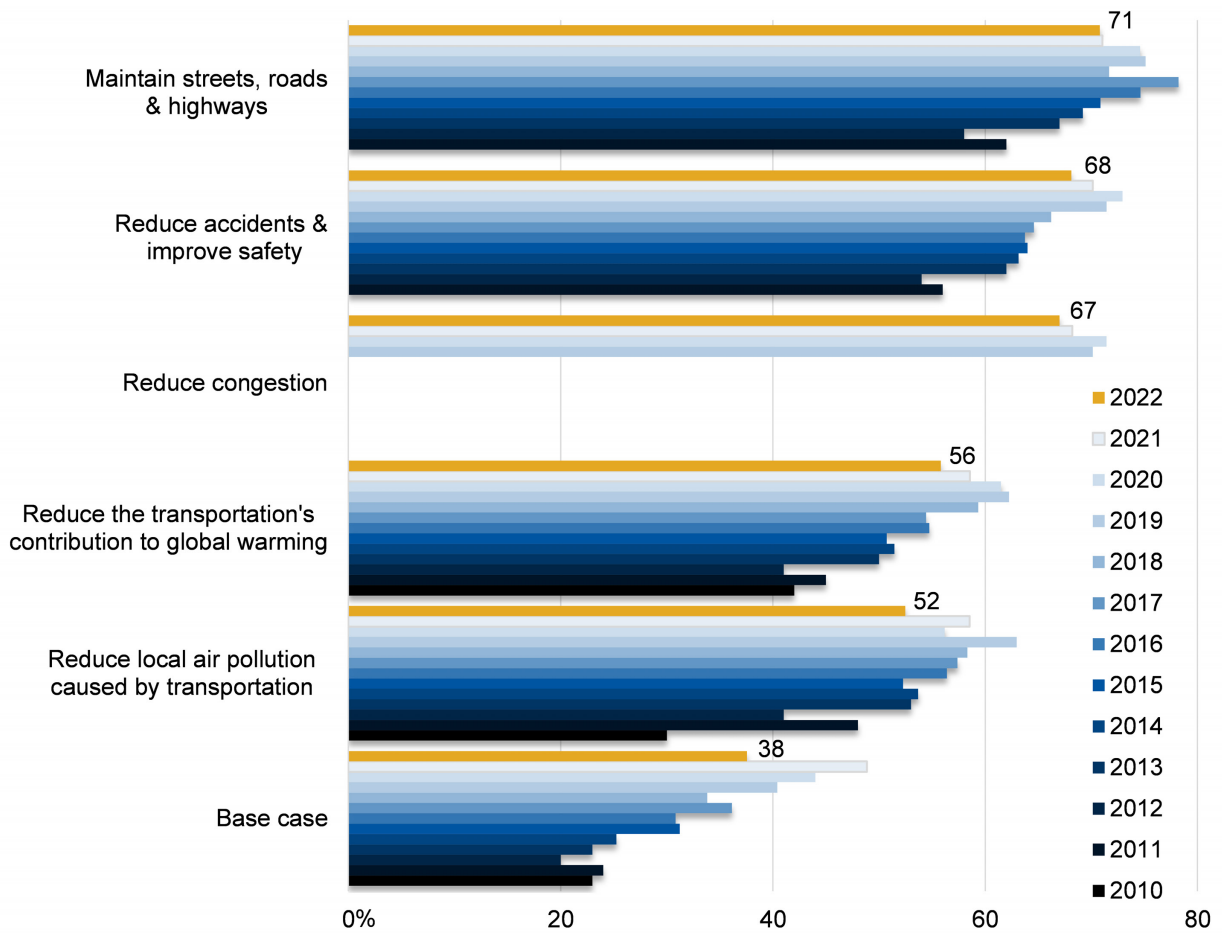


Figure 9. Trends in Support^a for the Gas Tax Options (2010 – 2022)

^a “Support” is the sum of those who said that they “strongly” or “somewhat” support the tax option.

Note: In 2019, the survey mode changed from a random-digit-dial phone survey to an online panel survey. Comparisons of results from before and after should be interpreted with care, since changes in survey mode can effect responses.

4.4 SUPPORT FOR SPENDING SOME GAS TAX REVENUE ON PUBLIC TRANSIT

Another survey question probed support for spending some gas tax revenue on public transit. The question was worded as follows:

Some people say that money from gas taxes should only be spent on roads and highways, since drivers pay the tax. Other people say gas tax money should be used to pay for public transit in addition to roads and highways, because transit helps reduce traffic congestion and wear-and-tear on the roads. Would you support or oppose spending some gas tax money on public transit?¹⁴

14. Half of respondents received the question as worded above, and the other half received the question with the two statements in reverse order: “Some people say gas tax money should be used to pay for public transit in addition to roads and highways, because transit helps reduce traffic congestion and wear-and-tear on the roads. Other people say that money from gas taxes should only be spent on roads and highways, since drivers pay the tax. Would you support or oppose spending some gas tax money on public transit?”

The option was very popular with respondents. More than two-thirds of respondents overall (72%) agreed with the concept of using some gas tax revenue to support public transit, and at least 55% of every single subgroup supported it as well.

Although the option was supported by more than half of all respondents in every subgroup, the question did generate more statistically significant variations of at least ten percentage points between subgroups than many of the tax-related survey questions (Tables B16 to B22). In fact, there are significant differences of between 10 and 20 percentage points among subgroups in most categories. Notable differences show up according to race, employment status, income, age, voter registration status, political affiliation, self-defined community type, estimated monthly fuel expenditures, whether the respondent had difficulty paying for transportation expenses, knowledge of when the gas tax was last raised, whether the respondent had used transit, taken a taxi, or paid a toll in the previous 30 days, and the respondent's goals and spending priorities for the transportation system.

The subgroups that were the most supportive (20 percentage points or more, in comparison) were Democrats, people living in urban areas, people who had used a taxi in the past 30 days, and people with the highest monthly fuel expenditures.

With respect to goals and priorities, support was higher among respondents who thought it was "very" important to work towards all the transportation goals listed, with the exception of the safety goal. Looking at the specific funding priorities, notably higher support for spending some gas tax revenue on transit corresponds to all priorities except those related to spending on roads and highways. In other words, people who thought more gas tax revenue should be spent on public transit, walking, bicycling, and promoting electric vehicles were all notably more supportive than those who placed less priority on the spending options. In contrast, the priority one placed on maintaining and expanding the road and highway system was not notably related to support for spending some gas tax money for public transit.

5. FINDINGS ABOUT MILEAGE FEES

The survey asked a variety of questions related to mileage fees, including respondents' support for replacing the gas tax with a mileage fee or creating a mileage fee for commercial vehicles, opinions about whether rates should be set lower for low-income drivers or electric vehicles, and opinions about privacy and fairness concerns with mileage fee.

5.1 OPINION ABOUT PRIVACY CONCERNS AND MILEAGE FEES

The survey asked respondents a question related to potential privacy concerns, worded as follows:

How much do you agree or disagree with the following statement?

I'm already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn't really bother me.

Forty-three percent of respondents agreed that they were not concerned about having their mileage fee tracked, and 57% disagreed.

Although the full population of respondents were evenly divided on this topic, there were a number of notable differences among subgroups (Tables B23 through B27), many diverging by more than 20 percentage points. Subgroups with notably larger percentages of unconcerned respondents include the following: Black/African-American, aged 18 to 24, Democratic, living in urban areas, having used transit in the previous 30 days, having paid a toll in the previous 30 days, spending more than \$100 monthly on fuel, and having a great deal of awareness of the 2021 infrastructure bill. Knowledge of the infrastructure bill is associated with the largest percentage-point difference between subgroups in a category: respondents with a great deal of awareness were 31 percentage points more likely to be unconcerned about privacy than respondents who knew nothing at all about the bill.

5.2 OPINION ABOUT THE FAIRNESS OF A MILEAGE FEE COMPARED TO THE GAS TAX

The survey asked a question that probed respondents' views on the fairness of mileage taxes as compared to gas taxes:

Which of the following statements is closer to your opinion?

- A mileage fee is MORE fair than the gas tax because everyone pays the same for use of the roads, regardless of vehicle fuel efficiency or vehicle type (electric vs. gas vehicles)
- A mileage fee is LESS fair than the gas tax because the mileage fee doesn't give a break to people who buy cleaner vehicles.

Respondents were almost evenly split on this fairness question: 52% thought mileage fees were more fair than gas taxes and 48% thought they were less fair. However, unlike the privacy question that generated numerous notable differences among subgroups, there were almost no notable variations between subgroups on this fairness question (Tables B28 through B32).

5.3 SUPPORT FOR DIFFERENT MILEAGE FEE OPTIONS

The survey asked respondents about their support for five variants on the idea of a new mileage fee. Two of these were variants on the concept of replacing the federal gas tax with a three-cents-per-mile fee on all travel. This rate was selected to be a simple number within the range of mainstream current policy discussion. (Previous surveys in the series used similar but not identical question language.) The other three options tested were variations on the concept of a new fee that commercial vehicles would pay in addition to fuel taxes. The specific wording for each question is as follows:

- *Flat-rate mileage fee to replace the gas tax:* Now, imagine that the US Congress decides to replace the gas tax with a mileage fee of 3¢ per mile driven. That means someone driving 10,000 miles a year would pay \$300. Vehicles would have an electronic meter to keep track of the miles driven. Would you support or oppose replacing the gas tax with such a mileage fee?
- *“Green” mileage fee to replace the gas tax:* A variation on the mileage tax just described is to have the tax rate vary depending upon how much the vehicle pollutes. On average, vehicles would be charged 3¢ per mile, but vehicles that pollute less would be charged less, and vehicles that pollute more would be charged more. Would you support or oppose this new mileage tax?
- *Business road-use fees:* Now imagine that the US Congress decides to keep the gas tax, but to add a new per-mile “Business Road-Use Fee” for miles that commercial vehicles drive on the job. (These vehicles would continue to pay the current gas tax, as well.) Would you support or oppose this new Business Road-Use Fee for the following types of commercial vehicles?
 - Delivery and freight trucks
 - Taxis
 - Ridehailing vehicles

As Figure 10 shows, just under half of respondents would support each of the options, except the flat-rate fee on all vehicles. Comparing the two variants charged to all drivers, the “green” variant was modestly more popular. Thirty-nine percent of respondents supported replacing the gas tax with a flat-rate mileage fee of three cents per mile. In contrast, 48% supported a “green” version for which the average rate would be three cent per mile, but vehicles that pollute less would be charged less and vehicles that pollute more would be charged more. Support for three the business road-use fees ranged from 45% to 48%, by vehicle type.

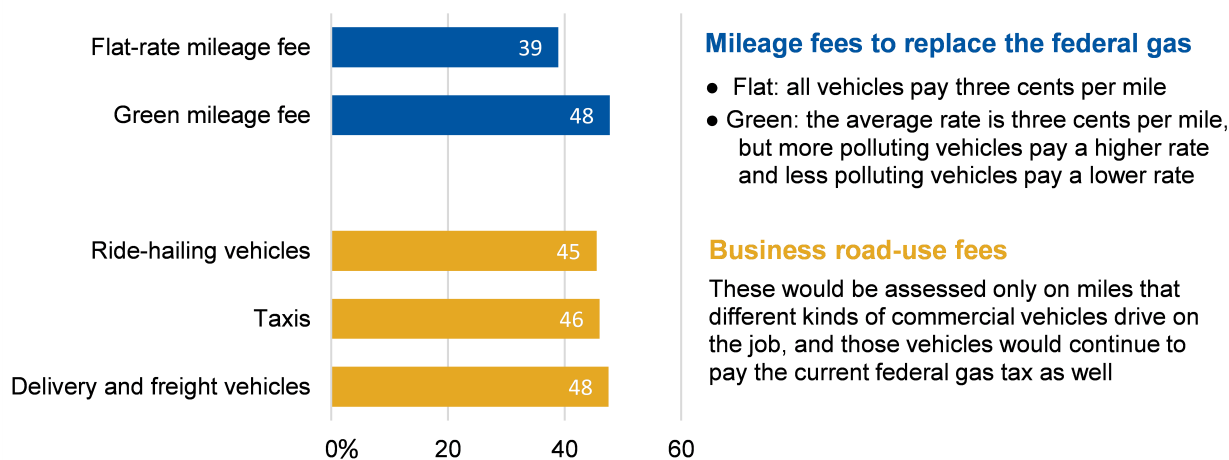


Figure 10. Support^a for the Five Mileage Fee Options (2022)

^a "Support" is the sum of those who "strongly" or "somewhat" supported the fee option.

The analysis of support among different subgroups more notable differences between subgroups for the flat and green mileage fees on all travel than for the business-use fee variants (Tables B33 through B40). The magnitude of the differences between subgroups were also typically smaller for the business-use fees than for the fees on all travel.

Support for adopting both a flat-rate and green mileage fee has grown since 2010 (Figure 2). Support for the flat-rate fee grew from 21% in 2010 to 39% in 2022, while support for the green version grew at a slower rate, from 33% in 2010 to 48% in 2022. However, support for both fees dropped in the last year: by 8 percentage points for the flat rate fee (47% to 39%) and by 5 percentage points for the green fee (53% to 48%).

Readers interpreting these trends should keep in mind three key survey changes made in recent years. First, in 2019 the survey mode was changed from a random-digit-dial (RDD) phone survey to an online panel survey. Second, in 2019 the question language was revised to specify that the mileage fee would *replace* the gas tax. This change likely explains the jump in support for the flat-rate tax between 2018 and 2019, though interestingly the change did not appear to have a strong impact on support for the green fee. Finally, the 2021 survey raised the rate of the proposed hypothetical fee from one cent to three cents per mile. Support did not drop from 2020 to 2021, however, suggesting that respondents were forming their opinions based on factors other than the specific cost of the fee.

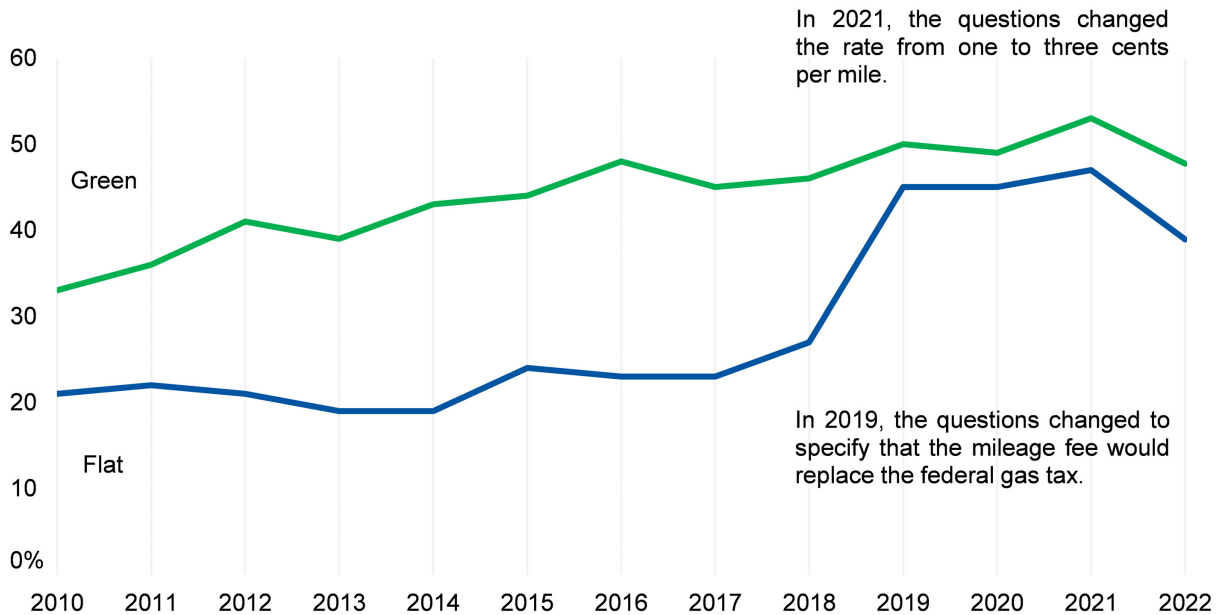


Figure 11. Trends in Support* for the Flat and Green Mileage Fee Options (2010 – 2022)

* "Support" is the sum of those who "strongly" or "somewhat" supported the tax option.

Note: Readers should interpret trends with care due to survey changes in 2019 and 2021. In 2019, the survey mode changed from a random-digit-dial phone survey to an online panel survey and the question language was changed to specify that the mileage fee would replace the federal gas tax. In 2021, the question language was changed again, this time updating the rate for one cent to three cents per mile.

5.5 PREFERRED FREQUENCY FOR PAYING A MILEAGE FEE

Another question asked respondents to select their preferred way to pay for a mileage fee, should one be introduced. The options were to pay at the time of purchasing fuel or charging an electric vehicle, pay a monthly bill, or pay an annual bill. The most popular option, selected by 47% of respondents, was to "Pay each time I purchase gas/diesel or charge an electric vehicle." Twenty-nine percent preferred a monthly bill, and the smallest number (23%) preferred an annual bill. The analysis of subgroups reveals a moderate number of notable differences between subgroups, with most relating to socio-demographic characteristics (Tables B41 to B48). The single largest variation was by age: the oldest respondents (55 years and older) were 23 percentage points more likely to prefer payment when refueling/recharging than were the youngest respondents (18 to 24 years).

5.6 PREFERRED RATE STRUCTURES FOR A FEE ON ALL TRAVEL

The survey asked respondents about three rate structure options: whether electric vehicles should pay less than gas and diesel vehicles, whether low-income drivers should pay a lower rate, and whether respondents would prefer a block-pricing rate structure that charges a lower rate for the first 5,000 miles driven annually.

Opinions about a Block-Pricing Rate Structure

A new question on this year's survey probed respondents' opinion on the concept of a block-pricing rate structure:

If Congress creates a federal mileage fee, which of the following possible fee structures would be fairer?

- The fee is the same for every mile the vehicle drives during the year
- The fee is lower for the first 5,000 miles the vehicle drives during the year, and higher for all additional miles driven that year

The response to this question was an even 50-50 split among the full group of respondents and there were virtually no notable differences among subgroups. As Tables B49 to B56 show, there was only a single statistically significant difference of at least ten percentage points among subgroups: respondents who drove the least fuel-efficient vehicles (up to 19 miles per gallon) were 10 percentage points more likely to prefer the block-pricing option than were respondents driving the most fuel-efficiency vehicles (31+ miles per gallon).

Preferred Mileage Fee Rate for Electric Vehicles

The survey asked respondents their opinion on what rate electric vehicles should pay if Congress were to implement a mileage fee on all travel. The answer options were to charge electric vehicles the same rate as gas/diesel vehicles, half the rate, or nothing at all. Just under half of respondents (47%) thought electric vehicles should pay the same rate as gas and diesel vehicles, a third (33%) preferred charging electric vehicles only half, and a small minority (19%) preferred that there be no fee at all for electric vehicles.

There were many notable differences between subgroups in the percent who preferred to charge electric vehicles the same rate or half the rate for gas or diesel vehicles, but very few notable differences for charging electric vehicles nothing (Tables B57 to B64). Unlike many of the survey opinions, this question generated notable differences by race, with white respondents notably more likely than respondents in other racial groups to prefer charging electric vehicles the same rate as gas or diesel vehicles. Other notable distinctions relate to employment status, income, age, likely and registered voter status, political party affiliation, annual mileage, fuel efficiency, having walked, cycled, used micromobility, or taken a taxi or ride-hailing trip in the previous 30 days, having purchased fuel in the previous 30 days, and opinions about whether or not mileage fees are fairer than fuel taxes.

Preferred Mileage Fee Rate for Low-Income Drivers

Another question asked drivers, "If Congress adopts a mileage fee, would you support or oppose charging a lower rate to low-income drivers?" More than half (58%) agreed with this option. Support varied notably according to many characteristics (Tables B65 to B71).

6. CONCLUSION

This chapter concludes the report with a summary of key survey findings on the three study topics: public goals for improving the transportation system, public opinion and knowledge about the federal gas tax, and opinions about adopting a federal mileage fee. These findings about public priorities suggest opportunities for policymakers to build support for transportation funding measures through careful program design.

6.1 PRIORITIES FOR IMPROVING THE TRANSPORTATION SYSTEM

The majority of respondents had at least moderate support for a wide variety of improvements to the transportation system across all modes. When asked to rate their priorities for improving the transportation system, respondents placed the very highest importance on safety, maintenance, and ensuring mobility for everyone, regardless of income. A related question asked respondents to rate different transportation spending options found that the majority of respondents placed a high priority on maintaining streets and highways, but considerably fewer saw building and expanding these facilities as a high priority. Clear majorities also reported at least moderate support for improving transit, walking, and cycling.

Respondents strongly supported improving the environmental sustainability of the transportation system. The majority of respondents rated the goals of reducing air pollution and greenhouse gas emissions as very important (57% and 53%, respectively). The majority of respondents also placed high or medium on spending programs related to sustainability. Seventy-eight percent of respondents placed high or medium priority on spending federal revenue to improve system resiliency, 63% placed high or medium priority on installing more EV charging stations, and 62% placed high or medium priority on providing financial incentives for Americans to purchase EVs.

The analysis of support among different subgroups identified several goals and spending priorities for which there was relatively consistent agreement among respondents with different personal characteristics. With respect to system improvement goals, there were no notable differences at all for the safety goal and very few for the goal of reducing congestion. With respect to spending priorities, there was particularly consistent support across subgroups for building and expanding both local streets and highways. It is important to note, however, that consistency of support was not always linked to the strongest overall support levels.

For policymakers, these findings suggest that any tax or fee option is likely to be most successful if the revenue is dedicated to popular goals such as maintenance and safety. In addition, the majority of Americans want to see multi-modal improvements.

6.2 GAS TAX FINDINGS

Key findings include the following points:

Only 2% of respondents knew that the federal gas tax rate has not been raised in more than 20 years. More than half of respondents (57%) said they simply didn't know when the federal rate was last raised, and another 34% incorrectly believed the rate had been raised within the past 10 years.

The majority of respondents supported raising the gas tax—if the revenue is dedicated to a specific transportation purpose. Among the six variants on raising the gas tax, only one failed to garner majority support. Only 38% supported the more generic option, for which respondents were told only that the revenue would be spent on “transportation.” The other five variants, which all specified that the revenue would be spent on specific kinds of projects, had well over majority support. The most popular options were a gas tax increase to support maintenance (71% support) and safety improvements (68% support).

Support for raising the federal gas tax has risen over time. Looking back to 2011, in every case where a variant has been tested annually, support has risen over the years. The largest increase has been in support for the base case, the least popular option. Here, support rose from 24% in 2011 to 38% in 2022, a 14 percentage point increase. In contrast, the smallest increase (nine percentage points) has been for the most popular option, the maintenance variant.

The majority of respondents believed it is appropriate to spend gas tax revenue on public transit. When asked this question directly, two-thirds (67%) agreed. Further, support was quite consistent, with at least 51% of every subgroup supporting spending gas tax revenue on transit.

There was relatively little variation in support among subgroups for the most popular gas-tax increase options. For the gas variants dedicated to improving maintenance, improving safety, and reducing congestion, every subgroup supported the increase by at least 54%. In contrast, there was somewhat more variation in support among subgroups for the two environmentally-focused tax options, and the most notable variations for the base-case increase with revenue to be used generally “for transportation.”

For policymakers, these findings suggest that the gas tax is still a politically viable revenue option for transportation. Not only did a strong majority of respondents support raising the federal gas tax for high-priority uses like maintenance and safety, but respondents supported spending gas tax revenue on multimodal transportation, most notably public transit.

6.3 MILEAGE FEE FINDINGS

Key findings include the following points:

Mileage fees had somewhat less than majority support. Support for a mileage fee ranged from 39% for a flat-rate fee on all travel to 48% for either a “green” (variable-rate) fee on all travel or a fee just on delivery and freight vehicles.

Support for implementing a mileage fee on all travel rose from 2010 to 2021, but dropped off over the past year. Support for the flat-rate mileage fee grew from 21% in 2010 to 47% in 2021, but then dropped to 39% in 2022. Similarly, support for the green version grew from 33% in 2010 to 53% in 2021, but then dropped to 48% in 2022.

A slight majority think electric vehicles should pay a lower rate than gas and diesel vehicles. Fifty-three percent of respondents thought that electric vehicles should be charged either a lower rate than gas and diesel vehicles, or no fee at all.

A majority would like to see lower rates for low-income drivers. Fifty-eight percent of respondents said that if Congress adopts a mileage fee, they would support charging a lower rate to low-income drivers.

Half of respondents think a block-pricing rate structure is fairer than a flat-rate mileage fee. Respondents were evenly split on whether they thought it fairer to change the same rate for every mile or to use a block-pricing rate structure where the rate is lower for the 5,000 miles driven annually and higher for all additional miles driven that year.

Three-quarters of people want to pay a mileage fee in small installments instead of paying annually. Respondents were asked if they would prefer to pay for mileage fees each time they buy fuel or charge the vehicle, pay monthly, or pay annually. The first option was the most popular of the three (48%), the monthly option received 29% support, and the annual billing option received only 23% support.

Survey topics that elicited considerable variation in how different subgroups responded were the mileage fee charged on all travel (compared to a fee just on business travel) and the rate discounts for electric vehicles and low-income drivers. Topics with less variation included the concept of the business-use mileage fee, the block-rate pricing structure, and payment frequency.

For policymakers, these findings suggest that while the concept of a mileage fee is not yet acceptable to a majority of Americans, there are ways to structure a fee that will increase its acceptability. For example, policymakers may wish to consider variable rate structures that give discounts to low-income drivers or the drivers of fuel-efficiency vehicles, as well as a block-rate pricing structure. Further, most people do not want to pay a single, annual bill, so a mileage fee is likely to gain more support if drivers pay small amounts more frequently.

APPENDIX A: SURVEY QUESTIONNAIRE AND TOPLINE RESULTS

Notes:

- Missing and refused responses were removed from the dataset before calculating the response rates.
- Columns of numbers in some tables do not sum to 100% due to rounding.

* * *

We are interested in your opinions about the transportation system. The “transportation system” means local streets and roads, highways, and public transit services like buses, light rail, trains, and ferries.

Q1. In your community, how is the quality of:

	Very good (%)	Somewhat good (%)	Somewhat bad (%)	Very bad (%)	Not sure / doesn't apply (%)
Interstates, highways, and freeways	25	52	16	5	2
Local streets and roads	18	46	25	9	1
Bicycle and pedestrian facilities	19	38	23	8	12
Public transit (bus, rail, etc.)	15	37	18	11	18

Q2. How concerned are you about traffic congestion in your community?

	%
Very concerned	29
Somewhat concerned	44
Not at all concerned	27

Q3. How concerned are you that disasters such as flooding, wildfires, or hurricanes will severely damage the transportation system in your community?

	%
Very concerned	25
Somewhat concerned	38
Not at all concerned	37

Q4. How important are the following transportation-related goals for the United States?

	Very important (%)	Somewhat important (%)	Not important (%)
Reduce crashes and improve safety	72	25	4
Ensure that everyone, regardless of income, can conveniently get to jobs, school, health care, etc.	70	26	4
Reduce health impacts caused by air pollution from cars and trucks	57	35	8
Reduce traffic congestion	56	38	6
Reduce greenhouse gas emissions from transportation sources that contribute to climate change	53	36	11
Make it more convenient to go places without driving (bus, walk, bike, etc.)	50	38	12

Q5. Now, imagine that Congress is deciding how to spend transportation money in the next 5 years. What percent of the money should go to each of the following goals? The total must add up to 100%.

	Mean (%)	0% (%)	1-10% (%)	11-20% (%)	21-30% (%)	>30% (%)
Ensure that everyone, regardless of income, can conveniently get to jobs, school, health care, etc.	19	10	30	33	14	13
Reduce crashes and improve safety	19	10	31	32	15	11
Reduce traffic congestion	17	12	37	30	11	10
Reduce greenhouse gas emissions from transportation sources that contribute to climate change	16	17	32	30	12	9
Reduce health impacts caused by air pollution from cars and trucks	15	14	37	33	11	5
Make it more convenient to go places without driving (bus, walk, bike, etc.)	14	15	42	29	8	5

Q6. As you may be aware, the federal government charges a gas tax and spends the money collected for transportation. Listed below are different ways the government could spend that money to improve the transportation system. How much of a priority should each one be?

	High (%)	Medium (%)	Low (%)	Not at all (%)
Maintain interstates, highways, and freeways	60	33	6	1
Maintain local streets and roads	57	34	7	2
Maintain public transit (rail, buses, etc.)	43	43	12	2
Improve safety for pedestrians and bicyclists	40	41	15	3
Provide discounted public transit fares for low-income people	40	38	16	6
Build/widen interstates, highways, and freeways	37	45	14	4
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes	36	42	18	4
Build/improve sidewalks	35	43	19	3
Build/widen local roads and streets	34	45	17	4
Add more frequent public transit service on existing routes	32	44	18	5
Add new public transit routes	32	43	21	5
Provide financial incentives for people to purchase electric vehicles	29	33	23	14
Build/improve bike lanes and bike paths	26	45	24	6
Install more charging stations for electric vehicles	26	37	26	10

Q7. Here is the same list of transportation purposes that the federal government could spend the gas tax money on. Select the three you think are most important.

	Selected at top 3 (%)
Maintain local streets and roads	43
Maintain interstates, highways, and freeways	41
Provide discounted public transit fares for low-income people	26
Build/widen interstates, highways, and freeways	22
Improve safety for pedestrians and bicyclists	20
Build/widen local roads and streets	19
Build/improve sidewalks	18
Provide financial incentives for people to purchase electric vehicles	18
Add more frequent public transit service on existing routes	17
Add new public transit routes	15
Maintain public transit (rail, buses, etc.)	15
Install more charging stations for electric vehicles	14
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes	11
Build/improve bike lanes and bike paths	11

The next set of questions ask about the types of transportation your household uses and how much money your household spends on certain transportation-related expenses. As a reminder, “household” means all the people currently living with you in your home. (Do not include renters or tenants.) If you live in a dormitory, in a boarding house, or with roommates, just answer the following questions for yourself.

Q8. In the last 30 days, which types of transportation have you or any other members of your household used? Check all that apply.

	Used in last 30 days (%)
Drive yourself (car, truck, motorcycle, etc.)	82
Walk	42
Ride as a passenger in a personal vehicle (exclude trips in taxis, rideshare like Uber/Lyft, etc.)	39
Public transit (bus, light-rail, ferry, etc.)	18
Ridesharing service like Uber or Lyft	16
Bicycle	13
Taxi	8
Airplane	6
Electric kick-scooter, skateboard, or other small device	4
Other	1

Q9. How often does your household not have enough money to pay for gasoline, transit fares, or other transportation costs?

	Frequently (%)	Occasionally (%)	Never (%)	Does not apply (%)
Not enough money for transportation costs	17	30	47	7

There are many ways the U.S. Congress could raise money to pay for maintaining and improving the transportation system. The next few questions ask your opinion about some of these options. In each case, assume that the money collected would be spent only for transportation purposes.

Q10. Right now the federal government collects a tax of 18¢ per gallon when people buy gasoline. One idea to raise money for transportation is to increase the federal gas tax by 10¢ a gallon, from 18¢ to 28¢. Would you support or oppose this gas tax increase?

	%
Strongly support	13
Somewhat support	25
Somewhat oppose	24
Strongly oppose	38

Q11. Now, imagine that the U.S. Congress decided that the best option to raise money for transportation is to increase the federal gas tax by ten cents per gallon. Would you support or oppose the gas tax increase if the new money were spent only on the following types of projects?

	Strongly support (%)	Somewhat support (%)	Somewhat oppose (%)	Strongly oppose (%)
Maintain streets, roads, and highways	38	32	14	15
Reduce accidents and improve safety	37	31	15	17
Reduce traffic congestion	32	35	16	17
Reduce the transportation system's contribution to global warming	25	30	20	25
Reduce local air pollution caused by the transportation system	22	30	22	26

Q12. Some people say that money from gas taxes should only be spent on roads and highways, since drivers pay the tax. Other people say gas tax money should be used to pay for public transit in addition to roads and highways, because transit helps reduce traffic congestion and wear-and-tear on the roads. Would you support or oppose spending some gas tax money on public transit?

	%
Support	67
Oppose	33

Note on Q12: Half of respondents received the question as worded here, and the other half received the question with the two statements in reverse order: Some people say gas tax money should be used to pay for public transit in addition to roads and highways, because transit helps reduce traffic congestion and wear-and-tear on the roads. Other people say that money from gas taxes should only be spent on roads and highways, since drivers pay the tax. Would you support or oppose spending some gas tax money on public transit?

Now, imagine that the U.S. Congress decides to replace the gas tax with a mileage fee of 3¢ per mile driven. That means someone driving 10,000 miles a year would pay \$300. Vehicles would have an electronic meter to keep track of the miles driven.

Q13. Would you support or oppose replacing the gas tax with such a mileage fee?

	%
Strongly support	13
Somewhat support	26
Somewhat oppose	21
Strongly oppose	40

Q14. If Congress adopts a mileage fee, would you support or oppose charging a lower rate to low-income drivers?

	%
Strongly support	28
Somewhat support	31
Somewhat oppose	15
Strongly oppose	26

Q15. A variation on the mileage fee concept is to have the fee rate vary depending upon how much the vehicle pollutes. On average, vehicles would be charged 3¢ per mile, but vehicles that pollute less would be charged less, and vehicles that pollute more would be charged more. Would you support or oppose this new mileage fee?

	%
Strongly support	15
Somewhat support	32
Somewhat oppose	22
Strongly oppose	30

Q16. Another variation on the mileage fee concept is to replace the gas tax with a mileage fee of 3¢ per mile for all gas and diesel vehicles, but with a different rate for all-electric vehicles. What rate per mile do you think electric vehicles should pay?

	%
The same rate as gas/diesel vehicles	47
Half the rate set for gas/diesel vehicles	33
Nothing (electric vehicles pay no fee)	19

Q17. Now imagine that the US Congress decides to keep the gas tax, but to add a new per-mile “Business Road-Use Fee” for miles that commercial vehicles drive on the job. (These vehicles would continue to pay the current gas tax, as well.) Would you support or oppose this new Business Road-Use Fee for the following types of commercial vehicles?

	Strongly support (%)	Somewhat support (%)	Somewhat oppose (%)	Strongly oppose (%)
Delivery and freight trucks	18	30	27	26
Ridehailing vehicles	16	30	29	26
Taxis	16	30	29	25

Q18. How much do you agree or disagree with the following statement?

I'm already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn't really bother me.

	%
Strongly agree	15
Somewhat agree	27
Somewhat disagree	20
Strongly disagree	37

Q19. Which statement is closer to your opinion?

	%
A mileage fee is MORE fair than the gas tax because everyone pays the same for use of the roads, regardless of vehicle fuel efficiency or vehicle type (electric vs. gas vehicles)	52
A mileage fee is LESS fair than the gas tax because the mileage fee doesn't give a break to people who buy cleaner vehicles	48

Q20. If Congress creates a federal mileage fee, which of the following possible fee structures would be fairer?

	%
The fee is the same for every mile the vehicle drives during the year	50
The fee is <u>lower</u> for the first 5,000 miles the vehicle drives during the year, and higher for all additional miles driven that year	50

Q21. If Congress does create a federal mileage fee, how would you prefer to pay? Remember that the total amount you pay annually would be the same in each option.

	%
Pay each time I purchase gas/diesel or charge an electric vehicle	47
Pay a bill that comes once a month	29
Pay a bill that comes once a year	23

Q22. As best you remember, when did the U.S. Congress last raise the federal gas tax?

	%
Less than a year ago	10
1 to 3 years ago	14
4 to 10 years ago	10
11 to 15 years ago	4
16 to 20 years ago	2
More than 20 years ago [correct answer]	2
Don't know	57

Q23. This past fall, the federal government passed a law to increase funding for transportation and other infrastructure. How much, if anything, have you heard, read, or seen about this topic?

	%
A great deal	24
A little	45
Nothing at all	31

APPENDIX B: DATA TABLES FOR SUBGROUP ANALYSIS

Appendix B presents a series of tables showing how different subgroups within the full set of respondents answered the survey questions. For example, we compare the percent support for raising the gas tax for women versus men, or for urban versus suburban, small town, and rural residents.

The statistical test of two proportions was used to check whether differences between pairs of subgroups in a category (e.g., men versus women) are statistically significant at the 95% and 99% confidence levels. In the tables, the first subgroup listed for each category (e.g., age, annual miles driven, or political affiliation) is the reference case to which the proportion of respondents in other subgroups in that category is compared.

Where the response between the reference case and another subgroup in that category is statistically significant, this is indicated as follows:

* Statistically significant at $p < 0.05$

** Statistically significant at $p < 0.01$

Values in blue cells are at least ten percentage points lower than the reference case. Values in yellow cells are at least ten percentage points higher than the reference case.

VIEWS ON TRANSPORTATION SYSTEM NEEDS

Table B1. Percent of Respondents “Very Concerned” with Traffic Congestion and Resiliency

Characteristic		Congestion	Resiliency
Gender	Male	32	30
	Female	26**	21**
Race	White only	28	22
	Black/African-American only	36**	40**
	Asian/Asian-American only	28	31*
	Other, including multiracial	27	26
Hispanic/Latino origin/descent	Yes	36	34
	No	28**	23**
Education	High school graduate or less	27	28
	More than high school	30	23**
Employment status	Working for pay	35	30
	Unemployed, but looking for work	23**	26
	Not working by choice (retired, etc.)	22**	16**
Income (annual household)	\$0 – \$49,999	25	26
	\$50,000 – \$999,999	29	23
	\$100,001 +	34**	26
Age (years)	18 – 24	27	37
	25 – 54	34*	28**
	55+	22*	16**
Likely voter ^a	Yes	32	26
	No	22**	22*
Political affiliation	Democratic ^b	34	29
	Republican ^b	28**	22**
	Other party ^c or no party affiliation ^d	18**	22**
Annual miles driven	1 – 7,500	25	22
	7,501 – 12,500	32**	27*
	12,501+	40**	32**
	Don't drive	25	23
Miles per gallon	≤ 19	22	19
	20 – 30	26	20
	31+	31**	30**
Transit used in last 30 days	Yes	41	38
	No	26**	22**
Walked, cycle, micro-mobility in last 30 days	Yes	31	28
	No	27*	22**
Taxi or ride-hail in last 30 days	Yes	37	36
	No	27**	22**
Pay a toll in a typical month	Yes	43	41
	No	24**	19**

TABLE B1, continued.

Characteristic		Congestion	Resiliency
Estimated monthly fuel expenditures	\$1 – \$50	32	33
	\$51 – \$100	25**	20**
	\$101 – \$150	24*	19**
	\$151 – \$200	34	28
	\$201+	29	20**
	\$0 (does not buy fuel)	28	25*
Does not have enough \$ for transportation	Frequently	41	41
	Occasionally	32**	32**
	Never	23**	16**
Census region	Northeast	30	25
	Midwest	18**	18**
	South	33	29
	West	32	26
Community type (self reported)	Urban	38	35
	Suburban	30**	22**
	Small town	18**	14**
	Rural	20**	24**

* Statistically significant at $p < 0.05$. ** Statistically significant at $p < 0.01$.

Note: The test of two proportions was used to check if there is a statistically significant difference between subgroups. The first subgroup in each category is the reference case against which the proportion of respondents in other subgroups is compared. Values in blue cells are at least ten percentage points different from the reference case.

^a Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^b Included registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^c Affiliation with some party other than the Democrats or Republicans.

^d Not leaning towards or affiliated with any party.

Table B2. Percent of Respondents Who Rated Each Goal as “Very Important,” by Subgroup

Characteristic		Reduce traffic congestion	Reduce creases and improve safety	Reduce health impacts caused by air pollution from cars/trucks	Reduce greenhouse gas emissions from transportation	More convenient to go places without driving (bus, bike, walk)	Convenient mobility for everyone, regardless of income
Gender	Male	56	67	56	54	49	65
	Female	56	76**	59	53	51	74**
Race	White only	56	72	55	51	47	70
	Black/African-American only	54	67*	66**	58*	58**	70
	Asian/Asian-American only	62	71	62	60	56	69
	Other, including multiracial	52	78	63*	58	58**	67
Hispanic/Latino origin/descent	Yes	60	75	64	59	64	70
	No	55	71	56**	52*	47**	70
Education	High school graduate or less	53	71	56	48	48	68
	More than high school	58**	73	59	57**	52	71
Employment status	Working for pay	59	71	57	56	53	71
	Unemployed, but looking for work	51**	71	63	52	53	67
	Not working by choice (retired, etc.)	53**	73	55	49**	44**	70
Income (annual household)	\$0 – \$49,999	53	71	59	49	52	70
	\$50,000 – \$999,999	59*	74	59	60**	51	71
	\$100,001 +	58*	71	54*	53	46*	69
Age (years)	18 – 24	53	71	62	54	56	61
	25 – 54	57	69	57	54	51	71**
	55+	56	76	56	52	46**	72**
Likely voter ^a	Yes	58	73	57	55	51	71
	No	51**	68**	58	50*	49	66*
Political affiliation	Democratic ^b	61	74	69	69	59	79
	Republican ^b	56*	72	45**	38**	41**	62**
	Other party ^c or no party affiliation ^d	44**	65**	53**	44**	46**	62**
Annual miles driven	1 – 7,500	54	73	58	52	49	71
	7,501 – 12,500	57	71	56	56	49	69
	12,501+	62**	68	54	53	44	70
	Don't drive	54	72	63	52	64**	68
Miles per gallon	≤ 19	52	70	54	47	41	71
	20 – 30	58	75	55	52	45	70
	31+	57	70	58	58**	54**	71
Transit used in last 30 days	Yes	62	73	67	63	69	76
	No	55**	71	55**	51**	46**	69**
Walk/cycle/micro-mobility in last 30 days	Yes	55	70	60	59	56	71
	No	57	73	55*	48**	45**	69
Taxi or ridehail in last 30 days	Yes	57	68	58	58	56	68
	No	56	73*	57	52**	48**	70
Pay a toll in a typical month	Yes	60	70	58	54	52	67
	No	54*	72	57	53	49	71*

TABLE B2, continued

Characteristic		Reduce traffic congestion	Reduce creashes and improve safety	Reduce health impacts caused by air pollution from cars/trucks	Reduce greenhouse gas emissions from transportation	More convenient to go places without driving (bus, bike, walk)	Convenient mobility for everyone, regardless of income
Estimated monthly fuel expenditures	\$1 – \$50	53	69	56	52	51	65
	\$51 – \$100	59*	75**	60	57*	51	76**
	\$101 – \$150	55	76*	56	55	45	72*
	\$151 – \$200	59	71	50	51	41**	63
	\$201+	59*	74	58	50	49	74**
	\$0 (does not buy fuel)	50	65	62	49	62**	66
Not enough \$ for transportation	Frequently	59	74	68	62	56	73
	Occasionally	54	69	59**	51**	55	71
	Never	56	73	52**	52**	44**	68
Census region	Northeast	56	70	56	53	51	68
	Midwest	47**	68	53	52	43**	69
	South	58	74*	58	53	50	71
	West	63*	73	63*	56	57	71
Community type (self reported)	Urban	60	72	66	59	60	74
	Suburban	58	74	56**	54*	50**	70
	Small town	44**	65*	53**	48**	43**	59**
	Rural	54*	71	50**	45**	41**	68*

* Statistically significant at $p < 0.05$. ** Statistically significant at $p < 0.01$.

Note: The test of two proportions was used to check if there is a statistically significant difference between subgroups. The first subgroup in each category is the reference case against which the proportion of respondents in other subgroups is compared. Values in blue cells are at least ten percentage points different from the reference case.

^a Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^b Included registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^c Affiliation with some party other than the Democrats or Republicans.

^d Not leaning towards or affiliated with any party.

Table B3. Percent of Respondents Who Rated Each Priority as “Very Important,” by Subgroup

Characteristic		Build/improve sidewalks	Discount fares for low-income transit riders	EV purchase incentive	Build/improve bike facilities	EV charging facilities	More frequent transit service	Bike/pedestrian safety	Expand transit routes	Maintain streets	Build/widen local streets/ roads	Build/widen highways	Maintain highways	Maintain transit	Improve system resiliency
Gender	Male	35	38	33	27	31	32	37	32	55	35	39	57	40	38
	Female	36	42	26**	24	22**	32	44**	31	59*	32	35*	62**	45*	34*
Race	White only	33	38	28	22	24	29	39	28	59	32	37	62	41	32
	Black/African-American only	44**	46**	37**	35**	33**	40**	44	43**	55	36	39	54**	47	47**
	Asian/Asian-American only	43*	41	35	34**	30	39*	49*	43**	45**	32	36	49**	45	46**
	Other, including multiracial	36	51**	27	34**	32*	43**	46*	39**	56	40*	38	56	50*	48**
Hispanic/ Latino	Yes	41	49	31	31	33	39	46	38	56	39	38	53	45	45
	No	34**	3**	29	24**	25**	31**	39*	30**	58	32*	37	61**	42	34**
Education	High school graduate or less	36	44	28	25	25	33	39	34	58	36	36	56	42	36
	More than high school	35	38**	30	26	28	31	42	30*	57	31*	38	63**	44	35
Employment status	Working for pay	38	40	31	30	28	33	44	34	56	35	39	57	43	36
	Unemployed, but looking for work	39	47*	33	28	27	38	43	35	55	36	34	53	48	43*
	Not working by choice (retired, etc.)	30**	38	25**	18**	24	28**	34**	26**	61*	30*	35	68**	41	31*
Income – annual household	\$0 – \$49,999	36	46	28	26	24	36	40	33	58	33	34	58	45	37
	\$50,000 – \$999,999	37	38**	30	26	30**	30**	41	34	59	33	36	64**	45	38
	\$100,001 +	33	34**	30	24	27	28**	40	29	56	35	43**	59	39*	32*
Age (years)	18 – 24	39	44	32	31	30	36	43	36	44	34	35	47	41	48
	25 – 54	37	42	32	29	28	33	42	33	57**	36	40	57**	44	37**
	55+	31**	37*	25*	19**	24*	29*	37	28**	63**	30	34	68**	42	30**
Likely voter ^a	Yes	35	39	30	26	27	32	41	31	59	34	40	63	43	36
	No	36	44**	27	25	24	33	40	34	53**	32	31**	52**	43	36
Political affiliation	Democrat ^b	41	49	39	31	36	39	47	39	55	35	37	57	49	44
	Republican ^b	29**	30**	20**	21**	16**	26**	34**	24**	60*	34	39	65**	35**	27**
	Other party ^c or no party affiliation ^d	34**	40**	25**	22**	24**	28**	37**	30**	58	29*	34	56	44	33**
Annual miles driven	1 – 7,500	35	42	30	25	27	30	41	33	58	33	36	61	44	35
	7,501–12,500	34	38	28	25	26	33	38	30	55	31	39	58	41	36
	12,501+	35	33**	31	25	27	27	38	27*	62	42**	43**	65	34**	33
	Don't drive	40	50*	27	30	25	45**	44	37	55	27*	31	50**	55**	40
Miles per gallon	≤ 19	35	39	24	23	22	29	38	24	61	36	38	69	37	34
	20 – 30	31	37	27	22	24	28	41	28	63	32	39	66	42*	32
	31+	37	42	34**	26	31**	32	39	36**	51**	37	36	53**	43	37
Transit in last 30 days	Yes	45	55	41	41	35	51	53	51	55	37	38	55	61	48
	No	33**	37**	27**	22**	25**	28**	38**	28**	58	33	37	61*	39**	33**
Walk, cycle, micro-mobility in last 30 days	Yes	36	42	31	28	29	35	44	36	55	30	35	57	49	39
	No	34	40	28	24*	24**	29**	38**	28**	59*	36**	39	62**	38**	33**
Taxi/ ridehail in last 30 days	Yes	41	44	34	33	27	38	45	41	56	33	37	54	46	43
	No	34**	40	28**	24**	26	30**	39*	29**	58	34	37	61**	42	34**
Pay a toll in a typical month	Yes	38	37	34	30	30	35	42	35	51	38	43	52	43	39
	No	34	42*	28**	24**	25*	31*	40	30*	60**	32**	35**	63**	43	34*

KNOWLEDGE OF FEDERAL GAS TAX RATES

Table B4. Respondents' Belief about When the Federal Gas Tax Was Last Raised, by Sociodemographic Characteristics (% of Respondents)

Characteristics	Within the last 10 years	11 to 20 years ago	More than 20 years ago	Don't know
<i>All respondents</i>	35	6	2	57
Gender				
Male	39	8	4	50
Female	31**	4**	1**	64**
Race				
White only	30	5	2	62
Black/African-American only	52**	10**	2	35**
Asian/Asian-American only	39*	3	2	55
Other, including mixed-race	41**	4	2	53**
Of Latino/Hispanic descent				
Yes	42	7	2	49
No	33**	6	2	59**
Education				
High school graduate or less	36	6	2	55
More than high school	33	6	2	59*
Employment status				
Working for pay	42	8	2	48
Unemployed, but looking for work	38	5	2	54*
Not working by choice (retired, etc.)	21**	3**	2	74**
Income (annual household)				
0 - \$49,999	38	5	1	56
\$50,000 - \$99,999	33*	6	2	59
\$100,000+	31**	6	4**	59
Age (years)				
18 - 24	51	9	1	39
25 - 54	39**	7	2	52**
55+	22**	3**	3	72**

^a Likely voters are those respondents who said that they are registered voters and that they vote "all of the time" or "most of the time."

Table B5. Respondents' Belief about When the Federal Gas Tax Was Last Raised, Political Characteristics (% of Respondents)

Characteristics	Within the last 10 years	11 to 20 years ago	More than 20 years ago	Don't know
<i>All respondents</i>	35	6	2	57
Likely voter ^a				
Yes	34	6	3	58
No	36	6	1**	56
Political affiliation				
Democrat (and lean Democrat) ^b	38	6	2	55
Republican (and lean Republican) ^b	33*	7	2	58
Other party ^c or no party affiliation ^d	29**	5	4*	63**

^a Likely voters are those respondents who said that they are registered voters and that they vote "all of the time" or "most of the time."

^b Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they "leaned" towards.

^c Affiliated with some party other than the Democrats or Republicans.

^d Not affiliated with any party, and not leaning either Democratic or Republican.

Table B6. Respondents' Belief about When the Federal Gas Tax Was Last Raised, by Census Region and Community Type (% of Respondents)

Location	Within the last 10 years	11 to 20 years ago	More than 20 years ago	Don't know
<i>All respondents</i>	35	6	2	57
Census region				
Northeast	31	7	4	58
Midwest	31	6	1**	62
South	39**	6	2*	53
West	33	5	1**	61
Community type (self-reported)				
Urban	47	6	3	45
Suburban	29**	5	2	64**
Small town	31**	11**	1	56**
Rural	32**	3	2	62**

Table B7. Respondents' Belief about When the Federal Gas Tax Was Last Raised, by Travel Behaviors and Expenditures (% of respondents)

Travel behaviors/expenditures	Within the last 10 years	11 to 20 years ago	More than 20 years ago	Don't know
<i>All respondents</i>	35	6	2	57
Annual miles driven				
1 - 7,500	33	4	2	61
7,501 - 12,500	38	9**	2	51**
12,501+	37	8**	5**	50**
Does not drive	30	4	1	65
Miles per gallon^a				
≤ 19	30	3	2	64
20 – 30	28	5	2	65
31+	41**	7*	3	49**
Transit used in the last 30 days				
Yes	48	9	1	42
No	32**	5**	2	61**
Walked, cycled, or used micromobility in the last 30 days				
Yes	38	6	3	53
No	31**	6	2*	61**
Used a taxi or ride-hailing in the last 30 days				
Yes	45	10	4	41
No	32**	5**	2**	62**
Used an airplane in the last 30 days				
Yes	42	7	4	47
No	34*	6	2	58*
Paid a toll in the last 30 days				
Yes	48	10	5	37
No	29**	4**	1**	65**
Estimated monthly fuel expenditures				
\$1 - \$50	39	8	3	49
\$51 - \$100	32**	6	2*	60**
\$101 - \$150	27**	2**	3	68**
\$151 - \$200	34	3**	1*	62**
\$201+	37	3**	3	57**
Does not buy fuel	30*	8	1*	61**
Frequency of not have enough money for transportation				
Frequently	48	6	2	43
Occasionally	44	9	3	44
Never	25**	4*	2	70**

^a Categories drawn from US Environmental Protection Agency, "Smartway Vehicle Thresholds MY 2018 & 2019" (February 2018), EPA-420-B-18-016.

SUPPORT FOR RAISING THE FEDERAL GAS TAX

Table B8. Support^a for the Gas Tax Options, by Sociodemographic Characteristics (% of Respondents)

Characteristics	Base-case 10¢ increase	Revenue to...				
		Reduce local air pollution	Reduce global warming	Maintain streets/ highways	Improve safety	Reduce congestion
<i>All respondents</i>	38	52	56	71	68	67
Gender						
Male	46	54	58	72	68	71
Female	30**	51	54*	70	68	64**
Race						
White only	32	49	52	70	66	65
Black/African-American only	57**	63**	62**	71	71	74**
Asian/Asian-American only	46**	66**	76**	76	76*	76**
Other, including mixed-race	45**	58*	68**	74	75*	72
Of Latino/Hispanic descent						
Yes	43	63	65	76	74	76
No	36**	50**	54**	70**	67**	65**
Education						
High school graduate or less	40	52	56	72	71	70
More than high school	35*	53	56	70	66**	65*
Employment status						
Working for pay	43	53	58	71	68	68
Unemployed, but looking for work	43	59*	62	74	75*	73
Not working by choice (retired, etc.)	26**	49	50**	69	65	62**
Income (annual household)						
0 - \$49,999	39	54	57	72	72	70
\$50,000 - \$99,999	36	50	54	68*	65**	63**
\$100,000+	38	53	56	71	65**	66
Age (years)						
18 – 24	55	62	62	67	69	73
25 – 54	43**	54**	57	72	70	69
55+	24**	48**	52**	70	66	63**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B9. Support^a for the Gas Tax Options, by Political Characteristics (% of Respondents)

Characteristics	Revenue to...					
	Base-case 10¢ increase	Reduce local air pollution	Reduce global warming	Maintain streets/ highways	Improve safety	Reduce congestion
<i>All respondents</i>	38	52	56	71	68	67
Likely voter ^b						
Yes	37	52	55	70	67	65
No	38	53	58	72	70	71*
Political affiliation						
Democrat (and lean Democrat) ^c	50	67	72	74	72	72
Republican (and lean Republican) ^c	23**	38**	37**	68**	64**	61**
Other party ^d or no party affiliation ^e	36**	45**	54**	69*	66**	67*

^a Sum of those who “strongly” or “somewhat” supported the option.

^b Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^c Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^d Affiliated with some party other than the Democrats or Republicans.

^e Not affiliated with any party, and not leaning either Democratic or Republican.

Table B10. Support^a for the Gas Tax Options, by Census Region and Community Type (% of Respondents)

Location	Revenue to...					
	Base-case 10¢ increase	Reduce local air pollution	Reduce global warming	Maintain streets/ highways	Improve safety	Reduce congestion
<i>All respondents</i>	38	52	56	71	68	67
Census region						
Northeast	42	53	54	69	65	66
Midwest	36	53	56	74*	67	65
South	39	52	56	70	71*	68
West	32**	53	57	70	67	69
Community type (self-reported)						
Urban	50	61	62	75	70	73
Suburban	33**	51**	55**	69**	68	66**
Small town	39**	55	58	70	66	68*
Rural	27**	40**	45**	68**	67	58**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B11. Support^a for the Gas Tax Options, by Travel Characteristics (% of Respondents)

Travel behavior/expenditures	Base-case 10¢ increase	Revenue to...				
		Reduce local air pollution	Reduce global warming	Maintain streets/ highways	Improve safety	Reduce congestion
<i>All respondents</i>	38	52	56	71	68	67
Annual miles driven						
1 - 7,500	38	53	58	71	69	65
7,501 - 12,500	37	52	53	69	67	67
12,501+	35	46*	52*	73	64	69
Does not drive	41	59*	56	71	71	71
Miles per gallon^a						
≤ 19	27	49	50	74	68	66
20 – 30	26	48	53	69	68	64
31+	49**	56*	59**	71	67	68
Transit used in the last 30 days						
Yes	56	65	64	76	76	76
No	34**	50**	54**	70*	66**	65**
Walked, cycled, or used micromobility in the last 30 days						
Yes	43	56	59	71	69	67
No	33**	50**	53**	71	68	67
Used a taxi or ride-hailing in the last 30 days						
Yes	51	58	61	70	70	71
No	34**	51**	54**	71	67	66*
Used an airplane in the last 30 days						
Yes	37	54	57	70	69	66
No	38	52	56	71	68	67
Paid a toll in the last 30 days						
Yes	54	59	59	71	70	71
No	31**	50**	54*	71	67	65**
Estimated monthly fuel expenditures						
\$1 - \$50	52	58	61	71	67	68
\$51 - \$100	33**	53*	57	72	69	67
\$101 - \$150	25**	44**	52*	62*	63	60*
\$151 - \$200	27**	51	54	73	68	70
\$201+	26**	40**	44**	71	67	63
Does not buy fuel	45	61	58	73	74*	73
How often did not have enough money for transportation						
Frequently	52	60	60	68	66	70
Occasionally	43**	56	58	74*	73*	72
Never	29**	48**	54*	70	66	62**

^a Sum of those who “strongly” or “somewhat” supported the option.

^b Categories drawn from US Environmental Protection Agency, “Smartway Vehicle Thresholds MY 2015” (January 2014), <https://nepis.epa.gov/Exe/ZyPURL.cgi?Dockey=P100HP2R.TXT>.

Table B12. Support^a for the Gas Tax Options, by Knowledge of Federal Policy (% of Respondents)

Opinions	Revenue to...					
	Base-case 10¢ increase	Reduce local air pollution	Reduce global warming	Maintain streets/ highways	Improve safety	Reduce congestion
<i>All respondents</i>	38	52	56	71	68	67
Estimate of when the federal gas tax was last raised						
Within the last 10 years	49	55	58	68	69	70
11 to 20 years ago	59*	57	52	65	63	66
More than 20 years ago (correct answer)	50	36**	35**	69	54*	69
Don't know	28**	51	56	73**	69	65**
Awareness of new infrastructure law						
A great deal	60	57	57	69	64	68
A little	37**	55	58	74*	72**	70
Nothing at all	21**	46**	51*	68	66	62**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B13. Support^a for the Gas Tax Options, by Opinion on Spending Some Gas Tax Revenue for Transit (% of Respondents)

Opinions	Revenue to...					
	Base-case 10¢ increase	Reduce local air pollution	Reduce global warming	Maintain streets/ highways	Improve safety	Reduce congestion
<i>All respondents</i>	38	52	56	71	68	67
Support spending gas tax on transit	50	63	66	75	73	73
Oppose spending gas tax on transit	11**	31**	34**	62**	58**	54**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B14. Support^a for the Gas Tax Options, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)

Opinions	Revenue to...					
	Base-case 10¢ increase	Reduce local air pollution	Reduce global warming	Maintain streets/ highways	Improve safety	Reduce congestion
<i>All respondents</i>	38	52	56	71	68	67
Concern about traffic congestion						
Very	45	58	57	70	68	72
Somewhat or not at all	35**	50**	55	71	68	65**
Concern about disasters/resiliency						
Very	52	61	62	75	72	75
Somewhat or not at all	33**	50**	54**	69**	67*	64**
Goal: reduce traffic congestion						
Very	37	55	59	73	71	72
Somewhat or not at all	38	49**	52**	68**	65**	60**
Goal: reduce crashes and improve safety						
Very	35	54	58	72	72	69
Somewhat or not at all	44**	49*	51**	68*	59**	61**
Goal: reduce health impacts caused by air pollution from cars and trucks						
Very	41	64	69	75	74	72
Somewhat or not at all	32**	37**	39**	65**	61**	60**
Goal: reduce greenhouse gas emissions from transportation sources that contribute to climate change						
Very	45	66	69	75	73	71
Somewhat or not at all	29**	37**	41**	66**	63**	62**
Goal: make it more convenient to go places without driving						
Very	43	61	65	75	74	72
Somewhat or not at all	32**	44**	47**	67**	62**	62**
Goal: ensure that everyone can get around, regardless of income						
Very	37	56	61	73	72	69
Somewhat or not at all	39	45**	44**	65**	60**	61**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B15. Support^a for Raising the Gas Tax Options, by Spending Priorities (% of Respondents)

Priorities	Revenue to...					
	Base-case 10¢ increase	Reduce local air pollution	Reduce global warming	Maintain streets/ highways	Improve safety	Reduce congestion
<i>All respondents</i>	38	52	56	71	68	67
Build/improve sidewalks						
High	40	57	60	74	75	74
Medium, low, or not at all	36	50**	53**	69**	64**	63**
Provide discounted public transit fares for low-income people						
High	40	59	65	74	74	73
Medium, low, or not at all	36*	48**	50**	68**	64**	63**
Provide financial incentives for people to purchase electric vehicles						
High	48	65	70	74	72	75
Medium, low, or not at all	33**	47**	50**	69*	67*	64**
Build/improve bike lanes and bike paths						
High	46	62	64	77	78	77
Medium, low, or not at all	35**	49**	53**	69**	65**	63**
Install more charging stations for electric vehicles						
High	50	67	73	75	73	74
Medium, low, or not at all	33**	47**	50**	69*	66**	64**
Add more frequent public transit service on existing routes						
High	47	61	64	75	75	76
Medium, low, or not at all	33**	48**	52**	69**	65**	63**
Improve safety for pedestrians and cyclists						
High	38	59	64	75	77	74
Medium, low, or not at all	37	48**	50**	68**	62**	62**
Add new public transit routes						
High	45	60	64	74	73	74
Medium, low, or not at all	34**	49**	52**	70*	66**	64**
Maintain local streets and roads						
High	31	49	54	73	71	69
Medium, low, or not at all	47**	57**	59*	67**	64**	64*
Build/widen local roads and streets						
High	36	55	55	75	72	74
Medium, low, or not at all	38	51	56	69**	66**	63**
Build/widen interstates, highways, and freeways						
High	35	51	53	74	70	72
Medium, low, or not at all	39*	53	58*	69**	67	64**
Maintain interstates, highways, and freeways						
High	30	49	54	72	69	68
Medium, low, or not at all	49**	57**	58*	69	67	65
Maintain public transit (rail, buses, etc.)						
High	39	57	61	74	73	70
Medium, low, or not at all	36	49**	52**	68**	65**	65**
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes						
High	43	59	63	73	73	73
Medium, low, or not at all	35**	49**	52**	69	65**	64**

^a Sum of those who “strongly” or “somewhat” supported the option.

SUPPORT FOR SPENDING SOME GAS TAX REVENUES ON PUBLIC TRANSIT**Table B16. Support^a for Spending Some Gas Tax Money on Transit, by Sociodemographic Characteristics (% of Respondents)**

Characteristics	Support
<i>All respondents</i>	67
Gender	
Male	70
Female	65**
Race	
White only	63
Black/African-American only	81**
Asian/Asian-American only	77**
Other, including mixed-race	81**
Of Latino/Hispanic descent	
Yes	78
No	65**
Education	
High school graduate or less	69
More than high school	66
Employment status	
Working for pay	70
Unemployed, but looking for work	77**
Not working by choice (retired, etc.)	59**
Income (annual household)	
0 - \$49,999	71
\$50,000 - \$99,999	68
\$100,000+	60**
Age (years)	
18 – 24	76
25 – 54	70*
55+	61**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B17. Support^a for Spending Some Gas Tax Money on Transit, by Political Characteristics (% of Respondents)

Characteristics	Support
<i>All respondents</i>	67
Likely voter ^b	
Yes	66
No	71*
Political affiliation	
Democrat (and lean Democrat) ^c	81
Republican (and lean Republican) ^c	51**
Other party ^d or no party affiliation ^e	66**

^a Sum of those who “strongly” or “somewhat” supported the option.

^b Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^c Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^d Affiliated with some party other than the Democrats or Republicans.

^e Not affiliated with any party, and not leaning either Democratic or Republican.

Table B18. Support^a for Spending Some Gas Tax Money on Transit, by Census Region and Community Type (% of Respondents)

Location	Support
<i>All respondents</i>	67
Census region	
Northeast	67
Midwest	64
South	68
West	70
Community type (self-reported)	
Urban	79
Suburban	66**
Small town	66**
Rural	54**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B19. Support^a for Spending Some Gas Tax Money on Transit, by Travel Characteristics (% of Respondents)

Travel behavior/expenditures	Support
<i>All respondents</i>	67
Annual miles driven	
1 - 7,500	69
7,501 - 12,500	66
12,501+	59**
Does not drive	76*
Miles per gallon ^a	
≤ 19	60
20 – 30	60
31+	71**
Transit used in the last 30 days	
Yes	89
No	63**
Walked, cycled, or used micromobility in the last 30 days	
Yes	73
No	62**
Used a taxi or ride-hailing in the last 30 days	
Yes	79
No	64**
Used an airplane in the last 30 days	
Yes	71
No	67
Paid a toll in the last 30 days	
Yes	73
No	65**
Estimated monthly fuel expenditures	
\$1 - \$50	74
\$51 - \$100	66**
\$101 - \$150	59**
\$151 - \$200	54**
\$201+	60**
Does not buy fuel	80*
How often did not have enough money for transportation	
Frequently	77
Occasionally	74
Never	59**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B20. Support^a for Spending Some Gas Tax Money on Transit, by Knowledge of Federal Policy (% of Respondents)

Opinions	Support
<i>All respondents</i>	67
Estimate of when the federal gas tax was last raised	
Within the last 10 years	72
11 to 20 years ago	73
More than 20 years ago (correct answer)	55**
Don't know	64**
Awareness of new infrastructure law	
A great deal	78
A little	67**
Nothing at all	59**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B21. Support^a for Spending Some Gas Tax Money on Transit, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)

Opinions	Support
<i>All respondents</i>	67
Concern about traffic congestion	
Very	71
Somewhat or not at all	66*
Concern about disasters/resiliency	
Very	77
Somewhat or not at all	64**
Goal: reduce traffic congestion	
Very	70
Somewhat or not at all	64**
Goal: reduce crashes and improve safety	
Very	69
Somewhat or not at all	63**
Goal: reduce health impacts caused by air pollution from cars and trucks	
Very	76
Somewhat or not at all	56**
Goal: reduce greenhouse gas emissions from transportation sources that contribute to climate change	
Very	77
Somewhat or not at all	56**
Goal: make it more convenient to go places without driving	
Very	79
Somewhat or not at all	55**
Goal: ensure that everyone can get around, regardless of income	
Very	72
Somewhat or not at all	56**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B22. Support^a for Spending Some Gas Tax Money on Transit, by Spending Priorities (% of Respondents)

Opinions	Support
<i>All respondents</i>	67
Build/improve sidewalks	
High	74
Medium, low, or not at all	64**
Provide discounted public transit fares for low-income people	
High	81
Medium, low, or not at all	58**
Provide financial incentives for people to purchase electric vehicles	
High	77
Medium, low, or not at all	63**
Build/improve bike lanes and bike paths	
High	81
Medium, low, or not at all	62**
Install more charging stations for electric vehicles	
High	79
Medium, low, or not at all	63**
Add more frequent public transit service on existing routes	
High	82
Medium, low, or not at all	60**
Improve safety for pedestrians and cyclists	
High	76
Medium, low, or not at all	61**
Add new public transit routes	
High	83
Medium, low, or not at all	60**
Maintain local streets and roads	
High	64
Medium, low, or not at all	72**
Build/widen local roads and streets	
High	68
Medium, low, or not at all	67
Build/widen interstates, highways, and freeways	
High	65
Medium, low, or not at all	69*
Maintain interstates, highways, and freeways	
High	64
Medium, low, or not at all	73**
Maintain public transit (rail, buses, etc.)	
High	79
Medium, low, or not at all	59**
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes	
High	76
Medium, low, or not at all	63**

^a Sum of those who “strongly” or “somewhat” supported the option.

OPINIONS ABOUT PRIVACY RELATED TO MILEAGE FEES

Table B23. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Sociodemographic Characteristics (% of Respondents)

Characteristics	Not concerned
<i>All respondents</i>	43
Gender	
Male	49
Female	37**
Race	
White only	38
Black/African-American only	60**
Asian/Asian-American only	60**
Other, including mixed-race	42
Of Latino/Hispanic descent	
Yes	50
No	41**
Education	
High school graduate or less	44
More than high school	42
Employment status	
Working for pay	46
Unemployed, but looking for work	48
Not working by choice (retired, etc.)	35**
Income (annual household)	
0 - \$49,999	42
\$50,000 - \$99,999	45
\$100,000+	42
Age (years)	
18 - 24	61
25 - 54	45**
55+	33**

Table B24. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Political Characteristics (% of Respondents)

Characteristics	Not concerned
<i>All respondents</i>	43
Likely voter ^b	
Yes	43
No	42
Political affiliation	
Democrat (and lean Democrat) ^c	53
Republican (and lean Republican) ^c	32**
Other party ^c or no party affiliation ^d	38*

^a Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^b Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^c Affiliated with some party other than the Democrats or Republicans.

^d Not affiliated with any party, and not leaning either Democratic or Republican.

Table B25. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Census Region and Community Type (% of Respondents)

Location	Not concerned
<i>All respondents</i>	43
Census region	
Northeast	47
Midwest	39**
South	42*
West	45
Community type (self-reported)	
Urban	56
Suburban	40**
Small town	35**
Rural	33**

Table B26. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Travel Characteristics (% of Respondents)

Travel behavior/expenditures	Not concerned
<i>All respondents</i>	43
Annual miles driven	
1 - 7,500	43
7,501 - 12,500	46
12,501+	40
Does not drive	41
Miles per gallon ^a	
≤ 19	33
20 – 30	34
31+	52**
Transit used in the last 30 days	
Yes	59
No	39**
Walked, cycled, or used micromobility in the last 30 days	
Yes	47
No	39**
Used a taxi or ride-hailing in the last 30 days	
Yes	53
No	40**
Used an airplane in the last 30 days	
Yes	37
No	43
Paid a toll in the last 30 days	
Yes	56
No	38**
Estimated monthly fuel expenditures	
\$1 - \$50	52
\$51 - \$100	42**
\$101 - \$150	33**
\$151 - \$200	36**
\$201+	33**
Does not buy fuel	48
How often did not have enough money for transportation	
Frequently	49
Occasionally	49
Never	36**

Table B27. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Knowledge of Federal Policy (% of Respondents)

Opinions	Not concerned
<i>All respondents</i>	43
Estimate of when the federal gas tax was last raised	
Within the last 10 years	55
11 to 20 years ago	54
More than 20 years ago (correct answer)	43 ^a
Don't know	34 ^{**}
Awareness of new infrastructure law	
A great deal	60
A little	42 ^{**}
Nothing at all	30 ^{**}

^a Only 2% of respondents knew that the federal gas tax rate had not been raised in more than 20 years.

OPINIONS ABOUT FAIRNESS RELATED TO MILEAGE FEES

Table B28. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Sociodemographic Characteristics (% of Respondents)

Characteristics	More fair
<i>All respondents</i>	52
Gender	
Male	48
Female	55**
Race	
White only	52
Black/African-American only	51
Asian/Asian-American only	55
Other, including mixed-race	50
Of Latino/Hispanic descent	
Yes	51
No	52
Education	
High school graduate or less	49
More than high school	54*
Employment status	
Working for pay	49
Unemployed, but looking for work	50
Not working by choice (retired, etc.)	57**
Income (annual household)	
0 - \$49,999	52
\$50,000 - \$99,999	51
\$100,000+	51
Age (years)	
18 – 24	45
25 – 54	50
55+	55**

Table B29. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Political Characteristics (% of Respondents)

Characteristics	More fair
<i>All respondents</i>	52
Likely voter ^a	
Yes	53
No	48*
Political affiliation	
Democrat (and lean Democrat) ^b	50
Republican (and lean Republican) ^b	56*
Other party ^c or no party affiliation ^d	46**

^a Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^b Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^c Affiliated with some party other than the Democrats or Republicans.

^d Not affiliated with any party, and not leaning either Democratic or Republican.

Table B30. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Census Region and Community Type (% of Respondents)

Location	Not concerned
<i>All respondents</i>	52
Census region	
Northeast	53
Midwest	47
South	52
West	54
Community type (self-reported)	
Urban	56
Suburban	50*
Small town	47*
Rural	51

Table B31. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Travel Characteristics (% of respondents)

Travel behavior/expenditures	Not concerned
<i>All respondents</i>	52
Annual miles driven	
1 - 7,500	51
7,501 - 12,500	53
12,501+	46
Does not drive	57
Miles per gallon ^a	
≤ 19	54
20 – 30	49
31+	49
Transit used in the last 30 days	
Yes	50
No	52
Walked, cycled, or used micromobility in the last 30 days	
Yes	52
No	51
Used a taxi or ride-hailing in the last 30 days	
Yes	51
No	52
Used an airplane in the last 30 days	
Yes	48
No	52
Paid a toll in the last 30 days	
Yes	54
No	51
Estimated monthly fuel expenditures	
\$1 - \$50	55
\$51 - \$100	49*
\$101 - \$150	47*
\$151 - \$200	46**
\$201+	52
Does not buy fuel	56
How often did not have enough money for transportation	
Frequently	56
Occasionally	51
Never	50*

Table B32. Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Knowledge of Federal Policy (% of Respondents)

Opinions	Not concerned
<i>All respondents</i>	52
Estimate of when the federal gas tax was last raised	
Within the last 10 years	52
11 to 20 years ago	63*
More than 20 years ago (correct answer)	56
Don't know	50
Awareness of new infrastructure law	
A great deal	55
A little	52
Nothing at all	48**

SUPPORT FOR MILEAGE FEES**Table B33. Support for the Mileage Fee Options, by Socio-Demographics (% of Respondents)**

Opinions	Fee on all drivers		Business road-use fee		
	Flat	Green	Delivery/freight	Taxis	Ridehail
<i>All respondents</i>	39	48	48	46	45
Gender					
Male	46	52	49	48	48
Female	33**	44**	46	45	43*
Race					
White only	34	44	45	43	43
Black/African-American only	55**	60**	52**	55**	54**
Asian/Asian-American only	60**	65**	56*	58**	58**
Other, including mixed-race	44**	54**	57**	50	50*
Of Latino/Hispanic descent					
Yes	48	56	55	54	52
No	37**	46**	46**	44**	44**
Education					
High school graduate or less	40	47	47	48	48
More than high school	38	48	48	45	43*
Employment status					
Working for pay	44	50	49	48	47
Unemployed, but looking for work	43	54	52	51	50
Not working by choice (retired, etc.)	29**	40**	42**	40**	41**
Income (annual household)					
0 - \$49,999	39	48	47	46	45
\$50,000 - \$99,999	40	48	45	43	43
\$100,000+	38	47	50	48	48
Age (years)					
18 – 24	61	62	54	56	55
25 – 54	42**	49**	52	49*	49
55+	26**	40**	39**	38**	37**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B34. Support^a for the Mileage Fee Options, by Political Characteristics (% of Respondents)

Opinions	Fee on all drivers		Business road-use fee		
	Flat	Green	Delivery/freight	Taxis	Ridehail
<i>All respondents</i>	39	48	48	46	45
Likely voter ^b					
Yes	37	47	45	44	43
No	42*	49	53**	52**	52**
Political affiliation					
Democrat (and lean Democrat) ^c	48	62	58	55	53
Republican (and lean Republican) ^c	29**	34**	36**	36**	37**
Other party ^d or no party affiliation ^e	35**	41**	45**	45**	45**

^a Sum of those who “strongly” or “somewhat” supported the option.

^b Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^c Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^d Affiliated with some party other than the Democrats or Republicans.

^e Not affiliated with any party, and not leaning either Democratic or Republican.

Table B35. Support for the Mileage Fee Options, by Geography (% of Respondents)

Opinions	Fee on all drivers		Business road-use fee		
	Flat	Green	Delivery/freight	Taxis	Ridehail
<i>All respondents</i>	39	48	48	46	45
Census region					
Northeast	40	52	47	48	43
Midwest	40	44*	46	46	44
South	38	46	48	45	45
West	39	50	49	45	50*
Community type (self-reported)					
Urban	50	60	54	53	53
Suburban	36**	46**	47**	45**	44**
Small town	39**	48**	49	44**	42**
Rural	27**	32**	37**	39**	39**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B36. Support^a for the Mileage Fee Options, by Travel Characteristics (% of Respondents)

Opinions	Fee on all drivers		Business road-use fee		
	Flat	Green	Delivery/freight	Taxis	Ridehail
<i>All respondents</i>	39	48	48	46	45
Annual miles driven					
1 - 7,500	39	47	49	45	45
7,501 - 12,500	42	50	48	47	45
12,501+	33*	41*	42*	44	47
Does not drive	41	55*	51	50	46
Miles per gallon ^a					
≤ 19	33	36	44	41	41
20 – 30	30	41	43	41	41
31+	46**	55**	53**	52**	52**
Transit used in the last 30 days					
Yes	55	64	58	54	52
No	35**	44**	45**	44**	44**
Walked, cycled, or used micromobility in the last 30 days					
Yes	43	53	53	51	50
No	36**	43**	43**	42**	42**
Used a taxi or ride-hailing in the last 30 days					
Yes	49	57	53	50	48
No	36**	45**	46**	45	45
Used an airplane in the last 30 days					
Yes	45	44	57	48	52
No	39	48	47*	46	45
Paid a toll in the last 30 days					
Yes	55	58	54	53	52
No	33**	44**	45**	43**	43**
Estimated monthly fuel expenditures					
\$1 - \$50	50	57	51	47	46
\$51 - \$100	36**	47**	48	46	45
\$101 - \$150	27**	42**	42*	44	44
\$151 - \$200	36**	38**	46	45	46
\$201+	29**	35**	47	44	46
Does not buy fuel	41**	55	44	47	45
How often did not have enough money for transportation					
Frequently	52	59	55	48	50
Occasionally	46	55	49	53	46
Never	31**	40**	43**	41**	42**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B37. Support for the Mileage Fee Options, by Transportation Funding Knowledge (% of Respondents)

Opinions	Fee on all drivers		Business road-use fee		
	Flat	Green	Delivery/freight	Taxis	Ridehail
<i>All respondents</i>	39	48	48	46	45
Estimate of when the federal gas tax was last raised					
Within the last 10 years	52	57	51	50	50
11 to 20 years ago	64**	55	45	49	46
More than 20 years ago (correct answer)	32**	39**	17**	44	29**
Don't know	28**	42**	47*	43**	43**
Awareness of new infrastructure law					
A great deal	58	63	53	49	49
A little	39**	47**	47*	46	45
Nothing at all	24**	37**	44**	44*	44*

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B38. Support for the Mileage Fee Options, by Transportation System Goals and Concerns (% of Respondents)

Opinions	Fee on all drivers		Business road-use fee		
	Flat	Green	Delivery/freight	Taxis	Ridehail
<i>All respondents</i>	39	48	48	46	45
Concern about traffic congestion					
Very	47	54	51	51	49
Somewhat or not at all	36**	45**	46*	44**	44*
Concern about disasters/resiliency					
Very	52	59	54	55	52
Somewhat or not at all	35**	44**	46**	43**	43**
Goal: reduce traffic congestion					
Very	39	52	49	46	47
Somewhat or not at all	38	43**	45*	46	43*
Goal: reduce crashes and improve safety					
Very	37	47	48	46	46
Somewhat or not at all	43**	48	46	47	45
Goal: reduce health impacts caused by air pollution from cars and trucks					
Very	43	57	53	50	50
Somewhat or not at all	33**	35**	40**	40**	40**
Goal: reduce greenhouse gas emissions from transportation sources that contribute to climate change					
Very	44	59	55	53	52
Somewhat or not at all	33**	35**	39**	39**	38**
Goal: make it more convenient to go places without driving					
Very	44	57	53	52	51
Somewhat or not at all	33**	38**	42**	40**	40**
Goal: ensure that everyone can get around, regardless of income					
Very	38	50	50	49	48
Somewhat or not at all	41	41**	41**	40**	41**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B39. Support for the Mileage Fee Options, by Spending Priorities (% of Respondents)

Opinions	Fee on all drivers		Business road-use fee		
	Flat	Green	Delivery/freight	Taxis	Ridehail
<i>All respondents</i>	39	48	48	46	45
Build/improve sidewalks					
High	41	53	53	50	51
Medium, low, or not at all	38	45**	44**	44**	43**
Provide discounted public transit fares for low-income people					
High	41	56	55	52	50
Medium, low, or not at all	38	42**	42**	42**	42**
Provide financial incentives for people to purchase electric vehicles					
High	50	65	61	57	57
Medium, low, or not at all	35**	41**	42**	42**	41**
Build/improve bike lanes and bike paths					
High	48	61	57	54	54
Medium, low, or not at all	36**	43**	44**	43**	42**
Install more charging stations for electric vehicles					
High	49	66	59	56	55
Medium, low, or not at all	35**	41**	43**	42**	42**
Add more frequent public transit service on existing routes					
High	46	62	56	54	52
Medium, low, or not at all	36**	41**	43**	42**	42**
Improve safety for pedestrians and cyclists					
High	42	55	52	51	49
Medium, low, or not at all	37**	43**	45**	43**	43**
Add new public transit routes					
High	47	58	54	54	52
Medium, low, or not at all	35**	43**	44**	42**	42**
Maintain local streets and roads					
High	33	44	46	43	44
Medium, low, or not at all	47**	53**	50*	49**	48
Build/widen local roads and streets					
High	39	49	52	51	51
Medium, low, or not at all	39	47	45**	43**	43**
Build/widen interstates, highways, and freeways					
High	40	47	49	47	49
Medium, low, or not at all	38	48	47	46	43*
Maintain interstates, highways, and freeways					
High	33	44	46	43	45
Medium, low, or not at all	47**	53**	50	50**	46
Maintain public transit (rail, buses, etc.)					
High	41	53	53	49	49
Medium, low, or not at all	37*	43**	44**	43**	43**
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes					
High	46	56	54	53	53
Medium, low, or not at all	35**	43**	44**	42**	41**

^a Sum of those who “strongly” or “somewhat” supported the option.

Table B40. Support for the Mileage Fee Options, by Opinions About Privacy and Fairness (% of Respondents)

Opinions	Fee on all drivers		Business road-use fee		
	Flat	Green	Delivery/freight	Taxis	Ridehail
<i>All respondents</i>	39	48	48	46	45
Agreement with statement that mileage fees are not a privacy concern					
Agree (somewhat or strongly)	65	70	58	58	57
Disagree (somewhat or strongly)	19**	31**	40**	37**	37**
Opinion about the fairness of mileage fees compared to gas taxes					
More fair	47	49	49	48	47
Less fair	30**	46	46	44*	44

* Sum of those who “strongly” or “somewhat” supported the option.

OPINIONS ABOUT MILEAGE FEE PAYMENT PREFERENCES

Table B41. Opinion about Paying for Mileage Fees, by Sociodemographic Characteristics (% of Respondents)

Characteristics	Annually	Monthly	When refueling
<i>All respondents</i>	23	29	48
Gender			
Male	25	30	45
Female	21**	29	51**
Race			
White only	20	29	51
Black/African-American only	33**	29	38**
Asian/Asian-American only	27*	32	41*
Other, including mixed-race	31**	30	39**
Of Latino/Hispanic descent			
Yes	29	32	40
No	22**	29	50**
Education			
High school graduate or less	23	29	48
More than high school	22	29	48
Employment status			
Working for pay	26	31	43
Unemployed, but looking for work	28	27	46
Not working by choice (retired, etc.)	15**	27*	58**
Income (annual household)			
0 - \$49,999	24	29	47
\$50,000 - \$99,999	22	30	48
\$100,000+	21	29	50
Age (years)			
18 – 24	32	34	34
25 – 54	24**	31	45**
55+	18**	26**	57**

Table B42. Opinion about Paying for Mileage Fees, by Political Characteristics (% of Respondents)

Characteristics	Annually	Monthly	When refueling
<i>All respondents</i>	23	29	48
Likely voter ^a			
Yes	21	28	51
No	26**	32*	42**
Political affiliation			
Democrat (and lean Democrat) ^b	25	30	45
Republican (and lean Republican) ^b	20**	29	52**
Other party ^c or no party affiliation ^d	23	29	48

^a Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^b Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^c Affiliated with some party other than the Democrats or Republicans.

^d Not affiliated with any party, and not leaning either Democratic or Republican.

Table B43. Opinion about Paying for Mileage Fees, by Census Region and Community Type (% of Respondents)

Location	Annually	Monthly	When refueling
<i>All respondents</i>	23	29	48
Census region			
Northeast	25	30	45
Midwest	21	27	52*
South	22	31	47
West	23	28	49
Community type (self-reported)			
Urban	25	33	43
Suburban	24	28*	48
Small town	19	28	53**
Rural	18*	27*	54**

Table B44. Opinion about Paying for Mileage Fees, by Travel Characteristics (% of Respondents)

Travel behavior/expenditures	Annually	Monthly	When refueling
<i>All respondents</i>	<i>23</i>	<i>29</i>	<i>48</i>
Annual miles driven			
1 - 7,500	22	28	50
7,501 - 12,500	20	32	47
12,501+	26	26	48
Does not drive	27*	33	40**
Miles per gallon^a			
≤ 19	20	29	51
20 – 30	19	28	52
31+	26*	29	45*
Transit used in the last 30 days			
Yes	29	34	37
No	21**	28*	50**
Walked, cycled, or used micromobility in the last 30 days			
Yes	24	31	45
No	22	28	51**
Used a taxi or ride-hailing in the last 30 days			
Yes	28	30	42
No	21**	29	50**
Used an airplane in the last 30 days			
Yes	25	30	45
No	23	29	48
Paid a toll in the last 30 days			
Yes	25	28	47
No	22	30	48
Estimated monthly fuel expenditures			
\$1 - \$50	23	29	48
\$51 - \$100	22	30	48
\$101 - \$150	21	35	44
\$151 - \$200	19	25	56*
\$201+	26	25	49
Does not buy fuel	26	33	42
How often did not have enough money for transportation			
Frequently	24	29	47
Occasionally	26	31	43
Never	20	28	52*

Table B45. Opinion about Paying for Mileage Fees, by Knowledge of Federal Policy (% of Respondents)

Opinions	Annually	Monthly	When refueling
<i>All respondents</i>	23	29	48
Estimate of when the federal gas tax was last raised			
Within the last 10 years	27	32	42
11 to 20 years ago	25	24*	52*
More than 20 years ago (correct answer)	12*	30	58*
Don't know	21**	28	51**
Awareness of new infrastructure law			
A great deal	26	28	46
A little	24	30	46
Nothing at all	19**	28	52*

Table B46. Opinion about Paying for Mileage Fees, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)

Opinions	Annually	Monthly	When refueling
<i>All respondents</i>	23	29	48
Concern about traffic congestion			
Very	27	29	44
Somewhat or not at all	21**	29	50*
Concern about disasters/resiliency			
Very	27	29	45
Somewhat or not at all	22**	29	49*
Goal: reduce traffic congestion			
Very	24	29	47
Somewhat or not at all	21	30	49
Goal: reduce crashes and improve safety			
Very	24	29	48
Somewhat or not at all	20	30	49
Goal: reduce health impacts caused by air pollution from cars and trucks			
Very	25	30	46
Somewhat or not at all	20**	29	51**
Goal: reduce greenhouse gas emissions from transportation sources that contribute to climate change			
Very	24	30	45
Somewhat or not at all	21*	28	51**
Goal: make it more convenient to go places without driving			
Very	25	30	44
Somewhat or not at all	20**	28	52**
Goal: ensure that everyone can get around, regardless of income			
Very	23	30	47
Somewhat or not at all	22	27	52*

Table B47. Opinion about Paying for Mileage Fees, by Spending Priorities (% of Respondents)

Priorities	Annually	Monthly	When refueling
<i>All respondents</i>	<i>23</i>	<i>29</i>	<i>48</i>
Build/improve sidewalks			
High	26	28	46
Medium, low, or not at all	21**	30	49
Provide discounted public transit fares for low-income people			
High	25	31	45
Medium, low, or not at all	21*	28	50**
Provide financial incentives for people to purchase electric vehicles			
High	23	30	47
Medium, low, or not at all	23	29	49
Build/improve bike lanes and bike paths			
High	25	27	47
Medium, low, or not at all	22	30	48
Install more charging stations for electric vehicles			
High	24	31	45
Medium, low, or not at all	22	28	49
Add more frequent public transit service on existing routes			
High	27	31	43
Medium, low, or not at all	21**	29	51**
Improve safety for pedestrians and cyclists			
High	26	28	46
Medium, low, or not at all	21**	30	50
Add new public transit routes			
High	25	27	48
Medium, low, or not at all	22	30	48
Maintain local streets and roads			
High	21	30	49
Medium, low, or not at all	25*	29	46
Build/widen local roads and streets			
High	23	29	48
Medium, low, or not at all	23	29	48
Build/widen interstates, highways, and freeways			
High	23	29	48
Medium, low, or not at all	23	29	48
Maintain interstates, highways, and freeways			
High	21	29	50
Medium, low, or not at all	25**	29	46
Maintain public transit (rail, buses, etc.)			
High	23	31	46
Medium, low, or not at all	23	28	49
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes			
High	26	30	44
Medium, low, or not at all	21**	29	50**

Table B48. Opinion about Paying for Mileage Fees, by Opinions About Privacy and Fairness (% of Respondents)

Opinions	Annually	Monthly	When refueling
<i>All respondents</i>	23	29	48
Agreement with statement that mileage fees are not a privacy concern			
Agree (somewhat or strongly)	27	31	42
Disagree (somewhat or strongly)	20**	28*	53**
Opinion about the fairness of mileage fees compared to gas taxes			
More fair	21	31	48
Less fair	24	27*	48

OPINIONS ABOUT MILEAGE FEE BLOCK RATE**Table B49. Opinion about Mileage Fee Block Rate, by Sociodemographic Characteristics (% of Respondents)**

Characteristics	Same rate for all miles driven	Lower rate for first 5,000 miles
<i>All respondents</i>	50	50
Gender		
Male	53	47
Female	47**	53**
Race		
White only	49	51
Black/African-American only	55	45
Asian/Asian-American only	50	50
Other, including mixed-race	50	50
Of Latino/Hispanic descent		
Yes	52	48
No	50	50
Education		
High school graduate or less	55	45
More than high school	46**	54**
Employment status		
Working for pay	52	48
Unemployed, but looking for work	53	47
Not working by choice (retired, etc.)	45**	55**
Income (annual household)		
0 - \$49,999	50	50
\$50,000 - \$99,999	49	51
\$100,000+	51	49
Age (years)		
18 - 24	49	51
25 - 54	54	46
55+	45	55

Table B50. Opinion about Mileage Fee Block Rate, by Political Characteristics (% of Respondents)

Characteristics	Same rate for all miles driven	Lower rate for first 5,000 miles
<i>All respondents</i>	50	50
Likely voter ^b		
Yes	50	50
No	50	50
Political affiliation		
Democrat (and lean Democrat) ^c	49	51
Republican (and lean Republican) ^c	55**	45**
Other party ^d or no party affiliation ^e	45	55

^a Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^b Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^c Affiliated with some party other than the Democrats or Republicans.

^d Not affiliated with any party, and not leaning either Democratic or Republican.

Table B51. Opinion about Mileage Fee Block Rate, by Census Region and Community Type (% of Respondents)

Location	Same rate for all miles driven	Lower rate for first 5,000 miles
<i>All respondents</i>	50	50
Census region		
Northeast	51	49
Midwest	49	51
South	51	49
West	48	52
Community type (self-reported)		
Urban	56	44
Suburban	46**	54**
Small town	47**	53**
Rural	53	47

Table B52. Opinion about Mileage Fee Block Rate, by Travel Characteristics (% of Respondents)

Travel behavior/expenditures	Same rate for all miles driven	Lower rate for first 5,000 miles
<i>All respondents</i>	<i>50</i>	<i>50</i>
Annual miles driven		
1 - 7,500	46	54
7,501 - 12,500	54**	46**
12,501+	55**	45**
Does not drive	53*	47*
Miles per gallon^a		
≤ 19	45	55
20 – 30	45	55
31+	56**	44**
Transit used in the last 30 days		
Yes	55	45
No	49*	51*
Walked, cycled, or used micromobility in the last 30 days		
Yes	49	51
No	51	49
Used a taxi or ride-hailing in the last 30 days		
Yes	53	47
No	49	51
Used an airplane in the last 30 days		
Yes	51	49
No	50	50
Paid a toll in the last 30 days		
Yes	57	43
No	47**	53**
Estimated monthly fuel expenditures		
\$1 - \$50	51	49
\$51 - \$100	48	52
\$101 - \$150	47	53
\$151 - \$200	50	50
\$201+	50	50
Does not buy fuel	58*	42*
How often did not have enough money for transportation		
Frequently	54	46
Occasionally	52	48
Never	47**	53**

Table B53. Opinion about Mileage Fee Block Rates, by Knowledge of Federal Policy (% of Respondents)

Opinions	Same rate for all miles driven	Lower rate for first 5,000 miles
<i>All respondents</i>	50	50
Estimate of when the federal gas tax was last raised		
Within the last 10 years	55	45
11 to 20 years ago	58	42
More than 20 years ago (correct answer)	61	39
Don't know	46**	54**
Awareness of new infrastructure law		
A great deal	55	45
A little	50	50*
Nothing at all	46**	54**

Table B54. Opinion about Mileage Fee Block Rates, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)

Opinions	Same rate for all miles driven	Lower rate for first 5,000 miles
<i>All respondents</i>	50	50
Concern about traffic congestion		
Very	53	47
Somewhat or not at all	49	51*
Concern about disasters/resiliency		
Very	54	46
Somewhat or not at all	49*	51*
Goal: reduce traffic congestion		
Very	50	50
Somewhat or not at all	50	50
Goal: reduce crashes and improve safety		
Very	50	50
Somewhat or not at all	51	49
Goal: reduce health impacts caused by air pollution from cars and trucks		
Very	49	51
Somewhat or not at all	52	48
Goal: reduce greenhouse gas emissions from transportation sources that contribute to climate change		
Very	49	51
Somewhat or not at all	51	49
Goal: make it more convenient to go places without driving		
Very	50	50
Somewhat or not at all	50	50
Goal: ensure that everyone can get around, regardless of income		
Very	49	51
Somewhat or not at all	52	48

Table B55. Opinion about Mileage Fee Block Rates, by Spending Priorities (% of Respondents)

Priorities	Same rate for all miles driven	Lower rate for first 5,000 miles
<i>All respondents</i>	50	50
Build/improve sidewalks		
High	50	50
Medium, low, or not at all	50	50
Provide discounted public transit fares for low-income people		
High	48	52
Medium, low, or not at all	52*	48
Provide financial incentives for people to purchase electric vehicles		
High	51	49
Medium, low, or not at all	50	50
Build/improve bike lanes and bike paths		
High	52	48
Medium, low, or not at all	50	50
Install more charging stations for electric vehicles		
High	48	52
Medium, low, or not at all	51	49
Add more frequent public transit service on existing routes		
High	52	48
Medium, low, or not at all	49	51
Improve safety for pedestrians and cyclists		
High	49	51
Medium, low, or not at all	51	49
Add new public transit routes		
High	50	50
Medium, low, or not at all	50	50
Maintain local streets and roads		
High	51	49
Medium, low, or not at all	49	51
Build/widen local roads and streets		
High	52	48
Medium, low, or not at all	49	51
Build/widen interstates, highways, and freeways		
High	53	47
Medium, low, or not at all	48*	52*
Maintain interstates, highways, and freeways		
High	51	49
Medium, low, or not at all	49	51
Maintain public transit (rail, buses, etc.)		
High	49	51
Medium, low, or not at all	51	49
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes		
High	50	50
Medium, low, or not at all	50	50

Table B56. Opinion about Mileage Fee Block Rates, by Opinions About Privacy and Fairness (% of Respondents)

Opinions	Same rate for all miles driven	Lower rate for first 5,000 miles
<i>All respondents</i>	50	50
Agreement with statement that mileage fees are not a privacy concern		
Agree (somewhat or strongly)	53	47
Disagree (somewhat or strongly)	48**	52**
Opinion about the fairness of mileage fees compared to gas taxes		
More fair	54	46
Less fair	46**	54**

OPINIONS ABOUT MILEAGE FEE RATE PREFERENCES**Table B57. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Sociodemographic Characteristics (% of Respondents)**

Characteristics	Same rate	Half the rate	Free
<i>All respondents</i>	47	33	19
Gender			
Male	44	35	21
Female	50**	31*	18
Race			
White only	52	29	19
Black/African-American only	37**	42**	21
Asian/Asian-American only	30**	48**	21
Other, including mixed-race	33**	46**	21
Of Latino/Hispanic descent			
Yes	39	41	20
No	49**	32**	19
Education			
High school graduate or less	46	35	18
More than high school	48	32*	20
Employment status			
Working for pay	46	36	18
Unemployed, but looking for work	39*	39	22
Not working by choice (retired, etc.)	52**	26**	21*
Income (annual household)			
0 - \$49,999	46	34	19
\$50,000 - \$99,999	47	34	19
\$100,000+	49	31	20
Age (years)			
18 - 24	36	47	17
25 - 54	45**	36**	19
55+	54**	25**	21

Table B58. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Political Characteristics (% of Respondents)

Characteristics	Same rate	Half the rate	Free
<i>All respondents</i>	47	33	19
Likely voter ^a			
Yes	50	31	19
No	40**	39**	21
Political affiliation			
Democrat (and lean Democrat) ^b	38	39	23
Republican (and lean Republican) ^b	61**	24**	15**
Other party ^c or no party affiliation ^d	43**	38**	19

^a Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^b Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^c Affiliated with some party other than the Democrats or Republicans.

^d Not affiliated with any party, and not leaning either Democratic or Republican

Table B59. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Census Region and Community Type (% of Respondents)

Location	Same rate	Half the rate	Free
<i>All respondents</i>	47	33	19
Census region			
Northeast	45	35	20
Midwest	50	31	19
South	49	34	17
West	43	33	24
Community type (self-reported)			
Urban	44	37	19
Suburban	47	34	19
Small town	39	40	21
Rural	59**	21**	21

Table B60. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Travel Characteristics (% of Respondents)

Travel behavior/expenditures	Same rate	Half the rate	Free
<i>All respondents</i>	47	33	19
Annual miles driven			
1 - 7,500	48	33	19
7,501 - 12,500	49	34	16
12,501+	47	32	21
Does not drive	41*	36	23
Miles per gallon^a			
≤ 19	51	33	16
20 – 30	49	31	20
31+	43*	36	21*
Transit used in the last 30 days			
Yes	37	43	20
No	49**	31**	19
Walked, cycled, or used micromobility in the last 30 days			
Yes	43	36	21
No	51**	31**	18
Used a taxi or ride-hailing in the last 30 days			
Yes	42	39	18
No	48*	32**	20
Used an airplane in the last 30 days			
Yes	48	34	18
No	47	33	20
Paid a toll in the last 30 days			
Yes	44	40	15
No	48	31**	21**
Estimated monthly fuel expenditures			
\$1 - \$50	47	34	19
\$51 - \$100	48	36	16
\$101 - \$150	52	25*	23
\$151 - \$200	42	36	22
\$201+	52	26*	22
Does not buy fuel	40	37	23
How often did not have enough money for transportation			
Frequently	53	29	17
Occasionally	45**	40**	16
Never	48*	29	23*

Table B61. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Knowledge of Federal Policy (% of Respondents)

Opinions	Same rate	Half the rate	Free
<i>All respondents</i>	47	33	19
Estimate of when the federal gas tax was last raised			
Within the last 10 years	50	35	15
11 to 20 years ago	44	47**	8*
More than 20 years ago (correct answer)	50	35	15
Don't know	46*	31*	24**
Awareness of new infrastructure law			
A great deal	50	31	19
A little	45*	38**	17
Nothing at all	49	28	23*

Table B62. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)

Opinions	Same rate	Half the rate	Free
<i>All respondents</i>	47	33	19
Concern about traffic congestion			
Very	51	31	18
Somewhat or not at all	46*	34	20
Concern about disasters/resiliency			
Very	47	33	20
Somewhat or not at all	47	33	19
Goal: reduce traffic congestion			
Very	47	32	21
Somewhat or not at all	47	35	18
Goal: reduce crashes and improve safety			
Very	48	32	20
Somewhat or not at all	46	36	18
Goal: reduce health impacts caused by air pollution from cars and trucks			
Very	40	36	24
Somewhat or not at all	57**	30**	14**
Goal: reduce greenhouse gas emissions from transportation sources that contribute to climate change			
Very	39	37	24
Somewhat or not at all	56**	29**	15**
Goal: make it more convenient to go places without driving			
Very	44	35	22
Somewhat or not at all	51**	32	17**
Goal: ensure that everyone can get around, regardless of income			
Very	45	33	22
Somewhat or not at all	51**	34	14**

Table B63. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Spending Priorities (% of Respondents)

Priorities	Same rate	Half the rate	Free
<i>All respondents</i>	47	33	19
Build/improve sidewalks			
High	46	33	21
Medium, low, or not at all	48	34	19
Provide discounted public transit fares for low-income people			
High	42	34	25
Medium, low, or not at all	51**	33	16**
Provide financial incentives for people to purchase electric vehicles			
High	33	37	30
Medium, low, or not at all	53**	32*	15**
Build/improve bike lanes and bike paths			
High	45	35	20
Medium, low, or not at all	48	33	19
Install more charging stations for electric vehicles			
High	35	36	30
Medium, low, or not at all	52**	33	16**
Add more frequent public transit service on existing routes			
High	44	35	21
Medium, low, or not at all	49*	32	19
Improve safety for pedestrians and cyclists			
High	44	35	21
Medium, low, or not at all	50**	32	18
Add new public transit routes			
High	44	35	21
Medium, low, or not at all	49*	33	19
Maintain local streets and roads			
High	52	30	19
Medium, low, or not at all	41**	38**	21
Build/widen local roads and streets			
High	49	32	19
Medium, low, or not at all	46	34	20
Build/widen interstates, highways, and freeways			
High	51	30	19
Medium, low, or not at all	45**	36**	20
Maintain interstates, highways, and freeways			
High	50	30	19
Medium, low, or not at all	42**	38**	20
Maintain public transit (rail, buses, etc.)			
High	42	35	22
Medium, low, or not at all	51**	32	17**
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes			
High	43	36	21
Medium, low, or not at all	50**	32*	19

Table B64. Opinion about Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Opinions About Privacy and Fairness (% of Respondents)

Opinions	Same rate	Half the rate	Free
<i>All respondents</i>	47	33	19
Agreement with statement that mileage fees are not a privacy concern			
Agree (somewhat or strongly)	42	40	18
Disagree (somewhat or strongly)	51**	29**	20
Opinion about the fairness of mileage fees compared to gas taxes			
More fair	55	32	13
Less fair	39**	35	26**

OPINIONS ABOUT MILEAGE FEE RATES FOR LOW INCOME DRIVERS**Table B65. Opinion about Mileage Fee Rate for Low Income Drivers, by Sociodemographic Characteristics (% of Respondents)**

Characteristics	Support
<i>All respondents</i>	58
Gender	
Male	61
Female	56*
Race	
White only	55
Black/African-American only	70**
Asian/Asian-American only	61
Other, including mixed-race	65*
Of Latino/Hispanic descent	
Yes	61
No	58
Education	
High school graduate or less	61
More than high school	56**
Employment status	
Working for pay	58
Unemployed, but looking for work	65*
Not working by choice (retired, etc.)	56
Income (annual household)	
0 - \$49,999	64
\$50,000 - \$99,999	58*
\$100,000+	52**
Age (years)	
18 - 24	66
25 - 54	61
55+	53**

Table B66. Opinion about Mileage Fee Rate for Low Income Drivers, by Political Characteristics (% of Respondents)

Characteristics	Support ^a
<i>All respondents</i>	58
Likely voter ^b	
Yes	57
No	63**
Political affiliation	
Democrat (and lean Democrat) ^c	69
Republican (and lean Republican) ^c	44**
Other party ^d or no party affiliation ^e	61**

^a Sum of those who “strongly” or “somewhat” supported the option.

^b Likely voters are those respondents who said that they are registered voters and that they vote “all of the time” or “most of the time.”

^c Includes registered members of the political party and those respondents who stated that they were independent or a member of another political party but chose to indicate which party they “leaned” towards.

^d Affiliated with some party other than the Democrats or Republicans.

^e Not affiliated with any party, and not leaning either Democratic or Republican

Table B67. Opinion about Mileage Fee Rate for Low Income Drivers, by Census Region and Community Type (% of Respondents)

Location	Support
<i>All respondents</i>	58
Census region	
Northeast	59
Midwest	56
South	59
West	60
Community type (self-reported)	
Urban	70
Suburban	55**
Small town	57**
Rural	50**

Table B68. Opinion about Mileage Fee Rate for Low Income Drivers, by Travel Characteristics (% of Respondents)

Travel behavior/expenditures	Support
<i>All respondents</i>	58
Annual miles driven	
1 - 7,500	60
7,501 - 12,500	59
12,501+	51**
Does not drive	61
Miles per gallon ^a	
≤ 19	55
20 – 30	52
31+	64**
Transit used in the last 30 days	
Yes	71
No	56**
Walked, cycled, or used micromobility in the last 30 days	
Yes	62
No	55**
Used a taxi or ride-hailing in the last 30 days	
Yes	62
No	57*
Used an airplane in the last 30 days	
Yes	53
No	59
Paid a toll in the last 30 days	
Yes	64
No	57**
Estimated monthly fuel expenditures	
\$1 - \$50	66
\$51 - \$100	58**
\$101 - \$150	56**
\$151 - \$200	49**
\$201+	46**
Does not buy fuel	66
How often did not have enough money for transportation	
Frequently	71
Occasionally	69
Never	48**

Table B69. Opinion about Mileage Fee Rate for Low Income Drivers, by Knowledge of Federal Policy (% of Respondents)

Opinions	Support
<i>All respondents</i>	58
Estimate of when the federal gas tax was last raised	
Within the last 10 years	64
11 to 20 years ago	74*
More than 20 years ago (correct answer)	48*
Don't know	54**
Awareness of new infrastructure law	
A great deal	70
A little	56**
Nothing at all	53**

Table B70. Opinion about Mileage Fee Rate for Low Income Drivers, by Concern about Traffic Congestion, Concern about Transportation System Resiliency, and Transportation Goals (% of Respondents)

Opinions	Support
<i>All respondents</i>	58
Concern about traffic congestion	
Very	61
Somewhat or not at all	57
Concern about disasters/resiliency	
Very	67
Somewhat or not at all	56**
Goal: reduce traffic congestion	
Very	59
Somewhat or not at all	57
Goal: reduce crashes and improve safety	
Very	59
Somewhat or not at all	56
Goal: reduce health impacts caused by air pollution from cars and trucks	
Very	64
Somewhat or not at all	51**
Goal: reduce greenhouse gas emissions from transportation sources that contribute to climate change	
Very	66
Somewhat or not at all	50**
Goal: make it more convenient to go places without driving	
Very	67
Somewhat or not at all	50**
Goal: ensure that everyone can get around, regardless of income	
Very	63
Somewhat or not at all	48**

Table B71. Opinion about Mileage Fee Rate for Low Income Drivers, by Spending Priorities (% of Respondents)

Priorities	Support
<i>All respondents</i>	58
Build/improve sidewalks	
High	64
Medium, low, or not at all	55**
Provide discounted public transit fares for low-income people	
High	72
Medium, low, or not at all	49**
Provide financial incentives for people to purchase electric vehicles	
High	70
Medium, low, or not at all	54**
Build/improve bike lanes and bike paths	
High	67
Medium, low, or not at all	56**
Install more charging stations for electric vehicles	
High	71
Medium, low, or not at all	54**
Add more frequent public transit service on existing routes	
High	70
Medium, low, or not at all	53**
Improve safety for pedestrians and cyclists	
High	65
Medium, low, or not at all	54**
Add new public transit routes	
High	67
Medium, low, or not at all	54**
Maintain local streets and roads	
High	57
Medium, low, or not at all	60
Build/widen local roads and streets	
High	59
Medium, low, or not at all	58
Build/widen interstates, highways, and freeways	
High	57
Medium, low, or not at all	59
Maintain interstates, highways, and freeways	
High	56
Medium, low, or not at all	62**
Maintain public transit (rail, buses, etc.)	
High	66
Medium, low, or not at all	53**
Make the transportation system more resilient to disasters like wildfires, floods, and hurricanes	
High	67
Medium, low, or not at all	54**

BIBLIOGRAPHY

- Agrawal, Asha Weinstein, and Hilary Nixon. What Do Americans Think About Federal Tax Options to Support Transportation? Results from Year 11 of a National Survey. San José, CA: Mineta Transportation Institute, June 2020. <https://transweb.sjsu.edu/research/2007-Public-Opinion-Federal-Tax-Options-Transportation>.
- American Statistical Association. "Statement on Statistical Significance and P-values." March 7, 2016. <https://www.amstat.org/newsroom/pressreleases/P-ValueStatement.pdf>.
- Nixon, Hilary, and Asha Weinstein Agrawal. Do Americans' Opinions About Federal Transportation Tax Options Depend on Survey Mode? A Comparison of Results from Telephone and Online Surveys. San Jose: Mineta Transportation Institute, April 2018. <http://transweb.sjsu.edu/research/Do-Americans-Opinions-About-Federal-Transportation-Tax-Options-Depend-Survey-Mode>.
- Perrin, Andrew, and Sara Atske. "7% of Americans Don't Use the Internet; Who Are They?" Pew Research Center, April 2, 2021. <https://www.pewresearch.org/fact-tank/2021/04/02/7-of-americans-dont-use-the-internet-who-are-they/>.
- Pew Research Center. Collecting Survey Data. No date. <https://www.pewresearch.org/methods/u-s-survey-research/collecting-survey-data/>.
- Sue, Valerie M., and Lois A. Ritter. Conducting Online Surveys, 2nd edition. Sage Publications, 2012, <https://dx.doi.org/10.4135/9781506335186>.
- Kennedy, Courtney, and Claudia Deane. "What Our Transition to Online Polling Means for Decades of Phone Survey Trends." Pew Research Center, February 27, 2019. <https://www.pewresearch.org/fact-tank/2019/02/27/what-our-transition-to-online-polling-means-for-decades-of-phone-survey-trends/>.
- Ruggles, Steven, et al. "IPUMS USA: Version 10.0 American Community Survey 5-Year Estimates, 2014-2018." Minneapolis, MN: IPUMS, 2020. <https://doi.org/10.18128/D010.V10.0>.

ABOUT THE AUTHORS

ASHA WEINSTEIN AGRAWAL, PHD

Dr. Agrawal is the Director of the MTI National Transportation Finance Center and also Professor of Urban and Regional Planning at San José State University. Her research and teaching interests in transportation policy and planning include transportation finance, bicycle and pedestrian planning, and travel survey methods. She also works in the area of transportation history. She earned a BA in Folklore and Mythology from Harvard University, an MSc in Urban and Regional Planning from the London School of Economics and Political Science, and a PhD in City and Regional Planning from the University of California, Berkeley.

HILARY NIXON, PHD

Dr. Nixon is Deputy Executive Director of the Mineta Transportation Institute and a faculty member in the MS Transportation Management program at San José State University. She specializes in transportation and environmental planning and policy, and her research focuses primarily on the factors that influence pro-environmental behavior and the relationship between transportation and the environment. She earned a BA from the University of Rochester and a PhD in Planning, Policy and Design from the University of California, Irvine.

MTI FOUNDER

Hon. Norman Y. Mineta

MTI BOARD OF TRUSTEES

Founder, Honorable Norman Mineta***
Secretary (ret.),
US Department of Transportation

Chair, Will Kempton
Retired Transportation Executive

Vice Chair, Jeff Morales
Managing Principal
InfraStrategies, LLC

Executive Director, Karen Philbrick, PhD*
Mineta Transportation Institute
San José State University

Winsome Bowen
President
Authentic Execution, Corp

David Castagnetti
Partner
Dentons Global Advisors

Maria Cino
Vice President
America & U.S. Government
Relations Hewlett-Packard Enterprise

Grace Crunican**
Owner
Crunican LLC

Donna DeMartino
Retired Transportation Executive

John Flaherty
Senior Fellow
Silicon Valley American
Leadership Form

Stephen J. Gardner*
President & CEO
Amtrak

Rose Guilbault
Board Member
San Mateo County
Transit District (SamTrans)

Kyle Christina Holland
Senior Director,
Special Projects, TAP Technologies,
Los Angeles County Metropolitan
Transportation Authority (LA Metro)

Ian Jefferies*
President & CEO
Association of American Railroads

Diane Woodend Jones
Principal & Chair of Board
Lea + Elliott, Inc.

Therese McMillan
Retired Executive Director
Metropolitan Transportation
Commission (MTC)

Abbas Mohaddes
CEO
Econolite Group Inc.

Stephen Morrissey
Vice President – Regulatory and
Policy
United Airlines

Toks Omishakin*
Secretary
California State Transportation
Agency (CALSTA)

Marco Pagani, PhD*
Interim Dean
Lucas College and
Graduate School of Business
San José State University

April Rai
President & CEO
Conference of Minority
Transportation Officials (COMTO)

Greg Regan*
President
Transportation Trades Department,
AFL-CIO

Paul Skoutelas*
President & CEO
American Public Transportation
Association (APTA)

Kimberly Slaughter
CEO
Sysra USA

Tony Tavares*
Director
California Department of
Transportation (Caltrans)

Jim Tymon*
Executive Director
American Association of
State Highway and Transportation
Officials (AASHTO)

* = Ex-Officio
** = Past Chair, Board of Trustees
*** = Deceased

Directors

Karen Philbrick, PhD
Executive Director

Hilary Nixon, PhD
Deputy Executive Director

Asha Weinstein Agrawal, PhD
Education Director
National Transportation Finance
Center Director

Brian Michael Jenkins
National Transportation Security
Center Director

