PUBLIC PERCEPTIONS OF TRANSPORTATION FEES, TAXES AND ELECTRIC VEHICLES IN NORTH CAROLINA 2022

NCDOT Project 2022-30
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December 2022

NC STATE UNIVERSITY
ITRE
Institute for Transportation Research and Education

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STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

RESEARCH & DEVELOPMENT

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16. Abstract

This research effort is part of a collaborative research project between the North Carolina Department of Transportation (NCDOT) and North Carolina State University's (NCSU's) Institute for Transportation Research and Education. As North Carolina confronts increasing transportation budget deficits, reliable revenue generating mechanisms will become invaluable to preserve the state's transportation infrastructure. Understanding public perception of current and potential transportation funding mechanisms will be important for NCDOT and other decision-makers. The primary objective of this research is to not only summarize North Carolinians' perceptions about transportation funding mechanisms, but to also explore their determinants and potential implications. This research builds from prior findings in 2019 and 2020 and seeks to further expand understanding of public opinions about transportation.

Through the continuation of a longitudinal survey and the addition of twelve focus groups, several findings emerged regarding North Carolina residents' perceptions of transportation funding and electric vehicles. Overall, respondents support increasing transportation funding and feel strongly that funding should be increased. Respondents preferred that transportation funding be supported through a general increase in the state sales tax, however, there is some support for increase in annual registration fees and the introduction of a new mileage-based usage fee. Regarding transportation funding, there are few major differences between demographic groups. However, when it comes to perceptions of electric vehicles, there are some notable differences between political ideological groups, age groups, and ethnic groups.

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Executive Summary

In 2019, NCDOT commissioned a survey of North Carolinian adults to learn how the public might respond to changing automobile market trends that threaten the viability of long-standing revenue streams to meet the state's transportation needs. In 2020, NCDOT created the "NC FIRST Commission" to study the issue and commissioned a second survey that probed public preferences across potential alternative revenue streams. This report describes the results of a third public opinion survey in 2022 that repeated several prior questions and added new ones about electric vehicles, and additionally, the results of twelve focus groups.

Most residents rated the pavement conditions of North Carolina's roads as "fair" or better, and most said they supported increasing transportation taxes and fees, especially respondents living in urban areas. These results are largely consistent with the previous two surveys. When asked about their preference for specific revenue streams, a plurality of respondents selected increasing the general state sales tax, as opposed to increasing the gas tax or vehicle registration fees or adding a new revenue stream based on vehicle miles driven. Preferences for relying on the state's general sales tax increased comparatively when respondents were given information about specific hypothetical rate increases that were nevertheless mathematically equivalent across the four different types of revenue streams. In the focus group sessions, however, most participants supported a new fee on miles driven to fund transportation in the state.

New questions first asked about electric vehicles in 2022 suggest the public approaches them favorably but cautiously. First, only a slim majority of respondents said they would at least be somewhat likely to consider buying an EV for their next vehicle. Respondents who said they were more likely to consider buying an EV skewed male, younger (between 18-34), liberal, lived in a metropolitan area, or had a household income of $100,000 or more. Also of note, we find that white respondents (47%) were less likely to consider purchasing or leasing an EV compared to non-white respondents - nearly two in three black or African American respondents were open to buying an EV. Within the focus groups, younger participants in urban areas were the most likely to consider buying or leasing an EV.

Respondents only sometimes saw clear differences between electric vehicles and traditional gas and diesel-powered vehicles. Most thought that EVs were more expensive to purchase but they had more environmental benefits than gas and diesel-powered vehicles. However, some respondents were unsure how they compared on reliability or maintenance costs. At the same time, 90% of survey respondents said that maintenance costs were somewhat or very important to them when considering their next vehicle. Factual knowledge doesn't always precede preferences, but gaps in knowledge about the differences between vehicle types might be an obstacle towards the wider adoption of EV in the near future. This was also seen in the focus group sessions, where a sizeable group of participants indicated that they did not

feel that they knew enough about EVs to be comfortable driving one as their day-to-day vehicle.

Adoption of EV might be delayed for other reasons. A plurality (47%) of respondents identified the correct average range for EV, but 89% said that a vehicle's range was at least somewhat important to them. Likewise, 92% said the purchase price was important and most correctly noted EV are currently more expensive to purchase. Impact on the environment (68%) was the least important vehicle trait to respondents, and even less so among self-described political conservatives, but environmentalism is a frequent framing dimensions in support of EV versus gas- and diesel-powered vehicles. While environmental impact was the least important vehicle trait to survey respondents, focus group participants frequently mentioned that they associated EVs with being environmentally friendly and that they perceived people who drive EVs as being environmentally conscious, another potential disconnect between consumers and the traditional framing of EVs.

Last, convenience of charging EV emerged as an important consideration and respondents indicated they face challenges on this dimension. Many survey respondents and focus group participants said charging wasn't possible and less than 40% of respondents said charging was convenient at any of these five common locations: where they currently live, where they currently work, at nearby retail establishments, at nearby public spaces, or on long car trips. It is possible that respondents who already have an EV in their household purchased their EV because charging was available and/or convenient for them because they were more likely to report charging an EV was possible where they live, work, shop, and in public spaces. Alternatively, early EV adopters might have become more attuned to the availability and ease of charging their vehicle because of necessity after purchasing one.

Introduction

Background

The North Carolina Department of Transportation (NCDOT) provides transportation services across North Carolina for a variety of functions and uses, including highway and roadway construction and maintenance, airports, railroads, transit, ferry system, and bicycle and pedestrian infrastructure. Currently, however, the state's funding sources that support these services are being strained due to long-term gas tax revenue sustainability and fuel source and economy innovations in the automobile market – though a new general sales tax revenue transfer will provide a new stream of revenue (6% of annual general state sales tax revenue in the future). The growing gap between needs and revenue continues to increase as tax revenues drop due to the increasing fuel efficiency of today's vehicles, leaving the motor fuel tax insufficient to cover the full transportation needs of the state. In addition, it is projected that the North Carolina population will increase 33% by 2050, from 10.4 million to 13.8 million, creating additional demand and funding needs for the state's transportation infrastructure, and further overstretching the capability of the current funding mechanisms (Cline, 2022). The growing gap between needs and revenue for transportation funding is not a problem isolated to North Carolina. Since 2012, 35 states, including North Carolina, have taken some form of legislative action to increase transportation funding. In response, NCDOT commissioned a survey to better understand how the public perceives transportation taxes and fees. Survey responses were weighted by gender, age, race, income, and education to ensure the sample is representative of North Carolina's overall population. In addition, some questions on the survey were split into multiple ballots to measure how introducing or withholding contextual information affects their preferences. Additionally, twelve focus group sessions were conducted to gain more in-depth perspectives on these topics.

Several findings emerged regarding North Carolina residents' perceptions of transportation funding and electric vehicles. Overall, respondents support increasing transportation funding and feel strongly that funding should be increased. Respondents preferred that transportation funding be supported through a general increase in the state sales tax, however, there is some support for increase in annual registration fees and the introduction of a new mileage-based usage fee. Regarding transportation funding, there are few major differences between demographic groups. However, when it comes to perceptions of electric vehicles, there are some notable differences between political ideological groups, age groups, and ethnic groups. While the results and data collected provide significant insight into the perceptions of transportation funding and electric vehicles, additional research in the future would allow for continued longitudinal tracking of perceptions and attitudes.

Scope and Objective

The scope of this research is to improve NCDOT's understanding of North Carolina residents' perceptions related to current and future potential transportation funding mechanisms as well as their perceptions of electric vehicles (EVs). The objectives of this research are to (1) develop a better understanding of the public's perception of transportation taxes and fees currently under consideration by states around the country, (2) develop a clear understanding on the geography of transportation funding support, (3) understand how the public perceives electric vehicles and the associated infrastructure, and (4) help provide NCDOT with a framework for understanding which transportation policy decisions the public may support. This report summarizes, in detail, the results attributed to the survey and focus groups.

Report Organization

This technical report is organized into five sections, which contain the relevant findings from this research. The five sections that make up the report are organized as follows:

- Section 1: Introduction – This section provides an overall background of the research conducted, reviews the scope and objectives of this research, and summarizes the expected results.
- Section 2: Literature Review – This section provides an overall summary of the literature findings, including a review of previous transportation funding and finance polls conducted by other research organizations.
- Section 3: Methodology – This section provides an overview of the methodology used for developing and analyzing the survey.
- Section 4: Summary of Findings – This section provides a summary and discussion of the results. Full results from the survey may be found in Appendix A; crosstabulations may be found in Appendix B; the survey instrument may be found in Appendix C.
- Section 5: Conclusion – This section provides a summary of relevant findings for NCDOT and opportunities for future research.

Literature Review

Survey and Focus Group Methodology

In recent years, academic institutions, public sector agencies, and philanthropists have sponsored surveys to measure public opinion regarding transportation taxes and fees. As technology develops, and because of the COVID-19 pandemic, both polling and focus groups have shifted to online methodologies. One solution to decreased response rates in surveys is the use of web panel surveys. The most significant issue with web panel surveys is the potential for self-selection bias. However, they are also more cost effective and can be deployed and collected more quickly than a traditional mail based or RDD survey (Bethlehem 2010). Callegaro et al. (2014) found that nonprobability online panels have higher differences from population benchmarks than probability based online panels; furthermore, post-stratification weighting in nonprobability samples were of little help in correcting these population discrepancies. Hsu et al. (2017) found that incentives offered to respondents result in improved participation and lower errors in surveys.

Focus groups are a valuable data collection method to gain qualitative insights on various topics (Morgan, 1997). Video conferencing platforms such as Zoom have minimalized potential barriers to participants such as transportation and accessibility, and can host a more diverse group of participants (Stewart and Shamdasani, 2017). Web-based focus groups can also be more efficient to record and analyze responses, and participants may be more comfortable participating if they are in their own home which may lead them to be more willing to participate in the discussion (Gaiser, 2008). However, one of the most significant downsides associated with online focus groups is that it may be more difficult for moderators to determine the body language of participants. Additionally, participants may be distracted.

Perceptions of Electric Vehicles

As the number of electric vehicles (EVs) on the road continues to grow, so does research pertaining to how people perceive them. Across various studies, higher price, lower range, a perceived lack of charging infrastructure, reduced model options, and low awareness are the major barriers consumers have in their willingness or ability to drive an EV (Biresselioglu et al., 2018; Coffman et al., 2017; Hardman et al., 2018; Kester et al., 2018; Li et al., 2017; Liao et al., 2017; Rezvani et al., 2015). While individuals see range, recharging, and price as challenges, they perceive environmental sustainability, performance, and noise-emissions as benefits and additionally, see EVs as having a positive status – it's a topic that many enjoy discussing (Kester et al. 2019). Focus groups have been utilized in recent years to determine how to achieve higher EV adoption rates, test assumptions, and test survey questions (Pronello and Rapazzo, 2014; Cordera et al., 2018; Melliger et al., 2018; Robinson et al.,

2013). For EVs to become more widespread, consumer knowledge and acceptance are essential (Kester et al., 2019). There is generally a lack of knowledge and understanding regarding incentives, range, and recharging time.

Nationally, research has found that young adults, urban residents, Democrats, and people who already own a hybrid or electric vehicle are most likely to consider buying an electric vehicle (Pew Research Center, 2022). However, 67% of Americans support providing incentives to increase the use of hybrid and electric vehicles. Roughly 9% of Americans currently own a hybrid or electric vehicle. Furthermore, 65% of Democrats favor phasing out the production of new gas-powered vehicles by 2035; only 17% of Republicans support this idea. There are further political divisions regarding EVs. More conservatives see EVs as a "passing fad" or "stupid idea," the overall percentage of respondents with this sentiment grew five points between 2021 and 2022 and was largely driven by conservatives (Dovorany, 2022). Market profilers have discussed that, in the face of increasing political polarization, there may be a large – and growing – segment of unwinnable shoppers who will not be interested in EVs regardless of what benefits they may have over a gas- or diesel-powered vehicle.

Methodology

Survey

Survey Purpose and Development

This report discusses the third iteration of North Carolina's public perceptions survey, with the first completed in 2019. This ongoing survey effort is designed to assess the North Carolina general public's perception of transportation taxes and fees. Additionally, in the most recent version of the survey, more comprehensive questions regarding electric vehicles (EVs) were added to gauge the potential interest in and perception of EVs in North Carolina. Compared to past survey versions, updates were made to methodology, the contents of the survey itself, and analysis of results to better capture public perceptions.

Survey Design and Administration

The survey is specifically designed to measure preferences for road-funding sources, observe interest and perceptions of electric vehicles, and observe responses to questions related to transportation funding knowledge that may influence respondent preferences. In designing and executing the survey, the research team sought to identify how North Carolinians perceive transportation services in the state, as well as the types of road funding measures they might support and how they perceive electric vehicles.

In 2022, the research team expanded upon previous versions of the survey to capture how North Carolina residents perceive electric vehicles. The questions on the survey were further refined by the research team to minimize potential response bias and to clarify the meaning of some questions. Within the survey, several questions contained split ballots in which only a portion of the respondent pool saw one version of the question. This allowed the research team to measure the potential effects of information and providing respondents with specific goals.

The research team collaborated with Lucid CINT to distribute the survey via panel from August 5, 2022 to August 18, 2022. In total, 1,707 responses were collected from North Carolinians across the state. Respondents were recruited online, and some were incentivized to participate within Lucid CINT's panel portal. Lucid CINT utilizes data collection techniques which maximize reach and diversity, and minimize quality issues such as bots taking surveys by utilizing Captcha techniques and open-end validation.

Focus Groups

Focus Group Methodology

The focus groups were designed by the research team in collaboration with ETC, who administered the focus groups, to further inform survey content and gather additional, more

detailed insights into what North Carolinians thought about electric vehicles and transportation funding and why.

The focus group protocol was developed over a months-long period and administered in 12 sessions in July of 2022; recordings and transcripts were analyzed by the research team and are synthesized within this report. The focus groups were conducted online on Zoom, which allowed a wider audience to be reached. Participants were given a $50 VISA gift card to incentivize their participation.

Findings

This research effort was focused on assessing the general public's perception of transportation taxes and fees in North Carolina, as well as to gauging interest in and perception of electric vehicles (EVs). The questions asked, full frequency tables, and percentages for all responses can be found in Appendix A. Crosstabulations can be found in Appendix B. The full survey instrument is presented in Appendix C.

Survey Demographics

To survey a representative group of North Carolinians, demographic targets close to North Carolina's actual demographic spread were created and sampled. The demographic makeup of the sample is as follows:

GENDER

- Male – 40%
- Female – 60%

ETHNICITY

- White – 68%
- Black or African American – 22%
- Asian and Pacific Islander – 4%
- American Indian or Alaska Native – 2%
- Other race – 5%

HISPANIC ORIGIN

- Hispanic origin – 10%
- Not of Hispanic origin – 90%

AGE

- 18 to 24 – 16%
- 25 to 34 – 20%
- 35 to 44 – 19%
- 45 to 54 – 15%
- 55 to 64 – 14%
- 65 or older – 17%

POLITICAL PARTY

- Democrat – 37%
- Independent – 32%
- Republican – 31%

POLITICAL VIEW

- Extremely liberal – 6%
- Liberal – 18%
- Slightly liberal – 5%
- Moderate or middle of the road – 25%
- Slightly conservative – 11%
- Conservative – 21%
- Extremely conservative – 10%
- N/A – 6%

EDUCATION

- Some high school or less – 6%
- High school graduate – 19%
- Other post high school vocational training – 7%
- Some college, no degree – 26%
- Associate degree – 10%
- Bachelor's degree – 19%
- Master's or professional degree – 8%
- Doctorate degree – 6%

HOUSEHOLD INCOME

- Less than $25,000 – 43%
- Between $25,000 and $49,999 – 25%
- Between $50,000 and $74,999 – 12%
- Between $75,000 and $99,999 – 15%
- $100,000 or more – 5%

Results

Transportation Taxes and Fees

SPENDING

92% of respondents indicated that spending should be kept at its current amount or increased

Overall, most survey respondents indicated that spending should be either kept at its current amount or increased (92%). More than half of respondents think that spending should be increased (53%). Furthermore, respondents who thought spending should be increased felt more strongly about their opinion than those who thought spending should be kept at its current amount or decreased. While 81% of

respondents who indicated that they thought spending should be increased felt strongly about increasing spending, only 63% of respondents who indicated that they thought that spending should be decreased felt strongly about decreasing spending.

In terms of how location of residence may impact perception, 54% of respondents in metropolitan areas think spending should be increased while 50% of respondents in nonmetropolitan areas think spending should be increased. Additionally, perspectives on spending are similar across political ideologies: more than half of respondents who identified themselves as being liberal (52%), moderate (51%), or conservative (54%) think that spending on roads should be increased. Furthermore, older respondents were more likely to support an increase in spending: 48% of respondents in the 18-24 age group preferred an increase in spending, while 57% of respondents 65 or older preferred increasing spending.

ROAD CONDITIONS

Most respondents rated the pavement conditions of North Carolina's roads as "fair" or better. Notably, respondents in metropolitan areas (83%) had a more positive perception of the roads they typically drive on than those in nonmetropolitan areas (76%). Respondents with a household income of $100,000 or more had a distinctly different perception of the condition of roads than those earning $25,000 or less. More than half of high-income respondents (52%) indicated that the roads they typically drive on are "good" or "excellent" while only 38% of respondents in the lowest household income category indicated the same. Twenty percent of respondents earning less than $50,000 rated road condition as poor or very poor, whereas only 15% of respondents with a household income of more than $75,000 rated conditions as poor or very poor. Over half of respondents who rated North Carolina's roads as "excellent" responded that funding should be increased (55%). Eighty percent of respondents who rated road conditions as "very poor"indicated that spending should be increased. Respondents who rated road conditions as "good" were most likely to think funding should be maintained (57%). Respondents who rated roads as "excellent" or "poor" were most likely to think spending should be decreased (both 9%).

Higher income respondents had a more positive perception of the roads they drive on than lower income respondents

GAS TAX

Respondents were asked to estimate what the state gas tax is in North Carolina, per gallon. At the time of the survey, the actual state gas tax in North Carolina was 38.5 cents per gallon. The plurality of respondents, 39%, selected the correct range (25 to 44 cents). Fifty-eight percent of respondents who thought that the state gas tax was 90 cents or more were confident about their response, while only 34% of respondents who selected the correct

range were confident in their response. The plurality of metropolitan and nonmetropolitan respondents guessed within the correct range (40%, 37%).

76% of respondents indicated that the gas tax is inexpensive or fair

Between income brackets, the highest earners were most likely to underestimate the state gas tax, while the lowest earners were most likely to overestimate the state gas tax. Thirty-six percent of respondents with a household income of $100,000 or more indicated that they believed the state gas tax was between 0 and 24 cents; 38% of respondents with a household income of less than $25,000 indicated that they believed the state gas tax was 45 cents or more. Black or African American respondents were much more likely than any other ethnic group to overestimate the state gas tax – 48% thought it was at least 45 cents and 15% thought it was 90 cents or more. Younger respondents, between age 18 and 24, were most likely to overestimate the state gas tax – 50% indicated that they believed it was higher than actual amount.

A split ballot question carried over from the 2020 version of the survey told half of respondents that an average North Carolina vehicle owner who drives 12,000 miles a year will pay approximately either $200 annually; the other half of respondents were told that an average North Carolina vehicle owner who drives 12,000 miles a year will pay approximately $15 monthly towards tax in lieu of paying at the pump. Respondents who received the ballot with the monthly price breakdown (27%) perceived the amount as inexpensive at a higher rate than those who received the annual price breakdown (20%). However, across both ballots, most respondents saw the amount as either inexpensive or fair (76%). Nonmetropolitan residents saw the cost as expensive at a higher rate than respondents in metropolitan areas. When the annual cost was shown, 76% of respondents in metro areas saw the cost as fair or inexpensive, only 68% of nonmetropolitan respondents thought the same. However, when the monthly cost was shown, 77% of metropolitan respondents and 75% of nonmetropolitan respondents thought the cost was fair or inexpensive, suggesting residents in nonmetropolitan areas may be more perceptive to a monthly breakdown than an annual breakdown.

PREFERRED FUNDING SOURCE

Consistent with previous iterations of the survey, respondents were asked about which funding source they think North Carolina should rely on to fund repairs to the state's road network. In the first split, respondents were shown general statements with no specific numbers – the response options were:

- A new fee on miles driven
- An increased tax on gasoline purchases
- An increase in the general state sales tax
- An increase in the annual vehicle registration fee

In the second split, respondents were given the same options with amounts specified:

- A new half of 1 cent fee on miles driven
- An increase of 9 cents per gallon in the tax on gasoline purchases
- An increase of half of 1 cent per dollar in the general state sales tax
- An increase of $60 in the annual vehicle registration fee

Lastly, the third split specified amounts that were higher than the second split:

- A new 1 cent fee on miles driven
- An increase of 18 cents per gallon in the tax on gasoline purchases
- An increase of 1 cent per dollar in the general state sales tax
- An increase of $120 in the annual vehicle registration fee.

In the general ballot, the most popular option selected was an increase in the general state sales tax (30%); the second most popular option was an increase in the annual vehicle registration fee (29%). In the second ballot, with the smaller specific amounts, most respondents favored a new half of 1 cent fee on miles driven (36%) or an increase of half of 1 cent per dollar in the general state sales tax (33%). In the third ballot, with larger specific amounts, the most common responses were an increase of 1 cent per dollar in the general state sales tax (43%) and a new 1 cent fee on miles driven (29%). Support for an increase in the annual vehicle registration fee sharply declines once specific amounts ($60 and $120) are introduced. Support for an increase in the general state sales tax rises even as specific amounts (half of 1 cent and 1 cent) are introduced. An increase in the sales tax is the most preferred option in two out of three ballots and is the second most preferred option in the third ballot. Figure 1, below, shows a breakdown of funding source reference by ballot.

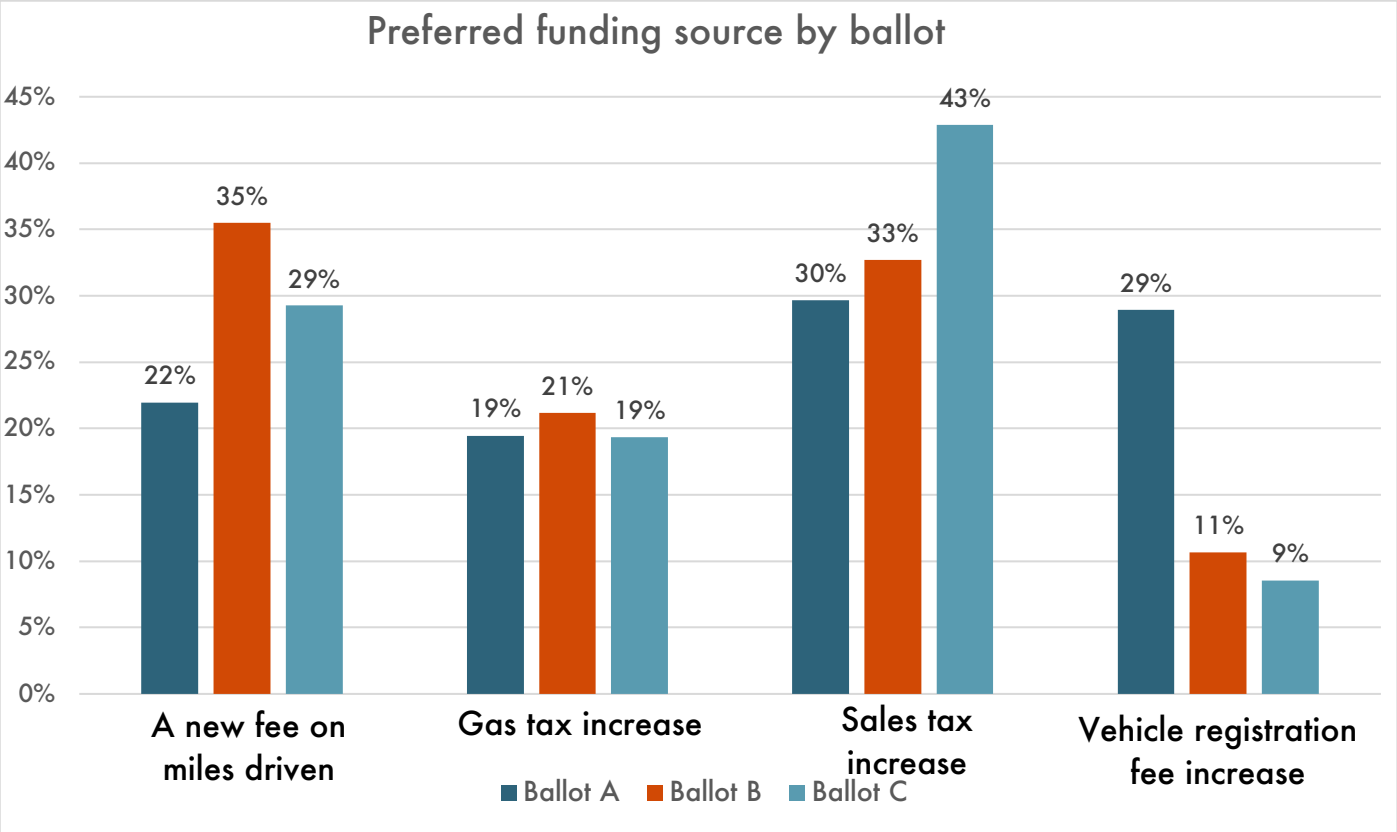

Figure 1. Preferred funding source by ballot: Ballot A, a general ballot; Ballot B, which introduces specific numbers; Ballot C, which increases those numbers

Across all focus groups, a plurality of participants preferred a new fee on miles driven to fund transportation in North Carolina (52, 47%) over increasing vehicle registration fees (33, 30%), increasing the state sales tax (14, 13%), and increasing the gas tax (11, 10%). When the possible funding options were further explored, most participants (66, 60%) thought that people who drive more miles on the road should pay more money to support the state's transportation system. Fewer participants thought that people who use more gas should pay more to support the state's transportation system (56, 51%). Most participants did not think that people who drive a more expensive vehicle should pay more to support the state's transportation system (20, 18%). However, increasing the vehicle registration fee was the second-most preferred mechanism of increasing transportation funding (33, 30%). Furthermore, most participants did not think it was fair that EV drivers in North Carolina pay an annual fee of $140 to support the state's transportation system (68, 62%).

60% of focus group participants indicated that they thought people who drive more should pay more to support the state's transportation system

Between demographic groups, rural participants preferred a new fee on miles driven over urban and suburban participants (57%, 43%). Across political affiliations, a new fee on miles

driven was most preferred, however, 38% of Democrats indicated support for an increased in the vehicle registration fee versus 14% of Republicans, who overwhelmingly supported a new fee on miles driven (71%).

Electric Vehicles

Questions regarding North Carolina residents' perceptions of electric vehicles (EVs) were further expanded upon in the 2022 iteration of the survey and additionally explored in each focus group session. Over half (53%) of survey respondents who did not drive an EV at the time of the survey, who had plans to purchase or lease a new vehicle, indicated that they would be "very" or "somewhat" likely to seriously consider purchasing or leasing an EV. Conversely, 87% of respondents who drove an EV at the time of the survey, who had plans to purchase or lease a new vehicle, indicated that they would be "very" or "somewhat" likely to purchase or lease another EV. Among focus group participants, the majority (67%, 74) of participants expressed interest in purchasing or leasing an electric vehicle if the initial purchase price was about the same as a gas- or diesel-powered vehicle. Within the focus groups, a consistent group of participants indicated that they would not be interested in an EV regardless of comparability to gas vehicles as far as features, price, safety, and vehicle style. Furthermore, there are major reservations amongst participants regarding initial purchase price, range, and availability of charging stations.

If priced similarly, 67% of focus group participants would buy or lease an EV

Overall, respondents had a lower level of awareness about electric vehicles than the nationwide average. However, respondents were also generally supportive of increasing the number of EVs sold in the state and many respondents who currently drive gas- or diesel-powered vehicles indicated that they would be interested in buying or leasing an EV in the future. Many respondents who do not currently drive or lease an EV perceived charging as inconvenient or not possible in public spaces and where they live, work, and shop. In general, respondents perceive EVs as more environmentally friendly, more expensive to purchase, and more expensive to maintain than gas- or diesel-powered vehicles. Purchase price, maintenance costs, range, and fuel prices were the most important traits that respondents said they consider when purchasing or leasing a new vehicle.

AWARENESS

Responses indicated a relatively low level of awareness about electric vehicles in North Carolina. Just over one in five respondents said that read or heard "a lot" about EVs, which was about the same percentage as those who said they had only read or heard "a little" about EVs. This is shown in Figure 2, below. However, male respondents and respondents with higher household incomes reported having heard or read more about EVs than female

respondents and lower income respondents. Respondents who reported that they did not own or lease an EV, but that they had read or heard more about EVs, were more likely to indicate that they would potentially buy an EV and were more supportive of increasing EV production and sales. A plurality (48%) of respondents thought that the average range for an EV was between 200-400 miles, which was the most accurate answer option they could choose out of the options provided. No significant relationships were observed between demographic groups and purchasing intentions to knowledge of range.

All focus group participants who had driven or ridden in an EV had a positive perception of EVs

INTEREST AND FIRST IMPRESSIONS

Over half (53%) of survey respondents who did not drive an EV at the time of the survey, who had plans to purchase or lease a new vehicle, indicated that they would be "very" or "somewhat" likely to seriously consider purchasing or leasing an EV. Respondents who identified themselves as being between the ages of 18-35, male, high income ($100,000+), residents of metropolitan areas, and liberal were the most likely to indicate that they were very or somewhat likely to consider purchasing or leasing an EV as their next vehicle.

To gauge participants' familiarity and experience with electric vehicles, focus group participants were asked if they had ever driven in an electric vehicle as a passenger or driver. Across all focus groups, over half participants (60, 54.5%) reported that they had been either a driver or a passenger in an electric vehicle. Participants who had been in an electric vehicle as a passenger or driver generally reported positive experiences and associations with the vehicle. Out of the 60 participants who had experience with EVs, many mentioned how quiet EVs were (23, 38%). Participants also noted that they thought EVs were fun to ride in (3, 5%), drove smoothly (4, 7%), and had fast acceleration (3, 5%). Notably, none of the participants that had experienced riding in or driving an EV had a negative connotation of the vehicles. Participants who did not have experience driving or riding in an EV had mixed perceptions of them: some participants had positive perceptions, noting features such as fast acceleration, luxurious interiors, and quiet. However, some of these participants had more negative perceptions and noted that they thought they were slower and less powerful, smaller and more uncomfortable, more difficult to drive due to technology, and would lack necessary range.

Furthermore, focus group participants who reported regularly driving an electric vehicle were asked what their top reasons for driving an EV were. These participants reported that they like helping the environment, they save money and time by not buying gas, that EVs are much faster and more fun to drive than a traditional gas-powered vehicle and they see reduced

maintenance needs and costs. These participants also liked that EVs were safer and more convenient for them to drive.

Participants who did not have direct, hands-on experience with either driving or riding in an electric vehicle had slightly different association with EVs. While many of these participants noted that they thought EVs were very quiet, some participants thought that EVs were slower, less powerful, and did not have sufficient range to meet their needs. These participants also noted that they perceived them as having more technology, which may be a barrier for some.

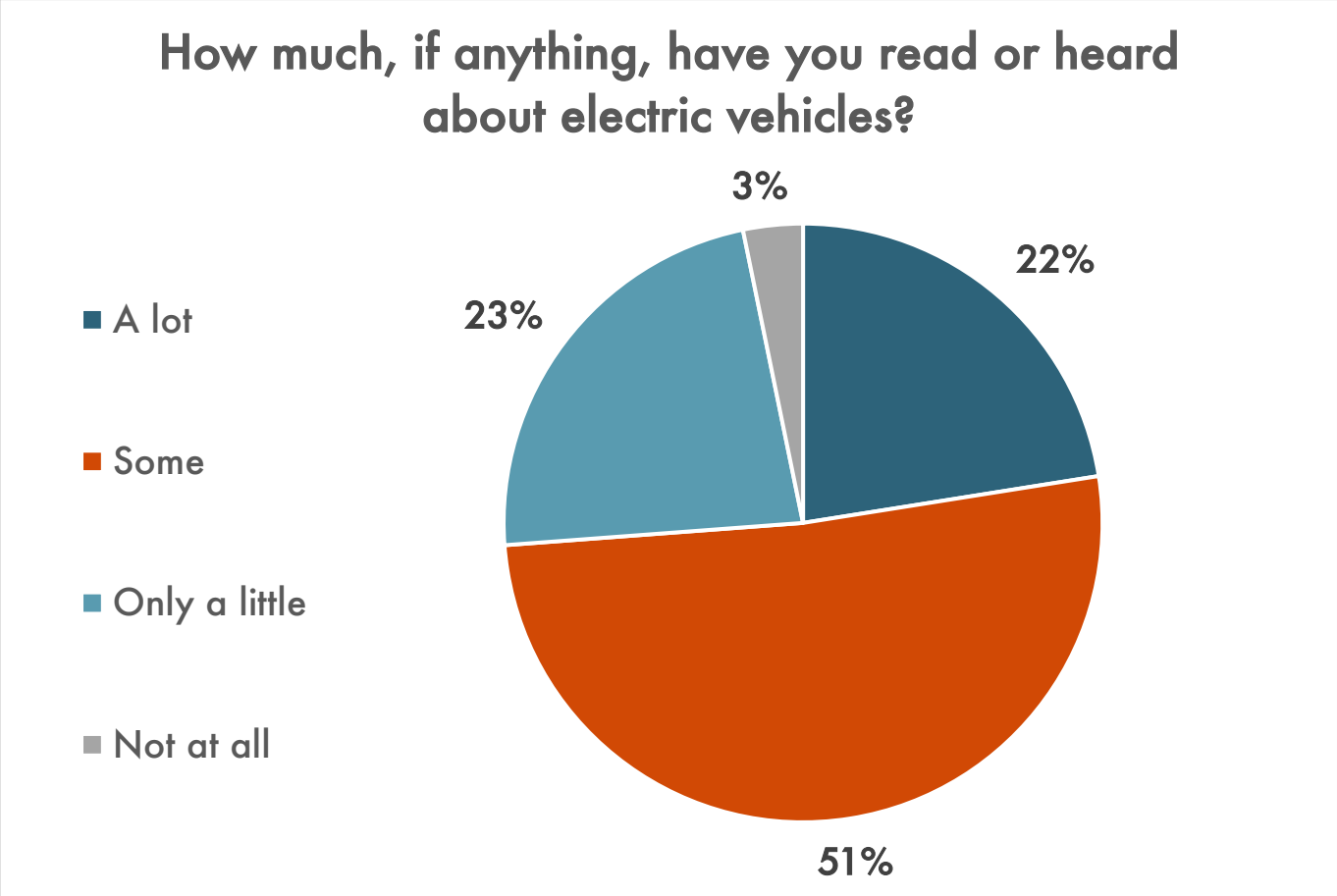

Figure 2. Electric vehicle knowledge

INCREASING EV PRODUCTION

Generally, survey respondents were more likely to support than oppose increasing the percentage of EVs on the road. However, adding additional context to specify a goal of at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030 reduced support, rather than just referring to a general increase in the future. Almost 66% expressed support for this goal when no percentage or year was specified, but when a descriptive target was added, just 55% of respondents were supportive of the goal. Male respondents, Republicans, older respondents, and those who said they could not charge an

EV where they lived were more opposed to increasing the production of EVs. Alternatively, Democrats, EV drivers, and those who said they had heard or read more about EVs were more supportive. Respondents who either supported or opposed a goal of increasing the number of EVs on the road in North Carolina felt strongly about it, regardless of whether they received the general or specific ballot. Figure 3, below, shows the variations in support between the general ballot and the specific ballot.

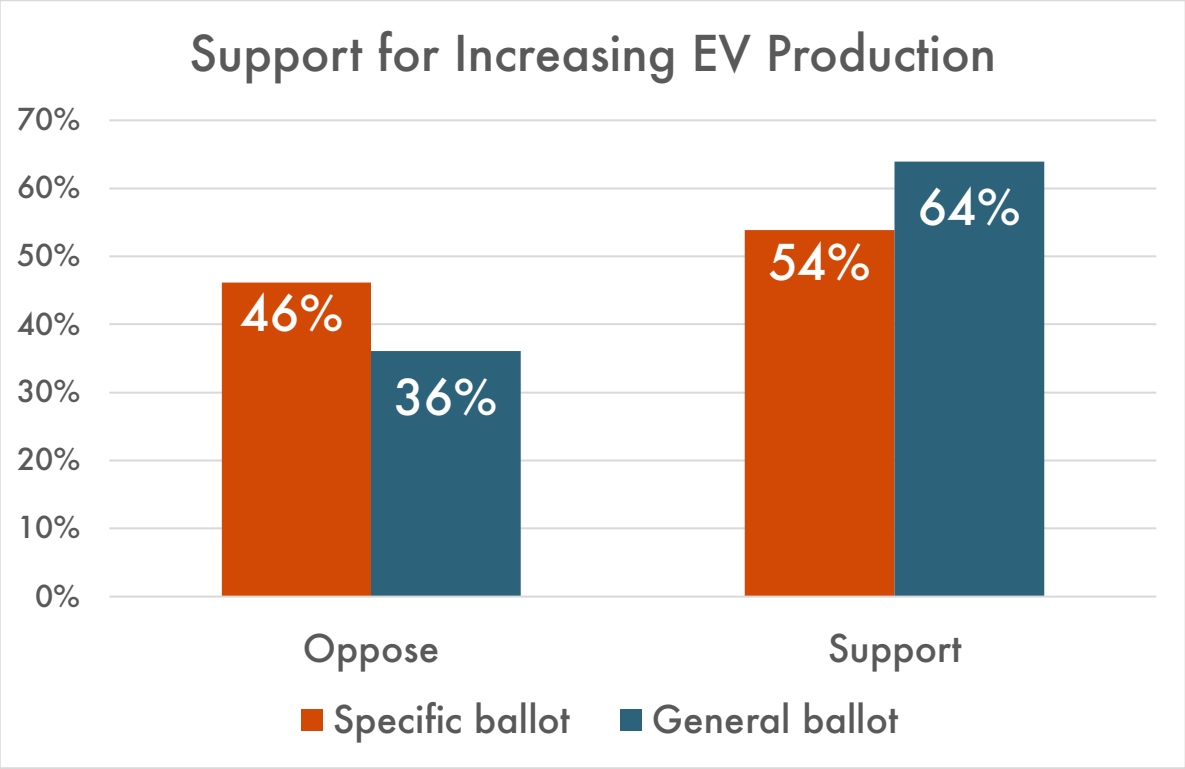

Figure 3. Support for increasing EV production, specific ballot versus general ballot

WILLINGNESS TO PURCHASE AN EV

Most survey respondents (81%) reported driving a traditional gas- or diesel-powered vehicle. An additional 10% of respondents reported driving a hybrid gas-electric vehicle, 3% of respondents reported driving an electric vehicle, and 6% of respondents said that they did not own or lease a vehicle. Among respondents who did not own or lease an EV, but who said they planned to purchase or lease a new vehicle, slightly more than half (53%) responded that they would seriously consider purchasing or leasing an EV as their next vehicle. Of those who said that their household already had an EV, almost 9 in 10 indicated that they would seriously consider buying another EV (87%). Respondents who reported reading or

65% of respondents indicated that they would consider purchasing or leasing an EV

hearing more about EVs were more likely to say they would consider buying an EV. It is important to note that research generally suggests potential causal relationships between knowledge and preferences are reciprocal – people who are more willing to buy an EV might be more likely to read more about them.

Across demographic groups, focus group participants in metropolitan areas were more likely to be interested in an electric vehicle offered at the same price as a traditional gas-powered vehicle than participants in rural areas. While 78% of participants in urban and suburban areas were interested, less than half (46%) of participants in rural areas indicated interest. Furthermore, between political affiliations, participants who indicated they were Democrats were more interested in EVs (85%) than Republicans (44%) or Independents (54%), Moreover, male participants were initially more interested in EVs than female participants (81%, 38, 57%, 36).

CHARGING CONVENIENCE, ABILITY, AND INFRASTRUCTURE

Less than 40% of respondents said charging was convenient at all of the five locations specified (where they currently live, where they currently work, at nearby retail establishments, at nearby public spaces, or on long car trips). Between 15-30% of respondents said charging wasn't even possible at the location they currently lived, worked, at nearby retail establishments, or at nearby public spaces, other than on long trips. Overall, one third of respondents said charging was not possible for at least one of these five locations. Respondents with an EV in their household were more likely to say charging an EV was possible where they live, work, shop, and in public spaces. It is possible that respondents with an EV in their household purchased their EV because charging was already available at key locations. Alternatively, they might be more aware of convenient charging options because they needed to learn about them as part of owning an EV. Interestingly, whether a respondent said that charging options were not possible or convenient did not correlate with purchasing intentions among respondents who did not already own or lease an EV.

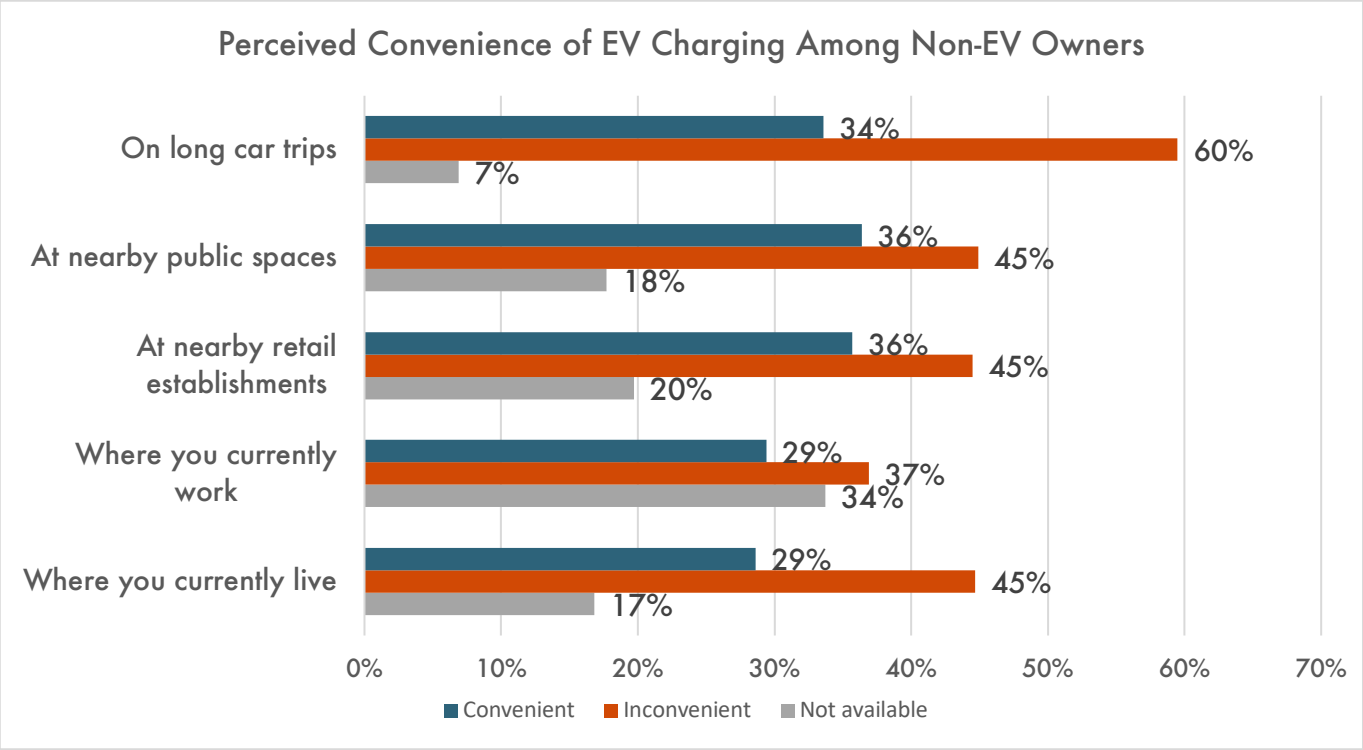

Figure 4. Perceived convenience of EV charging among non-EV owners

Participants who reported that they did not drive an EV generally cited the location and availability of charging stations, the initial cost of an EV, and the cost of maintenance and upkeep as the primary reasons they do not own or lease an EV. Generally, many of these participants seemed to have a fear of what they do not know about electric vehicles – they were unsure of the safety, the new technology, and the availability of charging stations – and some participants even said they would prefer to wait a few years until EVs are more popular to get one for themselves.

COMPARISONS BETWEEN EVS AND GAS- AND DIESEL-POWERED VEHICLES

By a wide margin, between 70-80% of respondents thought that EVs were better for the environment and were also more expensive to purchase. Just 10% thought the opposite. Most respondents said that EVs are more expensive to maintain, and a plurality thought that they were less reliable than traditional gas- or diesel-powered vehicles. Democrats were significantly more likely to say EV are more reliable and better for the environment, while Republicans were significantly more likely to say EVs cost more to maintain. Age had a similar but weaker relationship to these findings, while other demographics did not have any correlation at all. Perceptions about EV reliability were most strongly associated with respondents' willingness to purchase an EV. Just 33% of respondents were willing to buy an EV if thought to be less reliable, but more than 80% of those who said EV were more reliable would consider buying one. Notably, female respondents, older respondents, conservative respondents, and respondents earning between $50,000 to $99,999 were more likely to indicate that they thought EVs were less reliable than gas- and diesel-powered vehicles.

Among focus group participants, very few respondents who initially preferred a gas vehicle over an electric vehicle changed their mind (if at all). When asked if the ability to purchase or lease an EV that was just as safe as a gas-powered vehicle, EV interest only increased among women, and remained the same or declined among other demographics. This group of participants was composed mostly of participants in rural areas, participants who identified their political party as republican, older (55+), and white. These participants cited several reasons as to why they would not be interested in an EV: many had the perception that even if the cost of the EV was comparable to a gas-powered vehicle, they would not be able to find a place to charge the vehicle. Even when this group of participants was told that EV drivers save, on average, over $1600 annually compared to gas-powered vehicle drivers, the majority (26, 72%) would still choose the gas-powered vehicle. Several participants did not believe this was true or said that they did not think there was enough experience with EVs to know this is true.

When participants were asked if they would choose an electric or gas vehicle if the EV was just as safe as a gas-powered vehicle, most respondents selected the EV (75, 68%). Among participants who selected the gas vehicle, several noted that they did not believe it was true that EVs could be just as safe or safer than gas-powered vehicles.

An additional factor worth noting among participants who were not interested in an EV under various circumstances is familiarity – several participants simply mentioned that they are more familiar with how a gas-powered vehicle works, and one participant even noted being "old and stuck in [their] ways." Some noted that to consider an EV, they would need to become better educated on them, or said that nothing would convince them because they did not think they would be able to learn how they work.

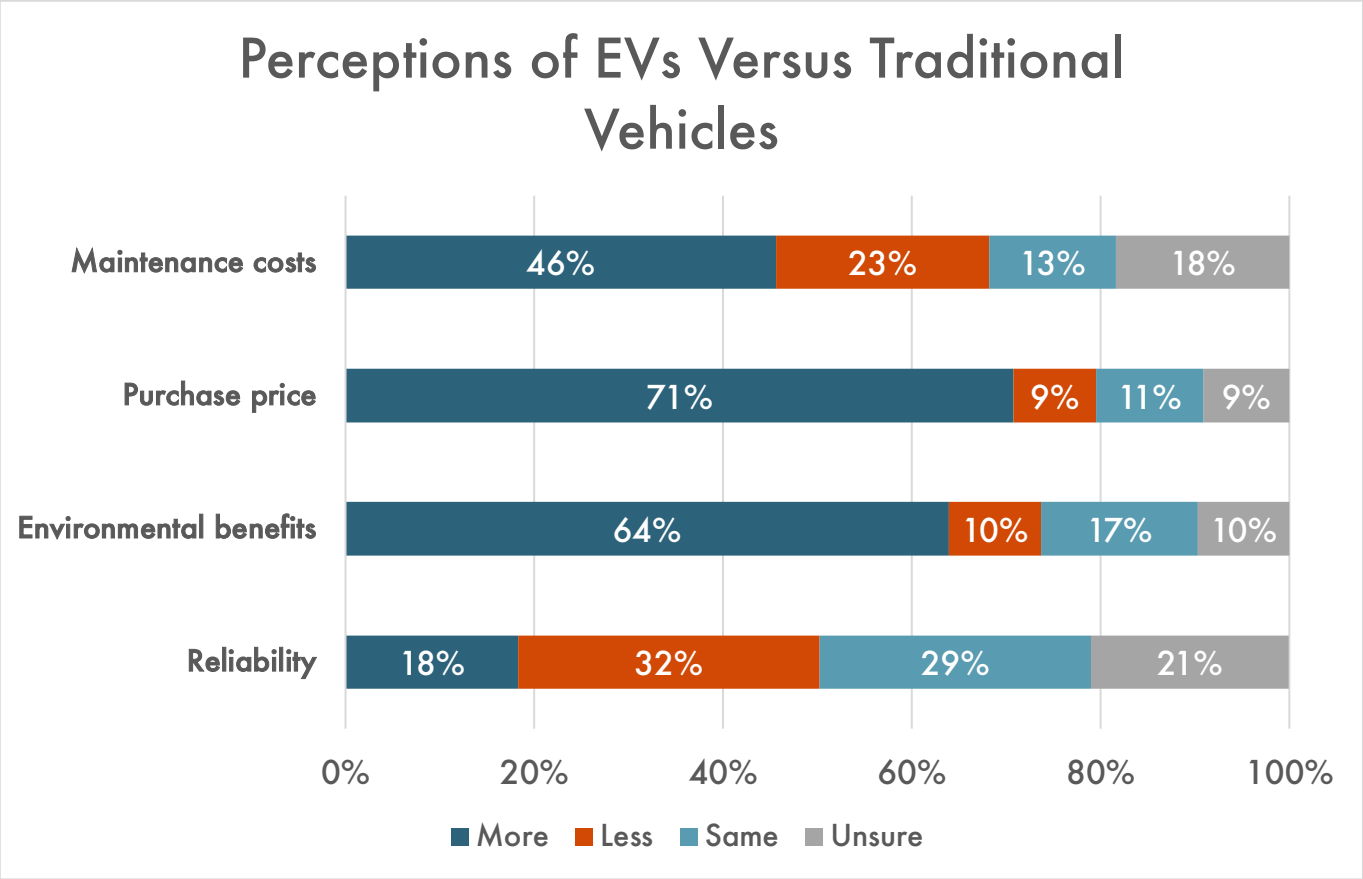

Figure 5. Perceptions of EVs versus traditional vehicles

SUBJECTIVE IMPORTANCE OF VEHICLE TRAITS

Survey respondents were asked to indicate how important each of the following vehicle traits were most important to them when consider purchasing a vehicle:

- Purchase price (92% indicated this as "somewhat" or "very" important)
- Cost to maintain (90%)
- Range (89%)
- Cost to fuel or charge (88%)
- Vehicle model options (76%)
- Government or manufacturer incentives (71%)
- Impact on the environment (68%)

Focus group participants were asked what their top considerations in selecting a new vehicle (electric or gas) would be. Participants cited cost (56), reliability (19), and mileage (5) as their top considerations. Additionally, some participants mentioned features like vehicle lifespan, safety, technical features, and comfort and size as important in selecting a new vehicle.

PURCHASE PRICE

Respondents indicated that purchase price was somewhat or very important to them when considering purchasing or leasing a vehicle (92%). Most respondents across demographics (74%) indicated that this was very important to them, with few differences between demographic groups.

Initial vehicle price, maintenance costs, and cost of fuel or charging are the most important vehicle traits

COST TO MAINTAIN

Additionally, 90% of all respondents indicated that the cost to maintain a vehicle was somewhat or very important to them. Respondents in both metropolitan and nonmetropolitan areas indicated that this was important (90% and 89%, respectively). Across political ideologies, respondents who indicated that they were conservative or moderate responded that maintenance costs were more important to them than liberal respondents (93% of conservatives, 92% of moderates, and 84% of liberals responded that this was somewhat or very important).

RANGE

Respondents were also asked how important range would be in considering their next vehicle. Most (89%) respondents indicated that this would be a somewhat or very important

feature to them. Respondents in metropolitan and nonmetropolitan areas indicated that range was important to them (89% and 88%, respectively). Across ages, range was least important to respondents in the 18-24 age group (82%) and most important to respondents between 45-54 (93%) and respondents 65 or older (93%). Respondents aged 18-24 were also most ambivalent about range; 14% said it was neither important nor unimportant.

COST TO FUEL OR CHARGE

The next most important feature in considering a vehicle was the cost to fuel or charge (88%). Metropolitan and nonmetropolitan respondents alike indicated that this was somewhat or very important (Both 88%), however, the percentage of respondents in metropolitan areas who indicated that the cost to fuel or charge was very important was roughly 4 points higher than their nonmetropolitan counterparts (60%, 56% respectively). The cost of fueling or charging a vehicle was most important to those with a household income between $50,000 and $99,999 (95%); it was least important to those with a household income of less than $25,000 (84%) and those with a household income of $100,000 or more (86%). Fueling or charging costs were most important to respondents aged 45 to 54 (94%) and respondents 65 or older (91%); it was least important to respondents 18-24 (79%). Across political ideologies, conservatives were most likely to indicate that the cost to fuel or charge was somewhat or very important (91%). Only 84% of liberal respondents indicated that this was somewhat or very important to them, and 89% of moderate respondents indicated that this was somewhat or very important to them.

VEHICLE MODEL OPTIONS

Vehicle model options were the next most important; 76% of respondents indicated that this was somewhat or very important to them. Across political ideologies, available vehicle model options were most important to conservatives (80%) and moderates (77%). Only 66% of respondents who indicated they were liberal responded that vehicle model options were somewhat or very important to them. Female respondents indicated that vehicle model options were more important to them than male respondents (78% and 73%, respectively).

Environmental impacts were most important to older respondents

GOVERNMENT OR MANUFACTURER INCENTIVES

Seventy one percent of respondents indicated that government or manufacturer incentives, such as rebates and tax credits, were somewhat or very important to them in considering purchasing or leasing a vehicle. There was generally minimal variance between demographic groups regarding the importance of incentives and a relevant proportion of respondents were ambivalent on the importance of incentives, generally; 20% of respondents indicated that incentives were neither important nor

unimportant. An exception to this is across ethnicities: 75% of Black or African American respondents indicated that incentives would be somewhat or very important to them versus 71% of white respondents.

ENVIRONMENTAL IMPACT

The least important feature in considering a new vehicle was its impact on the environment. Sixty eight percent of respondents indicated that this would be somewhat or very important to them in purchasing or leasing a new vehicle. Environmental impact was of greater importance to metropolitan respondents than nonmetropolitan respondents; 69% of metropolitan respondents indicated environmental impact would be somewhat or very important versus 63% of nonmetropolitan residents. Liberal and moderate respondents indicated that environmental impact would be more important than conservative respondents (70%, 70%, and 65% respectively). Interestingly, respondents aged 18-34 placed less importance on environmental impacts than every other age group. Sixty five percent of respondents aged 18-34 indicated that the environmental impact of a vehicle was somewhat or very important, versus 70% of respondents aged 35-44, 68% of both respondents aged 45-54 and 55-64, and 69% of respondents 65 or older.

FURTHER OBSERVATIONS

For respondents who were at least "not too likely" to purchase an EV, most vehicle dimensions were rated as being "very important." About 60% or more said it was very important to consider (1) range, (2) cost to maintain, (3) cost to purchase, and (4) fuel costs. The purchase price was cited most often as being very important, by about 3 in 4 of these respondents. Vehicle model options, impact on the environment, and incentives to buy an EV all similarly clustered with approximately 4 in 10 saying these were "very important" considerations. Conversely, no more than 8% indicated that this was either somewhat or very unimportant. The face-value of the relative rankings across these seven dimensions is therefore more useful to consider than a literal interpretation of each one's level of importance. Interestingly, the importance of the environment is significantly related to willingness to purchase an EV.

Conclusions

Findings Relevant to NCDOT

Over the course of the research, several findings relevant to NCDOT emerged. More North Carolinians are aware of the state gas tax than in 2020, however, many still overestimate the gas tax. Despite this, most respondents thought that the gas tax was fair or inexpensive – particularly when presented as a monthly cost rather than an annual lump sum. However, there was notable variance in perceptions amongst age groups and household income levels.

Furthermore, most respondents think that funding should be increased or kept at current levels. Respondents who think that funding should be increased feel more strongly about this than those who think funding should be decreased. Support for funding was consistent across demographic groups.

There is a preference for funding via an increase in the general state sales tax (which was recently enacted by state legislation). Support for increasing the annual vehicle registration fee decreases sharply once amounts are specified, though it is a popular option in the general ballot. However, there is more clear support for a new mileage-based user fee among focus group participants, many of whom indicated that they thought it was fair for people who drive more to pay more to support the transportation system.

Perceptions of electric vehicles vary more by demographic. Particularly between political ideological groups, age groups, and ethnic groups, perceptions of EVs versus traditional gas- and diesel-powered vehicles, the importance of certain traits in considering their next vehicle, and perception of charging infrastructure, there is more variance than in opinions on funding. However, notably, opinions between metropolitan and nonmetropolitan respondents were more similar than different.

Future Research Needs

A major barrier for many survey and focus group participants is initial purchase price, even though EVs can be more cost efficient over the long term. In future research, exploring the increasing availability of less expensive EVs may be beneficial. Another barrier to adoption observed in the survey and focus groups is familiarity and comfortability with electric vehicles. Therefore, in future research, the research team recommends further exploring familiarity with EV technology and capabilities such as long range, charging speed, and vehicle safety.

As discussed in previous years, topics focused on in this research are worth re-examining in the future. Longitudinal studies can determine patterns over time, ensure focus and validity,

and track long-term trends. For example, the Mineta Transportation Institute has conducted 10 surveys over the past 10 years assessing Americans' opinions about federal tax options to support transportation. As a result of this effort, researchers can assess funding perception trends over time. Future surveys could help provide an overall perspective on how attitudes toward transportation funding by North Carolinians have changed.

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Appendix A

Question 1

"To start, how important are transportation issues to you?"

- Very important
- Somewhat important
- Somewhat unimportant
- Very unimportant

Response	Frequency	Percent	Cumulative Percent
Very important	901	52.8	52.8
Somewhat important	661	38.7	91.5
Somewhat unimportant	111	6.5	98.0
Very unimportant	34	2.0	100.0
Total	1707	100.0	

Question 2

"What comes closest to your view regarding government spending on roads? North Carolina needs to:"

- Increase spending
- Keep spending current amount
- Decrease spending

Response	Frequency	Percent	Cumulative Percent
Increase spending	909	53.3	53.3
Keep spending the same amount	666	39.0	92.3
Decrease spending	132	7.7	100.0
Total	1707	100.0	

Questions 2a, 2b, and 2c

Q2a: "Do you feel strongly or not strongly about increasing spending?"
Q2b: "Do you feel strongly or not strongly about decreasing spending?"
Q2c: "Do you feel strongly or not strongly about keeping spending at its current amount?"

- Strongly
- Not strongly

Response	Frequency	Percent	Cumulative Percent
Strongly	1180	69.1	69.1
Not strongly	527	30.9	100.0
Total	1707	100.0	

Response	Frequency	Percent	Cumulative Percent
Decrease, strongly	83	4.9	4.9
Decrease, somewhat	49	2.9	7.7
Stay the same	666	39.0	46.7
Increase, somewhat	175	10.3	57.0
Increase, strongly	734	43.0	100.0
Total	1707	100.0	

			Do you feel strongly or not strongly about increasing/ maintaining/ decreasing spending?		Total
			Strongly	Not strongly	
Spending on NC roads	Increase spending	Responses	734	175	909
		% within Spending on NC roads	80.7%	19.3%	100.0%
	Keep spending the same amount	Responses	363	303	666
		% within Spending on NC roads	54.5%	45.5%	100.0%
	Decrease spending	Responses	83	49	132
		% within Spending on NC roads	62.9%	37.1%	100.0%
Total		Responses	1180	527	1707
		% within Spending on NC roads	69.1%	30.9%	100.0%

Question 3

"How would you rate the pavement conditions on the roads you usually travel on in North Carolina?"

- Excellent
- Good
- Fair
- Poor
- Very poor

Response	Frequency	Percent	Cumulative Percent
Excellent	114	6.7	6.7
Good	582	34.1	40.8
Fair	703	41.2	82.0
Poor	252	14.8	96.8
Very poor	55	3.2	100.0
Total	1706	100.0	
Missing	1		
	1707		

Question 4a

"To help pay for roads, you pay taxes whenever you buy gas in North Carolina. What do you think the state gas tax is in North Carolina, per gallon? (Please DO NOT search for the answer or ask for help because our results depend on recording your honest estimate).

Gas taxes per gallon are between:"

- 0 to 24 cents
- 25 to 44 cents
- 45 to 64 cents
- 65 to 89 cents
- 90 cents or more

Response	Frequency	Percent	Cumulative Percent
0 to 24 cents	377	26.2	26.2
25 to 44 cents	567	39.4	65.6
45 to 64 cents	300	20.8	86.4
65 to 89 cents	94	6.5	92.9
90 cents or more	102	7.1	100.0
Total	1440	100.0	
Missing	267		
	1707		

Question 4b

"How confident are you in your response?"

- Confident
- Not very confident
- I guessed

Response	Frequency	Percent	Cumulative Percent
Confident	653	38.4	38.4
Not very confident	582	34.2	72.6
I guessed	467	27.4	100.0
Total	1702	100.0	
Missing	5		
	1707		

			How confident are you in your response?			
			Confident	Not very confident	I guessed	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	142	128	104	374
		% within What do you think the state gas tax is in North Carolina, per gallon?	38.0%	34.2%	27.8%	100.0%
	25 to 44 cents	Responses	194	207	166	567
		% within What do you think the state gas tax is in North Carolina, per gallon?	34.2%	36.5%	29.3%	100.0%
	45 to 64 cents	Responses	89	123	86	298
		% within What do you think the state gas tax is in North Carolina, per gallon?	29.9%	41.3%	28.9%	100.0%
	65 to 89 cents	Responses	32	33	29	94
		% within What do you think the state gas tax is in North Carolina, per gallon?	34.0%	35.1%	30.9%	100.0%
	90 cents or more	Responses	59	24	19	102

		% within What do you think the state gas tax is in North Carolina, per gallon?	57.8%	23.5%	18.6%	100.0%
Total		Responses	516	515	404	1435
		% within What do you think the state gas tax is in North Carolina, per gallon?	36.0%	35.9%	28.2%	100.0%

Questions 5a and 5b

Q5a "An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:"

- $200 per year is inexpensive for driving 12,000 miles on roads in North Carolina
- $200 per year is a fair price for driving 12,000 miles on roads in North Carolina
- $200 per year is expensive for driving 12,000 miles on roads in North Carolina

Q5b "An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:"

- $15 per month is inexpensive for driving 12,000 miles on roads in North Carolina
- $15 per month is a fair price for driving 12,000 miles on roads in North Carolina
- $15 per month is expensive for driving 12,000 miles on roads in North Carolina

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:

Response	Frequency	Percent	Cumulative Percent
Inexpensive	168	20.1	20.1
Fair	456	54.5	74.6
Expensive	212	25.4	100.0
Total	836	100.0	
Missing	871		
	1707		

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:

Response	Frequency	Percent	Cumulative Percent
Inexpensive	230	26.5	26.5
Fair	435	50.1	76.6
Expensive	203	23.4	100.0
Total	868	100.0	
Missing	839		
	1707		

Questions 6a, 6b, and 6c

"If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?"

Q6a

- A new fee on miles driven
- An increased tax on gasoline purchases
- An increase in the general state sales tax
- An increase in the annual vehicle registration fee

Q6b

- A new half of 1 cent fee on miles driven
- An increase of 9 cents per gallon in the tax on gasoline purchases
- An increase of half of 1 cent per dollar in the general state sales tax
- An increase of $60 in the annual vehicle registration fee

Q6c

- A new 1 cent fee on miles driven
- An increase of 18 cents per gallon in the tax on gasoline purchases
- An increase of 1 cent per dollar in the general state sales tax
- An increase of $120 in the annual vehicle registration fee

Q6a

Response	Frequency	Percent	Cumulative Percent
A new fee on miles driven	123	22.0	22.0
An increased tax on gasoline purchases	109	19.5	41.4
An increase in the general state sales tax	166	29.6	71.1
An increase in the annual vehicle registration fee	162	28.9	100.0
Total	560	100.0	
Missing	1147		
	1707		

Q6b

Response	Frequency	Percent	Cumulative Percent
A new half of 1 cent fee on miles driven	203	35.5	35.5
An increase of 9 cents per gallon in the tax on gasoline purchases	121	21.2	56.6
An increase of half of 1 cent per dollar in the general state sales tax	187	32.7	89.3

An increase of $60 in the annual vehicle registration fee	61	10.7	100.0
Total	572	100.0	
Missing	1135		
	1707		

Q6c

Response	Frequency	Percent	Cumulative Percent
A new 1 cent fee on miles driven	168	29.3	29.3
An increase of 18 cents per gallon in the tax on gasoline purchases	111	19.3	48.6
An increase of 1 cent per dollar in the general state sales tax	246	42.9	91.5
An increase of $120 in the annual vehicle registration fee	49	8.5	100.0
Total	574	100.0	
Missing	1133		
	1707		

Questions 8a and 8b

Q8a "Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?"
Q8b "Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?"

- Support
- Oppose

Q8a

Response	Frequency	Percent	Cumulative Percent
Oppose	409	46.2	46.2
Support	477	53.8	100.0
Total	886	100.0	
Missing	821		
	1707		

Q8b

Response	Frequency	Percent	Cumulative Percent
Oppose	296	36.1	36.1

Support	524	63.9	100.0
Total	820	100.0	
Missing	887		
	1707		

Questions 8ab and 8bb

Q8ab: "Do you feel strongly or not strongly about supporting this goal?"
Q8bb: "Do you feel strongly or not strongly about opposing this goal?"

- Strongly
- Not strongly

Response	Frequency	Percent	Cumulative Percent
Not strongly	463	27.1	27.1
Strongly	1243	72.9	100.0
Total	1706	100.0	
Missing	1		
	1707		

Question 10

"How much, if anything, have you read or heard about electric vehicles?"

- A lot
- Some
- Only a little
- Not at all

Response	Frequency	Percent	Cumulative Percent
A lot	384	22.5	22.5
Some	876	51.3	73.8
Only a little	392	23.0	96.8
Not at all	55	3.2	100.0
Total	1707	100.0	

Question 11a

"Which of the following best describes the type(s) of vehicle(s) that are owned or leased by people in your household?"

- A traditional gas- or diesel-powered vehicle
- A hybrid gas-electric vehicle
- An electric vehicle
- I don't own or lease a vehicle

Response	Frequency	Percent	Cumulative Percent
A traditional gas- or diesel-powered vehicle	1385	81.1	81.1
A hybrid gas-electric vehicle	169	9.9	91.0
An electric vehicle	58	3.4	94.4
I don't own or lease a vehicle	95	5.6	100.0
Total	1707	100.0	

Question 11b

"Are you the primary driver of the electric vehicle in your household?"

- Yes
- No

Response	Frequency	Percent	Cumulative Percent
Yes	34	58.6	58.6
No	24	41.4	100.0
Total	58	100.0	
Missing	1649		
	1707		

Question 12a

"The next time you purchase a vehicle, how likely are you to seriously consider purchasing an electric vehicle?"

- Very likely
- Somewhat likely
- Not too likely
- Not at all likely
- I do not expect to purchase a vehicle

Response	Frequency	Percent	Cumulative Percent
Very likely	270	16.4	16.4
Somewhat likely	529	32.1	48.5
Not too likely	348	21.1	69.6
Not at all likely	371	22.5	92.1
I do not expect to purchase a vehicle	130	7.9	100.0
Total	1648	100.0	
Missing	59		
	1707		

Question 12b

"The next time you purchase a vehicle, how likely are you to seriously consider purchasing another electric vehicle?"

- Very likely
- Somewhat likely
- Not too likely
- Not at all likely
- I do not expect to purchase a vehicle

Response	Frequency	Percent	Cumulative Percent
Very likely	24	41.4	41.4
Somewhat likely	23	39.7	81.0
Not too likely	2	3.4	84.5
Not at all likely	5	8.6	93.1
I do not expect to purchase a vehicle	4	6.9	100.0
Total	58	100.0	
Missing	1649		
	1707		

Questions 13a, 13b, 13c, and 13d

"Comparing electric vehicles to gas-powered vehicles, in general, which of the following would you say are true about electric vehicles? Electric vehicles are…"

Q13a:

- More reliable than gas–powered vehicles
- Less reliable than gas-powered vehicles
- About the same
- Unsure

Q13b:

- Better for than the environment than gas-powered vehicles
- Worse for the environment than gas-powered vehicles
- About the same
- Unsure

Q13c:

- More expensive to purchase than gas-powered vehicles
- Less expensive to purchase than gas-powered vehicles
- About the same
- Unsure

Q13d:

- More expensive to maintain than gas-powered vehicles
- Less expensive to maintain than gas-powered vehicles
- About the same
- Unsure

Q13a [reliability]

Response	Frequency	Percent	Cumulative Percent
More	313	18.3	18.3
Less	544	31.9	50.2
About the same	492	28.8	79.1
Unsure	357	20.9	100.0
Total	1706	100.0	
Missing	1		
	1707		

Q13b [environment]

Response	Frequency	Percent	Cumulative Percent
Better	1090	63.9	63.9
Worse	167	9.8	73.7
About the same	283	16.6	90.3
Unsure	166	9.7	100.0
Total	1706	100.0	
Missing	1		
	1707		

Q13c [purchase price]

Response	Frequency	Percent	Cumulative Percent
More	1207	70.8	70.8
Less	149	8.7	79.5
About the same	195	11.4	90.9
Unsure	155	9.1	100.0
Total	1706	100.0	
Missing	1		
	1707		

Q13d [maintenance costs]

Response	Frequency	Percent	Cumulative Percent
More	778	45.6	45.6
Less	386	22.6	68.2
About the same	229	13.4	81.6
Unsure	314	18.4	100.0
Total	1707	100.0	

Question 14a

"On average, how many miles do you think a recently manufactured electric vehicle with a fully charged battery can travel before it needs to be charged?"

- Less than 100 miles
- 100 to less than 200 miles
- 200 to less than 400 miles
- 400 miles or more

Response	Frequency	Percent	Cumulative Percent
Less than 100 miles	177	10.4	10.4
100 to less than 200	584	34.2	44.6
200 to less thaan 400	801	46.9	91.5
400 miles or more	145	8.5	100.0
Total	1707	100.0	

Question 14b

"How confident are you in your response?"

- Confident
- Not very confident
- I guessed

Response	Frequency	Percent	Cumulative Percent
Confident	807	47.3	47.3
Not very confident	504	29.6	76.9
I guessed	394	23.1	100.0
Total	1705	100.0	
Missing	2		
	1707		

Question 15

"How important, if at all, would each of the following factors be in your decision to buy or lease a vehicle?"

	Very important (1)	Somewhat important (2)	Neither important or unimportant (3)	Somewhat unimportant (4)	Very unimportant (5)
Purchase price (1)	○	○	○	○	○
Cost to fuel/charge (2)	○	○	○	○	○
Cost to maintain (parts & repairs) (3)	○	○	○	○	○
Impact on the environment (4)	○	○	○	○	○
Government or manufacturer incentives (rebates, tax credits, etc.) (5)	○	○	○	○	○

Vehicle model options (6)	○	○	○	○	○
Range (distance to travel on one tank/charge) (7)	○	○	○	○	○

How important: Purchase price

Response	Frequency	Percent	Cumulative Percent
Very unimportant	20	1.2	1.2
Somewhat unimportant	18	1.1	2.2
Neither important or unimportant	105	6.2	8.4
Somewhat important	294	17.2	25.6
Very important	1270	74.4	100.0
Total	1707	100.0	

How important: Cost to fuel/charge

Response	Frequency	Percent	Cumulative Percent
Very unimportant	23	1.3	1.3
Somewhat unimportant	37	2.2	3.5
Neither important or unimportant	144	8.4	12.0
Somewhat important	496	29.1	41.1
Very important	1005	58.9	100.0
Total	1705	100.0	
Missing	2		
	1707		

How important: Cost to maintain (parts & repairs)

Response	Frequency	Percent	Cumulative Percent
Very unimportant	19	1.1	1.1
Somewhat unimportant	30	1.8	2.9
Neither important or unimportant	126	7.4	10.3
Somewhat important	444	26.0	36.3
Very important	1087	63.7	100.0

Total	1706	100.0	
Missing	1		
	1707		

How important: impact on the environment

Response	Frequency	Percent	Cumulative Percent
Very unimportant	71	4.2	4.2
Somewhat unimportant	117	6.9	11.0
Neither important or unimportant	366	21.4	32.5
Somewhat important	547	32.0	64.5
Very important	606	35.5	100.0
Total	1707	100.0	

How important: Government or manufacturer incentives (rebates, tax credits, etc.)

Response	Frequency	Percent	Cumulative Percent
Very unimportant	56	3.3	3.3
Somewhat unimportant	100	5.9	9.1
Neither important or unimportant	335	19.6	28.8
Somewhat important	598	35.1	63.8
Very important	617	36.2	100.0
Total	1706	100.0	
Missing	1		
	1707		

How important; Vehicle model options

Response	Frequency	Percent	Cumulative Percent
Very unimportant	39	2.3	2.3
Somewhat unimportant	85	5.0	7.3
Neither important or unimportant	287	16.8	24.1
Somewhat important	651	38.2	62.3
Very important	644	37.7	100.0
Total	1706	100.0	
Missing	1		
	1707		

How important: Range

Response	Frequency	Percent	Cumulative Percent
Very unimportant	30	1.8	1.8
Somewhat unimportant	26	1.5	3.3
Neither important or unimportant	135	7.9	11.2
Somewhat important	472	27.7	38.9
Very important	1042	61.1	100.0
Total	1705	100.0	
Missing	2		
	1707		

Questions 18a and 18b

Q18a "How convenient is it to charge an electric vehicle…"
Q18b "How convenient do you think it would be to charge an electric vehicle…"

	Very convenient (1)	Convenient (2)	Inconvenient (3)	Very inconvenient (4)	Charging not available (5)
Where you currently live? (1)	○	○	○	○	○
Where you currently work? (2)	○	○	○	○	○
At nearby retail establishments? (3)	○	○	○	○	○
At nearby public spaces (such as parks, community buildings, or along the highway)? (4)	○	○	○	○	○

On long car trips? (5)	○ ○ ○ ○ ○

How convenient is it to charge: Where you currently live?

Response	Frequency	Percent	Cumulative Percent
Very convenient	67	29.6	29.6
Convenient	83	36.7	66.4
Inconvenient	52	23.0	89.4
Very inconvenient	14	6.2	95.6
Charging not available	10	4.4	100.0
Total	226	100.0	
Missing	1481		
	1707		

How convenient is it to charge: Where you currently work?

Response	Frequency	Percent	Cumulative Percent
Very convenient	47	20.9	20.9
Convenient	71	31.6	52.4
Inconvenient	65	28.9	81.3
Very inconvenient	23	10.2	91.6
Charging not available	19	8.4	100.0
Total	225	100.0	
Missing	1482		
	1707		

How convenient is it to charge: At nearby retail establishments?

Response	Frequency	Percent	Cumulative Percent
Very convenient	42	18.5	18.5
Convenient	75	33.0	51.5
Inconvenient	68	30.0	81.5
Very inconvenient	27	11.9	93.4
Charging not available	15	6.6	100.0
Total	227	100.0	
Missing	1480		
	1707		

How convenient is it to charge: At nearby public spaces?

Response	Frequency	Percent	Cumulative Percent

Very convenient	55	24.2	24.2
Convenient	68	30.0	54.2
Inconvenient	72	31.7	85.9
Very inconvenient	18	7.9	93.8
Charging not available	14	6.2	100.0
Total	227	100.0	
Missing	1480		
	1707		

How convenient is it to charge: On long car trips?

Response	Frequency	Percent	Cumulative Percent
Very convenient	54	23.8	23.8
Convenient	72	31.7	55.5
Inconvenient	55	24.2	79.7
Very inconvenient	33	14.5	94.3
Charging not available	13	5.7	100.0
Total	227	100.0	
Missing	1480		
	1707		

How convenient would it be to charge: Where you currently live?

Response	Frequency	Percent	Cumulative Percent
Very convenient	211	14.3	14.3
Convenient	360	24.3	38.6
Inconvenient	407	27.5	66.1
Very inconvenient	254	17.2	83.2
Charging not available	248	16.8	100.0
Total	1480	100.0	
Missing	227		
	1707		

How convenient would it be to charge: Where you currently work?

Response	Frequency	Percent	Cumulative Percent
Very convenient	172	11.6	11.6
Convenient	263	17.8	29.4
Inconvenient	366	24.8	54.2
Very inconvenient	179	12.1	66.3
Charging not available	498	33.7	100.0
Total	1478	100.0	
Missing	229		
	1707		

How convenient would it be to charge: At nearby retail establishments?

Response	Frequency	Percent	Cumulative Percent
Very convenient	160	10.8	10.8
Convenient	369	24.9	35.7
Inconvenient	421	28.4	64.2
Very inconvenient	239	16.1	80.3
Charging not available	291	19.7	100.0
Total	1480	100.0	
Missing	227		
	1707		

How convenient would it be to charge: At nearby public spaces

Response	Frequency	Percent	Cumulative Percent
Very convenient	193	13.0	13.0
Convenient	361	24.4	37.4
Inconvenient	407	27.5	64.9
Very inconvenient	257	17.4	82.3
Charging not available	262	17.7	100.0
Total	1480	100.0	
Missing	227		
	1707		

How convenient would it be to charge: On long car trips?

Response	Frequency	Percent	Cumulative Percent
Very convenient	192	13.0	13.0
Convenient	305	20.6	33.6
Inconvenient	461	31.1	64.7
Very inconvenient	420	28.4	93.1
Charging not available	102	6.9	100.0
Total	1480	100.0	
Missing	227		
	1707		

Appendix B

Crosstabulations

Question 1

"To start, how important are transportation issues to you?"

- Very important
- Somewhat important
- Somewhat unimportant
- Very unimportant

Age

How important are transportation issues to you? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How important are transportation issues to you?	Very important	Responses	145	201	204	127	109	115	901
		% within Age	53.5%	59.5%	64.6%	50.2%	46.2%	39.2%	52.8%
	Somewhat important	Responses	96	120	97	103	105	140	661
		% within Age	35.4%	35.5%	30.7%	40.7%	44.5%	47.8%	38.7%
	Somewhat unimportant	Responses	22	15	12	17	17	28	111
		% within Age	8.1%	4.4%	3.8%	6.7%	7.2%	9.6%	6.5%
	Very unimportant	Responses	8	2	3	6	5	10	34
		% within Age	3.0%	0.6%	0.9%	2.4%	2.1%	3.4%	2.0%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

How important are transportation issues to you? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How important are transportation issues to you?	Very important	Responses	403	498	901
		% within Sex	59.0%	48.6%	52.8%
	Somewhat important	Responses	235	426	661
		% within Sex	34.4%	41.6%	38.7%
	Somewhat unimportant	Responses	34	77	111
		% within Sex	5.0%	7.5%	6.5%
	Very unimportant	Responses	11	23	34
		% within Sex	1.6%	2.2%	2.0%
Total		Responses	683	1024	1707
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

How important are transportation issues to you? * Ethnicity Crosstabulation

			White	Black or African American	Ethnicity American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How important are transportation issues to you?	Very important	Responses	543	255	16	38	49	901
		% within Ethnicity	46.7%	69.3%	59.3%	59.4%	57.6%	52.8%
	Somewhat important	Responses	510	94	9	20	28	661
		% within Ethnicity	43.9%	25.5%	33.3%	31.3%	32.9%	38.7%
	Somewhat unimportant	Responses	85	14	2	5	5	111
		% within Ethnicity	7.3%	3.8%	7.4%	7.8%	5.9%	6.5%
	Very unimportant	Responses	25	5	0	1	3	34
		% within Ethnicity	2.1%	1.4%	0.0%	1.6%	3.5%	2.0%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

How important are transportation issues to you? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How important are transportation issues to you?	Very important	Responses	795	106	901
		% within Hispanic Origin	51.9%	60.6%	52.8%
	Somewhat important	Responses	608	53	661
		% within Hispanic Origin	39.7%	30.3%	38.7%
	Somewhat unimportant	Responses	98	13	111
		% within Hispanic Origin	6.4%	7.4%	6.5%
	Very unimportant	Responses	31	3	34
		% within Hispanic Origin	2.0%	1.7%	2.0%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

How important are transportation issues to you? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How important are transportation issues to you?	Very important	Responses	410	209	101	115	45	880
		% within HHI	57.3%	50.9%	50.5%	47.7%	52.3%	53.2%
	Somewhat important	Responses	253	174	79	99	34	639
		% within HHI	35.4%	42.3%	39.5%	41.1%	39.5%	38.7%
	Somewhat unimportant	Responses	37	19	17	22	6	101
		% within HHI	5.2%	4.6%	8.5%	9.1%	7.0%	6.1%
	Very unimportant	Responses	15	9	3	5	1	33
		% within HHI	2.1%	2.2%	1.5%	2.1%	1.2%	2.0%
Total		Responses	715	411	200	241	86	1653
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

How important are transportation issues to you? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How important are transportation issues to you?	Very important	Responses	66	167	64	230	83	169	70	51	900
		% within Education	63.5%	52.5%	55.7%	52.3%	49.4%	52.2%	49.0%	54.8%	52.8%
	Somewhat important	Responses	31	124	40	176	68	124	59	38	660
		% within Education	29.8%	39.0%	34.8%	40.0%	40.5%	38.3%	41.3%	40.9%	38.7%
	Somewhat unimportant	Responses	5	18	7	26	17	24	10	4	111
		% within Education	4.8%	5.7%	6.1%	5.9%	10.1%	7.4%	7.0%	4.3%	6.5%
	Very unimportant	Responses	2	9	4	8	0	7	4	0	34
		% within Education	1.9%	2.8%	3.5%	1.8%	0.0%	2.2%	2.8%	0.0%	2.0%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

How important are transportation issues to you? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How important are transportation issues to you?	Very important	Responses	373	278	250	901
		% within Political Party_3pt	58.9%	51.0%	47.3%	52.8%
	Somewhat important	Responses	215	225	221	661
		% within Political Party_3pt	34.0%	41.3%	41.8%	38.7%
	Somewhat unimportant	Responses	33	30	48	111
		% within Political Party_3pt	5.2%	5.5%	9.1%	6.5%
	Very unimportant	Responses	12	12	10	34
		% within Political Party_3pt	1.9%	2.2%	1.9%	2.0%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

How important are transportation issues to you? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How important are transportation issues to you?	Very important	Responses	281	207	314	802
		% within Political Ideology_3pt	63.3%	52.0%	47.0%	53.1%
	Somewhat important	Responses	137	167	283	587
		% within Political Ideology_3pt	30.9%	42.0%	42.4%	38.9%
	Somewhat unimportant	Responses	17	18	60	95
		% within Political Ideology_3pt	3.8%	4.5%	9.0%	6.3%
	Very unimportant	Responses	9	6	11	26
		% within Political Ideology_3pt	2.0%	1.5%	1.6%	1.7%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

How important are transportation issues to you? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How important are transportation issues to you?	Very important	Responses	713	180	893
		% within Metro_Nonmetro	52.5%	53.1%	52.6%
	Somewhat important	Responses	527	132	659
		% within Metro_Nonmetro	38.8%	38.9%	38.8%
	Somewhat unimportant	Responses	97	14	111
		% within Metro_Nonmetro	7.1%	4.1%	6.5%
	Very unimportant	Responses	21	13	34
		% within Metro_Nonmetro	1.5%	3.8%	2.0%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 2

"What comes closest to your view regarding government spending on roads? North Carolina needs to:"

- Increase spending
- Keep spending current amount
- Decrease spending

Age

Spending on NC roads * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Spending on NC roads	Increase spending	Responses	129	164	184	132	132	168	909
		% within Age	47.6%	48.5%	58.2%	52.2%	55.9%	57.3%	53.3%
	Keep spending the same amount	Responses	114	147	97	103	90	115	666
		% within Age	42.1%	43.5%	30.7%	40.7%	38.1%	39.2%	39.0%
	Decrease spending	Responses	28	27	35	18	14	10	132
		% within Age	10.3%	8.0%	11.1%	7.1%	5.9%	3.4%	7.7%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

Spending on NC roads * Sex Crosstabulation

			Sex		
			Male	Female	Total
Spending on NC roads	Increase spending	Responses	397	512	909
		% within Sex	58.1%	50.0%	53.3%
	Keep spending the same amount	Responses	242	424	666
		% within Sex	35.4%	41.4%	39.0%
	Decrease spending	Responses	44	88	132
		% within Sex	6.4%	8.6%	7.7%
Total		Responses	683	1024	1707
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

Spending on NC roads * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Spending on NC roads	Increase spending	Responses	624	199	10	34	42	909
		% within Ethnicity	53.7%	54.1%	37.0%	53.1%	49.4%	53.3%
	Keep spending the same amount	Responses	465	130	15	22	34	666
		% within Ethnicity	40.0%	35.3%	55.6%	34.4%	40.0%	39.0%
	Decrease spending	Responses	74	39	2	8	9	132
		% within Ethnicity	6.4%	10.6%	7.4%	12.5%	10.6%	7.7%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

Spending on NC roads * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Spending on NC roads	Increase spending	Responses	810	99	909
		% within Hispanic Origin	52.9%	56.6%	53.3%
	Keep spending the same amount	Responses	602	64	666
		% within Hispanic Origin	39.3%	36.6%	39.0%
	Decrease spending	Responses	120	12	132
		% within Hispanic Origin	7.8%	6.9%	7.7%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

Spending on NC roads * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Spending on NC roads	Increase spending	Responses	358	221	113	139	59	890
		% within HHI	50.1%	53.8%	56.5%	57.7%	68.6%	53.8%
	Keep spending the same amount	Responses	272	163	77	96	25	633
		% within HHI	38.0%	39.7%	38.5%	39.8%	29.1%	38.3%
	Decrease spending	Responses	85	27	10	6	2	130
		% within HHI	11.9%	6.6%	5.0%	2.5%	2.3%	7.9%
Total		Responses	715	411	200	241	86	1653
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

Spending on NC roads * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Spending on NC roads	Increase spending	Responses	48	178	61	248	85	155	80	54	909
		% within Education	46.2%	56.0%	53.0%	56.4%	50.6%	47.8%	55.9%	58.1%	53.3%
	Keep spending the same amount	Responses	44	117	42	162	67	146	52	34	664
		% within Education	42.3%	36.8%	36.5%	36.8%	39.9%	45.1%	36.4%	36.6%	38.9%
	Decrease spending	Responses	12	23	12	30	16	23	11	5	132
		% within Education	11.5%	7.2%	10.4%	6.8%	9.5%	7.1%	7.7%	5.4%	7.7%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

Spending on NC roads * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Spending on NC roads	Increase spending	Responses	365	281	263	909
		% within Political Party_3pt	57.7%	51.6%	49.7%	53.3%
	Keep spending the same amount	Responses	215	221	230	666
		% within Political Party_3pt	34.0%	40.6%	43.5%	39.0%
	Decrease spending	Responses	53	43	36	132
		% within Political Party_3pt	8.4%	7.9%	6.8%	7.7%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

Spending on NC roads * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Spending on NC roads	Increase spending	Responses	232	201	360	793
		% within Political Ideology_3pt	52.3%	50.5%	53.9%	52.5%
	Keep spending the same amount	Responses	170	162	269	601
		% within Political Ideology_3pt	38.3%	40.7%	40.3%	39.8%
	Decrease spending	Responses	42	35	39	116
		% within Political Ideology_3pt	9.5%	8.8%	5.8%	7.7%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

Spending on NC roads * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Spending on NC roads	Increase spending	Responses	733	170	903
		% within Metro_Nonmetro	54.0%	50.1%	53.2%
	Keep spending the same amount	Responses	529	134	663
		% within Metro_Nonmetro	39.0%	39.5%	39.1%
	Decrease spending	Responses	96	35	131
		% within Metro_Nonmetro	7.1%	10.3%	7.7%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Questions 2a, 2b, and 2c

Q2a: "Do you feel strongly or not strongly about increasing spending?"
Q2b: "Do you feel strongly or not strongly about decreasing spending?"
Q2c: "Do you feel strongly or not strongly about keeping spending at its current amount?"

- Strongly
- Not strongly

Age

Spending on NC roads_5pt * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	17	14	28	12	7	5	83
		% within Age	6.3%	4.1%	8.9%	4.7%	3.0%	1.7%	4.9%
	Decrease, somewhat	Responses	11	13	7	6	7	5	49
		% within Age	4.1%	3.8%	2.2%	2.4%	3.0%	1.7%	2.9%
	Stay the same	Responses	114	147	97	103	90	115	666
		% within Age	42.1%	43.5%	30.7%	40.7%	38.1%	39.2%	39.0%
	Increase, somewhat	Responses	24	25	31	23	28	44	175
		% within Age	8.9%	7.4%	9.8%	9.1%	11.9%	15.0%	10.3%
	Increase, strongly	Responses	105	139	153	109	104	124	734
		% within Age	38.7%	41.1%	48.4%	43.1%	44.1%	42.3%	43.0%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

Spending on NC roads_5pt * Sex Crosstabulation

			Sex		
			Male	Female	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	28	55	83
		% within Sex	4.1%	5.4%	4.9%
	Decrease, somewhat	Responses	16	33	49
		% within Sex	2.3%	3.2%	2.9%
	Stay the same	Responses	242	424	666
		% within Sex	35.4%	41.4%	39.0%
	Increase, somewhat	Responses	65	110	175
		% within Sex	9.5%	10.7%	10.3%
	Increase, strongly	Responses	332	402	734
		% within Sex	48.6%	39.3%	43.0%
Total		Responses	683	1024	1707
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

Spending on NC roads_5pt * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	46	27	1	4	5	83
		% within Ethnicity	4.0%	7.3%	3.7%	6.3%	5.9%	4.9%
	Decrease, somewhat	Responses	28	12	1	4	4	49
		% within Ethnicity	2.4%	3.3%	3.7%	6.3%	4.7%	2.9%
	Stay the same	Responses	465	130	15	22	34	666
		% within Ethnicity	40.0%	35.3%	55.6%	34.4%	40.0%	39.0%
	Increase, somewhat	Responses	131	27	1	8	8	175
		% within Ethnicity	11.3%	7.3%	3.7%	12.5%	9.4%	10.3%
	Increase, strongly	Responses	493	172	9	26	34	734
		% within Ethnicity	42.4%	46.7%	33.3%	40.6%	40.0%	43.0%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

Spending on NC roads_5pt * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	77	6	83
		% within Hispanic Origin	5.0%	3.4%	4.9%
	Decrease, somewhat	Responses	43	6	49
		% within Hispanic Origin	2.8%	3.4%	2.9%
	Stay the same	Responses	602	64	666
		% within Hispanic Origin	39.3%	36.6%	39.0%
	Increase, somewhat	Responses	162	13	175
		% within Hispanic Origin	10.6%	7.4%	10.3%
	Increase, strongly	Responses	648	86	734
		% within Hispanic Origin	42.3%	49.1%	43.0%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

Spending on NC roads_5pt * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	51	19	7	4	1	82
		% within HHI	7.1%	4.6%	3.5%	1.7%	1.2%	5.0%
	Decrease, somewhat	Responses	34	8	3	2	1	48
		% within HHI	4.8%	1.9%	1.5%	0.8%	1.2%	2.9%
	Stay the same	Responses	272	163	77	96	25	633
		% within HHI	38.0%	39.7%	38.5%	39.8%	29.1%	38.3%
	Increase, somewhat	Responses	57	45	25	27	14	168
		% within HHI	8.0%	10.9%	12.5%	11.2%	16.3%	10.2%
	Increase, strongly	Responses	301	176	88	112	45	722
		% within HHI	42.1%	42.8%	44.0%	46.5%	52.3%	43.7%
Total		Responses	715	411	200	241	86	1653
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

Spending on NC roads_5pt * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	9	18	6	19	10	11	8	2	83
		% within Education	8.7%	5.7%	5.2%	4.3%	6.0%	3.4%	5.6%	2.2%	4.9%
	Decrease, somewhat	Responses	3	5	6	11	6	12	3	3	49
		% within Education	2.9%	1.6%	5.2%	2.5%	3.6%	3.7%	2.1%	3.2%	2.9%
	Stay the same	Responses	44	117	42	162	67	146	52	34	664
		% within Education	42.3%	36.8%	36.5%	36.8%	39.9%	45.1%	36.4%	36.6%	38.9%
	Increase, somewhat	Responses	5	40	12	41	18	34	15	10	175
		% within Education	4.8%	12.6%	10.4%	9.3%	10.7%	10.5%	10.5%	10.8%	10.3%
	Increase, strongly	Responses	43	138	49	207	67	121	65	44	734
		% within Education	41.3%	43.4%	42.6%	47.0%	39.9%	37.3%	45.5%	47.3%	43.0%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

Spending on NC roads_5pt * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	30	29	24	83
		% within Political Party_3pt	4.7%	5.3%	4.5%	4.9%
	Decrease, somewhat	Responses	23	14	12	49
		% within Political Party_3pt	3.6%	2.6%	2.3%	2.9%
	Stay the same	Responses	215	221	230	666
		% within Political Party_3pt	34.0%	40.6%	43.5%	39.0%
	Increase, somewhat	Responses	63	58	54	175
		% within Political Party_3pt	10.0%	10.6%	10.2%	10.3%
	Increase, strongly	Responses	302	223	209	734
		% within Political Party_3pt	47.7%	40.9%	39.5%	43.0%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

Spending on NC roads_5pt * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	28	20	24	72
		% within Political Ideology_3pt	6.3%	5.0%	3.6%	4.8%
	Decrease, somewhat	Responses	14	15	15	44
		% within Political Ideology_3pt	3.2%	3.8%	2.2%	2.9%
	Stay the same	Responses	170	162	269	601
		% within Political Ideology_3pt	38.3%	40.7%	40.3%	39.8%
	Increase, somewhat	Responses	32	36	81	149
		% within Political Ideology_3pt	7.2%	9.0%	12.1%	9.9%
	Increase, strongly	Responses	200	165	279	644
		% within Political Ideology_3pt	45.0%	41.5%	41.8%	42.6%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

Spending on NC roads_5pt * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Spending on NC roads_5pt	Decrease, strongly	Responses	60	22	82
		% within Metro_Nonmetro	4.4%	6.5%	4.8%
	Decrease, somewhat	Responses	36	13	49
		% within Metro_Nonmetro	2.7%	3.8%	2.9%
	Stay the same	Responses	529	134	663
		% within Metro_Nonmetro	39.0%	39.5%	39.1%
	Increase, somewhat	Responses	144	30	174
		% within Metro_Nonmetro	10.6%	8.8%	10.3%
	Increase, strongly	Responses	589	140	729
		% within Metro_Nonmetro	43.4%	41.3%	43.0%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 3

"How would you rate the pavement conditions on the roads you usually travel on in North Carolina?"

- Excellent
- Good
- Fair
- Poor
- Very poor

Age

Rate the pavement conditions on the roads you usually travel on in NC? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	29	31	26	7	8	13	114
		% within Age	10.7%	9.2%	8.2%	2.8%	3.4%	4.4%	6.7%
	Good	Responses	85	100	91	86	90	130	582
		% within Age	31.4%	29.6%	28.8%	34.1%	38.1%	44.4%	34.1%
	Fair	Responses	102	155	128	102	101	115	703
		% within Age	37.6%	45.9%	40.5%	40.5%	42.8%	39.2%	41.2%
	Poor	Responses	46	39	60	47	27	33	252
		% within Age	17.0%	11.5%	19.0%	18.7%	11.4%	11.3%	14.8%
	Very poor	Responses	9	13	11	10	10	2	55
		% within Age	3.3%	3.8%	3.5%	4.0%	4.2%	0.7%	3.2%
Total		Responses	271	338	316	252	236	293	1706
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

Rate the pavement conditions on the roads you usually travel on in NC? * Sex Crosstabulation

			Sex		
			Male	Female	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	60	54	114
		% within Sex	8.8%	5.3%	6.7%
	Good	Responses	248	334	582
		% within Sex	36.3%	32.6%	34.1%
	Fair	Responses	265	438	703
		% within Sex	38.8%	42.8%	41.2%
	Poor	Responses	96	156	252
		% within Sex	14.1%	15.2%	14.8%
	Very poor	Responses	14	41	55
		% within Sex	2.0%	4.0%	3.2%
Total		Responses	683	1023	1706
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

Rate the pavement conditions on the roads you usually travel on in NC? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	57	40	1	7	9	114
		% within Ethnicity	4.9%	10.9%	3.7%	10.9%	10.6%	6.7%
	Good	Responses	432	90	8	22	30	582
		% within Ethnicity	37.2%	24.5%	29.6%	34.4%	35.3%	34.1%
	Fair	Responses	478	164	10	24	27	703
		% within Ethnicity	41.1%	44.6%	37.0%	37.5%	31.8%	41.2%
	Poor	Responses	162	56	7	10	17	252
		% within Ethnicity	13.9%	15.2%	25.9%	15.6%	20.0%	14.8%
	Very poor	Responses	33	18	1	1	2	55
		% within Ethnicity	2.8%	4.9%	3.7%	1.6%	2.4%	3.2%
Total		Responses	1162	368	27	64	85	1706
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

Rate the pavement conditions on the roads you usually travel on in NC? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	91	23	114
		% within Hispanic Origin	5.9%	13.1%	6.7%
	Good	Responses	524	58	582
		% within Hispanic Origin	34.2%	33.1%	34.1%
	Fair	Responses	644	59	703
		% within Hispanic Origin	42.1%	33.7%	41.2%
	Poor	Responses	224	28	252
		% within Hispanic Origin	14.6%	16.0%	14.8%
	Very poor	Responses	48	7	55
		% within Hispanic Origin	3.1%	4.0%	3.2%
Total		Responses	1531	175	1706
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

Rate the pavement conditions on the roads you usually travel on in NC? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	57	16	12	17	10	112
		% within HHI	8.0%	3.9%	6.0%	7.1%	11.6%	6.8%
	Good	Responses	214	138	73	100	35	560
		% within HHI	30.0%	33.6%	36.5%	41.5%	40.7%	33.9%
	Fair	Responses	306	176	82	91	28	683
		% within HHI	42.9%	42.8%	41.0%	37.8%	32.6%	41.3%
	Poor	Responses	113	62	27	29	12	243
		% within HHI	15.8%	15.1%	13.5%	12.0%	14.0%	14.7%
	Very poor	Responses	24	19	6	4	1	54
		% within HHI	3.4%	4.6%	3.0%	1.7%	1.2%	3.3%
Total		Responses	714	411	200	241	86	1652
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

Rate the pavement conditions on the roads you usually travel on in NC? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	9	23	7	33	7	22	6	7	114
		% within Education	8.7%	7.2%	6.1%	7.5%	4.2%	6.8%	4.2%	7.5%	6.7%
	Good	Responses	26	102	39	144	68	119	48	36	582
		% within Education	25.0%	32.1%	33.9%	32.8%	40.5%	36.7%	33.6%	38.7%	34.2%
	Fair	Responses	48	131	53	168	66	139	62	34	701
		% within Education	46.2%	41.2%	46.1%	38.3%	39.3%	42.9%	43.4%	36.6%	41.1%
	Poor	Responses	18	53	15	75	26	29	22	14	252
		% within Education	17.3%	16.7%	13.0%	17.1%	15.5%	9.0%	15.4%	15.1%	14.8%
	Very poor	Responses	3	9	1	19	1	15	5	2	55
		% within Education	2.9%	2.8%	0.9%	4.3%	0.6%	4.6%	3.5%	2.2%	3.2%
Total		Responses	104	318	115	439	168	324	143	93	1704
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

Rate the pavement conditions on the roads you usually travel on in NC? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	54	26	34	114
		% within Political Party_3pt	8.5%	4.8%	6.4%	6.7%
	Good	Responses	193	199	190	582
		% within Political Party_3pt	30.5%	36.6%	35.9%	34.1%
	Fair	Responses	280	202	221	703
		% within Political Party_3pt	44.2%	37.1%	41.8%	41.2%
	Poor	Responses	90	88	74	252
		% within Political Party_3pt	14.2%	16.2%	14.0%	14.8%
	Very poor	Responses	16	29	10	55
		% within Political Party_3pt	2.5%	5.3%	1.9%	3.2%
Total		Responses	633	544	529	1706
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

Rate the pavement conditions on the roads you usually travel on in NC? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	52	12	40	104
		% within Political Ideology_3pt	11.7%	3.0%	6.0%	6.9%
	Good	Responses	127	136	263	526
		% within Political Ideology_3pt	28.7%	34.2%	39.4%	34.9%
	Fair	Responses	166	171	269	606
		% within Political Ideology_3pt	37.5%	43.0%	40.3%	40.2%
	Poor	Responses	83	59	81	223
		% within Political Ideology_3pt	18.7%	14.8%	12.1%	14.8%
	Very poor	Responses	15	20	15	50
		% within Political Ideology_3pt	3.4%	5.0%	2.2%	3.3%
Total		Responses	443	398	668	1509
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

Rate the pavement conditions on the roads you usually travel on in NC? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Rate the pavement conditions on the roads you usually travel on in NC?	Excellent	Responses	92	20	112
		% within Metro_Nonmetro	6.8%	5.9%	6.6%
	Good	Responses	473	106	579
		% within Metro_Nonmetro	34.9%	31.3%	34.1%
	Fair	Responses	566	133	699
		% within Metro_Nonmetro	41.7%	39.2%	41.2%
	Poor	Responses	188	63	251
		% within Metro_Nonmetro	13.9%	18.6%	14.8%
	Very poor	Responses	38	17	55
		% within Metro_Nonmetro	2.8%	5.0%	3.2%
Total		Responses	1357	339	1696
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 4a

"To help pay for roads, you pay taxes whenever you buy gas in North Carolina. What do you think the state gas tax is in North Carolina, per gallon? (Please DO NOT search for the answer or ask for help because our results depend on recording your honest estimate).

Gas taxes per gallon are between:"

- 0 to 24 cents
- 25 to 44 cents
- 45 to 64 cents
- 65 to 89 cents
- 90 cents or more

Age

What do you think the state gas tax is in North Carolina, per gallon? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	30	71	69	61	72	74	377
		% within Age	12.7%	24.7%	26.5%	30.0%	36.0%	29.2%	26.2%
	25 to 44 cents	Responses	88	101	97	72	82	127	567
		% within Age	37.1%	35.2%	37.3%	35.5%	41.0%	50.2%	39.4%
	45 to 64 cents	Responses	67	71	57	37	31	37	300
		% within Age	28.3%	24.7%	21.9%	18.2%	15.5%	14.6%	20.8%
	65 to 89 cents	Responses	20	20	18	18	10	8	94
		% within Age	8.4%	7.0%	6.9%	8.9%	5.0%	3.2%	6.5%
	90 cents or more	Responses	32	24	19	15	5	7	102
		% within Age	13.5%	8.4%	7.3%	7.4%	2.5%	2.8%	7.1%
Total		Responses	237	287	260	203	200	253	1440
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

What do you think the state gas tax is in North Carolina, per gallon? * Sex Crosstabulation

			Sex		
			Male	Female	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	163	214	377
		% within Sex	26.5%	25.9%	26.2%
	25 to 44 cents	Responses	259	308	567
		% within Sex	42.2%	37.3%	39.4%
	45 to 64 cents	Responses	117	183	300
		% within Sex	19.1%	22.2%	20.8%
	65 to 89 cents	Responses	42	52	94
		% within Sex	6.8%	6.3%	6.5%
	90 cents or more	Responses	33	69	102
		% within Sex	5.4%	8.4%	7.1%
Total		Responses	614	826	1440
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

What do you think the state gas tax is in North Carolina, per gallon? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	287	64	7	7	12	377
		% within Ethnicity	28.6%	21.3%	36.8%	13.7%	17.9%	26.2%
	25 to 44 cents	Responses	415	93	8	24	27	567
		% within Ethnicity	41.4%	31.0%	42.1%	47.1%	40.3%	39.4%
	45 to 64 cents	Responses	188	72	4	14	22	300
		% within Ethnicity	18.7%	24.0%	21.1%	27.5%	32.8%	20.8%
	65 to 89 cents	Responses	62	25	0	4	3	94
		% within Ethnicity	6.2%	8.3%	0.0%	7.8%	4.5%	6.5%
	90 cents or more	Responses	51	46	0	2	3	102
		% within Ethnicity	5.1%	15.3%	0.0%	3.9%	4.5%	7.1%
Total		Responses	1003	300	19	51	67	1440
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

What do you think the state gas tax is in North Carolina, per gallon? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	345	32	377
		% within Hispanic Origin	26.7%	21.5%	26.2%
	25 to 44 cents	Responses	508	59	567
		% within Hispanic Origin	39.3%	39.6%	39.4%
	45 to 64 cents	Responses	260	40	300
		% within Hispanic Origin	20.1%	26.8%	20.8%
	65 to 89 cents	Responses	88	6	94
		% within Hispanic Origin	6.8%	4.0%	6.5%
	90 cents or more	Responses	90	12	102
		% within Hispanic Origin	7.0%	8.1%	7.1%
Total		Responses	1291	149	1440
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

What do you think the state gas tax is in North Carolina, per gallon? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	141	108	37	54	28	368
		% within HHI	24.1%	31.0%	21.1%	25.5%	35.9%	26.3%
	25 to 44 cents	Responses	222	130	80	96	24	552
		% within HHI	37.9%	37.4%	45.7%	45.3%	30.8%	39.5%
	45 to 64 cents	Responses	137	65	32	43	16	293
		% within HHI	23.4%	18.7%	18.3%	20.3%	20.5%	21.0%
	65 to 89 cents	Responses	39	18	13	14	7	91
		% within HHI	6.7%	5.2%	7.4%	6.6%	9.0%	6.5%
	90 cents or more	Responses	46	27	13	5	3	94
		% within HHI	7.9%	7.8%	7.4%	2.4%	3.8%	6.7%
Total		Responses	585	348	175	212	78	1398
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

What do you think the state gas tax is in North Carolina, per gallon? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	23	66	26	96	36	75	37	18	377
		% within Education	25.6%	24.5%	26.0%	25.2%	25.0%	28.2%	32.2%	24.7%	26.2%
	25 to 44 cents	Responses	37	107	43	153	52	100	40	35	567
		% within Education	41.1%	39.8%	43.0%	40.2%	36.1%	37.6%	34.8%	47.9%	39.4%
	45 to 64 cents	Responses	17	57	16	81	37	57	27	6	298
		% within Education	18.9%	21.2%	16.0%	21.3%	25.7%	21.4%	23.5%	8.2%	20.7%
	65 to 89 cents	Responses	8	21	9	20	10	17	4	5	94
		% within Education	8.9%	7.8%	9.0%	5.2%	6.9%	6.4%	3.5%	6.8%	6.5%
	90 cents or more	Responses	5	18	6	31	9	17	7	9	102
		% within Education	5.6%	6.7%	6.0%	8.1%	6.3%	6.4%	6.1%	12.3%	7.1%
Total		Responses	90	269	100	381	144	266	115	73	1438
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

What do you think the state gas tax is in North Carolina, per gallon? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	122	128	127	377
		% within Political Party_3pt	23.6%	27.5%	27.7%	26.2%
	25 to 44 cents	Responses	191	189	187	567
		% within Political Party_3pt	37.0%	40.6%	40.7%	39.4%
	45 to 64 cents	Responses	128	92	80	300
		% within Political Party_3pt	24.8%	19.8%	17.4%	20.8%
	65 to 89 cents	Responses	34	30	30	94
		% within Political Party_3pt	6.6%	6.5%	6.5%	6.5%
	90 cents or more	Responses	41	26	35	102
		% within Political Party_3pt	7.9%	5.6%	7.6%	7.1%
Total		Responses	516	465	459	1440
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

What do you think the state gas tax is in North Carolina, per gallon? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	93	89	155	337
		% within Political Ideology_3pt	25.1%	27.6%	26.7%	26.5%
	25 to 44 cents	Responses	131	129	225	485
		% within Political Ideology_3pt	35.4%	40.1%	38.7%	38.1%
	45 to 64 cents	Responses	86	64	128	278
		% within Political Ideology_3pt	23.2%	19.9%	22.0%	21.8%
	65 to 89 cents	Responses	25	22	35	82
		% within Political Ideology_3pt	6.8%	6.8%	6.0%	6.4%
	90 cents or more	Responses	35	18	38	91
		% within Political Ideology_3pt	9.5%	5.6%	6.5%	7.1%
Total		Responses	370	322	581	1273
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

What do you think the state gas tax is in North Carolina, per gallon? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
What do you think the state gas tax is in North Carolina, per gallon?	0 to 24 cents	Responses	293	84	377
		% within Metro_Nonmetro	25.3%	30.3%	26.3%
	25 to 44 cents	Responses	460	103	563
		% within Metro_Nonmetro	39.8%	37.2%	39.3%
	45 to 64 cents	Responses	253	44	297
		% within Metro_Nonmetro	21.9%	15.9%	20.7%
	65 to 89 cents	Responses	72	22	94
		% within Metro_Nonmetro	6.2%	7.9%	6.6%
	90 cents or more	Responses	78	24	102
		% within Metro_Nonmetro	6.7%	8.7%	7.1%
Total		Responses	1156	277	1433
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 4b

"How confident are you in your response?"

- Confident
- Not very confident
- I guessed

Age

How confident are you in your response? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How confident are you in your response?	Confident	Responses	109	129	142	91	87	95	653
		% within Age	40.5%	38.3%	45.1%	36.0%	37.0%	32.4%	38.4%
	Not very confident	Responses	104	124	94	76	77	107	582
		% within Age	38.7%	36.8%	29.8%	30.0%	32.8%	36.5%	34.2%
	I guessed	Responses	56	84	79	86	71	91	467
		% within Age	20.8%	24.9%	25.1%	34.0%	30.2%	31.1%	27.4%
Total		Responses	269	337	315	253	235	293	1702
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

How confident are you in your response? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How confident are you in your response?	Confident	Responses	299	354	653
		% within Sex	44.0%	34.6%	38.4%
	Not very confident	Responses	245	337	582
		% within Sex	36.0%	33.0%	34.2%
	I guessed	Responses	136	331	467
		% within Sex	20.0%	32.4%	27.4%
Total		Responses	680	1022	1702
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

How confident are you in your response? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How confident are you in your response?	Confident	Responses	398	179	16	24	36	653
		% within Ethnicity	34.3%	48.9%	59.3%	38.1%	42.4%	38.4%
	Not very confident	Responses	407	114	6	25	30	582
		% within Ethnicity	35.1%	31.1%	22.2%	39.7%	35.3%	34.2%
	I guessed	Responses	356	73	5	14	19	467
		% within Ethnicity	30.7%	19.9%	18.5%	22.2%	22.4%	27.4%
Total		Responses	1161	366	27	63	85	1702
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

How confident are you in your response? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How confident are you in your response?	Confident	Responses	579	74	653
		% within Hispanic Origin	37.9%	42.3%	38.4%
	Not very confident	Responses	515	67	582
		% within Hispanic Origin	33.7%	38.3%	34.2%
	I guessed	Responses	433	34	467
		% within Hispanic Origin	28.4%	19.4%	27.4%
Total		Responses	1527	175	1702
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

How confident are you in your response? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How confident are you in your response?	Confident	Responses	295	141	74	92	36	638
		% within HHI	41.5%	34.3%	37.0%	38.2%	42.4%	38.7%
	Not very confident	Responses	223	153	64	87	28	555
		% within HHI	31.4%	37.2%	32.0%	36.1%	32.9%	33.7%
	I guessed	Responses	193	117	62	62	21	455
		% within HHI	27.1%	28.5%	31.0%	25.7%	24.7%	27.6%
Total		Responses	711	411	200	241	85	1648
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

How confident are you in your response? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How confident are you in your response?	Confident	Responses	44	130	39	142	82	121	58	37	653
		% within Education	42.7%	41.3%	33.9%	32.3%	48.8%	37.3%	40.6%	39.8%	38.4%
	Not very confident	Responses	34	110	48	164	49	97	53	25	580
		% within Education	33.0%	34.9%	41.7%	37.4%	29.2%	29.9%	37.1%	26.9%	34.1%
	I guessed	Responses	25	75	28	133	37	106	32	31	467
		% within Education	24.3%	23.8%	24.3%	30.3%	22.0%	32.7%	22.4%	33.3%	27.5%
Total		Responses	103	315	115	439	168	324	143	93	1700
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

How confident are you in your response? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How confident are you in your response?	Confident	Responses	237	193	223	653
		% within Political Party_3pt	37.6%	35.5%	42.3%	38.4%
	Not very confident	Responses	222	185	175	582
		% within Political Party_3pt	35.2%	34.0%	33.2%	34.2%
	I guessed	Responses	172	166	129	467
		% within Political Party_3pt	27.3%	30.5%	24.5%	27.4%
Total		Responses	631	544	527	1702
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

How confident are you in your response? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How confident are you in your response?	Confident	Responses	193	132	245	570
		% within Political Ideology_3pt	43.6%	33.2%	36.8%	37.8%
	Not very confident	Responses	152	151	216	519
		% within Political Ideology_3pt	34.3%	38.0%	32.4%	34.5%
	I guessed	Responses	98	114	205	417
		% within Political Ideology_3pt	22.1%	28.7%	30.8%	27.7%
Total		Responses	443	397	666	1506
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

How confident are you in your response? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How confident are you in your response?	Confident	Responses	511	138	649
		% within Metro_Nonmetro	37.7%	40.8%	38.4%
	Not very confident	Responses	467	111	578
		% within Metro_Nonmetro	34.5%	32.8%	34.2%
	I guessed	Responses	376	89	465
		% within Metro_Nonmetro	27.8%	26.3%	27.5%
Total		Responses	1354	338	1692
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Questions 5a and 5b

Q5a "An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:"

- $200 per year is inexpensive for driving 12,000 miles on roads in North Carolina
- $200 per year is a fair price for driving 12,000 miles on roads in North Carolina
- $200 per year is expensive for driving 12,000 miles on roads in North Carolina

Q5b "An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:"

- $15 per month is inexpensive for driving 12,000 miles on roads in North Carolina
- $15 per month is a fair price for driving 12,000 miles on roads in North Carolina
- $15 per month is expensive for driving 12,000 miles on roads in North Carolina

Q5a

AGE

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	26	29	26	27	21	39	168
		% within Age	20.3%	18.8%	15.6%	20.5%	19.1%	26.9%	20.1%
	Fair	Responses	73	84	86	72	55	86	456
		% within Age	57.0%	54.5%	51.5%	54.5%	50.0%	59.3%	54.5%
	Expensive	Responses	29	41	55	33	34	20	212
		% within Age	22.7%	26.6%	32.9%	25.0%	30.9%	13.8%	25.4%
Total		Responses	128	154	167	132	110	145	836
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * Sex Crosstabulation

			Sex		
			Male	Female	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	78	90	168
		% within Sex	23.5%	17.9%	20.1%
	Fair	Responses	187	269	456
		% within Sex	56.3%	53.4%	54.5%
	Expensive	Responses	67	145	212
		% within Sex	20.2%	28.8%	25.4%
Total		Responses	332	504	836
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	117	40	1	5	5	168
		% within Ethnicity	20.7%	21.4%	11.1%	16.1%	11.6%	20.1%
	Fair	Responses	309	94	4	22	27	456
		% within Ethnicity	54.6%	50.3%	44.4%	71.0%	62.8%	54.5%
	Expensive	Responses	140	53	4	4	11	212
		% within Ethnicity	24.7%	28.3%	44.4%	12.9%	25.6%	25.4%
Total		Responses	566	187	9	31	43	836
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	156	12	168
		% within Hispanic Origin	20.9%	13.2%	20.1%
	Fair	Responses	398	58	456
		% within Hispanic Origin	53.4%	63.7%	54.5%
	Expensive	Responses	191	21	212
		% within Hispanic Origin	25.6%	23.1%	25.4%
Total		Responses	745	91	836
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	66	41	19	23	15	164
		% within HHI	19.0%	20.2%	18.4%	20.2%	34.9%	20.2%
	Fair	Responses	178	114	55	69	22	438
		% within HHI	51.1%	56.2%	53.4%	60.5%	51.2%	54.0%
	Expensive	Responses	104	48	29	22	6	209
		% within HHI	29.9%	23.6%	28.2%	19.3%	14.0%	25.8%
Total		Responses	348	203	103	114	43	811
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	12	24	14	35	19	41	15	8	168
		% within Education	20.0%	15.7%	25.0%	17.0%	23.2%	25.5%	21.4%	17.0%	20.1%
	Fair	Responses	36	81	33	112	43	92	39	20	456
		% within Education	60.0%	52.9%	58.9%	54.4%	52.4%	57.1%	55.7%	42.6%	54.6%
	Expensive	Responses	12	48	9	59	20	28	16	19	211
		% within Education	20.0%	31.4%	16.1%	28.6%	24.4%	17.4%	22.9%	40.4%	25.3%
Total		Responses	60	153	56	206	82	161	70	47	835
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	72	43	53	168
		% within Political Party_3pt	22.4%	16.5%	20.9%	20.1%
	Fair	Responses	182	138	136	456
		% within Political Party_3pt	56.7%	52.9%	53.5%	54.5%
	Expensive	Responses	67	80	65	212
		% within Political Party_3pt	20.9%	30.7%	25.6%	25.4%
Total		Responses	321	261	254	836
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	47	27	72	146
		% within Political Ideology_3pt	20.6%	13.6%	22.3%	19.5%
	Fair	Responses	127	111	179	417
		% within Political Ideology_3pt	55.7%	56.1%	55.4%	55.7%
	Expensive	Responses	54	60	72	186
		% within Political Ideology_3pt	23.7%	30.3%	22.3%	24.8%
Total		Responses	228	198	323	749
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most: * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	135	29	164
		% within Metro_Nonmetro	20.5%	17.3%	19.8%
	Fair	Responses	367	86	453
		% within Metro_Nonmetro	55.6%	51.2%	54.7%
	Expensive	Responses	158	53	211
		% within Metro_Nonmetro	23.9%	31.5%	25.5%
Total		Responses	660	168	828
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q5b

AGE

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	52	45	40	29	30	34	230
		% within Age	36.4%	24.6%	27.2%	24.0%	23.8%	23.0%	26.5%
	Fair	Responses	68	98	68	60	61	80	435
		% within Age	47.6%	53.6%	46.3%	49.6%	48.4%	54.1%	50.1%
	Expensive	Responses	23	40	39	32	35	34	203
		% within Age	16.1%	21.9%	26.5%	26.4%	27.8%	23.0%	23.4%
Total		Responses	143	183	147	121	126	148	868
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * Sex Crosstabulation

			Sex		
			Male	Female	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	118	112	230
		% within Sex	33.7%	21.6%	26.5%
	Fair	Responses	162	273	435
		% within Sex	46.3%	52.7%	50.1%
	Expensive	Responses	70	133	203
		% within Sex	20.0%	25.7%	23.4%
Total		Responses	350	518	868
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	162	50	4	6	8	230
		% within Ethnicity	27.2%	27.8%	23.5%	18.2%	19.0%	26.5%
	Fair	Responses	298	89	8	19	21	435
		% within Ethnicity	50.0%	49.4%	47.1%	57.6%	50.0%	50.1%
	Expensive	Responses	136	41	5	8	13	203
		% within Ethnicity	22.8%	22.8%	29.4%	24.2%	31.0%	23.4%
Total		Responses	596	180	17	33	42	868
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	201	29	230
		% within Hispanic Origin	25.6%	34.5%	26.5%
	Fair	Responses	394	41	435
		% within Hispanic Origin	50.3%	48.8%	50.1%
	Expensive	Responses	189	14	203
		% within Hispanic Origin	24.1%	16.7%	23.4%
Total		Responses	784	84	868
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	93	56	22	40	12	223
		% within HHI	25.5%	26.9%	22.7%	31.5%	27.9%	26.6%
	Fair	Responses	178	106	50	61	21	416
		% within HHI	48.9%	51.0%	51.5%	48.0%	48.8%	49.6%
	Expensive	Responses	93	46	25	26	10	200
		% within HHI	25.5%	22.1%	25.8%	20.5%	23.3%	23.8%
Total		Responses	364	208	97	127	43	839
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	15	50	15	65	23	34	17	10	229
		% within Education	34.1%	30.3%	25.4%	28.0%	27.1%	20.9%	23.3%	21.7%	26.4%
	Fair	Responses	18	82	30	111	43	89	35	27	435
		% within Education	40.9%	49.7%	50.8%	47.8%	50.6%	54.6%	47.9%	58.7%	50.2%
	Expensive	Responses	11	33	14	56	19	40	21	9	203
		% within Education	25.0%	20.0%	23.7%	24.1%	22.4%	24.5%	28.8%	19.6%	23.4%
Total		Responses	44	165	59	232	85	163	73	46	867
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	92	72	66	230
		% within Political Party_3pt	29.6%	25.5%	24.0%	26.5%
	Fair	Responses	150	139	146	435
		% within Political Party_3pt	48.2%	49.3%	53.1%	50.1%
	Expensive	Responses	69	71	63	203
		% within Political Party_3pt	22.2%	25.2%	22.9%	23.4%
Total		Responses	311	282	275	868
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	69	37	96	202
		% within Political Ideology_3pt	32.4%	18.5%	27.8%	26.6%
	Fair	Responses	102	100	172	374
		% within Political Ideology_3pt	47.9%	50.0%	49.9%	49.3%
	Expensive	Responses	42	63	77	182
		% within Political Ideology_3pt	19.7%	31.5%	22.3%	24.0%
Total		Responses	213	200	345	758
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most: * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:	Inexpensive	Responses	196	34	230
		% within Metro_Nonmetro	28.2%	20.0%	26.6%
	Fair	Responses	340	93	433
		% within Metro_Nonmetro	48.9%	54.7%	50.0%
	Expensive	Responses	160	43	203
		% within Metro_Nonmetro	23.0%	25.3%	23.4%
Total		Responses	696	170	866
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Questions 6a, 6b, and 6c

"If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?"

Q6a

- A new fee on miles driven
- An increased tax on gasoline purchases
- An increase in the general state sales tax
- An increase in the annual vehicle registration fee

Q6b

- A new half of 1 cent fee on miles driven
- An increase of 9 cents per gallon in the tax on gasoline purchases
- An increase of half of 1 cent per dollar in the general state sales tax
- An increase of $60 in the annual vehicle registration fee

Q6c

- A new 1 cent fee on miles driven
- An increase of 18 cents per gallon in the tax on gasoline purchases
- An increase of 1 cent per dollar in the general state sales tax
- An increase of $120 in the annual vehicle registration fee

Q6a

AGE

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	16	14	23	19	21	30	123
		% within Age	19.3%	12.7%	24.2%	23.8%	23.3%	29.4%	22.0%
	An increased tax on gasoline purchases	Responses	22	29	17	9	15	17	109
		% within Age	26.5%	26.4%	17.9%	11.3%	16.7%	16.7%	19.5%
	An increase in the general state sales tax	Responses	26	40	24	23	25	28	166
		% within Age	31.3%	36.4%	25.3%	28.8%	27.8%	27.5%	29.6%
	An increase in the annual vehicle registration fee	Responses	19	27	31	29	29	27	162
		% within Age	22.9%	24.5%	32.6%	36.3%	32.2%	26.5%	28.9%
Total		Responses	83	110	95	80	90	102	560
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Sex Crosstabulation

			Sex		
			Male	Female	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	39	84	123
		% within Sex	17.6%	24.8%	22.0%
	An increased tax on gasoline purchases	Responses	58	51	109
		% within Sex	26.2%	15.0%	19.5%
	An increase in the general state sales tax	Responses	70	96	166
		% within Sex	31.7%	28.3%	29.6%
	An increase in the annual vehicle registration fee	Responses	54	108	162
		% within Sex	24.4%	31.9%	28.9%
Total		Responses	221	339	560
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	83	27	3	3	7	123
		% within Ethnicity	22.0%	22.0%	37.5%	12.0%	26.9%	22.0%
	An increased tax on gasoline purchases	Responses	61	33	1	10	4	109
		% within Ethnicity	16.1%	26.8%	12.5%	40.0%	15.4%	19.5%
	An increase in the general state sales tax	Responses	112	34	3	7	10	166
		% within Ethnicity	29.6%	27.6%	37.5%	28.0%	38.5%	29.6%
	An increase in the annual vehicle registration fee	Responses	122	29	1	5	5	162
		% within Ethnicity	32.3%	23.6%	12.5%	20.0%	19.2%	28.9%
Total		Responses	378	123	8	25	26	560
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	109	14	123
		% within Hispanic Origin	21.5%	26.9%	22.0%
	An increased tax on gasoline purchases	Responses	92	17	109
		% within Hispanic Origin	18.1%	32.7%	19.5%
	An increase in the general state sales tax	Responses	155	11	166
		% within Hispanic Origin	30.5%	21.2%	29.6%
	An increase in the annual vehicle registration fee	Responses	152	10	162
		% within Hispanic Origin	29.9%	19.2%	28.9%
Total		Responses	508	52	560
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	50	32	15	13	8	118
		% within HHI	21.6%	24.4%	21.4%	17.6%	24.2%	21.9%
	An increased tax on gasoline purchases	Responses	48	21	16	12	6	103
		% within HHI	20.7%	16.0%	22.9%	16.2%	18.2%	19.1%
	An increase in the general state sales tax	Responses	73	35	21	20	10	159
		% within HHI	31.5%	26.7%	30.0%	27.0%	30.3%	29.4%
	An increase in the annual vehicle registration fee	Responses	61	43	18	29	9	160
		% within HHI	26.3%	32.8%	25.7%	39.2%	27.3%	29.6%
Total		Responses	232	131	70	74	33	540
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	7	17	6	39	15	19	10	10	123
		% within Education	17.9%	14.5%	20.0%	25.2%	26.8%	20.2%	23.3%	40.0%	22.0%
	An increased tax on gasoline purchases	Responses	6	24	7	30	11	24	5	2	109
		% within Education	15.4%	20.5%	23.3%	19.4%	19.6%	25.5%	11.6%	8.0%	19.5%
	An increase in the general state sales tax	Responses	12	40	7	40	18	28	14	6	165
		% within Education	30.8%	34.2%	23.3%	25.8%	32.1%	29.8%	32.6%	24.0%	29.5%
	An increase in the annual vehicle registration fee	Responses	14	36	10	46	12	23	14	7	162
		% within Education	35.9%	30.8%	33.3%	29.7%	21.4%	24.5%	32.6%	28.0%	29.0%
Total		Responses	39	117	30	155	56	94	43	25	559
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	48	35	40	123
		% within Political Party_3pt	24.0%	20.3%	21.3%	22.0%
	An increased tax on gasoline purchases	Responses	45	32	32	109
		% within Political Party_3pt	22.5%	18.6%	17.0%	19.5%
	An increase in the general state sales tax	Responses	64	54	48	166
		% within Political Party_3pt	32.0%	31.4%	25.5%	29.6%
	An increase in the annual vehicle registration fee	Responses	43	51	68	162
		% within Political Party_3pt	21.5%	29.7%	36.2%	28.9%
Total		Responses	200	172	188	560
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	24	36	47	107
		% within Political Ideology_3pt	17.9%	24.3%	22.0%	21.6%
	An increased tax on gasoline purchases	Responses	27	30	36	93
		% within Political Ideology_3pt	20.1%	20.3%	16.8%	18.8%
	An increase in the general state sales tax	Responses	38	49	63	150
		% within Political Ideology_3pt	28.4%	33.1%	29.4%	30.2%
	An increase in the annual vehicle registration fee	Responses	45	33	68	146
		% within Political Ideology_3pt	33.6%	22.3%	31.8%	29.4%
Total		Responses	134	148	214	496
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new fee on miles driven	Responses	101	21	122
		% within Metro_Nonmetro	22.4%	19.4%	21.8%
	An increased tax on gasoline purchases	Responses	81	28	109
		% within Metro_Nonmetro	18.0%	25.9%	19.5%
	An increase in the general state sales tax	Responses	139	27	166
		% within Metro_Nonmetro	30.8%	25.0%	29.7%
	An increase in the annual vehicle registration fee	Responses	130	32	162
		% within Metro_Nonmetro	28.8%	29.6%	29.0%
Total		Responses	451	108	559
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q6b

AGE

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	30	33	34	34	32	40	203
		% within Age	27.8%	30.8%	34.0%	35.4%	48.5%	42.1%	35.5%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	34	28	23	18	8	10	121
		% within Age	31.5%	26.2%	23.0%	18.8%	12.1%	10.5%	21.2%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	36	31	32	35	17	36	187
		% within Age	33.3%	29.0%	32.0%	36.5%	25.8%	37.9%	32.7%
	An increase of $60 in the annual vehicle registration fee	Responses	8	15	11	9	9	9	61
		% within Age	7.4%	14.0%	11.0%	9.4%	13.6%	9.5%	10.7%
Total		Responses	108	107	100	96	66	95	572
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Sex Crosstabulation

			Sex		
			Male	Female	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	64	139	203
		% within Sex	29.0%	39.6%	35.5%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	63	58	121
		% within Sex	28.5%	16.5%	21.2%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	71	116	187
		% within Sex	32.1%	33.0%	32.7%
	An increase of $60 in the annual vehicle registration fee	Responses	23	38	61
		% within Sex	10.4%	10.8%	10.7%
Total		Responses	221	351	572
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	146	39	2	5	11	203
		% within Ethnicity	37.5%	31.5%	28.6%	25.0%	34.4%	35.5%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	67	42	2	4	6	121
		% within Ethnicity	17.2%	33.9%	28.6%	20.0%	18.8%	21.2%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	130	36	3	8	10	187
		% within Ethnicity	33.4%	29.0%	42.9%	40.0%	31.3%	32.7%
	An increase of $60 in the annual vehicle registration fee	Responses	46	7	0	3	5	61
		% within Ethnicity	11.8%	5.6%	0.0%	15.0%	15.6%	10.7%
Total		Responses	389	124	7	20	32	572
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	182	21	203
		% within Hispanic Origin	35.9%	32.3%	35.5%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	105	16	121
		% within Hispanic Origin	20.7%	24.6%	21.2%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	165	22	187
		% within Hispanic Origin	32.5%	33.8%	32.7%
	An increase of $60 in the annual vehicle registration fee	Responses	55	6	61
		% within Hispanic Origin	10.8%	9.2%	10.7%
Total		Responses	507	65	572
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	94	52	31	18	5	200
		% within HHI	37.6%	37.4%	41.3%	25.7%	20.8%	35.8%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	60	25	9	15	10	119
		% within HHI	24.0%	18.0%	12.0%	21.4%	41.7%	21.3%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	74	51	25	23	6	179
		% within HHI	29.6%	36.7%	33.3%	32.9%	25.0%	32.1%
	An increase of $60 in the annual vehicle registration fee	Responses	22	11	10	14	3	60
		% within HHI	8.8%	7.9%	13.3%	20.0%	12.5%	10.8%
Total		Responses	250	139	75	70	24	558
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	8	36	16	55	14	46	17	11	203
		% within Education	24.2%	34.6%	30.8%	35.9%	28.0%	43.0%	41.5%	35.5%	35.6%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	9	28	6	26	16	20	10	6	121
		% within Education	27.3%	26.9%	11.5%	17.0%	32.0%	18.7%	24.4%	19.4%	21.2%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	12	31	25	55	11	31	11	10	186
		% within Education	36.4%	29.8%	48.1%	35.9%	22.0%	29.0%	26.8%	32.3%	32.6%
	An increase of $60 in the annual vehicle	Responses	4	9	5	17	9	10	3	4	61
		% within Education	12.1%	8.7%	9.6%	11.1%	18.0%	9.3%	7.3%	12.9%	10.7%

	registration fee									
Total		Responses	33	104	52	153	50	107	41	31	571
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	90	50	63	203
		% within Political Party_3pt	37.5%	28.1%	40.9%	35.5%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	55	37	29	121
		% within Political Party_3pt	22.9%	20.8%	18.8%	21.2%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	71	65	51	187
		% within Political Party_3pt	29.6%	36.5%	33.1%	32.7%
	An increase of $60 in the annual vehicle registration fee	Responses	24	26	11	61
		% within Political Party_3pt	10.0%	14.6%	7.1%	10.7%
Total		Responses	240	178	154	572
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	39	49	89	177
		% within Political Ideology_3pt	25.7%	40.5%	38.9%	35.3%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	44	21	39	104
		% within Political Ideology_3pt	28.9%	17.4%	17.0%	20.7%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	56	36	76	168
		% within Political Ideology_3pt	36.8%	29.8%	33.2%	33.5%
	An increase of $60 in the annual vehicle registration fee	Responses	13	15	25	53
		% within Political Ideology_3pt	8.6%	12.4%	10.9%	10.6%
Total		Responses	152	121	229	502
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new half of 1 cent fee on miles driven	Responses	164	39	203
		% within Metro_Nonmetro	35.7%	34.8%	35.6%
	An increase of 9 cents per gallon in the tax on gasoline purchases	Responses	99	21	120
		% within Metro_Nonmetro	21.6%	18.8%	21.0%
	An increase of half of 1 cent per dollar in the general state sales tax	Responses	149	38	187
		% within Metro_Nonmetro	32.5%	33.9%	32.7%
	An increase of $60 in the annual vehicle registration fee	Responses	47	14	61
		% within Metro_Nonmetro	10.2%	12.5%	10.7%
Total		Responses	459	112	571
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q6c

AGE

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	14	28	32	26	28	40	168
		% within Age	17.5%	23.1%	26.4%	34.2%	35.0%	41.7%	29.3%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	18	32	34	8	7	12	111
		% within Age	22.5%	26.4%	28.1%	10.5%	8.8%	12.5%	19.3%
	An increase of 1 cent per dollar in the general state sales tax	Responses	34	50	49	38	37	38	246
		% within Age	42.5%	41.3%	40.5%	50.0%	46.3%	39.6%	42.9%
	An increase of $120 in the annual vehicle registration fee	Responses	14	11	6	4	8	6	49
		% within Age	17.5%	9.1%	5.0%	5.3%	10.0%	6.3%	8.5%
Total		Responses	80	121	121	76	80	96	574
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Sex Crosstabulation

			Sex		
			Male	Female	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	58	110	168
		% within Sex	24.1%	33.0%	29.3%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	59	52	111
		% within Sex	24.5%	15.6%	19.3%
	An increase of 1 cent per dollar in the general state sales tax	Responses	110	136	246
		% within Sex	45.6%	40.8%	42.9%
	An increase of $120 in the annual vehicle registration fee	Responses	14	35	49
		% within Sex	5.8%	10.5%	8.5%
Total		Responses	241	333	574
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	118	36	3	4	7	168
		% within Ethnicity	29.9%	29.8%	25.0%	21.1%	25.9%	29.3%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	68	37	1	4	1	111
		% within Ethnicity	17.2%	30.6%	8.3%	21.1%	3.7%	19.3%
	An increase of 1 cent per dollar in the general state sales tax	Responses	174	40	8	10	14	246
		% within Ethnicity	44.1%	33.1%	66.7%	52.6%	51.9%	42.9%
	An increase of $120 in the annual vehicle registration fee	Responses	35	8	0	1	5	49
		% within Ethnicity	8.9%	6.6%	0.0%	5.3%	18.5%	8.5%
Total		Responses	395	121	12	19	27	574
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	153	15	168
		% within Hispanic Origin	29.7%	25.9%	29.3%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	102	9	111
		% within Hispanic Origin	19.8%	15.5%	19.3%
	An increase of 1 cent per dollar in the general state sales tax	Responses	218	28	246
		% within Hispanic Origin	42.2%	48.3%	42.9%
	An increase of $120 in the annual vehicle registration fee	Responses	43	6	49
		% within Hispanic Origin	8.3%	10.3%	8.5%
Total		Responses	516	58	574
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	56	53	17	27	9	162
		% within HHI	24.1%	37.6%	30.9%	27.8%	31.0%	29.2%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	52	20	6	20	7	105
		% within HHI	22.4%	14.2%	10.9%	20.6%	24.1%	19.0%
	An increase of 1 cent per dollar in the general state sales tax	Responses	106	62	27	37	9	241
		% within HHI	45.7%	44.0%	49.1%	38.1%	31.0%	43.5%
	An increase of $120 in the annual vehicle registration fee	Responses	18	6	5	13	4	46
		% within HHI	7.8%	4.3%	9.1%	13.4%	13.8%	8.3%
Total		Responses	232	141	55	97	29	554
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	11	24	12	29	25	35	26	6	168
		% within Education	34.4%	24.7%	36.4%	22.1%	40.3%	28.5%	44.1%	16.2%	29.3%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	7	18	9	28	9	26	10	4	111
		% within Education	21.9%	18.6%	27.3%	21.4%	14.5%	21.1%	16.9%	10.8%	19.3%
	An increase of 1 cent per dollar in the general state sales tax	Responses	11	43	10	64	22	51	20	25	246
		% within Education	34.4%	44.3%	30.3%	48.9%	35.5%	41.5%	33.9%	67.6%	42.9%
	An increase of $120 in the annual vehicle	Responses	3	12	2	10	6	11	3	2	49
		% within Education	9.4%	12.4%	6.1%	7.6%	9.7%	8.9%	5.1%	5.4%	8.5%

	registration fee									
Total		Responses	32	97	33	131	62	123	59	37	574
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	52	50	66	168
		% within Political Party_3pt	26.9%	25.8%	35.3%	29.3%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	52	33	26	111
		% within Political Party_3pt	26.9%	17.0%	13.9%	19.3%
	An increase of 1 cent per dollar in the general state sales tax	Responses	80	85	81	246
		% within Political Party_3pt	41.5%	43.8%	43.3%	42.9%
	An increase of $120 in the annual vehicle registration fee	Responses	9	26	14	49
		% within Political Party_3pt	4.7%	13.4%	7.5%	8.5%
Total		Responses	193	194	187	574
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	44	40	65	149
		% within Political Ideology_3pt	28.0%	31.0%	28.9%	29.2%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	32	21	44	97
		% within Political Ideology_3pt	20.4%	16.3%	19.6%	19.0%
	An increase of 1 cent per dollar in the general state sales tax	Responses	70	59	96	225
		% within Political Ideology_3pt	44.6%	45.7%	42.7%	44.0%
	An increase of $120 in the annual vehicle registration fee	Responses	11	9	20	40
		% within Political Ideology_3pt	7.0%	7.0%	8.9%	7.8%
Total		Responses	157	129	225	511
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?	A new 1 cent fee on miles driven	Responses	134	32	166
		% within Metro_Nonmetro	30.0%	26.9%	29.3%
	An increase of 18 cents per gallon in the tax on gasoline purchases	Responses	82	26	108
		% within Metro_Nonmetro	18.3%	21.8%	19.1%
	An increase of 1 cent per dollar in the general state sales tax	Responses	189	55	244
		% within Metro_Nonmetro	42.3%	46.2%	43.1%
	An increase of $120 in the annual vehicle registration fee	Responses	42	6	48
		% within Metro_Nonmetro	9.4%	5.0%	8.5%
Total		Responses	447	119	566
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Questions 8a and 8b

Q8a "Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?"
Q8b "Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?"

- Support
- Oppose

Q8a

AGE

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	32	72	64	78	69	94	409
		% within Age	23.5%	36.9%	42.7%	58.6%	58.5%	61.0%	46.2%
	Support	Responses	104	123	86	55	49	60	477
		% within Age	76.5%	63.1%	57.3%	41.4%	41.5%	39.0%	53.8%
Total		Responses	136	195	150	133	118	154	886
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * Sex Crosstabulation

			Sex		
			Male	Female	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	141	268	409
		% within Sex	41.5%	49.1%	46.2%
	Support	Responses	199	278	477
		% within Sex	58.5%	50.9%	53.8%
Total		Responses	340	546	886
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	317	61	8	8	15	409
		% within Ethnicity	52.4%	32.4%	57.1%	25.8%	31.3%	46.2%
	Support	Responses	288	127	6	23	33	477
		% within Ethnicity	47.6%	67.6%	42.9%	74.2%	68.8%	53.8%
Total		Responses	605	188	14	31	48	886
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	390	19	409
		% within Hispanic Origin	49.1%	20.7%	46.2%
	Support	Responses	404	73	477
		% within Hispanic Origin	50.9%	79.3%	53.8%
Total		Responses	794	92	886
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	162	120	50	55	14	401
		% within HHI	43.1%	52.6%	53.2%	44.7%	37.8%	46.7%
	Support	Responses	214	108	44	68	23	457
		% within HHI	56.9%	47.4%	46.8%	55.3%	62.2%	53.3%
Total		Responses	376	228	94	123	37	858
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	21	72	19	104	45	86	35	27	409
		% within Education	38.2%	43.1%	33.9%	46.2%	50.6%	51.2%	50.7%	47.4%	46.2%
	Support	Responses	34	95	37	121	44	82	34	30	477
		% within Education	61.8%	56.9%	66.1%	53.8%	49.4%	48.8%	49.3%	52.6%	53.8%
Total		Responses	55	167	56	225	89	168	69	57	886
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	85	134	190	409
		% within Political Party_3pt	27.7%	44.4%	68.6%	46.2%
	Support	Responses	222	168	87	477
		% within Political Party_3pt	72.3%	55.6%	31.4%	53.8%
Total		Responses	307	302	277	886
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	85	98	172	355
		% within Political Ideology_3pt	37.3%	48.3%	48.7%	45.3%
	Support	Responses	143	105	181	429
		% within Political Ideology_3pt	62.7%	51.7%	51.3%	54.7%
Total		Responses	228	203	353	784
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?	Oppose	Responses	309	99	408
		% within Metro_Nonmetro	43.8%	56.9%	46.4%
	Support	Responses	396	75	471
		% within Metro_Nonmetro	56.2%	43.1%	53.6%
Total		Responses	705	174	879
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q8b

AGE

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	35	32	54	52	56	67	296
		% within Age	25.9%	22.4%	32.5%	43.7%	47.5%	48.2%	36.1%
	Support	Responses	100	111	112	67	62	72	524
		% within Age	74.1%	77.6%	67.5%	56.3%	52.5%	51.8%	63.9%
Total		Responses	135	143	166	119	118	139	820

	% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * Sex Crosstabulation

			Sex		
			Male	Female	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	100	196	296
		% within Sex	29.2%	41.0%	36.1%
	Support	Responses	242	282	524
		% within Sex	70.8%	59.0%	63.9%
Total		Responses	342	478	820
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * Ethnicity Crosstabulation

			White	Black or African American	Ethnicity American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	207	66	7	7	9	296
		% within Ethnicity	37.1%	36.7%	53.8%	21.2%	25.0%	36.1%
	Support	Responses	351	114	6	26	27	524
		% within Ethnicity	62.9%	63.3%	46.2%	78.8%	75.0%	63.9%
Total		Responses	558	180	13	33	36	820
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	276	20	296
		% within Hispanic Origin	37.4%	24.4%	36.1%
	Support	Responses	462	62	524
		% within Hispanic Origin	62.6%	75.6%	63.9%
Total		Responses	738	82	820
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	118	65	43	48	15	289
		% within HHI	34.8%	35.7%	40.6%	40.7%	30.6%	36.4%
	Support	Responses	221	117	63	70	34	505
		% within HHI	65.2%	64.3%	59.4%	59.3%	69.4%	63.6%
Total		Responses	339	182	106	118	49	794

		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	16	50	22	76	24	58	32	18	296
		% within Education	32.7%	33.1%	37.3%	35.3%	30.4%	37.4%	43.2%	50.0%	36.2%
	Support	Responses	33	101	37	139	55	97	42	18	522
		% within Education	67.3%	66.9%	62.7%	64.7%	69.6%	62.6%	56.8%	50.0%	63.8%
Total		Responses	49	151	59	215	79	155	74	36	818
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	83	83	130	296
		% within Political Party_3pt	25.5%	34.2%	51.8%	36.1%
	Support	Responses	243	160	121	524
		% within Political Party_3pt	74.5%	65.8%	48.2%	63.9%
Total		Responses	326	243	251	820
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	66	73	126	265
		% within Political Ideology_3pt	30.6%	37.6%	40.0%	36.6%
	Support	Responses	150	121	189	460
		% within Political Ideology_3pt	69.4%	62.4%	60.0%	63.4%
Total		Responses	216	194	315	725
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?	Oppose	Responses	225	70	295
		% within Metro_Nonmetro	34.5%	42.4%	36.1%
	Support	Responses	427	95	522
		% within Metro_Nonmetro	65.5%	57.6%	63.9%
Total		Responses	652	165	817
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Questions 8ab and 8bb

Q8ab: "Do you feel strongly or not strongly about supporting this goal?"
Q8bb: "Do you feel strongly or not strongly about opposing this goal?"

- Strongly
- Not strongly

Age

Do you feel strongly or not strongly about supporting/opposing this goal? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	81	99	79	65	70	69	463
		% within Age	29.9%	29.3%	25.0%	25.8%	29.7%	23.5%	27.1%
	Strongly	Responses	190	239	237	187	166	224	1243
		% within Age	70.1%	70.7%	75.0%	74.2%	70.3%	76.5%	72.9%
Total		Responses	271	338	316	252	236	293	1706
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

Do you feel strongly or not strongly about supporting/opposing this goal? * Sex Crosstabulation

			Sex		
			Male	Female	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	161	302	463
		% within Sex	23.6%	29.5%	27.1%
	Strongly	Responses	521	722	1243
		% within Sex	76.4%	70.5%	72.9%
Total		Responses	682	1024	1706
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

Do you feel strongly or not strongly about supporting/opposing this goal? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	325	90	10	14	24	463
		% within Ethnicity	27.9%	24.5%	37.0%	21.9%	28.6%	27.1%
	Strongly	Responses	838	278	17	50	60	1243
		% within Ethnicity	72.1%	75.5%	63.0%	78.1%	71.4%	72.9%
Total		Responses	1163	368	27	64	84	1706
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

Do you feel strongly or not strongly about supporting/opposing this goal? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	419	44	463
		% within Hispanic Origin	27.3%	25.3%	27.1%
	Strongly	Responses	1113	130	1243
		% within Hispanic Origin	72.7%	74.7%	72.9%
Total		Responses	1532	174	1706
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

Do you feel strongly or not strongly about supporting/opposing this goal? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	203	110	56	61	18	448
		% within HHI	28.4%	26.8%	28.0%	25.3%	20.9%	27.1%
	Strongly	Responses	512	300	144	180	68	1204
		% within HHI	71.6%	73.2%	72.0%	74.7%	79.1%	72.9%
Total		Responses	715	410	200	241	86	1652
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

Do you feel strongly or not strongly about supporting/opposing this goal? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	35	86	33	114	42	92	37	22	461
		% within Education	33.7%	27.0%	28.7%	25.9%	25.0%	28.5%	25.9%	23.7%	27.1%
	Strongly	Responses	69	232	82	326	126	231	106	71	1243
		% within Education	66.3%	73.0%	71.3%	74.1%	75.0%	71.5%	74.1%	76.3%	72.9%
Total		Responses	104	318	115	440	168	323	143	93	1704
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

Do you feel strongly or not strongly about supporting/opposing this goal? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	154	178	131	463
		% within Political Party_3pt	24.3%	32.7%	24.8%	27.1%
	Strongly	Responses	479	367	397	1243
		% within Political Party_3pt	75.7%	67.3%	75.2%	72.9%
Total		Responses	633	545	528	1706
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

Do you feel strongly or not strongly about supporting/opposing this goal? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	119	105	184	408
		% within Political Ideology_3pt	26.8%	26.4%	27.5%	27.0%
	Strongly	Responses	325	292	484	1101
		% within Political Ideology_3pt	73.2%	73.6%	72.5%	73.0%
Total		Responses	444	397	668	1509
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

Do you feel strongly or not strongly about supporting/opposing this goal? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Do you feel strongly or not strongly about supporting/opposing this goal?	Not strongly	Responses	360	103	463
		% within Metro_Nonmetro	26.5%	30.4%	27.3%
	Strongly	Responses	997	236	1233
		% within Metro_Nonmetro	73.5%	69.6%	72.7%
Total		Responses	1357	339	1696
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 10

"How much, if anything, have you read or heard about electric vehicles?"

- A lot
- Some
- Only a little
- Not at all

Age

How much, if anything, have you read or heard about electric vehicles? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	71	66	83	51	47	66	384
		% within Age	26.2%	19.5%	26.3%	20.2%	19.9%	22.5%	22.5%
	Some	Responses	123	190	146	136	123	158	876
		% within Age	45.4%	56.2%	46.2%	53.8%	52.1%	53.9%	51.3%
	Only a little	Responses	68	72	70	60	61	61	392
		% within Age	25.1%	21.3%	22.2%	23.7%	25.8%	20.8%	23.0%
	Not at all	Responses	9	10	17	6	5	8	55
		% within Age	3.3%	3.0%	5.4%	2.4%	2.1%	2.7%	3.2%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

How much, if anything, have you read or heard about electric vehicles? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	224	160	384
		% within Sex	32.8%	15.6%	22.5%
	Some	Responses	337	539	876
		% within Sex	49.3%	52.6%	51.3%
	Only a little	Responses	112	280	392
		% within Sex	16.4%	27.3%	23.0%
	Not at all	Responses	10	45	55

		% within Sex	1.5%	4.4%	3.2%
Total		Responses	683	1024	1707
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

How much, if anything, have you read or heard about electric vehicles? * Ethnicity Crosstabulation

			White	Black or African American	Ethnicity American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	246	95	6	16	21	384
		% within Ethnicity	21.2%	25.8%	22.2%	25.0%	24.7%	22.5%
	Some	Responses	611	171	17	31	46	876
		% within Ethnicity	52.5%	46.5%	63.0%	48.4%	54.1%	51.3%
	Only a little	Responses	274	85	4	16	13	392
		% within Ethnicity	23.6%	23.1%	14.8%	25.0%	15.3%	23.0%
	Not at all	Responses	32	17	0	1	5	55
		% within Ethnicity	2.8%	4.6%	0.0%	1.6%	5.9%	3.2%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

How much, if anything, have you read or heard about electric vehicles? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	329	55	384
		% within Hispanic Origin	21.5%	31.4%	22.5%
	Some	Responses	796	80	876
		% within Hispanic Origin	52.0%	45.7%	51.3%
	Only a little	Responses	355	37	392
		% within Hispanic Origin	23.2%	21.1%	23.0%
	Not at all	Responses	52	3	55
		% within Hispanic Origin	3.4%	1.7%	3.2%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

How much, if anything, have you read or heard about electric vehicles? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	150	87	44	66	28	375
		% within HHI	21.0%	21.2%	22.0%	27.4%	32.6%	22.7%
	Some	Responses	336	225	106	136	42	845
		% within HHI	47.0%	54.7%	53.0%	56.4%	48.8%	51.1%
	Only a little	Responses	194	90	48	35	14	381
		% within HHI	27.1%	21.9%	24.0%	14.5%	16.3%	23.0%
	Not at all	Responses	35	9	2	4	2	52
		% within HHI	4.9%	2.2%	1.0%	1.7%	2.3%	3.1%
Total		Responses	715	411	200	241	86	1653
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

How much, if anything, have you read or heard about electric vehicles? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	28	75	31	97	28	68	34	23	384
		% within Education	26.9%	23.6%	27.0%	22.0%	16.7%	21.0%	23.8%	24.7%	22.5%
	Some	Responses	48	172	57	224	94	168	65	48	876
		% within Education	46.2%	54.1%	49.6%	50.9%	56.0%	51.9%	45.5%	51.6%	51.4%
	Only a little	Responses	24	63	25	104	37	78	41	18	390
		% within Education	23.1%	19.8%	21.7%	23.6%	22.0%	24.1%	28.7%	19.4%	22.9%
	Not at all	Responses	4	8	2	15	9	10	3	4	55
		% within Education	3.8%	2.5%	1.7%	3.4%	5.4%	3.1%	2.1%	4.3%	3.2%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

How much, if anything, have you read or heard about electric vehicles? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	149	103	132	384
		% within Political Party_3pt	23.5%	18.9%	25.0%	22.5%
	Some	Responses	313	295	268	876
		% within Political Party_3pt	49.4%	54.1%	50.7%	51.3%
	Only a little	Responses	149	125	118	392
		% within Political Party_3pt	23.5%	22.9%	22.3%	23.0%
	Not at all	Responses	22	22	11	55
		% within Political Party_3pt	3.5%	4.0%	2.1%	3.2%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

How much, if anything, have you read or heard about electric vehicles? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	114	62	167	343
		% within Political Ideology_3pt	25.7%	15.6%	25.0%	22.7%
	Some	Responses	204	226	344	774
		% within Political Ideology_3pt	45.9%	56.8%	51.5%	51.3%
	Only a little	Responses	113	88	142	343
		% within Political Ideology_3pt	25.5%	22.1%	21.3%	22.7%
	Not at all	Responses	13	22	15	50
		% within Political Ideology_3pt	2.9%	5.5%	2.2%	3.3%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

How much, if anything, have you read or heard about electric vehicles? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How much, if anything, have you read or heard about electric vehicles?	A lot	Responses	319	61	380
		% within Metro_Nonmetro	23.5%	18.0%	22.4%
	Some	Responses	692	179	871
		% within Metro_Nonmetro	51.0%	52.8%	51.3%
	Only a little	Responses	308	83	391
		% within Metro_Nonmetro	22.7%	24.5%	23.0%
	Not at all	Responses	39	16	55
		% within Metro_Nonmetro	2.9%	4.7%	3.2%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 11a

"Which of the following best describes the type(s) of vehicle(s) that are owned or leased by people in your household?"

- A traditional gas- or diesel-powered vehicle
- A hybrid gas-electric vehicle
- An electric vehicle
- I don't own or lease a vehicle

Age

Type(s) of vehicle(s) that are owned or leased in your household? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	171	263	251	219	208	273	1385
		% within Age	63.1%	77.8%	79.4%	86.6%	88.1%	93.2%	81.1%
	A hybrid gas-electric vehicle	Responses	56	52	29	13	14	5	169
		% within Age	20.7%	15.4%	9.2%	5.1%	5.9%	1.7%	9.9%
	An electric vehicle	Responses	24	6	20	4	3	1	58
		% within Age	8.9%	1.8%	6.3%	1.6%	1.3%	0.3%	3.4%
	I don't own or lease a vehicle	Responses	20	17	16	17	11	14	95
		% within Age	7.4%	5.0%	5.1%	6.7%	4.7%	4.8%	5.6%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

Type(s) of vehicle(s) that are owned or leased in your household? * Sex Crosstabulation

			Sex		
			Male	Female	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	546	839	1385
		% within Sex	79.9%	81.9%	81.1%
	A hybrid gas-electric vehicle	Responses	79	90	169
		% within Sex	11.6%	8.8%	9.9%
	An electric vehicle	Responses	31	27	58
		% within Sex	4.5%	2.6%	3.4%
	I don't own or lease a vehicle	Responses	27	68	95
		% within Sex	4.0%	6.6%	5.6%
Total		Responses	683	1024	1707
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

Type(s) of vehicle(s) that are owned or leased in your household? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	993	259	22	45	66	1385
		% within Ethnicity	85.4%	70.4%	81.5%	70.3%	77.6%	81.1%
	A hybrid gas-electric vehicle	Responses	86	54	5	11	13	169
		% within Ethnicity	7.4%	14.7%	18.5%	17.2%	15.3%	9.9%
	An electric vehicle	Responses	32	18	0	6	2	58
		% within Ethnicity	2.8%	4.9%	0.0%	9.4%	2.4%	3.4%
	I don't own or lease a vehicle	Responses	52	37	0	2	4	95
		% within Ethnicity	4.5%	10.1%	0.0%	3.1%	4.7%	5.6%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

Type(s) of vehicle(s) that are owned or leased in your household? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	1274	111	1385
		% within Hispanic Origin	83.2%	63.4%	81.1%
	A hybrid gas-electric vehicle	Responses	128	41	169
		% within Hispanic Origin	8.4%	23.4%	9.9%
	An electric vehicle	Responses	45	13	58
		% within Hispanic Origin	2.9%	7.4%	3.4%
	I don't own or lease a vehicle	Responses	85	10	95
		% within Hispanic Origin	5.5%	5.7%	5.6%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

Type(s) of vehicle(s) that are owned or leased in your household? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	524	368	175	208	72	1347
		% within HHI	73.3%	89.5%	87.5%	86.3%	83.7%	81.5%
	A hybrid gas-electric vehicle	Responses	85	26	19	21	9	160
		% within HHI	11.9%	6.3%	9.5%	8.7%	10.5%	9.7%
	An electric vehicle	Responses	31	8	3	8	3	53
		% within HHI	4.3%	1.9%	1.5%	3.3%	3.5%	3.2%
	I don't own or lease a vehicle	Responses	75	9	3	4	2	93
		% within HHI	10.5%	2.2%	1.5%	1.7%	2.3%	5.6%
Total		Responses	715	411	200	241	86	1653
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

Type(s) of vehicle(s) that are owned or leased in your household? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	80	257	89	359	139	258	121	81	1384
		% within Education	76.9%	80.8%	77.4%	81.6%	82.7%	79.6%	84.6%	87.1%	81.2%
	A hybrid gas-electric vehicle	Responses	18	31	12	42	19	30	12	5	169
		% within Education	17.3%	9.7%	10.4%	9.5%	11.3%	9.3%	8.4%	5.4%	9.9%
	An electric vehicle	Responses	3	8	6	16	3	15	3	3	57
		% within Education	2.9%	2.5%	5.2%	3.6%	1.8%	4.6%	2.1%	3.2%	3.3%
	I don't own or lease a vehicle	Responses	3	22	8	23	7	21	7	4	95
		% within Education	2.9%	6.9%	7.0%	5.2%	4.2%	6.5%	4.9%	4.3%	5.6%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

Type(s) of vehicle(s) that are owned or leased in your household? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	487	449	449	1385
		% within Political Party_3pt	76.9%	82.4%	84.9%	81.1%
	A hybrid gas-electric vehicle	Responses	77	45	47	169
		% within Political Party_3pt	12.2%	8.3%	8.9%	9.9%
	An electric vehicle	Responses	19	22	17	58
		% within Political Party_3pt	3.0%	4.0%	3.2%	3.4%
	I don't own or lease a vehicle	Responses	50	29	16	95
		% within Political Party_3pt	7.9%	5.3%	3.0%	5.6%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

Type(s) of vehicle(s) that are owned or leased in your household? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	337	320	561	1218
		% within Political Ideology_3pt	75.9%	80.4%	84.0%	80.7%
	A hybrid gas-electric vehicle	Responses	48	38	66	152
		% within Political Ideology_3pt	10.8%	9.5%	9.9%	10.1%
	An electric vehicle	Responses	23	9	21	53
		% within Political Ideology_3pt	5.2%	2.3%	3.1%	3.5%
	I don't own or lease a vehicle	Responses	36	31	20	87
		% within Political Ideology_3pt	8.1%	7.8%	3.0%	5.8%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

Type(s) of vehicle(s) that are owned or leased in your household? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Type(s) of vehicle(s) that are owned or leased in your household?	A traditional gas- or diesel-powered vehicle	Responses	1102	276	1378
		% within Metro_Nonmetro	81.1%	81.4%	81.2%
	A hybrid gas-electric vehicle	Responses	139	30	169
		% within Metro_Nonmetro	10.2%	8.8%	10.0%
	An electric vehicle	Responses	45	11	56
		% within Metro_Nonmetro	3.3%	3.2%	3.3%
	I don't own or lease a vehicle	Responses	72	22	94
		% within Metro_Nonmetro	5.3%	6.5%	5.5%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 11b

"Are you the primary driver of the electric vehicle in your household?"

- Yes
- No

Age

Are you the primary driver of the electric vehicle in your household? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	13	4	12	3	2	0	34
		% within Age	54.2%	66.7%	60.0%	75.0%	66.7%	0.0%	58.6%
	No	Responses	11	2	8	1	1	1	24
		% within Age	45.8%	33.3%	40.0%	25.0%	33.3%	100.0%	41.4%
Total		Responses	24	6	20	4	3	1	58
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

Are you the primary driver of the electric vehicle in your household? * Sex Crosstabulation

			Sex		
			Male	Female	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	21	13	34
		% within Sex	67.7%	48.1%	58.6%
	No	Responses	10	14	24
		% within Sex	32.3%	51.9%	41.4%
Total		Responses	31	27	58
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

Are you the primary driver of the electric vehicle in your household? * Ethnicity Crosstabulation

			Ethnicity				
			White	Black or African American	Asian and Pacific Islander	Other	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	19	10	4	1	34
		% within Ethnicity	59.4%	55.6%	66.7%	50.0%	58.6%
	No	Responses	13	8	2	1	24
		% within Ethnicity	40.6%	44.4%	33.3%	50.0%	41.4%
Total		Responses	32	18	6	2	58
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

Are you the primary driver of the electric vehicle in your household? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	26	8	34
		% within Hispanic Origin	57.8%	61.5%	58.6%
	No	Responses	19	5	24
		% within Hispanic Origin	42.2%	38.5%	41.4%
Total		Responses	45	13	58
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

Are you the primary driver of the electric vehicle in your household? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	17	5	1	5	3	31
		% within HHI	54.8%	62.5%	33.3%	62.5%	100.0%	58.5%
	No	Responses	14	3	2	3	0	22
		% within HHI	45.2%	37.5%	66.7%	37.5%	0.0%	41.5%
Total		Responses	31	8	3	8	3	53
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

Are you the primary driver of the electric vehicle in your household? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	3	6	3	8	1	9	1	2	33
		% within Education	100.0%	75.0%	50.0%	50.0%	33.3%	60.0%	33.3%	66.7%	57.9%
	No	Responses	0	2	3	8	2	6	2	1	24
		% within Education	0.0%	25.0%	50.0%	50.0%	66.7%	40.0%	66.7%	33.3%	42.1%
Total		Responses	3	8	6	16	3	15	3	3	57
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

Are you the primary driver of the electric vehicle in your household? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	11	13	10	34
		% within Political Party_3pt	57.9%	59.1%	58.8%	58.6%
	No	Responses	8	9	7	24
		% within Political Party_3pt	42.1%	40.9%	41.2%	41.4%
Total		Responses	19	22	17	58
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

Are you the primary driver of the electric vehicle in your household? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	13	4	15	32
		% within Political Ideology_3pt	56.5%	44.4%	71.4%	60.4%
	No	Responses	10	5	6	21
		% within Political Ideology_3pt	43.5%	55.6%	28.6%	39.6%
Total		Responses	23	9	21	53
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

Are you the primary driver of the electric vehicle in your household? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Are you the primary driver of the electric vehicle in your household?	Yes	Responses	23	9	32
		% within Metro_Nonmetro	51.1%	81.8%	57.1%
	No	Responses	22	2	24
		% within Metro_Nonmetro	48.9%	18.2%	42.9%
Total		Responses	45	11	56
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 12a

"The next time you purchase a vehicle, how likely are you to seriously consider purchasing an electric vehicle?"

- Very likely
- Somewhat likely
- Not too likely
- Not at all likely
- I do not expect to purchase a vehicle

Age

How likely to seriously consider purchasing an EV? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	50	55	59	38	36	32	270
		% within Age	20.2%	16.6%	19.9%	15.3%	15.5%	11.0%	16.4%
	Somewhat likely	Responses	95	151	102	67	47	67	529
		% within Age	38.5%	45.5%	34.5%	27.0%	20.2%	22.9%	32.1%
	Not too likely	Responses	62	70	56	53	43	64	348
		% within Age	25.1%	21.1%	18.9%	21.4%	18.5%	21.9%	21.1%
	Not at all likely	Responses	29	40	57	68	76	101	371
		% within Age	11.7%	12.0%	19.3%	27.4%	32.6%	34.6%	22.5%
	I do not expect to purchase a vehicle	Responses	11	16	22	22	31	28	130
		% within Age	4.5%	4.8%	7.4%	8.9%	13.3%	9.6%	7.9%
Total		Responses	247	332	296	248	233	292	1648
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

How likely to seriously consider purchasing an EV? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	134	136	270
		% within Sex	20.6%	13.7%	16.4%
	Somewhat likely	Responses	220	309	529

		% within Sex	33.7%	31.0%	32.1%
	Not too likely	Responses	145	203	348
		% within Sex	22.2%	20.4%	21.1%
	Not at all likely	Responses	115	256	371
		% within Sex	17.6%	25.7%	22.5%
	I do not expect to purchase a vehicle	Responses	38	92	130
		% within Sex	5.8%	9.2%	7.9%
Total		Responses	652	996	1648
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

How likely to seriously consider purchasing an EV? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	154	80	4	15	17	270
		% within Ethnicity	13.6%	22.9%	14.8%	25.9%	20.5%	16.4%
	Somewhat likely	Responses	337	127	9	22	34	529
		% within Ethnicity	29.8%	36.3%	33.3%	37.9%	41.0%	32.1%
	Not too likely	Responses	239	70	10	12	17	348
		% within Ethnicity	21.2%	20.0%	37.0%	20.7%	20.5%	21.1%
	Not at all likely	Responses	306	47	3	4	11	371
		% within Ethnicity	27.1%	13.4%	11.1%	6.9%	13.3%	22.5%
	I do not expect to purchase a vehicle	Responses	94	26	1	5	4	130
		% within Ethnicity	8.3%	7.4%	3.7%	8.6%	4.8%	7.9%
Total		Responses	1130	350	27	58	83	1648
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

How likely to seriously consider purchasing an EV? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	223	47	270
		% within Hispanic Origin	15.0%	29.0%	16.4%
	Somewhat likely	Responses	466	63	529
		% within Hispanic Origin	31.4%	38.9%	32.1%
	Not too likely	Responses	319	29	348
		% within Hispanic Origin	21.5%	17.9%	21.1%
	Not at all likely	Responses	353	18	371
		% within Hispanic Origin	23.8%	11.1%	22.5%
	I do not expect to purchase a vehicle	Responses	125	5	130
		% within Hispanic Origin	8.4%	3.1%	7.9%
Total		Responses	1486	162	1648
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

How likely to seriously consider purchasing an EV? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	109	63	30	41	23	266
		% within HHI	15.9%	15.7%	15.2%	17.6%	27.7%	16.6%
	Somewhat likely	Responses	212	123	66	86	28	515
		% within HHI	31.0%	30.6%	33.5%	36.9%	33.7%	32.2%
	Not too likely	Responses	150	76	52	42	14	334
		% within HHI	21.9%	18.9%	26.4%	18.0%	16.9%	20.9%
	Not at all likely	Responses	144	105	41	56	14	360
		% within HHI	21.1%	26.1%	20.8%	24.0%	16.9%	22.5%
	I do not expect to purchase a vehicle	Responses	69	35	8	8	4	124
		% within HHI	10.1%	8.7%	4.1%	3.4%	4.8%	7.8%
Total		Responses	684	402	197	233	83	1599
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

How likely to seriously consider purchasing an EV? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	22	48	24	65	25	53	20	13	270
		% within Education	21.8%	15.5%	22.0%	15.3%	15.2%	17.2%	14.3%	14.4%	16.4%
	Somewhat likely	Responses	34	109	32	144	58	87	35	30	529
		% within Education	33.7%	35.2%	29.4%	34.0%	35.4%	28.2%	25.0%	33.3%	32.1%
	Not too likely	Responses	18	68	25	95	35	64	25	17	347
		% within Education	17.8%	21.9%	22.9%	22.4%	21.3%	20.7%	17.9%	18.9%	21.1%
	Not at all likely	Responses	21	60	18	90	35	78	47	22	371
		% within Education	20.8%	19.4%	16.5%	21.2%	21.3%	25.2%	33.6%	24.4%	22.5%
	I do not expect to purchase a vehicle	Responses	6	25	10	30	11	27	13	8	130
		% within Education	5.9%	8.1%	9.2%	7.1%	6.7%	8.7%	9.3%	8.9%	7.9%
Total		Responses	101	310	109	424	164	309	140	90	1647
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

How likely to seriously consider purchasing an EV? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	140	84	46	270
		% within Political Party_3pt	22.8%	16.1%	9.0%	16.4%
	Somewhat likely	Responses	252	169	108	529
		% within Political Party_3pt	41.0%	32.4%	21.1%	32.1%
	Not too likely	Responses	116	118	114	348
		% within Political Party_3pt	18.9%	22.6%	22.3%	21.1%
	Not at all likely	Responses	67	106	198	371
		% within Political Party_3pt	10.9%	20.3%	38.7%	22.5%
	I do not expect to purchase a vehicle	Responses	39	45	46	130
		% within Political Party_3pt	6.4%	8.6%	9.0%	7.9%
Total		Responses	614	522	512	1648
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

How likely to seriously consider purchasing an EV? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	83	51	106	240
		% within Political Ideology_3pt	19.7%	13.1%	16.4%	16.5%
	Somewhat likely	Responses	146	126	201	473
		% within Political Ideology_3pt	34.7%	32.4%	31.1%	32.5%
	Not too likely	Responses	74	77	151	302
		% within Political Ideology_3pt	17.6%	19.8%	23.4%	20.7%
	Not at all likely	Responses	82	92	153	327
		% within Political Ideology_3pt	19.5%	23.7%	23.7%	22.5%
	I do not expect to purchase a vehicle	Responses	36	43	35	114
		% within Political Ideology_3pt	8.6%	11.1%	5.4%	7.8%
Total		Responses	421	389	646	1456
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

How likely to seriously consider purchasing an EV? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How likely to seriously consider purchasing an EV?	Very likely	Responses	236	31	267
		% within Metro_Nonmetro	18.0%	9.5%	16.3%
	Somewhat likely	Responses	428	98	526
		% within Metro_Nonmetro	32.6%	30.0%	32.1%
	Not too likely	Responses	267	81	348
		% within Metro_Nonmetro	20.3%	24.8%	21.2%
	Not at all likely	Responses	276	95	371
		% within Metro_Nonmetro	21.0%	29.1%	22.6%
	I do not expect to purchase a vehicle	Responses	106	22	128
		% within Metro_Nonmetro	8.1%	6.7%	7.8%
Total		Responses	1313	327	1640
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 12b

"The next time you purchase a vehicle, how likely are you to seriously consider purchasing another electric vehicle?"

- Very likely
- Somewhat likely
- Not too likely
- Not at all likely
- I do not expect to purchase a vehicle

Age

EV drivers: how likely to purchase another EV? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	7	3	11	1	2	0	24
		% within Age	29.2%	50.0%	55.0%	25.0%	66.7%	0.0%	41.4%
	Somewhat likely	Responses	14	1	5	2	0	1	23
		% within Age	58.3%	16.7%	25.0%	50.0%	0.0%	100.0%	39.7%
	Not too likely	Responses	1	0	1	0	0	0	2
		% within Age	4.2%	0.0%	5.0%	0.0%	0.0%	0.0%	3.4%
	Not at all likely	Responses	2	2	0	0	1	0	5
		% within Age	8.3%	33.3%	0.0%	0.0%	33.3%	0.0%	8.6%
	I do not expect to purchase a vehicle	Responses	0	0	3	1	0	0	4
		% within Age	0.0%	0.0%	15.0%	25.0%	0.0%	0.0%	6.9%
Total		Responses	24	6	20	4	3	1	58
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

EV drivers: how likely to purchase another EV? * Sex Crosstabulation

			Sex		
			Male	Female	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	15	9	24
		% within Sex	48.4%	33.3%	41.4%
	Somewhat likely	Responses	12	11	23
		% within Sex	38.7%	40.7%	39.7%
	Not too likely	Responses	0	2	2
		% within Sex	0.0%	7.4%	3.4%
	Not at all likely	Responses	2	3	5
		% within Sex	6.5%	11.1%	8.6%
	I do not expect to purchase a vehicle	Responses	2	2	4
		% within Sex	6.5%	7.4%	6.9%
Total		Responses	31	27	58
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

EV drivers: how likely to purchase another EV? * Ethnicity Crosstabulation

			Ethnicity				
			White	Black or African American	Asian and Pacific Islander	Other	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	15	8	0	1	24
		% within Ethnicity	46.9%	44.4%	0.0%	50.0%	41.4%
	Somewhat likely	Responses	10	8	4	1	23
		% within Ethnicity	31.3%	44.4%	66.7%	50.0%	39.7%
	Not too likely	Responses	1	1	0	0	2
		% within Ethnicity	3.1%	5.6%	0.0%	0.0%	3.4%
	Not at all likely	Responses	4	0	1	0	5
		% within Ethnicity	12.5%	0.0%	16.7%	0.0%	8.6%
	I do not expect to purchase a vehicle	Responses	2	1	1	0	4
		% within Ethnicity	6.3%	5.6%	16.7%	0.0%	6.9%
Total		Responses	32	18	6	2	58

	% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

EV drivers: how likely to purchase another EV? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	17	7	24
		% within Hispanic Origin	37.8%	53.8%	41.4%
	Somewhat likely	Responses	19	4	23
		% within Hispanic Origin	42.2%	30.8%	39.7%
	Not too likely	Responses	1	1	2
		% within Hispanic Origin	2.2%	7.7%	3.4%
	Not at all likely	Responses	5	0	5
		% within Hispanic Origin	11.1%	0.0%	8.6%
	I do not expect to purchase a vehicle	Responses	3	1	4
		% within Hispanic Origin	6.7%	7.7%	6.9%
Total		Responses	45	13	58
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

EV drivers: how likely to purchase another EV? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	10	3	1	7	3	24
		% within HHI	32.3%	37.5%	33.3%	87.5%	100.0%	45.3%
	Somewhat likely	Responses	13	4	1	1	0	19
		% within HHI	41.9%	50.0%	33.3%	12.5%	0.0%	35.8%
	Not too likely	Responses	2	0	0	0	0	2
		% within HHI	6.5%	0.0%	0.0%	0.0%	0.0%	3.8%
	Not at all likely	Responses	3	0	1	0	0	4
		% within HHI	9.7%	0.0%	33.3%	0.0%	0.0%	7.5%
	I do not expect to purchase a vehicle	Responses	3	1	0	0	0	4
		% within HHI	9.7%	12.5%	0.0%	0.0%	0.0%	7.5%
Total		Responses	31	8	3	8	3	53
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

EV drivers: how likely to purchase another EV? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	2	3	4	6	0	6	2	1	24
		% within Education	66.7%	37.5%	66.7%	37.5%	0.0%	40.0%	66.7%	33.3%	42.1%
	Somewhat likely	Responses	1	4	2	7	1	7	0	0	22
		% within Education	33.3%	50.0%	33.3%	43.8%	33.3%	46.7%	0.0%	0.0%	38.6%
	Not too likely	Responses	0	0	0	0	0	1	0	1	2
		% within Education	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	33.3%	3.5%
	Not at all likely	Responses	0	1	0	1	0	1	1	1	5
		% within Education	0.0%	12.5%	0.0%	6.3%	0.0%	6.7%	33.3%	33.3%	8.8%
	I do not expect to purchase a vehicle	Responses	0	0	0	2	2	0	0	0	4
		% within Education	0.0%	0.0%	0.0%	12.5%	66.7%	0.0%	0.0%	0.0%	7.0%
Total		Responses	3	8	6	16	3	15	3	3	57
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

EV drivers: how likely to purchase another EV? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	10	3	11	24
		% within Political Party_3pt	52.6%	13.6%	64.7%	41.4%
	Somewhat likely	Responses	6	12	5	23
		% within Political Party_3pt	31.6%	54.5%	29.4%	39.7%
	Not too likely	Responses	0	2	0	2
		% within Political Party_3pt	0.0%	9.1%	0.0%	3.4%
	Not at all likely	Responses	1	4	0	5
		% within Political Party_3pt	5.3%	18.2%	0.0%	8.6%
	I do not expect to purchase a vehicle	Responses	2	1	1	4
		% within Political Party_3pt	10.5%	4.5%	5.9%	6.9%
Total		Responses	19	22	17	58
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

EV drivers: how likely to purchase another EV? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	7	4	11	22
		% within Political Ideology_3pt	30.4%	44.4%	52.4%	41.5%
	Somewhat likely	Responses	11	4	6	21
		% within Political Ideology_3pt	47.8%	44.4%	28.6%	39.6%
	Not too likely	Responses	1	0	0	1
		% within Political Ideology_3pt	4.3%	0.0%	0.0%	1.9%
	Not at all likely	Responses	2	0	3	5
		% within Political Ideology_3pt	8.7%	0.0%	14.3%	9.4%
	I do not expect to purchase a vehicle	Responses	2	1	1	4
		% within Political Ideology_3pt	8.7%	11.1%	4.8%	7.5%
Total		Responses	23	9	21	53
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

EV drivers: how likely to purchase another EV? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
EV drivers: how likely to purchase another EV?	Very likely	Responses	16	6	22
		% within Metro_Nonmetro	35.6%	54.5%	39.3%
	Somewhat likely	Responses	20	3	23
		% within Metro_Nonmetro	44.4%	27.3%	41.1%
	Not too likely	Responses	1	1	2
		% within Metro_Nonmetro	2.2%	9.1%	3.6%
	Not at all likely	Responses	5	0	5
		% within Metro_Nonmetro	11.1%	0.0%	8.9%
	I do not expect to purchase a vehicle	Responses	3	1	4
		% within Metro_Nonmetro	6.7%	9.1%	7.1%
Total		Responses	45	11	56
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Questions 13a, 13b, 13c, and 13d

"Comparing electric vehicles to gas-powered vehicles, in general, which of the following would you say are true about electric vehicles? Electric vehicles are…"

Q13a:

- More reliable than gas–powered vehicles
- Less reliable than gas-powered vehicles
- About the same
- Unsure

Q13b:

- Better for than the environment than gas-powered vehicles
- Worse for the environment than gas-powered vehicles
- About the same
- Unsure

Q13c:

- More expensive to purchase than gas-powered vehicles
- Less expensive to purchase than gas-powered vehicles
- About the same
- Unsure

Q13d:

- More expensive to maintain than gas-powered vehicles
- Less expensive to maintain than gas-powered vehicles
- About the same
- Unsure

Q13a

AGE

Electric vehicles are… [reliability] * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Electric vehicles are… [reliability]	More	Responses	84	78	67	29	22	33	313
		% within Age	31.0%	23.1%	21.2%	11.5%	9.4%	11.3%	18.3%
	Less	Responses	88	96	92	89	77	102	544
		% within Age	32.5%	28.4%	29.1%	35.2%	32.8%	34.8%	31.9%
	About the same	Responses	66	104	78	73	73	98	492
		% within Age	24.4%	30.8%	24.7%	28.9%	31.1%	33.4%	28.8%
	Unsure	Responses	33	60	79	62	63	60	357

	% within Age	12.2%	17.8%	25.0%	24.5%	26.8%	20.5%	20.9%
Total	Responses	271	338	316	253	235	293	1706
	% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

Electric vehicles are... [reliability] * Sex Crosstabulation

			Sex		
			Male	Female	Total
Electric vehicles are... [reliability]	More	Responses	158	155	313
		% within Sex	23.1%	15.2%	18.3%
	Less	Responses	220	324	544
		% within Sex	32.2%	31.7%	31.9%
	About the same	Responses	208	284	492
		% within Sex	30.5%	27.8%	28.8%
	Unsure	Responses	97	260	357
		% within Sex	14.2%	25.4%	20.9%
Total		Responses	683	1023	1706
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

Electric vehicles are... [reliability] * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Electric vehicles are... [reliability]	More	Responses	168	102	5	15	23	313
		% within Ethnicity	14.5%	27.7%	18.5%	23.4%	27.1%	18.3%
	Less	Responses	387	96	9	22	30	544
		% within Ethnicity	33.3%	26.1%	33.3%	34.4%	35.3%	31.9%
	About the same	Responses	357	92	6	18	19	492
		% within Ethnicity	30.7%	25.0%	22.2%	28.1%	22.4%	28.8%
	Unsure	Responses	250	78	7	9	13	357
		% within Ethnicity	21.5%	21.2%	25.9%	14.1%	15.3%	20.9%
Total		Responses	1162	368	27	64	85	1706
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

Electric vehicles are... [reliability] * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Electric vehicles are... [reliability]	More	Responses	260	53	313
		% within Hispanic Origin	17.0%	30.3%	18.3%
	Less	Responses	488	56	544
		% within Hispanic Origin	31.9%	32.0%	31.9%
	About the same	Responses	448	44	492
		% within Hispanic Origin	29.3%	25.1%	28.8%
	Unsure	Responses	335	22	357
		% within Hispanic Origin	21.9%	12.6%	20.9%
Total		Responses	1531	175	1706
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

Electric vehicles are... [reliability] * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Electric vehicles are... [reliability]	More	Responses	138	70	28	44	20	300
		% within HHI	19.3%	17.0%	14.0%	18.3%	23.3%	18.2%
	Less	Responses	212	135	71	93	23	534
		% within HHI	29.7%	32.8%	35.5%	38.6%	26.7%	32.3%
	About the same	Responses	195	119	58	70	32	474
		% within HHI	27.3%	29.0%	29.0%	29.0%	37.2%	28.7%
	Unsure	Responses	169	87	43	34	11	344
		% within HHI	23.7%	21.2%	21.5%	14.1%	12.8%	20.8%
Total		Responses	714	411	200	241	86	1652
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

Electric vehicles are... [reliability] * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Electric vehicles are... [reliability]	More	Responses	30	55	29	70	36	53	24	14	311
		% within Education	28.8%	17.3%	25.2%	15.9%	21.6%	16.4%	16.8%	15.1%	18.3%
	Less	Responses	29	106	29	134	46	111	52	37	544
		% within Education	27.9%	33.3%	25.2%	30.5%	27.5%	34.3%	36.4%	39.8%	31.9%
	About the same	Responses	22	99	37	138	39	98	37	22	492
		% within Education	21.2%	31.1%	32.2%	31.4%	23.4%	30.2%	25.9%	23.7%	28.9%
	Unsure	Responses	23	58	20	98	46	62	30	20	357
		% within Education	22.1%	18.2%	17.4%	22.3%	27.5%	19.1%	21.0%	21.5%	21.0%
Total		Responses	104	318	115	440	167	324	143	93	1704
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

Electric vehicles are... [reliability] * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Electric vehicles are... [reliability]	More	Responses	157	93	63	313
		% within Political Party_3pt	24.8%	17.1%	11.9%	18.3%
	Less	Responses	122	168	254	544
		% within Political Party_3pt	19.3%	30.8%	48.0%	31.9%
	About the same	Responses	207	156	129	492
		% within Political Party_3pt	32.8%	28.6%	24.4%	28.8%
	Unsure	Responses	146	128	83	357
		% within Political Party_3pt	23.1%	23.5%	15.7%	20.9%
Total		Responses	632	545	529	1706
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

Electric vehicles are... [reliability] * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Electric vehicles are... [reliability]	More	Responses	99	56	121	276
		% within Political Ideology_3pt	22.3%	14.1%	18.1%	18.3%
	Less	Responses	131	115	234	480
		% within Political Ideology_3pt	29.5%	29.0%	35.0%	31.8%
	About the same	Responses	123	120	194	437
		% within Political Ideology_3pt	27.7%	30.2%	29.0%	29.0%
	Unsure	Responses	91	106	119	316
		% within Political Ideology_3pt	20.5%	26.7%	17.8%	20.9%
Total		Responses	444	397	668	1509
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

Electric vehicles are... [reliability] * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Electric vehicles are... [reliability]	More	Responses	252	58	310
		% within Metro_Nonmetro	18.6%	17.1%	18.3%
	Less	Responses	421	120	541
		% within Metro_Nonmetro	31.0%	35.4%	31.9%
	About the same	Responses	412	79	491
		% within Metro_Nonmetro	30.4%	23.3%	29.0%
	Unsure	Responses	272	82	354
		% within Metro_Nonmetro	20.0%	24.2%	20.9%
Total		Responses	1357	339	1696
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q13b

AGE

Electric vehicles are... [environment] * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Electric vehicles are... [environment]	Better	Responses	188	236	207	158	125	176	1090
		% within Age	69.4%	69.8%	65.7%	62.5%	53.0%	60.1%	63.9%
	Worse	Responses	40	23	32	16	23	33	167
		% within Age	14.8%	6.8%	10.2%	6.3%	9.7%	11.3%	9.8%
	About the same	Responses	29	52	43	49	49	61	283
		% within Age	10.7%	15.4%	13.7%	19.4%	20.8%	20.8%	16.6%
	Unsure	Responses	14	27	33	30	39	23	166
		% within Age	5.2%	8.0%	10.5%	11.9%	16.5%	7.8%	9.7%
Total		Responses	271	338	315	253	236	293	1706
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

Electric vehicles are... [environment] * Sex Crosstabulation

			Sex		
			Male	Female	Total
Electric vehicles are... [environment]	Better	Responses	448	642	1090
		% within Sex	65.7%	62.7%	63.9%
	Worse	Responses	87	80	167
		% within Sex	12.8%	7.8%	9.8%
	About the same	Responses	112	171	283
		% within Sex	16.4%	16.7%	16.6%
	Unsure	Responses	35	131	166
		% within Sex	5.1%	12.8%	9.7%
Total		Responses	682	1024	1706
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

Electric vehicles are... [environment] * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Electric vehicles are... [environment]	Better	Responses	702	270	14	44	60	1090
		% within Ethnicity	60.4%	73.4%	51.9%	68.8%	70.6%	63.9%
	Worse	Responses	118	28	5	7	9	167
		% within Ethnicity	10.2%	7.6%	18.5%	10.9%	10.6%	9.8%
	About the same	Responses	226	36	2	12	7	283
		% within Ethnicity	19.4%	9.8%	7.4%	18.8%	8.2%	16.6%
	Unsure	Responses	116	34	6	1	9	166
		% within Ethnicity	10.0%	9.2%	22.2%	1.6%	10.6%	9.7%
Total		Responses	1162	368	27	64	85	1706
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

Electric vehicles are... [environment] * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Electric vehicles are... [environment]	Better	Responses	962	128	1090
		% within Hispanic Origin	62.8%	73.1%	63.9%
	Worse	Responses	147	20	167
		% within Hispanic Origin	9.6%	11.4%	9.8%
	About the same	Responses	264	19	283
		% within Hispanic Origin	17.2%	10.9%	16.6%
	Unsure	Responses	158	8	166
		% within Hispanic Origin	10.3%	4.6%	9.7%
Total		Responses	1531	175	1706
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

Electric vehicles are... [environment] * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Electric vehicles are... [environment]	Better	Responses	438	274	124	154	64	1054
		% within HHI	61.3%	66.8%	62.0%	63.9%	74.4%	63.8%
	Worse	Responses	81	35	18	25	8	167
		% within HHI	11.3%	8.5%	9.0%	10.4%	9.3%	10.1%
	About the same	Responses	104	65	43	49	11	272
		% within HHI	14.5%	15.9%	21.5%	20.3%	12.8%	16.5%
	Unsure	Responses	92	36	15	13	3	159
		% within HHI	12.9%	8.8%	7.5%	5.4%	3.5%	9.6%
Total		Responses	715	410	200	241	86	1652
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

Electric vehicles are... [environment] * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Electric vehicles are... [environment]	Better	Responses	64	202	78	292	110	192	90	61	1089
		% within Education	61.5%	63.5%	67.8%	66.5%	65.5%	59.3%	62.9%	65.6%	63.9%
	Worse	Responses	15	40	8	33	15	28	17	10	166
		% within Education	14.4%	12.6%	7.0%	7.5%	8.9%	8.6%	11.9%	10.8%	9.7%
	About the same	Responses	16	50	23	61	29	74	16	14	283
		% within Education	15.4%	15.7%	20.0%	13.9%	17.3%	22.8%	11.2%	15.1%	16.6%
	Unsure	Responses	9	26	6	53	14	30	20	8	166
		% within Education	8.7%	8.2%	5.2%	12.1%	8.3%	9.3%	14.0%	8.6%	9.7%
Total		Responses	104	318	115	439	168	324	143	93	1704
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

Electric vehicles are... [environment] * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Electric vehicles are... [environment]	Better	Responses	496	364	230	1090
		% within Political Party_3pt	78.4%	66.9%	43.5%	63.9%
	Worse	Responses	39	43	85	167
		% within Political Party_3pt	6.2%	7.9%	16.1%	9.8%
	About the same	Responses	47	82	154	283
		% within Political Party_3pt	7.4%	15.1%	29.1%	16.6%
	Unsure	Responses	51	55	60	166
		% within Political Party_3pt	8.1%	10.1%	11.3%	9.7%
Total		Responses	633	544	529	1706
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

Electric vehicles are... [environment] * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Electric vehicles are... [environment]	Better	Responses	296	271	401	968
		% within Political Ideology_3pt	66.7%	68.3%	60.0%	64.1%
	Worse	Responses	51	22	74	147
		% within Political Ideology_3pt	11.5%	5.5%	11.1%	9.7%
	About the same	Responses	58	61	133	252
		% within Political Ideology_3pt	13.1%	15.4%	19.9%	16.7%
	Unsure	Responses	39	43	60	142
		% within Political Ideology_3pt	8.8%	10.8%	9.0%	9.4%
Total		Responses	444	397	668	1509
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

Electric vehicles are... [environment] * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Electric vehicles are... [environment]	Better	Responses	889	194	1083
		% within Metro_Nonmetro	65.5%	57.2%	63.9%
	Worse	Responses	118	49	167
		% within Metro_Nonmetro	8.7%	14.5%	9.8%
	About the same	Responses	241	41	282
		% within Metro_Nonmetro	17.8%	12.1%	16.6%
	Unsure	Responses	109	55	164
		% within Metro_Nonmetro	8.0%	16.2%	9.7%
Total		Responses	1357	339	1696
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q13c

AGE

Electric vehicles are... [purchase price] * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Electric vehicles are... [purchase price]	More	Responses	171	216	204	175	183	258	1207
		% within Age	63.1%	64.1%	64.6%	69.2%	77.5%	88.1%	70.8%
	Less	Responses	51	40	32	14	7	5	149
		% within Age	18.8%	11.9%	10.1%	5.5%	3.0%	1.7%	8.7%
	About the same	Responses	28	55	37	36	25	14	195
		% within Age	10.3%	16.3%	11.7%	14.2%	10.6%	4.8%	11.4%
	Unsure	Responses	21	26	43	28	21	16	155
		% within Age	7.7%	7.7%	13.6%	11.1%	8.9%	5.5%	9.1%
Total		Responses	271	337	316	253	236	293	1706
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

Electric vehicles are... [purchase price] * Sex Crosstabulation

			Sex		
			Male	Female	Total
Electric vehicles are... [purchase price]	More	Responses	489	718	1207
		% within Sex	71.7%	70.1%	70.8%
	Less	Responses	69	80	149
		% within Sex	10.1%	7.8%	8.7%
	About the same	Responses	83	112	195
		% within Sex	12.2%	10.9%	11.4%
	Unsure	Responses	41	114	155
		% within Sex	6.0%	11.1%	9.1%
Total		Responses	682	1024	1706
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

Electric vehicles are... [purchase price] * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
Electric vehicles are... [purchase price]	More	Responses	884	215	15	45	48	1207
		% within Ethnicity	76.0%	58.4%	55.6%	71.4%	56.5%	70.8%
	Less	Responses	73	51	6	8	11	149
		% within Ethnicity	6.3%	13.9%	22.2%	12.7%	12.9%	8.7%
	About the same	Responses	112	57	1	7	18	195
		% within Ethnicity	9.6%	15.5%	3.7%	11.1%	21.2%	11.4%
	Unsure	Responses	94	45	5	3	8	155
		% within Ethnicity	8.1%	12.2%	18.5%	4.8%	9.4%	9.1%
Total		Responses	1163	368	27	63	85	1706
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

Electric vehicles are... [purchase price] * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Electric vehicles are... [purchase price]	More	Responses	1096	111	1207
		% within Hispanic Origin	71.5%	63.8%	70.8%
	Less	Responses	122	27	149
		% within Hispanic Origin	8.0%	15.5%	8.7%
	About the same	Responses	170	25	195
		% within Hispanic Origin	11.1%	14.4%	11.4%
	Unsure	Responses	144	11	155
		% within Hispanic Origin	9.4%	6.3%	9.1%
Total		Responses	1532	174	1706
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

Electric vehicles are... [purchase price] * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Electric vehicles are... [purchase price]	More	Responses	441	310	166	186	70	1173
		% within HHI	61.8%	75.4%	83.0%	77.2%	81.4%	71.0%
	Less	Responses	85	29	10	15	3	142
		% within HHI	11.9%	7.1%	5.0%	6.2%	3.5%	8.6%
	About the same	Responses	92	47	12	28	10	189
		% within HHI	12.9%	11.4%	6.0%	11.6%	11.6%	11.4%
	Unsure	Responses	96	25	12	12	3	148
		% within HHI	13.4%	6.1%	6.0%	5.0%	3.5%	9.0%
Total		Responses	714	411	200	241	86	1652

		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

Electric vehicles are... [purchase price] * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Electric vehicles are... [purchase price]	More	Responses	65	216	86	304	116	244	109	66	1206
		% within Education	62.5%	67.9%	74.8%	69.2%	69.0%	75.3%	76.2%	71.0%	70.8%
	Less	Responses	11	33	9	33	22	24	10	7	149
		% within Education	10.6%	10.4%	7.8%	7.5%	13.1%	7.4%	7.0%	7.5%	8.7%
	About the same	Responses	15	43	13	51	14	33	13	13	195
		% within Education	14.4%	13.5%	11.3%	11.6%	8.3%	10.2%	9.1%	14.0%	11.4%
	Unsure	Responses	13	26	7	51	16	23	11	7	154
		% within Education	12.5%	8.2%	6.1%	11.6%	9.5%	7.1%	7.7%	7.5%	9.0%
Total		Responses	104	318	115	439	168	324	143	93	1704
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

Electric vehicles are... [purchase price] * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Electric vehicles are... [purchase price]	More	Responses	411	387	409	1207
		% within Political Party_3pt	64.9%	71.1%	77.3%	70.8%
	Less	Responses	65	49	35	149
		% within Political Party_3pt	10.3%	9.0%	6.6%	8.7%
	About the same	Responses	89	53	53	195
		% within Political Party_3pt	14.1%	9.7%	10.0%	11.4%
	Unsure	Responses	68	55	32	155
		% within Political Party_3pt	10.7%	10.1%	6.0%	9.1%
Total		Responses	633	544	529	1706
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

Electric vehicles are... [purchase price] * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Electric vehicles are... [purchase price]	More	Responses	283	276	509	1068
		% within Political Ideology_3pt	63.9%	69.3%	76.2%	70.8%
	Less	Responses	52	28	54	134
		% within Political Ideology_3pt	11.7%	7.0%	8.1%	8.9%
	About the same	Responses	58	50	65	173
		% within Political Ideology_3pt	13.1%	12.6%	9.7%	11.5%
	Unsure	Responses	50	44	40	134
		% within Political Ideology_3pt	11.3%	11.1%	6.0%	8.9%
Total		Responses	443	398	668	1509
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

Electric vehicles are... [purchase price] * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Electric vehicles are... [purchase price]	More	Responses	980	223	1203
		% within Metro_Nonmetro	72.2%	65.8%	70.9%
	Less	Responses	109	39	148
		% within Metro_Nonmetro	8.0%	11.5%	8.7%
	About the same	Responses	154	39	193
		% within Metro_Nonmetro	11.3%	11.5%	11.4%
	Unsure	Responses	114	38	152
		% within Metro_Nonmetro	8.4%	11.2%	9.0%
Total		Responses	1357	339	1696
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q13d

AGE

Electric vehicles are... [maintenance costs] * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
Electric vehicles are... [maintenance costs]	More	Responses	110	158	138	114	119	139	778
		% within Age	40.6%	46.7%	43.7%	45.1%	50.4%	47.4%	45.6%
	Less	Responses	92	79	70	45	35	65	386
		% within Age	33.9%	23.4%	22.2%	17.8%	14.8%	22.2%	22.6%
	About the same	Responses	37	48	40	40	31	33	229
		% within Age	13.7%	14.2%	12.7%	15.8%	13.1%	11.3%	13.4%
	Unsure	Responses	32	53	68	54	51	56	314
		% within Age	11.8%	15.7%	21.5%	21.3%	21.6%	19.1%	18.4%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

Electric vehicles are... [maintenance costs] * Sex Crosstabulation

			Sex		
			Male	Female	Total
Electric vehicles are... [maintenance costs]	More	Responses	296	482	778
		% within Sex	43.3%	47.1%	45.6%
	Less	Responses	199	187	386
		% within Sex	29.1%	18.3%	22.6%
	About the same	Responses	95	134	229
		% within Sex	13.9%	13.1%	13.4%
	Unsure	Responses	93	221	314
		% within Sex	13.6%	21.6%	18.4%
Total		Responses	683	1024	1707
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

Electric vehicles are... [maintenance costs] * Ethnicity Crosstabulation

	Ethnicity	Total

			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	
Electric vehicles are... [maintenance costs]	More	Responses	552	149	16	29	32	778
		% within Ethnicity	47.5%	40.5%	59.3%	45.3%	37.6%	45.6%
	Less	Responses	219	109	4	24	30	386
		% within Ethnicity	18.8%	29.6%	14.8%	37.5%	35.3%	22.6%
	About the same	Responses	160	46	2	8	13	229
		% within Ethnicity	13.8%	12.5%	7.4%	12.5%	15.3%	13.4%
	Unsure	Responses	232	64	5	3	10	314
		% within Ethnicity	19.9%	17.4%	18.5%	4.7%	11.8%	18.4%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

Electric vehicles are... [maintenance costs] * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
Electric vehicles are... [maintenance costs]	More	Responses	709	69	778
		% within Hispanic Origin	46.3%	39.4%	45.6%
	Less	Responses	324	62	386
		% within Hispanic Origin	21.1%	35.4%	22.6%
	About the same	Responses	199	30	229
		% within Hispanic Origin	13.0%	17.1%	13.4%
	Unsure	Responses	300	14	314
		% within Hispanic Origin	19.6%	8.0%	18.4%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

Electric vehicles are... [maintenance costs] * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
Electric vehicles are... [maintenance costs]	More	Responses	329	183	96	112	41	761
		% within HHI	46.0%	44.5%	48.0%	46.5%	47.7%	46.0%
	Less	Responses	166	89	38	57	22	372
		% within HHI	23.2%	21.7%	19.0%	23.7%	25.6%	22.5%
	About the same	Responses	78	69	25	36	10	218
		% within HHI	10.9%	16.8%	12.5%	14.9%	11.6%	13.2%
	Unsure	Responses	142	70	41	36	13	302
		% within HHI	19.9%	17.0%	20.5%	14.9%	15.1%	18.3%
Total		Responses	715	411	200	241	86	1653

		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

Electric vehicles are... [maintenance costs] * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
Electric vehicles are... [maintenance costs]	More	Responses	39	145	49	190	71	160	73	50	777
		% within Education	37.5%	45.6%	42.6%	43.2%	42.3%	49.4%	51.0%	53.8%	45.6%
	Less	Responses	32	74	30	88	47	68	31	16	386
		% within Education	30.8%	23.3%	26.1%	20.0%	28.0%	21.0%	21.7%	17.2%	22.6%
	About the same	Responses	12	48	21	64	14	40	15	15	229
		% within Education	11.5%	15.1%	18.3%	14.5%	8.3%	12.3%	10.5%	16.1%	13.4%
	Unsure	Responses	21	51	15	98	36	56	24	12	313
		% within Education	20.2%	16.0%	13.0%	22.3%	21.4%	17.3%	16.8%	12.9%	18.4%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

Electric vehicles are... [maintenance costs] * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
Electric vehicles are... [maintenance costs]	More	Responses	243	240	295	778
		% within Political Party_3pt	38.4%	44.0%	55.8%	45.6%
	Less	Responses	175	116	95	386
		% within Political Party_3pt	27.6%	21.3%	18.0%	22.6%
	About the same	Responses	97	76	56	229
		% within Political Party_3pt	15.3%	13.9%	10.6%	13.4%
	Unsure	Responses	118	113	83	314
		% within Political Party_3pt	18.6%	20.7%	15.7%	18.4%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

Electric vehicles are... [maintenance costs] * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
Electric vehicles are... [maintenance costs]	More	Responses	207	166	316	689
		% within Political Ideology_3pt	46.6%	41.7%	47.3%	45.6%
	Less	Responses	109	75	158	342
		% within Political Ideology_3pt	24.5%	18.8%	23.7%	22.6%
	About the same	Responses	55	69	78	202
		% within Political Ideology_3pt	12.4%	17.3%	11.7%	13.4%
	Unsure	Responses	73	88	116	277
		% within Political Ideology_3pt	16.4%	22.1%	17.4%	18.3%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

Electric vehicles are... [maintenance costs] * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
Electric vehicles are... [maintenance costs]	More	Responses	614	162	776
		% within Metro_Nonmetro	45.2%	47.8%	45.7%
	Less	Responses	313	70	383
		% within Metro_Nonmetro	23.0%	20.6%	22.6%
	About the same	Responses	189	39	228
		% within Metro_Nonmetro	13.9%	11.5%	13.4%
	Unsure	Responses	242	68	310
		% within Metro_Nonmetro	17.8%	20.1%	18.3%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 14a

"On average, how many miles do you think a recently manufactured electric vehicle with a fully charged battery can travel before it needs to be charged?"

- Less than 100 miles
- 100 to less than 200 miles
- 200 to less than 400 miles
- 400 miles or more

Age

On average, how many miles EV range? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
On average, how many miles EV range?	Less than 100 miles	Responses	25	43	26	41	27	15	177
		% within Age	9.2%	12.7%	8.2%	16.2%	11.4%	5.1%	10.4%
	100 to less than 200	Responses	107	138	107	71	81	80	584
		% within Age	39.5%	40.8%	33.9%	28.1%	34.3%	27.3%	34.2%
	200 to less thaan 400	Responses	122	133	134	118	109	185	801
		% within Age	45.0%	39.3%	42.4%	46.6%	46.2%	63.1%	46.9%
	400 miles or more	Responses	17	24	49	23	19	13	145
		% within Age	6.3%	7.1%	15.5%	9.1%	8.1%	4.4%	8.5%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

On average, how many miles EV range? * Sex Crosstabulation

			Sex		
			Male	Female	Total
On average, how many miles EV range?	Less than 100 miles	Responses	48	129	177
		% within Sex	7.0%	12.6%	10.4%
	100 to less than 200	Responses	214	370	584
		% within Sex	31.3%	36.1%	34.2%
	200 to less thaan 400	Responses	364	437	801
		% within Sex	53.3%	42.7%	46.9%
	400 miles or more	Responses	57	88	145

	% within Sex	8.3%	8.6%	8.5%
Total	Responses	683	1024	1707
	% within Sex	100.0%	100.0%	100.0%

Ethnicity

On average, how many miles EV range? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
On average, how many miles EV range?	Less than 100 miles	Responses	111	51	4	4	7	177
		% within Ethnicity	9.5%	13.9%	14.8%	6.3%	8.2%	10.4%
	100 to less than 200	Responses	392	122	12	25	33	584
		% within Ethnicity	33.7%	33.2%	44.4%	39.1%	38.8%	34.2%
	200 to less thaan 400	Responses	578	149	8	28	38	801
		% within Ethnicity	49.7%	40.5%	29.6%	43.8%	44.7%	46.9%
	400 miles or more	Responses	82	46	3	7	7	145
		% within Ethnicity	7.1%	12.5%	11.1%	10.9%	8.2%	8.5%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

On average, how many miles EV range? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
On average, how many miles EV range?	Less than 100 miles	Responses	160	17	177
		% within Hispanic Origin	10.4%	9.7%	10.4%
	100 to less than 200	Responses	522	62	584
		% within Hispanic Origin	34.1%	35.4%	34.2%
	200 to less thaan 400	Responses	720	81	801
		% within Hispanic Origin	47.0%	46.3%	46.9%
	400 miles or more	Responses	130	15	145
		% within Hispanic Origin	8.5%	8.6%	8.5%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

On average, how many miles EV range? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
On average, how many miles EV range?	Less than 100 miles	Responses	98	38	16	15	5	172
		% within HHI	13.7%	9.2%	8.0%	6.2%	5.8%	10.4%
	100 to less than 200	Responses	264	133	62	76	33	568
		% within HHI	36.9%	32.4%	31.0%	31.5%	38.4%	34.4%
	200 to less thaan 400	Responses	286	203	109	130	45	773
		% within HHI	40.0%	49.4%	54.5%	53.9%	52.3%	46.8%
	400 miles or more	Responses	67	37	13	20	3	140
		% within HHI	9.4%	9.0%	6.5%	8.3%	3.5%	8.5%
Total		Responses	715	411	200	241	86	1653

	% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

On average, how many miles EV range? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
On average, how many miles EV range?	Less than 100 miles	Responses	9	41	7	50	18	30	9	13	177
		% within Education	8.7%	12.9%	6.1%	11.4%	10.7%	9.3%	6.3%	14.0%	10.4%
	100 to less than 200	Responses	43	109	31	146	54	120	50	30	583
		% within Education	41.3%	34.3%	27.0%	33.2%	32.1%	37.0%	35.0%	32.3%	34.2%
	200 to less than 400	Responses	46	147	62	210	78	143	69	45	800
		% within Education	44.2%	46.2%	53.9%	47.7%	46.4%	44.1%	48.3%	48.4%	46.9%
	400 miles or more	Responses	6	21	15	34	18	31	15	5	145
		% within Education	5.8%	6.6%	13.0%	7.7%	10.7%	9.6%	10.5%	5.4%	8.5%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

On average, how many miles EV range? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
On average, how many miles EV range?	Less than 100 miles	Responses	59	56	62	177
		% within Political Party_3pt	9.3%	10.3%	11.7%	10.4%
	100 to less than 200	Responses	222	190	172	584
		% within Political Party_3pt	35.1%	34.9%	32.5%	34.2%
	200 to less thaan 400	Responses	297	250	254	801
		% within Political Party_3pt	46.9%	45.9%	48.0%	46.9%
	400 miles or more	Responses	55	49	41	145
		% within Political Party_3pt	8.7%	9.0%	7.8%	8.5%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

On average, how many miles EV range? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
On average, how many miles EV range?	Less than 100 miles	Responses	67	40	57	164
		% within Political Ideology_3pt	15.1%	10.1%	8.5%	10.9%
	100 to less than 200	Responses	140	136	233	509
		% within Political Ideology_3pt	31.5%	34.2%	34.9%	33.7%
	200 to less thaan 400	Responses	194	184	329	707
		% within Political Ideology_3pt	43.7%	46.2%	49.3%	46.8%
	400 miles or more	Responses	43	38	49	130
		% within Political Ideology_3pt	9.7%	9.5%	7.3%	8.6%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

On average, how many miles EV range? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
On average, how many miles EV range?	Less than 100 miles	Responses	140	36	176
		% within Metro_Nonmetro	10.3%	10.6%	10.4%
	100 to less than 200	Responses	451	129	580
		% within Metro_Nonmetro	33.2%	38.1%	34.2%
	200 to less thaan 400	Responses	649	149	798
		% within Metro_Nonmetro	47.8%	44.0%	47.0%
	400 miles or more	Responses	118	25	143
		% within Metro_Nonmetro	8.7%	7.4%	8.4%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 14b

"How confident are you in your response?"

- Confident
- Not very confident
- I guessed

Age

How confident are you in your response? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How confident are you in your response?	Confident	Responses	132	164	157	103	111	140	807
		% within Age	48.7%	48.7%	49.7%	40.7%	47.2%	47.8%	47.3%
	Not very confident	Responses	89	97	80	78	64	96	504
		% within Age	32.8%	28.8%	25.3%	30.8%	27.2%	32.8%	29.6%
	I guessed	Responses	50	76	79	72	60	57	394
		% within Age	18.5%	22.6%	25.0%	28.5%	25.5%	19.5%	23.1%
Total		Responses	271	337	316	253	235	293	1705
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sex

How confident are you in your response? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How confident are you in your response?	Confident	Responses	418	389	807
		% within Sex	61.2%	38.1%	47.3%
	Not very confident	Responses	174	330	504
		% within Sex	25.5%	32.3%	29.6%
	I guessed	Responses	91	303	394
		% within Sex	13.3%	29.6%	23.1%
Total		Responses	683	1022	1705
		% within Sex	100.0%	100.0%	100.0%

Ethnicity

How confident are you in your response? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How confident are you in your response?	Confident	Responses	526	189	11	33	48	807
		% within Ethnicity	45.3%	51.4%	40.7%	51.6%	56.5%	47.3%
	Not very confident	Responses	347	104	10	20	23	504
		% within Ethnicity	29.9%	28.3%	37.0%	31.3%	27.1%	29.6%
	I guessed	Responses	288	75	6	11	14	394
		% within Ethnicity	24.8%	20.4%	22.2%	17.2%	16.5%	23.1%
Total		Responses	1161	368	27	64	85	1705
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Hispanic Origin

How confident are you in your response? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How confident are you in your response?	Confident	Responses	702	105	807
		% within Hispanic Origin	45.9%	60.0%	47.3%
	Not very confident	Responses	457	47	504
		% within Hispanic Origin	29.9%	26.9%	29.6%
	I guessed	Responses	371	23	394
		% within Hispanic Origin	24.2%	13.1%	23.1%
Total		Responses	1530	175	1705
		% within Hispanic Origin	100.0%	100.0%	100.0%

Household Income (HHI)

How confident are you in your response? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How confident are you in your response?	Confident	Responses	317	188	103	123	56	787
		% within HHI	44.4%	45.7%	51.5%	51.0%	65.9%	47.7%
	Not very confident	Responses	212	125	56	76	19	488
		% within HHI	29.7%	30.4%	28.0%	31.5%	22.4%	29.6%
	I guessed	Responses	185	98	41	42	10	376
		% within HHI	25.9%	23.8%	20.5%	17.4%	11.8%	22.8%
Total		Responses	714	411	200	241	85	1651
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Education

How confident are you in your response? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How confident are you in your response?	Confident	Responses	53	157	65	199	86	137	65	45	807
		% within Education	51.0%	49.4%	56.5%	45.3%	51.2%	42.3%	45.5%	48.9%	47.4%
	Not very confident	Responses	28	96	30	133	45	102	43	25	502
		% within Education	26.9%	30.2%	26.1%	30.3%	26.8%	31.5%	30.1%	27.2%	29.5%
	I guessed	Responses	23	65	20	107	37	85	35	22	394
		% within Education	22.1%	20.4%	17.4%	24.4%	22.0%	26.2%	24.5%	23.9%	23.1%
Total		Responses	104	318	115	439	168	324	143	92	1703
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Political Affiliation

How confident are you in your response? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How confident are you in your response?	Confident	Responses	292	249	266	807
		% within Political Party_3pt	46.2%	45.8%	50.3%	47.3%
	Not very confident	Responses	193	159	152	504
		% within Political Party_3pt	30.5%	29.2%	28.7%	29.6%
	I guessed	Responses	147	136	111	394
		% within Political Party_3pt	23.3%	25.0%	21.0%	23.1%
Total		Responses	632	544	529	1705
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

Political Ideology

How confident are you in your response? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How confident are you in your response?	Confident	Responses	227	157	325	709
		% within Political Ideology_3pt	51.4%	39.4%	48.7%	47.0%
	Not very confident	Responses	120	124	201	445
		% within Political Ideology_3pt	27.1%	31.2%	30.1%	29.5%
	I guessed	Responses	95	117	142	354
		% within Political Ideology_3pt	21.5%	29.4%	21.3%	23.5%
Total		Responses	442	398	668	1508
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

Rural-Urban Classification

How confident are you in your response? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How confident are you in your response?	Confident	Responses	645	156	801
		% within Metro_Nonmetro	47.5%	46.2%	47.3%
	Not very confident	Responses	399	102	501
		% within Metro_Nonmetro	29.4%	30.2%	29.6%
	I guessed	Responses	313	80	393
		% within Metro_Nonmetro	23.1%	23.7%	23.2%
Total		Responses	1357	338	1695
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Question 15

"How important, if at all, would each of the following factors be in your decision to buy or lease a vehicle?"

	Very important (1)	Somewhat important (2)	Neither important or unimportant (3)	Somewhat unimportant (4)	Very unimportant (5)
Purchase price (1)	○	○	○	○	○
Cost to fuel/charge (2)	○	○	○	○	○
Cost to maintain (parts & repairs) (3)	○	○	○	○	○
Impact on the environment (4)	○	○	○	○	○

Government or manufacturer incentives (rebates, tax credits, etc.) (5)	○	○	○	○	○
Vehicle model options (6)	○	○	○	○	○
Range (distance to travel on one tank/charge) (7)	○	○	○	○	○

Purchase price

AGE

How important: Purchase price * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How important: Purchase price	Very unimportant	Responses	2	2	4	3	7	2	20
		% within Age	0.7%	0.6%	1.3%	1.2%	3.0%	0.7%	1.2%
	Somewhat unimportant	Responses	7	5	3	2	0	1	18
		% within Age	2.6%	1.5%	0.9%	0.8%	0.0%	0.3%	1.1%
	Neither important or unimportant	Responses	39	20	14	8	13	11	105
		% within Age	14.4%	5.9%	4.4%	3.2%	5.5%	3.8%	6.2%
	Somewhat important	Responses	58	74	53	41	30	38	294
		% within Age	21.4%	21.9%	16.8%	16.2%	12.7%	13.0%	17.2%
	Very important	Responses	165	237	242	199	186	241	1270
		% within Age	60.9%	70.1%	76.6%	78.7%	78.8%	82.3%	74.4%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How important: Purchase price * Sex Crosstabulation

			Sex		
			Male	Female	Total
How important: Purchase price	Very unimportant	Responses	6	14	20
		% within Sex	0.9%	1.4%	1.2%
	Somewhat unimportant	Responses	8	10	18
		% within Sex	1.2%	1.0%	1.1%
	Neither important or unimportant	Responses	44	61	105
		% within Sex	6.4%	6.0%	6.2%
	Somewhat important	Responses	132	162	294
		% within Sex	19.3%	15.8%	17.2%
	Very important	Responses	493	777	1270
		% within Sex	72.2%	75.9%	74.4%
Total		Responses	683	1024	1707
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How important: Purchase price * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How important: Purchase price	Very unimportant	Responses	12	4	0	4	0	20
		% within Ethnicity	1.0%	1.1%	0.0%	6.3%	0.0%	1.2%
	Somewhat unimportant	Responses	6	10	0	1	1	18
		% within Ethnicity	0.5%	2.7%	0.0%	1.6%	1.2%	1.1%
	Neither important or unimportant	Responses	59	30	0	9	7	105
		% within Ethnicity	5.1%	8.2%	0.0%	14.1%	8.2%	6.2%
	Somewhat important	Responses	188	73	9	11	13	294
		% within Ethnicity	16.2%	19.8%	33.3%	17.2%	15.3%	17.2%
	Very important	Responses	898	251	18	39	64	1270
		% within Ethnicity	77.2%	68.2%	66.7%	60.9%	75.3%	74.4%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How important: Purchase price * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How important: Purchase price	Very unimportant	Responses	19	1	20
		% within Hispanic Origin	1.2%	0.6%	1.2%
	Somewhat unimportant	Responses	13	5	18
		% within Hispanic Origin	0.8%	2.9%	1.1%
	Neither important or unimportant	Responses	90	15	105
		% within Hispanic Origin	5.9%	8.6%	6.2%
	Somewhat important	Responses	261	33	294
		% within Hispanic Origin	17.0%	18.9%	17.2%
	Very important	Responses	1149	121	1270
		% within Hispanic Origin	75.0%	69.1%	74.4%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How important: Purchase price * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How important: Purchase price	Very unimportant	Responses	11	6	1	2	0	20
		% within HHI	1.5%	1.5%	0.5%	0.8%	0.0%	1.2%
	Somewhat unimportant	Responses	12	1	2	3	0	18
		% within HHI	1.7%	0.2%	1.0%	1.2%	0.0%	1.1%
	Neither important or unimportant	Responses	66	16	6	8	4	100
		% within HHI	9.2%	3.9%	3.0%	3.3%	4.7%	6.0%
	Somewhat important	Responses	123	66	32	44	22	287
		% within HHI	17.2%	16.1%	16.0%	18.3%	25.6%	17.4%
	Very important	Responses	503	322	159	184	60	1228
		% within HHI	70.3%	78.3%	79.5%	76.3%	69.8%	74.3%
Total		Responses	715	411	200	241	86	1653
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How important: Purchase price * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How important: Purchase price	Very unimportant	Responses	0	2	2	5	2	5	3	1	20
		% within Education	0.0%	0.6%	1.7%	1.1%	1.2%	1.5%	2.1%	1.1%	1.2%
	Somewhat unimportant	Responses	0	3	1	8	2	2	1	1	18
		% within Education	0.0%	0.9%	0.9%	1.8%	1.2%	0.6%	0.7%	1.1%	1.1%
	Neither important or unimportant	Responses	9	17	12	25	12	17	8	4	104
		% within Education	8.7%	5.3%	10.4%	5.7%	7.1%	5.2%	5.6%	4.3%	6.1%
	Somewhat important	Responses	17	81	24	66	30	46	16	14	294
		% within Education	16.3%	25.5%	20.9%	15.0%	17.9%	14.2%	11.2%	15.1%	17.2%
	Very important	Responses	78	215	76	336	122	254	115	73	1269
		% within Education	75.0%	67.6%	66.1%	76.4%	72.6%	78.4%	80.4%	78.5%	74.4%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How important: Purchase price * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How important: Purchase price	Very unimportant	Responses	5	7	8	20
		% within Political Party_3pt	0.8%	1.3%	1.5%	1.2%
	Somewhat unimportant	Responses	6	9	3	18
		% within Political Party_3pt	0.9%	1.7%	0.6%	1.1%
	Neither important or unimportant	Responses	38	31	36	105
		% within Political Party_3pt	6.0%	5.7%	6.8%	6.2%
	Somewhat important	Responses	119	94	81	294
		% within Political Party_3pt	18.8%	17.2%	15.3%	17.2%
	Very important	Responses	465	404	401	1270
		% within Political Party_3pt	73.5%	74.1%	75.8%	74.4%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How important: Purchase price * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How important: Purchase price	Very unimportant	Responses	7	7	4	18
		% within Political Ideology_3pt	1.6%	1.8%	0.6%	1.2%
	Somewhat unimportant	Responses	9	4	2	15
		% within Political Ideology_3pt	2.0%	1.0%	0.3%	1.0%
	Neither important or unimportant	Responses	39	20	31	90
		% within Political Ideology_3pt	8.8%	5.0%	4.6%	6.0%
	Somewhat important	Responses	79	65	121	265
		% within Political Ideology_3pt	17.8%	16.3%	18.1%	17.5%
	Very important	Responses	310	302	510	1122
		% within Political Ideology_3pt	69.8%	75.9%	76.3%	74.3%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How important: Purchase price * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How important: Purchase price	Very unimportant	Responses	16	4	20
		% within Metro_Nonmetro	1.2%	1.2%	1.2%
	Somewhat unimportant	Responses	12	6	18
		% within Metro_Nonmetro	0.9%	1.8%	1.1%
	Neither important or unimportant	Responses	77	26	103
		% within Metro_Nonmetro	5.7%	7.7%	6.1%
	Somewhat important	Responses	236	57	293
		% within Metro_Nonmetro	17.4%	16.8%	17.3%
	Very important	Responses	1017	246	1263
		% within Metro_Nonmetro	74.9%	72.6%	74.4%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Cost to fuel/charge

AGE

How important: Cost to fuel/charge * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How important: Cost to fuel/charge	Very unimportant	Responses	2	5	5	3	7	1	23
		% within Age	0.7%	1.5%	1.6%	1.2%	3.0%	0.3%	1.3%
	Somewhat unimportant	Responses	18	4	8	3	0	4	37
		% within Age	6.7%	1.2%	2.5%	1.2%	0.0%	1.4%	2.2%
	Neither important or unimportant	Responses	37	32	24	8	21	22	144
		% within Age	13.7%	9.5%	7.6%	3.2%	8.9%	7.5%	8.4%
	Somewhat important	Responses	74	124	63	78	61	96	496
		% within Age	27.4%	36.7%	20.0%	30.8%	25.8%	32.8%	29.1%
	Very important	Responses	139	173	215	161	147	170	1005
		% within Age	51.5%	51.2%	68.3%	63.6%	62.3%	58.0%	58.9%
Total		Responses	270	338	315	253	236	293	1705
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How important: Cost to fuel/charge * Sex Crosstabulation

			Sex		
			Male	Female	Total
How important: Cost to fuel/charge	Very unimportant	Responses	8	15	23
		% within Sex	1.2%	1.5%	1.3%
	Somewhat unimportant	Responses	17	20	37
		% within Sex	2.5%	2.0%	2.2%
	Neither important or unimportant	Responses	70	74	144
		% within Sex	10.2%	7.2%	8.4%
	Somewhat important	Responses	214	282	496
		% within Sex	31.3%	27.6%	29.1%
	Very important	Responses	374	631	1005
		% within Sex	54.8%	61.7%	58.9%
Total		Responses	683	1022	1705
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How important: Cost to fuel/charge * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How important: Cost to fuel/charge	Very unimportant	Responses	15	6	0	1	1	23
		% within Ethnicity	1.3%	1.6%	0.0%	1.6%	1.2%	1.3%
	Somewhat unimportant	Responses	15	17	0	4	1	37
		% within Ethnicity	1.3%	4.6%	0.0%	6.3%	1.2%	2.2%
	Neither important or unimportant	Responses	84	38	4	8	10	144
		% within Ethnicity	7.2%	10.4%	14.8%	12.5%	11.8%	8.4%
	Somewhat important	Responses	365	82	4	17	28	496
		% within Ethnicity	31.4%	22.3%	14.8%	26.6%	32.9%	29.1%
	Very important	Responses	683	224	19	34	45	1005
		% within Ethnicity	58.8%	61.0%	70.4%	53.1%	52.9%	58.9%
Total		Responses	1162	367	27	64	85	1705
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How important: Cost to fuel/charge * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How important: Cost to fuel/charge	Very unimportant	Responses	21	2	23
		% within Hispanic Origin	1.4%	1.1%	1.3%
	Somewhat unimportant	Responses	33	4	37
		% within Hispanic Origin	2.2%	2.3%	2.2%
	Neither important or unimportant	Responses	121	23	144
		% within Hispanic Origin	7.9%	13.1%	8.4%
	Somewhat important	Responses	446	50	496
		% within Hispanic Origin	29.2%	28.6%	29.1%
	Very important	Responses	909	96	1005
		% within Hispanic Origin	59.4%	54.9%	58.9%
Total		Responses	1530	175	1705
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How important: Cost to fuel/charge * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How important: Cost to fuel/charge	Very unimportant	Responses	13	3	2	5	0	23
		% within HHI	1.8%	0.7%	1.0%	2.1%	0.0%	1.4%
	Somewhat unimportant	Responses	22	8	1	2	3	36
		% within HHI	3.1%	1.9%	0.5%	0.8%	3.5%	2.2%
	Neither important or unimportant	Responses	77	25	8	17	9	136
		% within HHI	10.8%	6.1%	4.0%	7.1%	10.5%	8.2%
	Somewhat important	Responses	173	124	64	85	30	476
		% within HHI	24.3%	30.2%	32.0%	35.3%	34.9%	28.8%
	Very important	Responses	428	251	125	132	44	980
		% within HHI	60.0%	61.1%	62.5%	54.8%	51.2%	59.4%
Total		Responses	713	411	200	241	86	1651
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How important: Cost to fuel/charge * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How important: Cost to fuel/charge	Very unimportant	Responses	0	5	1	6	1	6	3	1	23
		% within Education	0.0%	1.6%	0.9%	1.4%	0.6%	1.9%	2.1%	1.1%	1.4%
	Somewhat unimportant	Responses	3	5	4	7	3	6	7	2	37
		% within Education	2.9%	1.6%	3.5%	1.6%	1.8%	1.9%	4.9%	2.2%	2.2%
	Neither important or unimportant	Responses	10	23	17	41	11	29	7	6	144
		% within Education	9.6%	7.3%	14.8%	9.3%	6.5%	9.0%	4.9%	6.5%	8.5%
	Somewhat important	Responses	36	89	28	126	53	96	39	28	495
		% within Education	34.6%	28.1%	24.3%	28.7%	31.5%	29.6%	27.3%	30.1%	29.1%
	Very important	Responses	55	195	65	259	100	187	87	56	1004
		% within Education	52.9%	61.5%	56.5%	59.0%	59.5%	57.7%	60.8%	60.2%	59.0%
Total		Responses	104	317	115	439	168	324	143	93	1703
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How important: Cost to fuel/charge * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How important: Cost to fuel/charge	Very unimportant	Responses	10	2	11	23
		% within Political Party_3pt	1.6%	0.4%	2.1%	1.3%
	Somewhat unimportant	Responses	13	17	7	37
		% within Political Party_3pt	2.1%	3.1%	1.3%	2.2%
	Neither important or unimportant	Responses	52	46	46	144
		% within Political Party_3pt	8.2%	8.5%	8.7%	8.4%
	Somewhat important	Responses	189	155	152	496
		% within Political Party_3pt	29.9%	28.5%	28.7%	29.1%
	Very important	Responses	369	323	313	1005
		% within Political Party_3pt	58.3%	59.5%	59.2%	58.9%
Total		Responses	633	543	529	1705
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How important: Cost to fuel/charge * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How important: Cost to fuel/charge	Very unimportant	Responses	5	8	6	19
		% within Political Ideology_3pt	1.1%	2.0%	0.9%	1.3%
	Somewhat unimportant	Responses	16	5	12	33
		% within Political Ideology_3pt	3.6%	1.3%	1.8%	2.2%
	Neither important or unimportant	Responses	48	30	43	121
		% within Political Ideology_3pt	10.8%	7.5%	6.4%	8.0%
	Somewhat important	Responses	114	103	216	433
		% within Political Ideology_3pt	25.7%	25.9%	32.4%	28.7%
	Very important	Responses	260	252	390	902
		% within Political Ideology_3pt	58.7%	63.3%	58.5%	59.8%
Total		Responses	443	398	667	1508
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How important: Cost to fuel/charge * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How important: Cost to fuel/charge	Very unimportant	Responses	20	3	23
		% within Metro_Nonmetro	1.5%	0.9%	1.4%
	Somewhat unimportant	Responses	26	10	36
		% within Metro_Nonmetro	1.9%	3.0%	2.1%
	Neither important or unimportant	Responses	114	29	143
		% within Metro_Nonmetro	8.4%	8.6%	8.4%
	Somewhat important	Responses	387	107	494
		% within Metro_Nonmetro	28.5%	31.7%	29.1%
	Very important	Responses	810	189	999
		% within Metro_Nonmetro	59.7%	55.9%	58.9%
Total		Responses	1357	338	1695
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Cost to maintain (parts and repairs)

AGE

How important: Cost to maintain (parts & repairs) * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	5	2	3	4	5	0	19
		% within Age	1.8%	0.6%	1.0%	1.6%	2.1%	0.0%	1.1%
	Somewhat unimportant	Responses	12	6	8	1	2	1	30
		% within Age	4.4%	1.8%	2.5%	0.4%	0.8%	0.3%	1.8%
	Neither important or unimportant	Responses	35	34	20	8	14	15	126
		% within Age	12.9%	10.1%	6.3%	3.2%	5.9%	5.1%	7.4%
	Somewhat important	Responses	80	97	62	63	60	82	444
		% within Age	29.5%	28.7%	19.7%	24.9%	25.4%	28.0%	26.0%
	Very important	Responses	139	199	222	177	155	195	1087
		% within Age	51.3%	58.9%	70.5%	70.0%	65.7%	66.6%	63.7%
Total		Responses	271	338	315	253	236	293	1706
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How important: Cost to maintain (parts & repairs) * Sex Crosstabulation

			Sex		
			Male	Female	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	5	14	19
		% within Sex	0.7%	1.4%	1.1%
	Somewhat unimportant	Responses	15	15	30
		% within Sex	2.2%	1.5%	1.8%
	Neither important or unimportant	Responses	64	62	126
		% within Sex	9.4%	6.1%	7.4%
	Somewhat important	Responses	193	251	444
		% within Sex	28.3%	24.5%	26.0%
	Very important	Responses	406	681	1087
		% within Sex	59.4%	66.6%	63.7%
Total		Responses	683	1023	1706
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How important: Cost to maintain (parts & repairs) * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	10	6	0	1	2	19
		% within Ethnicity	0.9%	1.6%	0.0%	1.6%	2.4%	1.1%
	Somewhat unimportant	Responses	13	11	1	4	1	30
		% within Ethnicity	1.1%	3.0%	3.7%	6.3%	1.2%	1.8%
	Neither important or unimportant	Responses	73	35	3	6	9	126
		% within Ethnicity	6.3%	9.5%	11.1%	9.4%	10.6%	7.4%
	Somewhat important	Responses	320	81	5	14	24	444
		% within Ethnicity	27.5%	22.0%	18.5%	21.9%	28.2%	26.0%
	Very important	Responses	746	235	18	39	49	1087
		% within Ethnicity	64.2%	63.9%	66.7%	60.9%	57.6%	63.7%
Total		Responses	1162	368	27	64	85	1706
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How important: Cost to maintain (parts & repairs) * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	19	0	19
		% within Hispanic Origin	1.2%	0.0%	1.1%
	Somewhat unimportant	Responses	25	5	30
		% within Hispanic Origin	1.6%	2.9%	1.8%
	Neither important or unimportant	Responses	96	30	126
		% within Hispanic Origin	6.3%	17.1%	7.4%
	Somewhat important	Responses	399	45	444
		% within Hispanic Origin	26.1%	25.7%	26.0%
	Very important	Responses	992	95	1087
		% within Hispanic Origin	64.8%	54.3%	63.7%
Total		Responses	1531	175	1706
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How important: Cost to maintain (parts & repairs) * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	12	3	0	1	1	17
		% within HHI	1.7%	0.7%	0.0%	0.4%	1.2%	1.0%
	Somewhat unimportant	Responses	21	4	1	4	0	30
		% within HHI	2.9%	1.0%	0.5%	1.7%	0.0%	1.8%
	Neither important or unimportant	Responses	70	26	7	13	6	122
		% within HHI	9.8%	6.3%	3.5%	5.4%	7.0%	7.4%
	Somewhat important	Responses	166	110	49	73	30	428
		% within HHI	23.2%	26.8%	24.5%	30.3%	34.9%	25.9%
	Very important	Responses	445	268	143	150	49	1055
		% within HHI	62.3%	65.2%	71.5%	62.2%	57.0%	63.9%
Total		Responses	714	411	200	241	86	1652
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How important: Cost to maintain (parts & repairs) * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	1	3	2	5	2	2	3	1	19
		% within Education	1.0%	0.9%	1.7%	1.1%	1.2%	0.6%	2.1%	1.1%	1.1%
	Somewhat unimportant	Responses	2	8	2	9	2	5	1	1	30
		% within Education	1.9%	2.5%	1.7%	2.0%	1.2%	1.5%	0.7%	1.1%	1.8%
	Neither important or unimportant	Responses	13	18	11	33	10	20	9	11	125
		% within Education	12.6%	5.7%	9.6%	7.5%	6.0%	6.2%	6.3%	11.8%	7.3%
	Somewhat important	Responses	31	73	33	109	55	95	31	17	444
		% within Education	30.1%	23.0%	28.7%	24.8%	32.7%	29.3%	21.7%	18.3%	26.1%
	Very important	Responses	56	216	67	284	99	202	99	63	1086
		% within Education	54.4%	67.9%	58.3%	64.5%	58.9%	62.3%	69.2%	67.7%	63.7%
Total		Responses	103	318	115	440	168	324	143	93	1704
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How important: Cost to maintain (parts & repairs) * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	6	7	6	19
		% within Political Party_3pt	0.9%	1.3%	1.1%	1.1%
	Somewhat unimportant	Responses	10	10	10	30
		% within Political Party_3pt	1.6%	1.8%	1.9%	1.8%
	Neither important or unimportant	Responses	54	37	35	126
		% within Political Party_3pt	8.5%	6.8%	6.6%	7.4%
	Somewhat important	Responses	164	138	142	444
		% within Political Party_3pt	25.9%	25.3%	26.9%	26.0%
	Very important	Responses	399	353	335	1087
		% within Political Party_3pt	63.0%	64.8%	63.4%	63.7%
Total		Responses	633	545	528	1706
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How important: Cost to maintain (parts & repairs) * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	6	5	4	15
		% within Political Ideology_3pt	1.4%	1.3%	0.6%	1.0%
	Somewhat unimportant	Responses	15	4	10	29
		% within Political Ideology_3pt	3.4%	1.0%	1.5%	1.9%
	Neither important or unimportant	Responses	49	24	36	109
		% within Political Ideology_3pt	11.0%	6.0%	5.4%	7.2%
	Somewhat important	Responses	107	95	190	392
		% within Political Ideology_3pt	24.1%	23.9%	28.4%	26.0%
	Very important	Responses	267	270	428	965
		% within Political Ideology_3pt	60.1%	67.8%	64.1%	63.9%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How important: Cost to maintain (parts & repairs) * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How important: Cost to maintain (parts & repairs)	Very unimportant	Responses	15	4	19
		% within Metro_Nonmetro	1.1%	1.2%	1.1%
	Somewhat unimportant	Responses	20	9	29
		% within Metro_Nonmetro	1.5%	2.7%	1.7%
	Neither important or unimportant	Responses	101	24	125
		% within Metro_Nonmetro	7.4%	7.1%	7.4%
	Somewhat important	Responses	358	84	442
		% within Metro_Nonmetro	26.4%	24.8%	26.1%
	Very important	Responses	863	218	1081
		% within Metro_Nonmetro	63.6%	64.3%	63.7%
Total		Responses	1357	339	1696
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Impact on the environment

AGE

How important: impact on the environment * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How important: impact on the environment	Very unimportant	Responses	12	10	15	8	15	11	71
		% within Age	4.4%	3.0%	4.7%	3.2%	6.4%	3.8%	4.2%
	Somewhat unimportant	Responses	28	26	18	19	8	18	117
		% within Age	10.3%	7.7%	5.7%	7.5%	3.4%	6.1%	6.9%
	Neither important or unimportant	Responses	51	86	63	53	52	61	366
		% within Age	18.8%	25.4%	19.9%	20.9%	22.0%	20.8%	21.4%
	Somewhat important	Responses	81	111	94	83	91	87	547
		% within Age	29.9%	32.8%	29.7%	32.8%	38.6%	29.7%	32.0%
	Very important	Responses	99	105	126	90	70	116	606
		% within Age	36.5%	31.1%	39.9%	35.6%	29.7%	39.6%	35.5%
Total		Responses	271	338	316	253	236	293	1707
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How important: impact on the environment * Sex Crosstabulation

			Sex		
			Male	Female	Total
How important: impact on the environment	Very unimportant	Responses	28	43	71
		% within Sex	4.1%	4.2%	4.2%
	Somewhat unimportant	Responses	55	62	117
		% within Sex	8.1%	6.1%	6.9%
	Neither important or unimportant	Responses	151	215	366
		% within Sex	22.1%	21.0%	21.4%
	Somewhat important	Responses	204	343	547
		% within Sex	29.9%	33.5%	32.0%
	Very important	Responses	245	361	606
		% within Sex	35.9%	35.3%	35.5%
Total		Responses	683	1024	1707
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How important: impact on the environment * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How important: impact on the environment	Very unimportant	Responses	53	13	0	2	3	71
		% within Ethnicity	4.6%	3.5%	0.0%	3.1%	3.5%	4.2%
	Somewhat unimportant	Responses	85	24	0	3	5	117
		% within Ethnicity	7.3%	6.5%	0.0%	4.7%	5.9%	6.9%
	Neither important or unimportant	Responses	247	74	8	18	19	366
		% within Ethnicity	21.2%	20.1%	29.6%	28.1%	22.4%	21.4%
	Somewhat important	Responses	388	109	9	15	26	547
		% within Ethnicity	33.4%	29.6%	33.3%	23.4%	30.6%	32.0%
	Very important	Responses	390	148	10	26	32	606
		% within Ethnicity	33.5%	40.2%	37.0%	40.6%	37.6%	35.5%
Total		Responses	1163	368	27	64	85	1707
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How important: impact on the environment * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How important: impact on the environment	Very unimportant	Responses	64	7	71
		% within Hispanic Origin	4.2%	4.0%	4.2%
	Somewhat unimportant	Responses	105	12	117
		% within Hispanic Origin	6.9%	6.9%	6.9%
	Neither important or unimportant	Responses	330	36	366
		% within Hispanic Origin	21.5%	20.6%	21.4%
	Somewhat important	Responses	488	59	547
		% within Hispanic Origin	31.9%	33.7%	32.0%
	Very important	Responses	545	61	606
		% within Hispanic Origin	35.6%	34.9%	35.5%
Total		Responses	1532	175	1707
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How important: impact on the environment * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How important: impact on the environment	Very unimportant	Responses	30	16	8	12	5	71
		% within HHI	4.2%	3.9%	4.0%	5.0%	5.8%	4.3%
	Somewhat unimportant	Responses	47	30	7	24	5	113
		% within HHI	6.6%	7.3%	3.5%	10.0%	5.8%	6.8%
	Neither important or unimportant	Responses	158	90	45	47	12	352
		% within HHI	22.1%	21.9%	22.5%	19.5%	14.0%	21.3%
	Somewhat important	Responses	214	137	70	77	29	527
		% within HHI	29.9%	33.3%	35.0%	32.0%	33.7%	31.9%
	Very important	Responses	266	138	70	81	35	590
		% within HHI	37.2%	33.6%	35.0%	33.6%	40.7%	35.7%
Total		Responses	715	411	200	241	86	1653
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How important: impact on the environment * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How important: impact on the environment	Very unimportant	Responses	4	10	5	13	9	15	9	6	71
		% within Education	3.8%	3.1%	4.3%	3.0%	5.4%	4.6%	6.3%	6.5%	4.2%
	Somewhat unimportant	Responses	8	24	7	27	10	21	12	8	117
		% within Education	7.7%	7.5%	6.1%	6.1%	6.0%	6.5%	8.4%	8.6%	6.9%
	Neither important or unimportant	Responses	23	65	33	87	35	74	23	25	365
		% within Education	22.1%	20.4%	28.7%	19.8%	20.8%	22.8%	16.1%	26.9%	21.4%
	Somewhat important	Responses	27	103	35	144	58	104	44	31	546
		% within Education	26.0%	32.4%	30.4%	32.7%	34.5%	32.1%	30.8%	33.3%	32.0%
	Very important	Responses	42	116	35	169	56	110	55	23	606
		% within Education	40.4%	36.5%	30.4%	38.4%	33.3%	34.0%	38.5%	24.7%	35.5%
Total		Responses	104	318	115	440	168	324	143	93	1705
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How important: impact on the environment * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How important: impact on the environment	Very unimportant	Responses	15	19	37	71
		% within Political Party_3pt	2.4%	3.5%	7.0%	4.2%
	Somewhat unimportant	Responses	25	40	52	117
		% within Political Party_3pt	3.9%	7.3%	9.8%	6.9%
	Neither important or unimportant	Responses	103	105	158	366
		% within Political Party_3pt	16.3%	19.3%	29.9%	21.4%
	Somewhat important	Responses	215	176	156	547
		% within Political Party_3pt	34.0%	32.3%	29.5%	32.0%
	Very important	Responses	275	205	126	606
		% within Political Party_3pt	43.4%	37.6%	23.8%	35.5%
Total		Responses	633	545	529	1707
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How important: impact on the environment * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How important: impact on the environment	Very unimportant	Responses	14	15	31	60
		% within Political Ideology_3pt	3.2%	3.8%	4.6%	4.0%
	Somewhat unimportant	Responses	28	20	55	103
		% within Political Ideology_3pt	6.3%	5.0%	8.2%	6.8%
	Neither important or unimportant	Responses	90	84	146	320
		% within Political Ideology_3pt	20.3%	21.1%	21.9%	21.2%
	Somewhat important	Responses	135	122	227	484
		% within Political Ideology_3pt	30.4%	30.7%	34.0%	32.1%
	Very important	Responses	177	157	209	543
		% within Political Ideology_3pt	39.9%	39.4%	31.3%	36.0%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How important: impact on the environment * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How important: impact on the environment	Very unimportant	Responses	53	18	71
		% within Metro_Nonmetro	3.9%	5.3%	4.2%
	Somewhat unimportant	Responses	84	33	117
		% within Metro_Nonmetro	6.2%	9.7%	6.9%
	Neither important or unimportant	Responses	289	76	365
		% within Metro_Nonmetro	21.3%	22.4%	21.5%
	Somewhat important	Responses	440	105	545
		% within Metro_Nonmetro	32.4%	31.0%	32.1%
	Very important	Responses	492	107	599
		% within Metro_Nonmetro	36.2%	31.6%	35.3%
Total		Responses	1358	339	1697
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Government or manufacturer incentives (rebates, tax credits, etc.)

AGE

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	7	7	11	7	14	10	56
		% within Age	2.6%	2.1%	3.5%	2.8%	5.9%	3.4%	3.3%
	Somewhat unimportant	Responses	28	18	23	7	8	16	100
		% within Age	10.3%	5.3%	7.3%	2.8%	3.4%	5.5%	5.9%
	Neither important or unimportant	Responses	54	91	52	47	43	48	335
		% within Age	19.9%	26.9%	16.5%	18.6%	18.2%	16.4%	19.6%
	Somewhat important	Responses	93	117	107	90	88	103	598
		% within Age	34.3%	34.6%	34.0%	35.6%	37.3%	35.2%	35.1%
	Very important	Responses	89	105	122	102	83	116	617
		% within Age	32.8%	31.1%	38.7%	40.3%	35.2%	39.6%	36.2%
Total		Responses	271	338	315	253	236	293	1706
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * Sex Crosstabulation

			Sex		
			Male	Female	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	23	33	56
		% within Sex	3.4%	3.2%	3.3%
	Somewhat unimportant	Responses	43	57	100
		% within Sex	6.3%	5.6%	5.9%
	Neither important or unimportant	Responses	140	195	335
		% within Sex	20.5%	19.1%	19.6%
	Somewhat important	Responses	221	377	598
		% within Sex	32.4%	36.9%	35.1%
	Very important	Responses	256	361	617
		% within Sex	37.5%	35.3%	36.2%
Total		Responses	683	1023	1706
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	41	11	0	1	3	56
		% within Ethnicity	3.5%	3.0%	0.0%	1.6%	3.5%	3.3%
	Somewhat unimportant	Responses	67	17	1	5	10	100
		% within Ethnicity	5.8%	4.6%	3.7%	7.8%	11.8%	5.9%
	Neither important or unimportant	Responses	233	65	8	14	15	335
		% within Ethnicity	20.1%	17.7%	29.6%	21.9%	17.6%	19.6%
	Somewhat important	Responses	438	107	9	17	27	598
		% within Ethnicity	37.7%	29.1%	33.3%	26.6%	31.8%	35.1%
	Very important	Responses	383	168	9	27	30	617
		% within Ethnicity	33.0%	45.7%	33.3%	42.2%	35.3%	36.2%
Total		Responses	1162	368	27	64	85	1706
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	55	1	56
		% within Hispanic Origin	3.6%	0.6%	3.3%
	Somewhat unimportant	Responses	83	17	100
		% within Hispanic Origin	5.4%	9.7%	5.9%
	Neither important or unimportant	Responses	298	37	335
		% within Hispanic Origin	19.5%	21.1%	19.6%
	Somewhat important	Responses	550	48	598
		% within Hispanic Origin	35.9%	27.4%	35.1%
	Very important	Responses	545	72	617
		% within Hispanic Origin	35.6%	41.1%	36.2%
Total		Responses	1531	175	1706
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	32	5	3	9	6	55
		% within HHI	4.5%	1.2%	1.5%	3.7%	7.0%	3.3%
	Somewhat unimportant	Responses	48	30	10	8	2	98
		% within HHI	6.7%	7.3%	5.0%	3.3%	2.3%	5.9%
	Neither important or unimportant	Responses	141	83	28	53	17	322
		% within HHI	19.7%	20.2%	14.0%	22.0%	19.8%	19.5%
	Somewhat important	Responses	241	126	82	97	28	574
		% within HHI	33.8%	30.7%	41.0%	40.2%	32.6%	34.7%
	Very important	Responses	252	167	77	74	33	603
		% within HHI	35.3%	40.6%	38.5%	30.7%	38.4%	36.5%
Total		Responses	714	411	200	241	86	1652
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	2	10	5	11	6	12	6	4	56
		% within Education	1.9%	3.1%	4.3%	2.5%	3.6%	3.7%	4.2%	4.3%	3.3%
	Somewhat unimportant	Responses	7	8	10	24	11	24	10	5	99
		% within Education	6.7%	2.5%	8.7%	5.5%	6.5%	7.4%	7.0%	5.4%	5.8%
	Neither important or unimportant	Responses	19	66	25	91	25	63	25	21	335
		% within Education	18.3%	20.8%	21.7%	20.7%	14.9%	19.4%	17.6%	22.6%	19.7%
	Somewhat important	Responses	33	113	44	156	64	111	46	31	598
		% within Education	31.7%	35.5%	38.3%	35.5%	38.1%	34.3%	32.4%	33.3%	35.1%
	Very important	Responses	43	121	31	158	62	114	55	32	616
		% within Education	41.3%	38.1%	27.0%	35.9%	36.9%	35.2%	38.7%	34.4%	36.2%
Total		Responses	104	318	115	440	168	324	142	93	1704
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	10	19	27	56
		% within Political Party_3pt	1.6%	3.5%	5.1%	3.3%
	Somewhat unimportant	Responses	29	31	40	100
		% within Political Party_3pt	4.6%	5.7%	7.6%	5.9%
	Neither important or unimportant	Responses	127	106	102	335
		% within Political Party_3pt	20.1%	19.5%	19.3%	19.6%
	Somewhat important	Responses	196	212	190	598
		% within Political Party_3pt	31.0%	39.0%	35.9%	35.1%
	Very important	Responses	271	176	170	617
		% within Political Party_3pt	42.8%	32.4%	32.1%	36.2%
Total		Responses	633	544	529	1706
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	12	9	23	44
		% within Political Ideology_3pt	2.7%	2.3%	3.4%	2.9%
	Somewhat unimportant	Responses	31	27	34	92
		% within Political Ideology_3pt	7.0%	6.8%	5.1%	6.1%
	Neither important or unimportant	Responses	90	77	131	298
		% within Political Ideology_3pt	20.3%	19.3%	19.6%	19.7%
	Somewhat important	Responses	136	132	256	524
		% within Political Ideology_3pt	30.6%	33.2%	38.3%	34.7%
	Very important	Responses	175	153	224	552
		% within Political Ideology_3pt	39.4%	38.4%	33.5%	36.6%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How important: Government or manufacturer incentives (rebates, tax credits, etc.) * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How important: Government or manufacturer incentives (rebates, tax credits, etc.)	Very unimportant	Responses	39	16	55
		% within Metro_Nonmetro	2.9%	4.7%	3.2%
	Somewhat unimportant	Responses	78	22	100
		% within Metro_Nonmetro	5.7%	6.5%	5.9%
	Neither important or unimportant	Responses	271	64	335
		% within Metro_Nonmetro	20.0%	18.9%	19.8%
	Somewhat important	Responses	473	122	595
		% within Metro_Nonmetro	34.9%	36.0%	35.1%
	Very important	Responses	496	115	611
		% within Metro_Nonmetro	36.6%	33.9%	36.0%
Total		Responses	1357	339	1696
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Vehicle model options

AGE

How important; Vehicle model options * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How important; Vehicle model options	Very unimportant	Responses	10	9	6	4	5	5	39
		% within Age	3.7%	2.7%	1.9%	1.6%	2.1%	1.7%	2.3%
	Somewhat unimportant	Responses	21	26	18	8	5	7	85
		% within Age	7.7%	7.7%	5.7%	3.2%	2.1%	2.4%	5.0%
	Neither important or unimportant	Responses	72	63	47	26	32	47	287
		% within Age	26.6%	18.6%	14.9%	10.3%	13.6%	16.0%	16.8%
	Somewhat important	Responses	90	131	106	97	95	132	651
		% within Age	33.2%	38.8%	33.7%	38.3%	40.3%	45.1%	38.2%
	Very important	Responses	78	109	138	118	99	102	644
		% within Age	28.8%	32.2%	43.8%	46.6%	41.9%	34.8%	37.7%
Total		Responses	271	338	315	253	236	293	1706
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How important; Vehicle model options * Sex Crosstabulation

			Sex		
			Male	Female	Total
How important; Vehicle model options	Very unimportant	Responses	20	19	39
		% within Sex	2.9%	1.9%	2.3%
	Somewhat unimportant	Responses	38	47	85
		% within Sex	5.6%	4.6%	5.0%
	Neither important or unimportant	Responses	126	161	287
		% within Sex	18.4%	15.7%	16.8%
	Somewhat important	Responses	246	405	651
		% within Sex	36.0%	39.6%	38.2%
	Very important	Responses	253	391	644
		% within Sex	37.0%	38.2%	37.7%
Total		Responses	683	1023	1706
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How important; Vehicle model options * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How important; Vehicle model options	Very unimportant	Responses	22	10	0	5	2	39
		% within Ethnicity	1.9%	2.7%	0.0%	7.8%	2.4%	2.3%
	Somewhat unimportant	Responses	59	13	2	3	8	85
		% within Ethnicity	5.1%	3.5%	7.4%	4.7%	9.4%	5.0%
	Neither important or unimportant	Responses	188	67	5	14	13	287
		% within Ethnicity	16.2%	18.2%	18.5%	21.9%	15.3%	16.8%
	Somewhat important	Responses	475	119	7	21	29	651
		% within Ethnicity	40.9%	32.3%	25.9%	32.8%	34.1%	38.2%
	Very important	Responses	418	159	13	21	33	644
		% within Ethnicity	36.0%	43.2%	48.1%	32.8%	38.8%	37.7%
Total		Responses	1162	368	27	64	85	1706
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How important; Vehicle model options * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How important; Vehicle model options	Very unimportant	Responses	34	5	39
		% within Hispanic Origin	2.2%	2.9%	2.3%
	Somewhat unimportant	Responses	74	11	85
		% within Hispanic Origin	4.8%	6.3%	5.0%
	Neither important or unimportant	Responses	257	30	287
		% within Hispanic Origin	16.8%	17.1%	16.8%
	Somewhat important	Responses	593	58	651
		% within Hispanic Origin	38.7%	33.1%	38.2%
	Very important	Responses	573	71	644
		% within Hispanic Origin	37.4%	40.6%	37.7%
Total		Responses	1531	175	1706
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How important; Vehicle model options * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How important; Vehicle model options	Very unimportant	Responses	27	2	4	2	4	39
		% within HHI	3.8%	0.5%	2.0%	0.8%	4.7%	2.4%
	Somewhat unimportant	Responses	39	21	2	13	6	81
		% within HHI	5.5%	5.1%	1.0%	5.4%	7.0%	4.9%
	Neither important or unimportant	Responses	140	75	22	27	10	274
		% within HHI	19.6%	18.2%	11.0%	11.2%	11.6%	16.6%
	Somewhat important	Responses	255	162	87	107	27	638
		% within HHI	35.7%	39.4%	43.5%	44.4%	31.4%	38.6%
	Very important	Responses	253	151	85	92	39	620
		% within HHI	35.4%	36.7%	42.5%	38.2%	45.3%	37.5%
Total		Responses	714	411	200	241	86	1652
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How important; Vehicle model options * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How important; Vehicle model options	Very unimportant	Responses	0	6	6	9	3	8	5	2	39
		% within Education	0.0%	1.9%	5.2%	2.0%	1.8%	2.5%	3.5%	2.2%	2.3%
	Somewhat unimportant	Responses	5	20	5	25	6	15	5	3	84
		% within Education	4.8%	6.3%	4.3%	5.7%	3.6%	4.6%	3.5%	3.2%	4.9%
	Neither important or unimportant	Responses	19	54	22	77	30	54	22	9	287
		% within Education	18.3%	17.0%	19.1%	17.5%	17.9%	16.7%	15.5%	9.7%	16.8%
	Somewhat important	Responses	34	113	44	171	61	133	52	42	650
		% within Education	32.7%	35.5%	38.3%	38.9%	36.3%	41.0%	36.6%	45.2%	38.1%
	Very important	Responses	46	125	38	158	68	114	58	37	644
		% within Education	44.2%	39.3%	33.0%	35.9%	40.5%	35.2%	40.8%	39.8%	37.8%
Total		Responses	104	318	115	440	168	324	142	93	1704
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How important; Vehicle model options * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How important; Vehicle model options	Very unimportant	Responses	13	12	14	39
		% within Political Party_3pt	2.1%	2.2%	2.6%	2.3%
	Somewhat unimportant	Responses	33	25	27	85
		% within Political Party_3pt	5.2%	4.6%	5.1%	5.0%
	Neither important or unimportant	Responses	111	101	75	287
		% within Political Party_3pt	17.5%	18.6%	14.2%	16.8%
	Somewhat important	Responses	226	230	195	651
		% within Political Party_3pt	35.7%	42.3%	36.9%	38.2%
	Very important	Responses	250	176	218	644
		% within Political Party_3pt	39.5%	32.4%	41.2%	37.7%
Total		Responses	633	544	529	1706
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How important; Vehicle model options * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How important; Vehicle model options	Very unimportant	Responses	17	7	11	35
		% within Political Ideology_3pt	3.8%	1.8%	1.6%	2.3%
	Somewhat unimportant	Responses	32	18	29	79
		% within Political Ideology_3pt	7.2%	4.5%	4.3%	5.2%
	Neither important or unimportant	Responses	92	68	96	256
		% within Political Ideology_3pt	20.7%	17.1%	14.4%	17.0%
	Somewhat important	Responses	136	149	291	576
		% within Political Ideology_3pt	30.6%	37.4%	43.6%	38.1%
	Very important	Responses	167	156	241	564
		% within Political Ideology_3pt	37.6%	39.2%	36.1%	37.4%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How important; Vehicle model options * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How important; Vehicle model options	Very unimportant	Responses	32	7	39
		% within Metro_Nonmetro	2.4%	2.1%	2.3%
	Somewhat unimportant	Responses	64	21	85
		% within Metro_Nonmetro	4.7%	6.2%	5.0%
	Neither important or unimportant	Responses	227	58	285
		% within Metro_Nonmetro	16.7%	17.1%	16.8%
	Somewhat important	Responses	530	118	648
		% within Metro_Nonmetro	39.1%	34.8%	38.2%
	Very important	Responses	504	135	639
		% within Metro_Nonmetro	37.1%	39.8%	37.7%
Total		Responses	1357	339	1696
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Range (distance to travel on one tank/charge)

AGE

How important: Range * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How important: Range	Very unimportant	Responses	4	3	7	4	8	4	30
		% within Age	1.5%	0.9%	2.2%	1.6%	3.4%	1.4%	1.8%
	Somewhat unimportant	Responses	7	6	8	1	1	3	26
		% within Age	2.6%	1.8%	2.5%	0.4%	0.4%	1.0%	1.5%
	Neither important or unimportant	Responses	37	31	29	14	11	13	135
		% within Age	13.7%	9.2%	9.2%	5.5%	4.7%	4.4%	7.9%
	Somewhat important	Responses	91	105	70	65	63	78	472
		% within Age	33.6%	31.2%	22.2%	25.7%	26.7%	26.6%	27.7%
	Very important	Responses	132	192	201	169	153	195	1042
		% within Age	48.7%	57.0%	63.8%	66.8%	64.8%	66.6%	61.1%
Total		Responses	271	337	315	253	236	293	1705
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How important: Range * Sex Crosstabulation

			Sex		
			Male	Female	Total
How important: Range	Very unimportant	Responses	12	18	30
		% within Sex	1.8%	1.8%	1.8%
	Somewhat unimportant	Responses	14	12	26
		% within Sex	2.0%	1.2%	1.5%
	Neither important or unimportant	Responses	52	83	135
		% within Sex	7.6%	8.1%	7.9%
	Somewhat important	Responses	181	291	472
		% within Sex	26.5%	28.5%	27.7%
	Very important	Responses	424	618	1042
		% within Sex	62.1%	60.5%	61.1%
Total		Responses	683	1022	1705
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How important: Range * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How important: Range	Very unimportant	Responses	14	12	0	2	2	30
		% within Ethnicity	1.2%	3.3%	0.0%	3.1%	2.4%	1.8%
	Somewhat unimportant	Responses	17	6	1	2	0	26
		% within Ethnicity	1.5%	1.6%	3.7%	3.1%	0.0%	1.5%
	Neither important or unimportant	Responses	78	40	2	9	6	135
		% within Ethnicity	6.7%	10.9%	7.4%	14.1%	7.1%	7.9%
	Somewhat important	Responses	336	91	4	19	22	472
		% within Ethnicity	28.9%	24.7%	14.8%	29.7%	25.9%	27.7%
	Very important	Responses	716	219	20	32	55	1042
		% within Ethnicity	61.7%	59.5%	74.1%	50.0%	64.7%	61.1%
Total		Responses	1161	368	27	64	85	1705
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How important: Range * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How important: Range	Very unimportant	Responses	27	3	30
		% within Hispanic Origin	1.8%	1.7%	1.8%
	Somewhat unimportant	Responses	25	1	26
		% within Hispanic Origin	1.6%	0.6%	1.5%
	Neither important or unimportant	Responses	118	17	135
		% within Hispanic Origin	7.7%	9.7%	7.9%
	Somewhat important	Responses	429	43	472
		% within Hispanic Origin	28.0%	24.6%	27.7%
	Very important	Responses	931	111	1042
		% within Hispanic Origin	60.8%	63.4%	61.1%
Total		Responses	1530	175	1705
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How important: Range * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How important: Range	Very unimportant	Responses	15	6	2	4	2	29
		% within HHI	2.1%	1.5%	1.0%	1.7%	2.3%	1.8%
	Somewhat unimportant	Responses	11	9	4	1	0	25
		% within HHI	1.5%	2.2%	2.0%	0.4%	0.0%	1.5%
	Neither important or unimportant	Responses	77	25	7	14	5	128
		% within HHI	10.8%	6.1%	3.5%	5.8%	5.8%	7.8%
	Somewhat important	Responses	190	120	50	75	24	459
		% within HHI	26.6%	29.2%	25.0%	31.3%	27.9%	27.8%
	Very important	Responses	421	251	137	146	55	1010
		% within HHI	59.0%	61.1%	68.5%	60.8%	64.0%	61.2%
Total		Responses	714	411	200	240	86	1651
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How important: Range * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How important: Range	Very unimportant	Responses	0	4	2	11	2	6	5	0	30
		% within Education	0.0%	1.3%	1.7%	2.5%	1.2%	1.9%	3.5%	0.0%	1.8%
	Somewhat unimportant	Responses	3	5	2	4	3	7	1	1	26
		% within Education	2.9%	1.6%	1.7%	0.9%	1.8%	2.2%	0.7%	1.1%	1.5%
	Neither important or unimportant	Responses	12	27	9	33	13	21	10	9	134
		% within Education	11.7%	8.5%	7.8%	7.5%	7.7%	6.5%	7.0%	9.7%	7.9%
	Somewhat important	Responses	30	86	39	128	48	85	37	18	471
		% within Education	29.1%	27.0%	33.9%	29.1%	28.6%	26.2%	26.1%	19.4%	27.7%
	Very important	Responses	58	196	63	264	102	205	89	65	1042
		% within Education	56.3%	61.6%	54.8%	60.0%	60.7%	63.3%	62.7%	69.9%	61.2%
Total		Responses	103	318	115	440	168	324	142	93	1703
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How important: Range * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How important: Range	Very unimportant	Responses	10	7	13	30
		% within Political Party_3pt	1.6%	1.3%	2.5%	1.8%
	Somewhat unimportant	Responses	7	9	10	26
		% within Political Party_3pt	1.1%	1.7%	1.9%	1.5%
	Neither important or unimportant	Responses	55	45	35	135
		% within Political Party_3pt	8.7%	8.3%	6.6%	7.9%
	Somewhat important	Responses	174	142	156	472
		% within Political Party_3pt	27.5%	26.1%	29.5%	27.7%
	Very important	Responses	387	341	314	1042
		% within Political Party_3pt	61.1%	62.7%	59.5%	61.1%
Total		Responses	633	544	528	1705
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How important: Range * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How important: Range	Very unimportant	Responses	9	5	10	24
		% within Political Ideology_3pt	2.0%	1.3%	1.5%	1.6%
	Somewhat unimportant	Responses	8	4	10	22
		% within Political Ideology_3pt	1.8%	1.0%	1.5%	1.5%
	Neither important or unimportant	Responses	46	31	37	114
		% within Political Ideology_3pt	10.4%	7.8%	5.5%	7.5%
	Somewhat important	Responses	109	107	205	421
		% within Political Ideology_3pt	24.5%	26.9%	30.7%	27.9%
	Very important	Responses	272	251	406	929
		% within Political Ideology_3pt	61.3%	63.1%	60.8%	61.5%
Total		Responses	444	398	668	1510
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How important: Range * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How important: Range	Very unimportant	Responses	24	6	30
		% within Metro_Nonmetro	1.8%	1.8%	1.8%
	Somewhat unimportant	Responses	20	6	26
		% within Metro_Nonmetro	1.5%	1.8%	1.5%
	Neither important or unimportant	Responses	107	28	135
		% within Metro_Nonmetro	7.9%	8.3%	8.0%
	Somewhat important	Responses	374	95	469
		% within Metro_Nonmetro	27.6%	28.0%	27.7%
	Very important	Responses	831	204	1035
		% within Metro_Nonmetro	61.3%	60.2%	61.1%
Total		Responses	1356	339	1695
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Questions 18a and 18b

Q18a "How convenient is it to charge an electric vehicle..."
Q18b "How convenient do you think it would be to charge an electric vehicle..."

	Very convenient (1)	Convenient (2)	Inconvenient (3)	Very inconvenient (4)	Charging not available (5)
Where you currently live? (1)	○	○	○	○	○
Where you currently work? (2)	○	○	○	○	○
At nearby retail establishments? (3)	○	○	○	○	○
At nearby public spaces (such as parks, community buildings, or along the highway)? (4)	○	○	○	○	○
On long car trips? (5)	○	○	○	○	○

Q18a – Where you currently live

AGE

How convenient to charge: Where you currently live? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	24	16	19	2	5	1	67
		% within Age	30.0%	27.6%	39.6%	11.8%	29.4%	16.7%	29.6%
	Convenient	Responses	32	25	15	5	5	1	83
		% within Age	40.0%	43.1%	31.3%	29.4%	29.4%	16.7%	36.7%
	Inconvenient	Responses	17	13	11	8	2	1	52
		% within Age	21.3%	22.4%	22.9%	47.1%	11.8%	16.7%	23.0%
	Very inconvenient	Responses	4	4	1	0	3	2	14
		% within Age	5.0%	6.9%	2.1%	0.0%	17.6%	33.3%	6.2%
	Charging not available	Responses	3	0	2	2	2	1	10
		% within Age	3.8%	0.0%	4.2%	11.8%	11.8%	16.7%	4.4%
Total		Responses	80	58	48	17	17	6	226
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient to charge: Where you currently live? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	36	31	67
		% within Sex	32.7%	26.7%	29.6%
	Convenient	Responses	38	45	83
		% within Sex	34.5%	38.8%	36.7%
	Inconvenient	Responses	25	27	52
		% within Sex	22.7%	23.3%	23.0%
	Very inconvenient	Responses	6	8	14
		% within Sex	5.5%	6.9%	6.2%
	Charging not available	Responses	5	5	10
		% within Sex	4.5%	4.3%	4.4%
Total		Responses	110	116	226
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient to charge: Where you currently live? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	32	27	1	5	2	67
		% within Ethnicity	27.1%	38.0%	20.0%	29.4%	13.3%	29.6%
	Convenient	Responses	37	28	1	4	13	83
		% within Ethnicity	31.4%	39.4%	20.0%	23.5%	86.7%	36.7%
	Inconvenient	Responses	34	9	3	6	0	52
		% within Ethnicity	28.8%	12.7%	60.0%	35.3%	0.0%	23.0%
	Very inconvenient	Responses	9	3	0	2	0	14
		% within Ethnicity	7.6%	4.2%	0.0%	11.8%	0.0%	6.2%
	Charging not available	Responses	6	4	0	0	0	10
		% within Ethnicity	5.1%	5.6%	0.0%	0.0%	0.0%	4.4%
Total		Responses	118	71	5	17	15	226
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient to charge: Where you currently live? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	47	20	67
		% within Hispanic Origin	27.3%	37.0%	29.6%
	Convenient	Responses	61	22	83
		% within Hispanic Origin	35.5%	40.7%	36.7%
	Inconvenient	Responses	44	8	52
		% within Hispanic Origin	25.6%	14.8%	23.0%
	Very inconvenient	Responses	10	4	14
		% within Hispanic Origin	5.8%	7.4%	6.2%
	Charging not available	Responses	10	0	10
		% within Hispanic Origin	5.8%	0.0%	4.4%
Total		Responses	172	54	226
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient to charge: Where you currently live? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	37	5	4	10	8	64
		% within HHI	31.9%	15.2%	18.2%	34.5%	66.7%	30.2%
	Convenient	Responses	42	15	9	7	3	76
		% within HHI	36.2%	45.5%	40.9%	24.1%	25.0%	35.8%
	Inconvenient	Responses	25	10	8	7	0	50
		% within HHI	21.6%	30.3%	36.4%	24.1%	0.0%	23.6%
	Very inconvenient	Responses	8	3	1	1	0	13
		% within HHI	6.9%	9.1%	4.5%	3.4%	0.0%	6.1%
	Charging not available	Responses	4	0	0	4	1	9
		% within HHI	3.4%	0.0%	0.0%	13.8%	8.3%	4.2%
Total		Responses	116	33	22	29	12	212
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient to charge: Where you currently live? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	5	11	6	17	4	16	5	3	67
		% within Education	23.8%	28.2%	33.3%	29.3%	19.0%	35.6%	33.3%	37.5%	29.8%
	Convenient	Responses	9	17	7	15	10	15	7	3	83
		% within Education	42.9%	43.6%	38.9%	25.9%	47.6%	33.3%	46.7%	37.5%	36.9%
	Inconvenient	Responses	5	7	4	18	4	9	2	2	51
		% within Education	23.8%	17.9%	22.2%	31.0%	19.0%	20.0%	13.3%	25.0%	22.7%
	Very inconvenient	Responses	1	2	1	4	1	4	1	0	14
		% within Education	4.8%	5.1%	5.6%	6.9%	4.8%	8.9%	6.7%	0.0%	6.2%
	Charging not available	Responses	1	2	0	4	2	1	0	0	10
		% within Education	4.8%	5.1%	0.0%	6.9%	9.5%	2.2%	0.0%	0.0%	4.4%
Total		Responses	21	39	18	58	21	45	15	8	225
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient to charge: Where you currently live? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	35	17	15	67
		% within Political Party_3pt	36.8%	25.4%	23.4%	29.6%
	Convenient	Responses	37	24	22	83
		% within Political Party_3pt	38.9%	35.8%	34.4%	36.7%
	Inconvenient	Responses	12	19	21	52
		% within Political Party_3pt	12.6%	28.4%	32.8%	23.0%
	Very inconvenient	Responses	6	4	4	14
		% within Political Party_3pt	6.3%	6.0%	6.3%	6.2%
	Charging not available	Responses	5	3	2	10
		% within Political Party_3pt	5.3%	4.5%	3.1%	4.4%
Total		Responses	95	67	64	226
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient to charge: Where you currently live? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	22	13	26	61
		% within Political Ideology_3pt	31.0%	28.3%	29.9%	29.9%
	Convenient	Responses	25	20	30	75
		% within Political Ideology_3pt	35.2%	43.5%	34.5%	36.8%
	Inconvenient	Responses	16	12	20	48
		% within Political Ideology_3pt	22.5%	26.1%	23.0%	23.5%
	Very inconvenient	Responses	5	1	6	12
		% within Political Ideology_3pt	7.0%	2.2%	6.9%	5.9%
	Charging not available	Responses	3	0	5	8
		% within Political Ideology_3pt	4.2%	0.0%	5.7%	3.9%
Total		Responses	71	46	87	204
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient to charge: Where you currently live? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient to charge: Where you currently live?	Very convenient	Responses	56	9	65
		% within Metro_Nonmetro	30.6%	22.0%	29.0%
	Convenient	Responses	64	19	83
		% within Metro_Nonmetro	35.0%	46.3%	37.1%
	Inconvenient	Responses	42	10	52
		% within Metro_Nonmetro	23.0%	24.4%	23.2%
	Very inconvenient	Responses	12	2	14
		% within Metro_Nonmetro	6.6%	4.9%	6.3%
	Charging not available	Responses	9	1	10
		% within Metro_Nonmetro	4.9%	2.4%	4.5%
Total		Responses	183	41	224
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18a – Where you currently work

AGE

How convenient to charge: Where you currently work? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	17	10	14	3	3	0	47
		% within Age	21.3%	17.5%	29.2%	17.6%	17.6%	0.0%	20.9%
	Convenient	Responses	23	22	15	5	5	1	71
		% within Age	28.8%	38.6%	31.3%	29.4%	29.4%	16.7%	31.6%
	Inconvenient	Responses	25	22	9	5	2	2	65
		% within Age	31.3%	38.6%	18.8%	29.4%	11.8%	33.3%	28.9%
	Very inconvenient	Responses	7	3	7	1	3	2	23
		% within Age	8.8%	5.3%	14.6%	5.9%	17.6%	33.3%	10.2%
	Charging not available	Responses	8	0	3	3	4	1	19
		% within Age	10.0%	0.0%	6.3%	17.6%	23.5%	16.7%	8.4%
Total		Responses	80	57	48	17	17	6	225
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient to charge: Where you currently work? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	25	22	47
		% within Sex	22.7%	19.1%	20.9%
	Convenient	Responses	32	39	71
		% within Sex	29.1%	33.9%	31.6%
	Inconvenient	Responses	38	27	65
		% within Sex	34.5%	23.5%	28.9%
	Very inconvenient	Responses	10	13	23
		% within Sex	9.1%	11.3%	10.2%
	Charging not available	Responses	5	14	19
		% within Sex	4.5%	12.2%	8.4%
Total		Responses	110	115	225
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient to charge: Where you currently work? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	19	21	0	2	5	47
		% within Ethnicity	16.1%	30.0%	0.0%	11.8%	33.3%	20.9%
	Convenient	Responses	36	21	2	7	5	71
		% within Ethnicity	30.5%	30.0%	40.0%	41.2%	33.3%	31.6%
	Inconvenient	Responses	38	16	2	5	4	65
		% within Ethnicity	32.2%	22.9%	40.0%	29.4%	26.7%	28.9%
	Very inconvenient	Responses	13	6	0	3	1	23
		% within Ethnicity	11.0%	8.6%	0.0%	17.6%	6.7%	10.2%
	Charging not available	Responses	12	6	1	0	0	19
		% within Ethnicity	10.2%	8.6%	20.0%	0.0%	0.0%	8.4%
Total		Responses	118	70	5	17	15	225
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient to charge: Where you currently work? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	34	13	47
		% within Hispanic Origin	19.9%	24.1%	20.9%
	Convenient	Responses	53	18	71
		% within Hispanic Origin	31.0%	33.3%	31.6%
	Inconvenient	Responses	46	19	65
		% within Hispanic Origin	26.9%	35.2%	28.9%
	Very inconvenient	Responses	20	3	23
		% within Hispanic Origin	11.7%	5.6%	10.2%
	Charging not available	Responses	18	1	19
		% within Hispanic Origin	10.5%	1.9%	8.4%
Total		Responses	171	54	225
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient to charge: Where you currently work? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	21	8	3	5	5	42
		% within HHI	18.3%	24.2%	13.6%	17.2%	41.7%	19.9%
	Convenient	Responses	44	5	5	9	5	68
		% within HHI	38.3%	15.2%	22.7%	31.0%	41.7%	32.2%
	Inconvenient	Responses	27	17	9	7	1	61
		% within HHI	23.5%	51.5%	40.9%	24.1%	8.3%	28.9%
	Very inconvenient	Responses	13	2	4	3	0	22
		% within HHI	11.3%	6.1%	18.2%	10.3%	0.0%	10.4%
	Charging not available	Responses	10	1	1	5	1	18
		% within HHI	8.7%	3.0%	4.5%	17.2%	8.3%	8.5%
Total		Responses	115	33	22	29	12	211
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient to charge: Where you currently work? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	3	8	3	17	3	7	3	3	47
		% within Education	15.0%	20.5%	16.7%	29.3%	14.3%	15.6%	20.0%	37.5%	21.0%
	Convenient	Responses	7	12	8	11	8	20	3	2	71
		% within Education	35.0%	30.8%	44.4%	19.0%	38.1%	44.4%	20.0%	25.0%	31.7%
	Inconvenient	Responses	6	11	5	20	3	12	5	2	64
		% within Education	30.0%	28.2%	27.8%	34.5%	14.3%	26.7%	33.3%	25.0%	28.6%
	Very inconvenient	Responses	1	5	0	6	3	5	2	1	23
		% within Education	5.0%	12.8%	0.0%	10.3%	14.3%	11.1%	13.3%	12.5%	10.3%
	Charging not available	Responses	3	3	2	4	4	1	2	0	19
		% within Education	15.0%	7.7%	11.1%	6.9%	19.0%	2.2%	13.3%	0.0%	8.5%
Total		Responses	20	39	18	58	21	45	15	8	224
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient to charge: Where you currently work? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	27	13	7	47
		% within Political Party_3pt	28.4%	19.4%	11.1%	20.9%
	Convenient	Responses	30	22	19	71
		% within Political Party_3pt	31.6%	32.8%	30.2%	31.6%
	Inconvenient	Responses	23	17	25	65
		% within Political Party_3pt	24.2%	25.4%	39.7%	28.9%
	Very inconvenient	Responses	7	9	7	23
		% within Political Party_3pt	7.4%	13.4%	11.1%	10.2%
	Charging not available	Responses	8	6	5	19
		% within Political Party_3pt	8.4%	9.0%	7.9%	8.4%
Total		Responses	95	67	63	225
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient to charge: Where you currently work? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	16	11	15	42
		% within Political Ideology_3pt	22.5%	23.9%	17.2%	20.6%
	Convenient	Responses	21	10	33	64
		% within Political Ideology_3pt	29.6%	21.7%	37.9%	31.4%
	Inconvenient	Responses	23	18	18	59
		% within Political Ideology_3pt	32.4%	39.1%	20.7%	28.9%
	Very inconvenient	Responses	6	1	14	21
		% within Political Ideology_3pt	8.5%	2.2%	16.1%	10.3%
	Charging not available	Responses	5	6	7	18
		% within Political Ideology_3pt	7.0%	13.0%	8.0%	8.8%
Total		Responses	71	46	87	204
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient to charge: Where you currently work? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient to charge: Where you currently work?	Very convenient	Responses	36	9	45
		% within Metro_Nonmetro	19.8%	22.0%	20.2%
	Convenient	Responses	63	8	71
		% within Metro_Nonmetro	34.6%	19.5%	31.8%
	Inconvenient	Responses	47	18	65
		% within Metro_Nonmetro	25.8%	43.9%	29.1%
	Very inconvenient	Responses	21	2	23
		% within Metro_Nonmetro	11.5%	4.9%	10.3%
	Charging not available	Responses	15	4	19
		% within Metro_Nonmetro	8.2%	9.8%	8.5%
Total		Responses	182	41	223
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18a – At nearby retail establishments

AGE

How convenient to charge: At nearby retail establishments? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	15	11	10	2	3	1	42
		% within Age	18.8%	19.0%	20.4%	11.8%	17.6%	16.7%	18.5%
	Convenient	Responses	20	20	24	7	4	0	75
		% within Age	25.0%	34.5%	49.0%	41.2%	23.5%	0.0%	33.0%
	Inconvenient	Responses	32	18	8	4	4	2	68
		% within Age	40.0%	31.0%	16.3%	23.5%	23.5%	33.3%	30.0%
	Very inconvenient	Responses	8	9	4	2	2	2	27
		% within Age	10.0%	15.5%	8.2%	11.8%	11.8%	33.3%	11.9%
	Charging not available	Responses	5	0	3	2	4	1	15
		% within Age	6.3%	0.0%	6.1%	11.8%	23.5%	16.7%	6.6%
Total		Responses	80	58	49	17	17	6	227
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient to charge: At nearby retail establishments? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	20	22	42
		% within Sex	18.2%	18.8%	18.5%
	Convenient	Responses	31	44	75
		% within Sex	28.2%	37.6%	33.0%
	Inconvenient	Responses	44	24	68
		% within Sex	40.0%	20.5%	30.0%
	Very inconvenient	Responses	10	17	27
		% within Sex	9.1%	14.5%	11.9%
	Charging not available	Responses	5	10	15
		% within Sex	4.5%	8.5%	6.6%
Total		Responses	110	117	227
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient to charge: At nearby retail establishments? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	17	16	0	3	6	42
		% within Ethnicity	14.4%	22.2%	0.0%	17.6%	40.0%	18.5%
	Convenient	Responses	41	22	2	5	5	75
		% within Ethnicity	34.7%	30.6%	40.0%	29.4%	33.3%	33.0%
	Inconvenient	Responses	39	19	2	5	3	68
		% within Ethnicity	33.1%	26.4%	40.0%	29.4%	20.0%	30.0%
	Very inconvenient	Responses	11	10	1	4	1	27
		% within Ethnicity	9.3%	13.9%	20.0%	23.5%	6.7%	11.9%
	Charging not available	Responses	10	5	0	0	0	15
		% within Ethnicity	8.5%	6.9%	0.0%	0.0%	0.0%	6.6%
Total		Responses	118	72	5	17	15	227
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient to charge: At nearby retail establishments? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	30	12	42
		% within Hispanic Origin	17.3%	22.2%	18.5%
	Convenient	Responses	58	17	75
		% within Hispanic Origin	33.5%	31.5%	33.0%
	Inconvenient	Responses	52	16	68
		% within Hispanic Origin	30.1%	29.6%	30.0%
	Very inconvenient	Responses	19	8	27
		% within Hispanic Origin	11.0%	14.8%	11.9%
	Charging not available	Responses	14	1	15
		% within Hispanic Origin	8.1%	1.9%	6.6%
Total		Responses	173	54	227
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient to charge: At nearby retail establishments? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	20	7	3	5	3	38
		% within HHI	17.2%	20.6%	13.6%	17.2%	25.0%	17.8%
	Convenient	Responses	40	11	7	8	5	71
		% within HHI	34.5%	32.4%	31.8%	27.6%	41.7%	33.3%
	Inconvenient	Responses	33	9	11	10	3	66
		% within HHI	28.4%	26.5%	50.0%	34.5%	25.0%	31.0%
	Very inconvenient	Responses	17	4	1	3	0	25
		% within HHI	14.7%	11.8%	4.5%	10.3%	0.0%	11.7%
	Charging not available	Responses	6	3	0	3	1	13
		% within HHI	5.2%	8.8%	0.0%	10.3%	8.3%	6.1%
Total		Responses	116	34	22	29	12	213
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient to charge: At nearby retail establishments? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	4	7	3	11	1	10	3	3	42
		% within Education	19.0%	17.9%	16.7%	19.0%	4.5%	22.2%	20.0%	37.5%	18.6%
	Convenient	Responses	6	12	7	20	6	16	6	2	75
		% within Education	28.6%	30.8%	38.9%	34.5%	27.3%	35.6%	40.0%	25.0%	33.2%
	Inconvenient	Responses	6	12	5	17	10	11	5	1	67
		% within Education	28.6%	30.8%	27.8%	29.3%	45.5%	24.4%	33.3%	12.5%	29.6%
	Very inconvenient	Responses	4	5	2	8	1	5	0	2	27
		% within Education	19.0%	12.8%	11.1%	13.8%	4.5%	11.1%	0.0%	25.0%	11.9%
	Charging not available	Responses	1	3	1	2	4	3	1	0	15
		% within Education	4.8%	7.7%	5.6%	3.4%	18.2%	6.7%	6.7%	0.0%	6.6%
Total		Responses	21	39	18	58	22	45	15	8	226
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient to charge: At nearby retail establishments? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	22	11	9	42
		% within Political Party_3pt	22.9%	16.4%	14.1%	18.5%
	Convenient	Responses	33	19	23	75
		% within Political Party_3pt	34.4%	28.4%	35.9%	33.0%
	Inconvenient	Responses	24	24	20	68
		% within Political Party_3pt	25.0%	35.8%	31.3%	30.0%
	Very inconvenient	Responses	10	8	9	27
		% within Political Party_3pt	10.4%	11.9%	14.1%	11.9%
	Charging not available	Responses	7	5	3	15
		% within Political Party_3pt	7.3%	7.5%	4.7%	6.6%
Total		Responses	96	67	64	227
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient to charge: At nearby retail establishments? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	17	9	13	39
		% within Political Ideology_3pt	23.9%	19.1%	14.9%	19.0%
	Convenient	Responses	23	15	28	66
		% within Political Ideology_3pt	32.4%	31.9%	32.2%	32.2%
	Inconvenient	Responses	18	12	32	62
		% within Political Ideology_3pt	25.4%	25.5%	36.8%	30.2%
	Very inconvenient	Responses	10	6	8	24
		% within Political Ideology_3pt	14.1%	12.8%	9.2%	11.7%
	Charging not available	Responses	3	5	6	14
		% within Political Ideology_3pt	4.2%	10.6%	6.9%	6.8%
Total		Responses	71	47	87	205
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient to charge: At nearby retail establishments? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient to charge: At nearby retail establishments?	Very convenient	Responses	38	3	41
		% within Metro_Nonmetro	20.7%	7.3%	18.2%
	Convenient	Responses	60	15	75
		% within Metro_Nonmetro	32.6%	36.6%	33.3%
	Inconvenient	Responses	53	14	67
		% within Metro_Nonmetro	28.8%	34.1%	29.8%
	Very inconvenient	Responses	22	5	27
		% within Metro_Nonmetro	12.0%	12.2%	12.0%
	Charging not available	Responses	11	4	15
		% within Metro_Nonmetro	6.0%	9.8%	6.7%
Total		Responses	184	41	225
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18a – At nearby public spaces (such as parks, community buildings, or along the highway)

AGE

How convenient to charge: At nearby public spaces? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	18	17	14	3	2	1	55
		% within Age	22.5%	29.3%	28.6%	17.6%	11.8%	16.7%	24.2%
	Convenient	Responses	22	21	17	6	2	0	68
		% within Age	27.5%	36.2%	34.7%	35.3%	11.8%	0.0%	30.0%
	Inconvenient	Responses	31	16	11	5	7	2	72
		% within Age	38.8%	27.6%	22.4%	29.4%	41.2%	33.3%	31.7%
	Very inconvenient	Responses	5	4	5	1	2	1	18
		% within Age	6.3%	6.9%	10.2%	5.9%	11.8%	16.7%	7.9%
	Charging not available	Responses	4	0	2	2	4	2	14
		% within Age	5.0%	0.0%	4.1%	11.8%	23.5%	33.3%	6.2%
Total		Responses	80	58	49	17	17	6	227
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient to charge: At nearby public spaces? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	30	25	55
		% within Sex	27.3%	21.4%	24.2%
	Convenient	Responses	29	39	68
		% within Sex	26.4%	33.3%	30.0%
	Inconvenient	Responses	41	31	72
		% within Sex	37.3%	26.5%	31.7%
	Very inconvenient	Responses	6	12	18
		% within Sex	5.5%	10.3%	7.9%
	Charging not available	Responses	4	10	14
		% within Sex	3.6%	8.5%	6.2%
Total		Responses	110	117	227
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient to charge: At nearby public spaces? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	22	21	1	5	6	55
		% within Ethnicity	18.6%	29.2%	20.0%	29.4%	40.0%	24.2%
	Convenient	Responses	34	22	2	6	4	68
		% within Ethnicity	28.8%	30.6%	40.0%	35.3%	26.7%	30.0%
	Inconvenient	Responses	39	23	1	4	5	72
		% within Ethnicity	33.1%	31.9%	20.0%	23.5%	33.3%	31.7%
	Very inconvenient	Responses	12	4	1	1	0	18
		% within Ethnicity	10.2%	5.6%	20.0%	5.9%	0.0%	7.9%
	Charging not available	Responses	11	2	0	1	0	14
		% within Ethnicity	9.3%	2.8%	0.0%	5.9%	0.0%	6.2%
Total		Responses	118	72	5	17	15	227
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient to charge: At nearby public spaces? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	38	17	55
		% within Hispanic Origin	22.0%	31.5%	24.2%
	Convenient	Responses	49	19	68
		% within Hispanic Origin	28.3%	35.2%	30.0%
	Inconvenient	Responses	58	14	72
		% within Hispanic Origin	33.5%	25.9%	31.7%
	Very inconvenient	Responses	15	3	18
		% within Hispanic Origin	8.7%	5.6%	7.9%
	Charging not available	Responses	13	1	14
		% within Hispanic Origin	7.5%	1.9%	6.2%
Total		Responses	173	54	227
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient to charge: At nearby public spaces? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	26	8	5	9	3	51
		% within HHI	22.4%	23.5%	22.7%	31.0%	25.0%	23.9%
	Convenient	Responses	43	7	8	4	3	65
		% within HHI	37.1%	20.6%	36.4%	13.8%	25.0%	30.5%
	Inconvenient	Responses	33	12	7	10	5	67
		% within HHI	28.4%	35.3%	31.8%	34.5%	41.7%	31.5%
	Very inconvenient	Responses	7	5	2	2	1	17
		% within HHI	6.0%	14.7%	9.1%	6.9%	8.3%	8.0%
	Charging not available	Responses	7	2	0	4	0	13
		% within HHI	6.0%	5.9%	0.0%	13.8%	0.0%	6.1%
Total		Responses	116	34	22	29	12	213
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient to charge: At nearby public spaces? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	5	10	6	15	2	11	3	2	54
		% within Education	23.8%	25.6%	33.3%	25.9%	9.1%	24.4%	20.0%	25.0%	23.9%
	Convenient	Responses	9	11	3	20	11	7	4	3	68
		% within Education	42.9%	28.2%	16.7%	34.5%	50.0%	15.6%	26.7%	37.5%	30.1%
	Inconvenient	Responses	5	11	8	14	4	20	7	3	72
		% within Education	23.8%	28.2%	44.4%	24.1%	18.2%	44.4%	46.7%	37.5%	31.9%
	Very inconvenient	Responses	1	4	1	7	1	4	0	0	18
		% within Education	4.8%	10.3%	5.6%	12.1%	4.5%	8.9%	0.0%	0.0%	8.0%
	Charging not available	Responses	1	3	0	2	4	3	1	0	14
		% within Education	4.8%	7.7%	0.0%	3.4%	18.2%	6.7%	6.7%	0.0%	6.2%
Total		Responses	21	39	18	58	22	45	15	8	226
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient to charge: At nearby public spaces? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	29	11	15	55
		% within Political Party_3pt	30.2%	16.4%	23.4%	24.2%
	Convenient	Responses	32	20	16	68
		% within Political Party_3pt	33.3%	29.9%	25.0%	30.0%
	Inconvenient	Responses	23	29	20	72
		% within Political Party_3pt	24.0%	43.3%	31.3%	31.7%
	Very inconvenient	Responses	8	2	8	18
		% within Political Party_3pt	8.3%	3.0%	12.5%	7.9%
	Charging not available	Responses	4	5	5	14
		% within Political Party_3pt	4.2%	7.5%	7.8%	6.2%
Total		Responses	96	67	64	227
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient to charge: At nearby public spaces? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	19	8	22	49
		% within Political Ideology_3pt	26.8%	17.0%	25.3%	23.9%
	Convenient	Responses	22	13	26	61
		% within Political Ideology_3pt	31.0%	27.7%	29.9%	29.8%
	Inconvenient	Responses	26	17	24	67
		% within Political Ideology_3pt	36.6%	36.2%	27.6%	32.7%
	Very inconvenient	Responses	2	4	9	15
		% within Political Ideology_3pt	2.8%	8.5%	10.3%	7.3%
	Charging not available	Responses	2	5	6	13
		% within Political Ideology_3pt	2.8%	10.6%	6.9%	6.3%
Total		Responses	71	47	87	205
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient to charge: At nearby public spaces? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient to charge: At nearby public spaces?	Very convenient	Responses	46	8	54
		% within Metro_Nonmetro	25.0%	19.5%	24.0%
	Convenient	Responses	56	12	68
		% within Metro_Nonmetro	30.4%	29.3%	30.2%
	Inconvenient	Responses	57	14	71
		% within Metro_Nonmetro	31.0%	34.1%	31.6%
	Very inconvenient	Responses	15	3	18
		% within Metro_Nonmetro	8.2%	7.3%	8.0%
	Charging not available	Responses	10	4	14
		% within Metro_Nonmetro	5.4%	9.8%	6.2%
Total		Responses	184	41	225
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18a – On long car trips

AGE

How convenient to charge: On long car trips? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient to charge: On long car trips?	Very convenient	Responses	20	12	14	3	4	1	54
		% within Age	25.0%	20.7%	28.6%	17.6%	23.5%	16.7%	23.8%
	Convenient	Responses	21	25	16	7	2	1	72
		% within Age	26.3%	43.1%	32.7%	41.2%	11.8%	16.7%	31.7%
	Inconvenient	Responses	25	9	13	3	4	1	55
		% within Age	31.3%	15.5%	26.5%	17.6%	23.5%	16.7%	24.2%
	Very inconvenient	Responses	10	10	3	3	5	2	33
		% within Age	12.5%	17.2%	6.1%	17.6%	29.4%	33.3%	14.5%
	Charging not available	Responses	4	2	3	1	2	1	13
		% within Age	5.0%	3.4%	6.1%	5.9%	11.8%	16.7%	5.7%
Total		Responses	80	58	49	17	17	6	227
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient to charge: On long car trips? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient to charge: On long car trips?	Very convenient	Responses	30	24	54
		% within Sex	27.3%	20.5%	23.8%
	Convenient	Responses	32	40	72
		% within Sex	29.1%	34.2%	31.7%
	Inconvenient	Responses	26	29	55
		% within Sex	23.6%	24.8%	24.2%
	Very inconvenient	Responses	19	14	33
		% within Sex	17.3%	12.0%	14.5%
	Charging not available	Responses	3	10	13
		% within Sex	2.7%	8.5%	5.7%
Total		Responses	110	117	227
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient to charge: On long car trips? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient to charge: On long car trips?	Very convenient	Responses	23	21	1	4	5	54
		% within Ethnicity	19.5%	29.2%	20.0%	23.5%	33.3%	23.8%
	Convenient	Responses	36	24	3	3	6	72
		% within Ethnicity	30.5%	33.3%	60.0%	17.6%	40.0%	31.7%
	Inconvenient	Responses	28	17	0	7	3	55
		% within Ethnicity	23.7%	23.6%	0.0%	41.2%	20.0%	24.2%
	Very inconvenient	Responses	22	7	1	2	1	33
		% within Ethnicity	18.6%	9.7%	20.0%	11.8%	6.7%	14.5%
	Charging not available	Responses	9	3	0	1	0	13
		% within Ethnicity	7.6%	4.2%	0.0%	5.9%	0.0%	5.7%
Total		Responses	118	72	5	17	15	227
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient to charge: On long car trips? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient to charge: On long car trips?	Very convenient	Responses	36	18	54
		% within Hispanic Origin	20.8%	33.3%	23.8%
	Convenient	Responses	54	18	72
		% within Hispanic Origin	31.2%	33.3%	31.7%
	Inconvenient	Responses	45	10	55
		% within Hispanic Origin	26.0%	18.5%	24.2%
	Very inconvenient	Responses	27	6	33
		% within Hispanic Origin	15.6%	11.1%	14.5%
	Charging not available	Responses	11	2	13
		% within Hispanic Origin	6.4%	3.7%	5.7%
Total		Responses	173	54	227
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient to charge: On long car trips? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient to charge: On long car trips?	Very convenient	Responses	28	6	5	7	3	49
		% within HHI	24.1%	17.6%	22.7%	24.1%	25.0%	23.0%
	Convenient	Responses	39	11	4	9	4	67
		% within HHI	33.6%	32.4%	18.2%	31.0%	33.3%	31.5%
	Inconvenient	Responses	26	11	6	6	4	53
		% within HHI	22.4%	32.4%	27.3%	20.7%	33.3%	24.9%
	Very inconvenient	Responses	16	4	7	5	0	32
		% within HHI	13.8%	11.8%	31.8%	17.2%	0.0%	15.0%
	Charging not available	Responses	7	2	0	2	1	12
		% within HHI	6.0%	5.9%	0.0%	6.9%	8.3%	5.6%
Total		Responses	116	34	22	29	12	213
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient to charge: On long car trips? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient to charge: On long car trips?	Very convenient	Responses	7	6	3	14	3	13	4	4	54
		% within Education	33.3%	15.4%	16.7%	24.1%	13.6%	28.9%	26.7%	50.0%	23.9%
	Convenient	Responses	6	17	6	16	9	11	4	2	71
		% within Education	28.6%	43.6%	33.3%	27.6%	40.9%	24.4%	26.7%	25.0%	31.4%
	Inconvenient	Responses	7	10	9	10	3	12	3	1	55
		% within Education	33.3%	25.6%	50.0%	17.2%	13.6%	26.7%	20.0%	12.5%	24.3%
	Very inconvenient	Responses	0	4	0	12	5	7	4	1	33
		% within Education	0.0%	10.3%	0.0%	20.7%	22.7%	15.6%	26.7%	12.5%	14.6%
	Charging not available	Responses	1	2	0	6	2	2	0	0	13
		% within Education	4.8%	5.1%	0.0%	10.3%	9.1%	4.4%	0.0%	0.0%	5.8%
Total		Responses	21	39	18	58	22	45	15	8	226
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient to charge: On long car trips? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient to charge: On long car trips?	Very convenient	Responses	30	14	10	54
		% within Political Party_3pt	31.3%	20.9%	15.6%	23.8%
	Convenient	Responses	27	24	21	72
		% within Political Party_3pt	28.1%	35.8%	32.8%	31.7%
	Inconvenient	Responses	20	15	20	55
		% within Political Party_3pt	20.8%	22.4%	31.3%	24.2%
	Very inconvenient	Responses	12	11	10	33
		% within Political Party_3pt	12.5%	16.4%	15.6%	14.5%
	Charging not available	Responses	7	3	3	13
		% within Political Party_3pt	7.3%	4.5%	4.7%	5.7%
Total		Responses	96	67	64	227
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient to charge: On long car trips? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient to charge: On long car trips?	Very convenient	Responses	20	8	22	50
		% within Political Ideology_3pt	28.2%	17.0%	25.3%	24.4%
	Convenient	Responses	27	19	21	67
		% within Political Ideology_3pt	38.0%	40.4%	24.1%	32.7%
	Inconvenient	Responses	13	10	24	47
		% within Political Ideology_3pt	18.3%	21.3%	27.6%	22.9%
	Very inconvenient	Responses	6	7	16	29
		% within Political Ideology_3pt	8.5%	14.9%	18.4%	14.1%
		Responses	5	3	4	12

	Charging not available	% within Political Ideology_3pt	7.0%	6.4%	4.6%	5.9%
Total		Responses	71	47	87	205
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient to charge: On long car trips? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient to charge: On long car trips?	Very convenient	Responses	47	6	53
		% within Metro_Nonmetro	25.5%	14.6%	23.6%
	Convenient	Responses	51	21	72
		% within Metro_Nonmetro	27.7%	51.2%	32.0%
	Inconvenient	Responses	47	7	54
		% within Metro_Nonmetro	25.5%	17.1%	24.0%
	Very inconvenient	Responses	28	5	33
		% within Metro_Nonmetro	15.2%	12.2%	14.7%
	Charging not available	Responses	11	2	13
		% within Metro_Nonmetro	6.0%	4.9%	5.8%
Total		Responses	184	41	225
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18b – Where you currently live

AGE

How convenient would it be to charge: Where you currently live? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	44	49	51	27	19	21	211
		% within Age	23.0%	17.5%	19.1%	11.4%	8.7%	7.3%	14.3%
	Convenient	Responses	59	87	62	54	45	53	360
		% within Age	30.9%	31.1%	23.2%	22.9%	20.5%	18.5%	24.3%
	Inconvenient	Responses	51	74	77	64	62	79	407
		% within Age	26.7%	26.4%	28.8%	27.1%	28.3%	27.5%	27.5%
	Very inconvenient	Responses	23	31	35	50	45	70	254
		% within Age	12.0%	11.1%	13.1%	21.2%	20.5%	24.4%	17.2%
	Charging not available	Responses	14	39	42	41	48	64	248
		% within Age	7.3%	13.9%	15.7%	17.4%	21.9%	22.3%	16.8%
Total		Responses	191	280	267	236	219	287	1480
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient would it be to charge: Where you currently live? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	103	108	211
		% within Sex	18.0%	11.9%	14.3%
	Convenient	Responses	151	209	360
		% within Sex	26.4%	23.0%	24.3%
	Inconvenient	Responses	155	252	407
		% within Sex	27.1%	27.8%	27.5%
	Very inconvenient	Responses	86	168	254
		% within Sex	15.0%	18.5%	17.2%
	Charging not available	Responses	78	170	248
		% within Sex	13.6%	18.7%	16.8%
Total		Responses	573	907	1480
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient would it be to charge: Where you currently live? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	117	65	3	9	17	211
		% within Ethnicity	11.2%	22.0%	13.6%	19.1%	24.3%	14.3%
	Convenient	Responses	223	92	5	19	21	360
		% within Ethnicity	21.3%	31.1%	22.7%	40.4%	30.0%	24.3%
	Inconvenient	Responses	303	64	7	12	21	407
		% within Ethnicity	29.0%	21.6%	31.8%	25.5%	30.0%	27.5%
	Very inconvenient	Responses	201	39	2	6	6	254
		% within Ethnicity	19.2%	13.2%	9.1%	12.8%	8.6%	17.2%
	Charging not available	Responses	201	36	5	1	5	248
		% within Ethnicity	19.2%	12.2%	22.7%	2.1%	7.1%	16.8%
Total		Responses	1045	296	22	47	70	1480
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient would it be to charge: Where you currently live? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	178	33	211
		% within Hispanic Origin	13.1%	27.3%	14.3%
	Convenient	Responses	326	34	360
		% within Hispanic Origin	24.0%	28.1%	24.3%
	Inconvenient	Responses	377	30	407
		% within Hispanic Origin	27.7%	24.8%	27.5%
	Very inconvenient	Responses	241	13	254
		% within Hispanic Origin	17.7%	10.7%	17.2%
	Charging not available	Responses	237	11	248
		% within Hispanic Origin	17.4%	9.1%	16.8%
Total		Responses	1359	121	1480
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient would it be to charge: Where you currently live? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	91	45	26	27	16	205
		% within HHI	15.2%	11.9%	14.6%	12.7%	21.6%	14.2%
	Convenient	Responses	141	90	32	60	23	346
		% within HHI	23.5%	23.9%	18.0%	28.3%	31.1%	24.0%
	Inconvenient	Responses	154	111	52	60	19	396
		% within HHI	25.7%	29.4%	29.2%	28.3%	25.7%	27.5%
	Very inconvenient	Responses	111	62	30	35	10	248
		% within HHI	18.5%	16.4%	16.9%	16.5%	13.5%	17.2%
	Charging not available	Responses	102	69	38	30	6	245
		% within HHI	17.0%	18.3%	21.3%	14.2%	8.1%	17.0%
Total		Responses	599	377	178	212	74	1440
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient would it be to charge: Where you currently live? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	14	39	16	53	18	42	16	13	211
		% within Education	16.9%	14.0%	16.5%	13.9%	12.3%	15.1%	12.5%	15.3%	14.3%
	Convenient	Responses	19	67	27	99	40	62	27	18	359
		% within Education	22.9%	24.0%	27.8%	25.9%	27.4%	22.2%	21.1%	21.2%	24.3%
	Inconvenient	Responses	20	81	24	102	43	71	37	29	407
		% within Education	24.1%	29.0%	24.7%	26.7%	29.5%	25.4%	28.9%	34.1%	27.5%
	Very inconvenient	Responses	15	50	16	65	24	49	23	12	254
		% within Education	18.1%	17.9%	16.5%	17.0%	16.4%	17.6%	18.0%	14.1%	17.2%
	Charging not available	Responses	15	42	14	63	21	55	25	13	248
		% within Education	18.1%	15.1%	14.4%	16.5%	14.4%	19.7%	19.5%	15.3%	16.8%
Total		Responses	83	279	97	382	146	279	128	85	1479
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient would it be to charge: Where you currently live? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	93	63	55	211
		% within Political Party_3pt	17.3%	13.2%	11.8%	14.3%
	Convenient	Responses	166	114	80	360
		% within Political Party_3pt	30.9%	23.8%	17.2%	24.3%
	Inconvenient	Responses	133	152	122	407
		% within Political Party_3pt	24.8%	31.8%	26.2%	27.5%
	Very inconvenient	Responses	68	82	104	254
		% within Political Party_3pt	12.7%	17.2%	22.4%	17.2%
	Charging not available	Responses	77	67	104	248
		% within Political Party_3pt	14.3%	14.0%	22.4%	16.8%
Total		Responses	537	478	465	1480
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient would it be to charge: Where you currently live? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	72	41	73	186
		% within Political Ideology_3pt	19.3%	11.7%	12.6%	14.3%
	Convenient	Responses	97	79	142	318
		% within Political Ideology_3pt	26.0%	22.5%	24.4%	24.4%
	Inconvenient	Responses	94	108	159	361
		% within Political Ideology_3pt	25.2%	30.8%	27.4%	27.7%
	Very inconvenient	Responses	50	64	103	217
		% within Political Ideology_3pt	13.4%	18.2%	17.7%	16.6%
	Charging not available	Responses	60	59	104	223
		% within Political Ideology_3pt	16.1%	16.8%	17.9%	17.1%
Total		Responses	373	351	581	1305
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient would it be to charge: Where you currently live? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient would it be to charge: Where you currently live?	Very convenient	Responses	172	38	210
		% within Metro_Nonmetro	14.7%	12.8%	14.3%
	Convenient	Responses	297	62	359
		% within Metro_Nonmetro	25.3%	20.8%	24.4%
	Inconvenient	Responses	334	71	405
		% within Metro_Nonmetro	28.4%	23.8%	27.5%
	Very inconvenient	Responses	188	65	253
		% within Metro_Nonmetro	16.0%	21.8%	17.2%
	Charging not available	Responses	183	62	245
		% within Metro_Nonmetro	15.6%	20.8%	16.6%
Total		Responses	1174	298	1472
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18b – Where you currently work

AGE

How convenient would it be to charge: Where you currently work? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	35	40	52	19	17	9	172
		% within Age	18.3%	14.3%	19.5%	8.1%	7.8%	3.1%	11.6%
	Convenient	Responses	51	63	57	47	25	20	263
		% within Age	26.7%	22.5%	21.3%	19.9%	11.5%	7.0%	17.8%
	Inconvenient	Responses	53	84	62	63	53	51	366
		% within Age	27.7%	30.0%	23.2%	26.7%	24.3%	17.8%	24.8%
	Very inconvenient	Responses	24	31	28	29	32	35	179
		% within Age	12.6%	11.1%	10.5%	12.3%	14.7%	12.2%	12.1%
	Charging not available	Responses	28	62	68	78	91	171	498
		% within Age	14.7%	22.1%	25.5%	33.1%	41.7%	59.8%	33.7%
Total		Responses	191	280	267	236	218	286	1478
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient would it be to charge: Where you currently work? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	93	79	172
		% within Sex	16.3%	8.7%	11.6%
	Convenient	Responses	112	151	263
		% within Sex	19.6%	16.6%	17.8%
	Inconvenient	Responses	142	224	366
		% within Sex	24.9%	24.7%	24.8%
	Very inconvenient	Responses	66	113	179
		% within Sex	11.6%	12.5%	12.1%
	Charging not available	Responses	158	340	498
		% within Sex	27.7%	37.5%	33.7%
Total		Responses	571	907	1478
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient would it be to charge: Where you currently work? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	94	54	0	6	18	172
		% within Ethnicity	9.0%	18.2%	0.0%	13.0%	25.7%	11.6%
	Convenient	Responses	146	77	7	16	17	263
		% within Ethnicity	14.0%	26.0%	31.8%	34.8%	24.3%	17.8%
	Inconvenient	Responses	267	61	5	12	21	366
		% within Ethnicity	25.6%	20.6%	22.7%	26.1%	30.0%	24.8%
	Very inconvenient	Responses	130	33	2	7	7	179
		% within Ethnicity	12.5%	11.1%	9.1%	15.2%	10.0%	12.1%
	Charging not available	Responses	407	71	8	5	7	498
		% within Ethnicity	39.0%	24.0%	36.4%	10.9%	10.0%	33.7%
Total		Responses	1044	296	22	46	70	1478
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient would it be to charge: Where you currently work? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	148	24	172
		% within Hispanic Origin	10.9%	19.8%	11.6%
	Convenient	Responses	231	32	263
		% within Hispanic Origin	17.0%	26.4%	17.8%
	Inconvenient	Responses	335	31	366
		% within Hispanic Origin	24.7%	25.6%	24.8%
	Very inconvenient	Responses	163	16	179
		% within Hispanic Origin	12.0%	13.2%	12.1%
	Charging not available	Responses	480	18	498
		% within Hispanic Origin	35.4%	14.9%	33.7%
Total		Responses	1357	121	1478
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient would it be to charge: Where you currently work? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	82	33	17	19	17	168
		% within HHI	13.7%	8.8%	9.6%	9.0%	23.0%	11.7%
	Convenient	Responses	98	68	35	42	14	257
		% within HHI	16.4%	18.0%	19.7%	19.8%	18.9%	17.9%
	Inconvenient	Responses	133	100	43	58	16	350
		% within HHI	22.2%	26.5%	24.2%	27.4%	21.6%	24.3%
	Very inconvenient	Responses	78	37	23	27	9	174
		% within HHI	13.0%	9.8%	12.9%	12.7%	12.2%	12.1%
	Charging not available	Responses	207	139	60	66	18	490
		% within HHI	34.6%	36.9%	33.7%	31.1%	24.3%	34.1%
Total		Responses	598	377	178	212	74	1439
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient would it be to charge: Where you currently work? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	11	39	7	38	18	30	19	10	172
		% within Education	13.3%	14.0%	7.2%	9.9%	12.3%	10.8%	14.8%	11.8%	11.6%
	Convenient	Responses	15	54	19	72	26	44	19	13	262
		% within Education	18.1%	19.4%	19.6%	18.8%	17.8%	15.8%	14.8%	15.3%	17.7%
	Inconvenient	Responses	22	68	24	93	41	66	28	24	366
		% within Education	26.5%	24.5%	24.7%	24.3%	28.1%	23.7%	21.9%	28.2%	24.8%
	Very inconvenient	Responses	10	40	14	42	15	35	11	12	179
		% within Education	12.0%	14.4%	14.4%	11.0%	10.3%	12.6%	8.6%	14.1%	12.1%
	Charging not available	Responses	25	77	33	137	46	103	51	26	498
		% within Education	30.1%	27.7%	34.0%	35.9%	31.5%	37.1%	39.8%	30.6%	33.7%
Total		Responses	83	278	97	382	146	278	128	85	1477
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient would it be to charge: Where you currently work? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	77	51	44	172
		% within Political Party_3pt	14.3%	10.7%	9.5%	11.6%
	Convenient	Responses	125	85	53	263
		% within Political Party_3pt	23.3%	17.9%	11.4%	17.8%
	Inconvenient	Responses	127	135	104	366
		% within Political Party_3pt	23.6%	28.4%	22.4%	24.8%
	Very inconvenient	Responses	53	55	71	179
		% within Political Party_3pt	9.9%	11.6%	15.3%	12.1%
	Charging not available	Responses	155	150	193	498
		% within Political Party_3pt	28.9%	31.5%	41.5%	33.7%
Total		Responses	537	476	465	1478
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient would it be to charge: Where you currently work? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	59	34	62	155
		% within Political Ideology_3pt	15.8%	9.7%	10.7%	11.9%
	Convenient	Responses	77	54	98	229
		% within Political Ideology_3pt	20.6%	15.4%	16.9%	17.6%
	Inconvenient	Responses	88	91	146	325
		% within Political Ideology_3pt	23.6%	26.0%	25.2%	24.9%
	Very inconvenient	Responses	42	38	74	154
		% within Political Ideology_3pt	11.3%	10.9%	12.8%	11.8%
	Charging not available	Responses	107	133	200	440
		% within Political Ideology_3pt	28.7%	38.0%	34.5%	33.8%
Total		Responses	373	350	580	1303
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient would it be to charge: Where you currently work? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient would it be to charge: Where you currently work?	Very convenient	Responses	143	28	171
		% within Metro_Nonmetro	12.2%	9.4%	11.6%
	Convenient	Responses	211	51	262
		% within Metro_Nonmetro	18.0%	17.1%	17.8%
	Inconvenient	Responses	301	64	365
		% within Metro_Nonmetro	25.7%	21.5%	24.8%
	Very inconvenient	Responses	140	37	177
		% within Metro_Nonmetro	11.9%	12.4%	12.0%
	Charging not available	Responses	377	118	495
		% within Metro_Nonmetro	32.2%	39.6%	33.7%
Total		Responses	1172	298	1470
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18b – At nearby retail establishments

AGE

How convenient would it be to charge: At nearby retail establishments? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	36	37	38	21	18	10	160
		% within Age	18.8%	13.2%	14.2%	8.9%	8.2%	3.5%	10.8%
	Convenient	Responses	63	93	75	55	45	38	369
		% within Age	33.0%	33.2%	28.1%	23.3%	20.5%	13.2%	24.9%
	Inconvenient	Responses	51	81	78	74	57	80	421
		% within Age	26.7%	28.9%	29.2%	31.4%	26.0%	27.9%	28.4%
	Very inconvenient	Responses	15	36	35	38	48	67	239
		% within Age	7.9%	12.9%	13.1%	16.1%	21.9%	23.3%	16.1%
	Charging not available	Responses	26	33	41	48	51	92	291
		% within Age	13.6%	11.8%	15.4%	20.3%	23.3%	32.1%	19.7%
Total		Responses	191	280	267	236	219	287	1480
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient would it be to charge: At nearby retail establishments? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	79	81	160
		% within Sex	13.8%	8.9%	10.8%
	Convenient	Responses	149	220	369
		% within Sex	26.0%	24.3%	24.9%
	Inconvenient	Responses	168	253	421
		% within Sex	29.3%	27.9%	28.4%
	Very inconvenient	Responses	81	158	239
		% within Sex	14.1%	17.4%	16.1%
	Charging not available	Responses	96	195	291
		% within Sex	16.8%	21.5%	19.7%
Total		Responses	573	907	1480
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient would it be to charge: At nearby retail establishments? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	89	51	0	8	12	160
		% within Ethnicity	8.5%	17.2%	0.0%	17.0%	17.1%	10.8%
	Convenient	Responses	218	109	6	14	22	369
		% within Ethnicity	20.9%	36.8%	27.3%	29.8%	31.4%	24.9%
	Inconvenient	Responses	309	69	9	10	24	421
		% within Ethnicity	29.6%	23.3%	40.9%	21.3%	34.3%	28.4%
	Very inconvenient	Responses	195	30	1	7	6	239
		% within Ethnicity	18.7%	10.1%	4.5%	14.9%	8.6%	16.1%
	Charging not available	Responses	234	37	6	8	6	291
		% within Ethnicity	22.4%	12.5%	27.3%	17.0%	8.6%	19.7%
Total		Responses	1045	296	22	47	70	1480
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient would it be to charge: At nearby retail establishments? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	138	22	160
		% within Hispanic Origin	10.2%	18.2%	10.8%
	Convenient	Responses	330	39	369
		% within Hispanic Origin	24.3%	32.2%	24.9%
	Inconvenient	Responses	387	34	421
		% within Hispanic Origin	28.5%	28.1%	28.4%
	Very inconvenient	Responses	228	11	239
		% within Hispanic Origin	16.8%	9.1%	16.1%
	Charging not available	Responses	276	15	291
		% within Hispanic Origin	20.3%	12.4%	19.7%
Total		Responses	1359	121	1480
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient would it be to charge: At nearby retail establishments? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	79	32	19	12	11	153
		% within HHI	13.2%	8.5%	10.7%	5.7%	14.9%	10.6%
	Convenient	Responses	142	97	48	52	23	362
		% within HHI	23.7%	25.7%	27.0%	24.5%	31.1%	25.1%
	Inconvenient	Responses	155	114	48	68	19	404
		% within HHI	25.9%	30.2%	27.0%	32.1%	25.7%	28.1%
	Very inconvenient	Responses	92	56	33	42	10	233
		% within HHI	15.4%	14.9%	18.5%	19.8%	13.5%	16.2%
	Charging not available	Responses	131	78	30	38	11	288
		% within HHI	21.9%	20.7%	16.9%	17.9%	14.9%	20.0%
Total		Responses	599	377	178	212	74	1440
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient would it be to charge: At nearby retail establishments? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	10	39	8	35	16	21	18	13	160
		% within Education	12.0%	14.0%	8.2%	9.2%	11.0%	7.5%	14.1%	15.3%	10.8%
	Convenient	Responses	24	67	28	107	33	64	22	23	368
		% within Education	28.9%	24.0%	28.9%	28.0%	22.6%	22.9%	17.2%	27.1%	24.9%
	Inconvenient	Responses	21	83	27	101	50	85	37	17	421
		% within Education	25.3%	29.7%	27.8%	26.4%	34.2%	30.5%	28.9%	20.0%	28.5%
	Very inconvenient	Responses	15	40	11	67	23	50	19	14	239
		% within Education	18.1%	14.3%	11.3%	17.5%	15.8%	17.9%	14.8%	16.5%	16.2%
	Charging not available	Responses	13	50	23	72	24	59	32	18	291
		% within Education	15.7%	17.9%	23.7%	18.8%	16.4%	21.1%	25.0%	21.2%	19.7%
Total		Responses	83	279	97	382	146	279	128	85	1479
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient would it be to charge: At nearby retail establishments? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	73	43	44	160
		% within Political Party_3pt	13.6%	9.0%	9.5%	10.8%
	Convenient	Responses	178	119	72	369
		% within Political Party_3pt	33.1%	24.9%	15.5%	24.9%
	Inconvenient	Responses	142	157	122	421
		% within Political Party_3pt	26.4%	32.8%	26.2%	28.4%
	Very inconvenient	Responses	63	77	99	239
		% within Political Party_3pt	11.7%	16.1%	21.3%	16.1%
	Charging not available	Responses	81	82	128	291
		% within Political Party_3pt	15.1%	17.2%	27.5%	19.7%
Total		Responses	537	478	465	1480
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient would it be to charge: At nearby retail establishments? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	50	35	56	141
		% within Political Ideology_3pt	13.4%	10.0%	9.6%	10.8%
	Convenient	Responses	110	89	134	333
		% within Political Ideology_3pt	29.5%	25.4%	23.1%	25.5%
	Inconvenient	Responses	99	100	166	365
		% within Political Ideology_3pt	26.5%	28.5%	28.6%	28.0%
	Very inconvenient	Responses	43	51	113	207
		% within Political Ideology_3pt	11.5%	14.5%	19.4%	15.9%
	Charging not available	Responses	71	76	112	259
		% within Political Ideology_3pt	19.0%	21.7%	19.3%	19.8%
Total		Responses	373	351	581	1305
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient would it be to charge: At nearby retail establishments? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient would it be to charge: At nearby retail establishments?	Very convenient	Responses	129	29	158
		% within Metro_Nonmetro	11.0%	9.7%	10.7%
	Convenient	Responses	300	68	368
		% within Metro_Nonmetro	25.6%	22.8%	25.0%
	Inconvenient	Responses	343	78	421
		% within Metro_Nonmetro	29.2%	26.2%	28.6%
	Very inconvenient	Responses	186	51	237
		% within Metro_Nonmetro	15.8%	17.1%	16.1%
	Charging not available	Responses	216	72	288
		% within Metro_Nonmetro	18.4%	24.2%	19.6%
Total		Responses	1174	298	1472
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18b – At nearby public spaces (such as parks, community buildings, or along the highway)

AGE

How convenient would it be to charge: At nearby public spaces * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	51	47	43	24	17	11	193
		% within Age	26.7%	16.8%	16.1%	10.2%	7.8%	3.8%	13.0%
	Convenient	Responses	58	90	80	59	38	36	361
		% within Age	30.4%	32.1%	30.0%	25.0%	17.4%	12.5%	24.4%
	Inconvenient	Responses	44	64	75	63	69	92	407
		% within Age	23.0%	22.9%	28.1%	26.7%	31.5%	32.1%	27.5%
	Very inconvenient	Responses	19	42	36	40	48	72	257
		% within Age	9.9%	15.0%	13.5%	16.9%	21.9%	25.1%	17.4%
	Charging not available	Responses	19	37	33	50	47	76	262
		% within Age	9.9%	13.2%	12.4%	21.2%	21.5%	26.5%	17.7%
Total		Responses	191	280	267	236	219	287	1480
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient would it be to charge: At nearby public spaces * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	103	90	193
		% within Sex	18.0%	9.9%	13.0%
	Convenient	Responses	139	222	361
		% within Sex	24.3%	24.5%	24.4%
	Inconvenient	Responses	155	252	407
		% within Sex	27.1%	27.8%	27.5%
	Very inconvenient	Responses	90	167	257
		% within Sex	15.7%	18.4%	17.4%
	Charging not available	Responses	86	176	262
		% within Sex	15.0%	19.4%	17.7%
Total		Responses	573	907	1480
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient would it be to charge: At nearby public spaces * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	105	64	1	4	19	193
		% within Ethnicity	10.0%	21.6%	4.5%	8.5%	27.1%	13.0%
	Convenient	Responses	206	110	5	19	21	361
		% within Ethnicity	19.7%	37.2%	22.7%	40.4%	30.0%	24.4%
	Inconvenient	Responses	316	51	11	11	18	407
		% within Ethnicity	30.2%	17.2%	50.0%	23.4%	25.7%	27.5%
	Very inconvenient	Responses	203	35	2	9	8	257
		% within Ethnicity	19.4%	11.8%	9.1%	19.1%	11.4%	17.4%
	Charging not available	Responses	215	36	3	4	4	262
		% within Ethnicity	20.6%	12.2%	13.6%	8.5%	5.7%	17.7%
Total		Responses	1045	296	22	47	70	1480
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient would it be to charge: At nearby public spaces * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	164	29	193
		% within Hispanic Origin	12.1%	24.0%	13.0%
	Convenient	Responses	315	46	361
		% within Hispanic Origin	23.2%	38.0%	24.4%
	Inconvenient	Responses	383	24	407
		% within Hispanic Origin	28.2%	19.8%	27.5%
	Very inconvenient	Responses	247	10	257
		% within Hispanic Origin	18.2%	8.3%	17.4%
	Charging not available	Responses	250	12	262
		% within Hispanic Origin	18.4%	9.9%	17.7%
Total		Responses	1359	121	1480
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient would it be to charge: At nearby public spaces * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	100	40	14	20	15	189
		% within HHI	16.7%	10.6%	7.9%	9.4%	20.3%	13.1%
	Convenient	Responses	150	92	43	44	21	350
		% within HHI	25.0%	24.4%	24.2%	20.8%	28.4%	24.3%
	Inconvenient	Responses	131	117	55	71	20	394
		% within HHI	21.9%	31.0%	30.9%	33.5%	27.0%	27.4%
	Very inconvenient	Responses	102	60	39	39	11	251
		% within HHI	17.0%	15.9%	21.9%	18.4%	14.9%	17.4%
	Charging not available	Responses	116	68	27	38	7	256
		% within HHI	19.4%	18.0%	15.2%	17.9%	9.5%	17.8%
Total		Responses	599	377	178	212	74	1440
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient would it be to charge: At nearby public spaces * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	13	43	10	46	17	36	18	10	193
		% within Education	15.7%	15.4%	10.3%	12.0%	11.6%	12.9%	14.1%	11.8%	13.0%
	Convenient	Responses	22	69	27	104	40	59	19	20	360
		% within Education	26.5%	24.7%	27.8%	27.2%	27.4%	21.1%	14.8%	23.5%	24.3%
	Inconvenient	Responses	23	72	27	106	44	75	36	24	407
		% within Education	27.7%	25.8%	27.8%	27.7%	30.1%	26.9%	28.1%	28.2%	27.5%
	Very inconvenient	Responses	14	47	12	60	27	59	26	12	257
		% within Education	16.9%	16.8%	12.4%	15.7%	18.5%	21.1%	20.3%	14.1%	17.4%
	Charging not available	Responses	11	48	21	66	18	50	29	19	262
		% within Education	13.3%	17.2%	21.6%	17.3%	12.3%	17.9%	22.7%	22.4%	17.7%
Total		Responses	83	279	97	382	146	279	128	85	1479
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient would it be to charge: At nearby public spaces * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	85	62	46	193
		% within Political Party_3pt	15.8%	13.0%	9.9%	13.0%
	Convenient	Responses	171	113	77	361
		% within Political Party_3pt	31.8%	23.6%	16.6%	24.4%
	Inconvenient	Responses	131	152	124	407
		% within Political Party_3pt	24.4%	31.8%	26.7%	27.5%
	Very inconvenient	Responses	74	73	110	257
		% within Political Party_3pt	13.8%	15.3%	23.7%	17.4%
	Charging not available	Responses	76	78	108	262
		% within Political Party_3pt	14.2%	16.3%	23.2%	17.7%
Total		Responses	537	478	465	1480
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient would it be to charge: At nearby public spaces * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	70	37	63	170
		% within Political Ideology_3pt	18.8%	10.5%	10.8%	13.0%
	Convenient	Responses	96	86	142	324
		% within Political Ideology_3pt	25.7%	24.5%	24.4%	24.8%
	Inconvenient	Responses	97	99	159	355
		% within Political Ideology_3pt	26.0%	28.2%	27.4%	27.2%
	Very inconvenient	Responses	46	58	117	221
		% within Political Ideology_3pt	12.3%	16.5%	20.1%	16.9%
	Charging not available	Responses	64	71	100	235
		% within Political Ideology_3pt	17.2%	20.2%	17.2%	18.0%
Total		Responses	373	351	581	1305
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient would it be to charge: At nearby public spaces * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient would it be to charge: At nearby public spaces	Very convenient	Responses	146	45	191
		% within Metro_Nonmetro	12.4%	15.1%	13.0%
	Convenient	Responses	291	69	360
		% within Metro_Nonmetro	24.8%	23.2%	24.5%
	Inconvenient	Responses	334	72	406
		% within Metro_Nonmetro	28.4%	24.2%	27.6%
	Very inconvenient	Responses	206	50	256
		% within Metro_Nonmetro	17.5%	16.8%	17.4%
	Charging not available	Responses	197	62	259
		% within Metro_Nonmetro	16.8%	20.8%	17.6%
Total		Responses	1174	298	1472
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Q18b – On long car trips

AGE

How convenient would it be to charge: On long car trips? * Age Crosstabulation

			Age						
			18-24	25-34	35-44	45-54	55-64	65+	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	51	45	47	18	20	11	192
		% within Age	26.7%	16.1%	17.6%	7.6%	9.1%	3.8%	13.0%
	Convenient	Responses	56	75	58	57	32	27	305
		% within Age	29.3%	26.8%	21.7%	24.2%	14.6%	9.4%	20.6%
	Inconvenient	Responses	44	99	86	78	70	84	461
		% within Age	23.0%	35.4%	32.2%	33.1%	32.0%	29.3%	31.1%
	Very inconvenient	Responses	28	49	55	70	82	136	420
		% within Age	14.7%	17.5%	20.6%	29.7%	37.4%	47.4%	28.4%
	Charging not available	Responses	12	12	21	13	15	29	102
		% within Age	6.3%	4.3%	7.9%	5.5%	6.8%	10.1%	6.9%
Total		Responses	191	280	267	236	219	287	1480
		% within Age	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

SEX

How convenient would it be to charge: On long car trips? * Sex Crosstabulation

			Sex		
			Male	Female	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	103	89	192
		% within Sex	18.0%	9.8%	13.0%
	Convenient	Responses	122	183	305
		% within Sex	21.3%	20.2%	20.6%
	Inconvenient	Responses	171	290	461
		% within Sex	29.8%	32.0%	31.1%
	Very inconvenient	Responses	145	275	420
		% within Sex	25.3%	30.3%	28.4%
	Charging not available	Responses	32	70	102
		% within Sex	5.6%	7.7%	6.9%
Total		Responses	573	907	1480
		% within Sex	100.0%	100.0%	100.0%

ETHNICITY

How convenient would it be to charge: On long car trips? * Ethnicity Crosstabulation

			Ethnicity					
			White	Black or African American	American Indian or Alaska Native	Asian and Pacific Islander	Other	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	98	65	2	7	20	192
		% within Ethnicity	9.4%	22.0%	9.1%	14.9%	28.6%	13.0%
	Convenient	Responses	169	97	4	16	19	305
		% within Ethnicity	16.2%	32.8%	18.2%	34.0%	27.1%	20.6%
	Inconvenient	Responses	354	72	8	14	13	461
		% within Ethnicity	33.9%	24.3%	36.4%	29.8%	18.6%	31.1%
	Very inconvenient	Responses	345	42	7	10	16	420
		% within Ethnicity	33.0%	14.2%	31.8%	21.3%	22.9%	28.4%
	Charging not available	Responses	79	20	1	0	2	102
		% within Ethnicity	7.6%	6.8%	4.5%	0.0%	2.9%	6.9%
Total		Responses	1045	296	22	47	70	1480
		% within Ethnicity	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

HISPANIC ORIGIN

How convenient would it be to charge: On long car trips? * Hispanic Origin Crosstabulation

			Hispanic Origin		
			No, not of Hispanic origin	Yes, of Hispanic origin	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	156	36	192
		% within Hispanic Origin	11.5%	29.8%	13.0%
	Convenient	Responses	273	32	305
		% within Hispanic Origin	20.1%	26.4%	20.6%
	Inconvenient	Responses	430	31	461
		% within Hispanic Origin	31.6%	25.6%	31.1%
	Very inconvenient	Responses	400	20	420
		% within Hispanic Origin	29.4%	16.5%	28.4%
	Charging not available	Responses	100	2	102
		% within Hispanic Origin	7.4%	1.7%	6.9%
Total		Responses	1359	121	1480
		% within Hispanic Origin	100.0%	100.0%	100.0%

HOUSEHOLD INCOME (HHI)

How convenient would it be to charge: On long car trips? * HHI Crosstabulation

			HHI					
			Less than $25,000	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or more	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	99	43	12	14	17	185
		% within HHI	16.5%	11.4%	6.7%	6.6%	23.0%	12.8%
	Convenient	Responses	127	75	43	46	9	300
		% within HHI	21.2%	19.9%	24.2%	21.7%	12.2%	20.8%
	Inconvenient	Responses	173	129	44	74	25	445
		% within HHI	28.9%	34.2%	24.7%	34.9%	33.8%	30.9%
	Very inconvenient	Responses	142	109	68	70	21	410
		% within HHI	23.7%	28.9%	38.2%	33.0%	28.4%	28.5%
	Charging not available	Responses	58	21	11	8	2	100
		% within HHI	9.7%	5.6%	6.2%	3.8%	2.7%	6.9%
Total		Responses	599	377	178	212	74	1440
		% within HHI	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

EDUCATION

How convenient would it be to charge: On long car trips? * Education Crosstabulation

			Education								
			Some high school or less	High school graduate	Other post high school vocational training	Completed some college, but no degree	Associate's degree	Bachelor's degree	Master's or professional degree	Doctorate degree	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	13	45	10	46	18	36	14	10	192
		% within Education	15.7%	16.1%	10.3%	12.0%	12.3%	12.9%	10.9%	11.8%	13.0%
	Convenient	Responses	17	71	22	77	28	55	19	15	304
		% within Education	20.5%	25.4%	22.7%	20.2%	19.2%	19.7%	14.8%	17.6%	20.6%
	Inconvenient	Responses	24	71	23	126	56	86	47	28	461
		% within Education	28.9%	25.4%	23.7%	33.0%	38.4%	30.8%	36.7%	32.9%	31.2%
	Very inconvenient	Responses	23	74	34	105	38	86	38	22	420
		% within Education	27.7%	26.5%	35.1%	27.5%	26.0%	30.8%	29.7%	25.9%	28.4%
	Charging not available	Responses	6	18	8	28	6	16	10	10	102
		% within Education	7.2%	6.5%	8.2%	7.3%	4.1%	5.7%	7.8%	11.8%	6.9%
Total		Responses	83	279	97	382	146	279	128	85	1479
		% within Education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

POLITICAL AFFILIATION

How convenient would it be to charge: On long car trips? * Political Party_3pt Crosstabulation

			Political Party_3pt			
			Democrat	Independent	Republican	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	78	65	49	192
		% within Political Party_3pt	14.5%	13.6%	10.5%	13.0%
	Convenient	Responses	155	87	63	305
		% within Political Party_3pt	28.9%	18.2%	13.5%	20.6%
	Inconvenient	Responses	164	164	133	461
		% within Political Party_3pt	30.5%	34.3%	28.6%	31.1%
	Very inconvenient	Responses	109	134	177	420
		% within Political Party_3pt	20.3%	28.0%	38.1%	28.4%
	Charging not available	Responses	31	28	43	102
		% within Political Party_3pt	5.8%	5.9%	9.2%	6.9%
Total		Responses	537	478	465	1480
		% within Political Party_3pt	100.0%	100.0%	100.0%	100.0%

POLITICAL IDEOLOGY

How convenient would it be to charge: On long car trips? * Political Ideology_3pt Crosstabulation

			Political Ideology_3pt			
			Liberal	Moderate	Conservative	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	67	41	65	173
		% within Political Ideology_3pt	18.0%	11.7%	11.2%	13.3%
	Convenient	Responses	90	73	110	273
		% within Political Ideology_3pt	24.1%	20.8%	18.9%	20.9%
	Inconvenient	Responses	104	117	185	406
		% within Political Ideology_3pt	27.9%	33.3%	31.8%	31.1%
	Very inconvenient	Responses	85	95	180	360
		% within Political Ideology_3pt	22.8%	27.1%	31.0%	27.6%
	Charging not available	Responses	27	25	41	93
		% within Political Ideology_3pt	7.2%	7.1%	7.1%	7.1%
Total		Responses	373	351	581	1305
		% within Political Ideology_3pt	100.0%	100.0%	100.0%	100.0%

RURAL-URBAN CLASSIFICATION

How convenient would it be to charge: On long car trips? * Metro_Nonmetro Crosstabulation

			Metro_Nonmetro		
			Metro	Nonmetro	Total
How convenient would it be to charge: On long car trips?	Very convenient	Responses	155	37	192
		% within Metro_Nonmetro	13.2%	12.4%	13.0%
	Convenient	Responses	228	74	302
		% within Metro_Nonmetro	19.4%	24.8%	20.5%
	Inconvenient	Responses	377	83	460
		% within Metro_Nonmetro	32.1%	27.9%	31.3%
	Very inconvenient	Responses	337	82	419
		% within Metro_Nonmetro	28.7%	27.5%	28.5%
	Charging not available	Responses	77	22	99
		% within Metro_Nonmetro	6.6%	7.4%	6.7%
Total		Responses	1174	298	1472
		% within Metro_Nonmetro	100.0%	100.0%	100.0%

Appendix C

Survey Instrument

Q1 To start, how important are transportation issues to you?

- ○ Very important (1)
- ○ Somewhat important (2)
- ○ Somewhat unimportant (3)
- ○ Very unimportant (4)

Page Break

Q2 What comes closest to your view regarding government spending on roads? North Carolina needs to:

- ○ Increase spending (1)
- ○ Keep spending current amount (2)
- ○ Decrease spending (3)

Display This Question:

If What comes closest to your view regarding government spending on roads? North Carolina needs to: = Increase spending

Q2a Do you feel strongly or not strongly about increasing spending?

- ○ Strongly (1)
- ○ Not strongly (2)

Display This Question:

If What comes closest to your view regarding government spending on roads? North Carolina needs to: = Decrease spending

Q2b Do you feel strongly or not strongly about decreasing spending?

- ○ Strongly (1)
- ○ Not strongly (2)

Display This Question:

If What comes closest to your view regarding government spending on roads? North Carolina needs to: = Keep spending current amount

Q2c Do you feel strongly or not strongly about keeping spending at its current amount?

- ○ Strongly (1)
- ○ Not strongly (2)

Page Break

Q3 How would you rate the pavement conditions on the roads you usually travel on in North Carolina?

- ○ Excellent (1)
- ○ Good (2)
- ○ Fair (3)
- ○ Poor (4)
- ○ Very poor (5)

Page Break

Q4a To help pay for roads, you pay taxes whenever you buy gas in North Carolina. What do you think the state gas tax is in North Carolina, per gallon? (Please DO NOT search for the answer or ask for help because our results depend on recording your honest estimate).

Gas taxes per gallon are between:

- ○ 0 to 24 cents (1)
- ○ 25 to 44 cents (2)
- ○ 45 to 64 cents (3)
- ○ 65 to 89 cents (4)
- ○ 90 cents or more (5)
- ○ Don't know (6)

Q4b How confident are you in your response?

- ○ Confident (1)
- ○ Not very confident (2)
- ○ I guessed (3)

End of Block: Block 1

Start of Block: Block 2

Q5a An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $200 per year in state gas tax. Choose which statement you agree with most:

- ○ $200 per year is inexpensive for driving 12,000 miles on roads in North Carolina. (1)
- ○ $200 per year is a fair price for driving 12,000 miles on roads in North Carolina. (2)
- ○ $200 per year is expensive for driving 12,000 miles on roads in North Carolina. (3)

Q5b An average North Carolina vehicle owner who travels 12,000 miles in one year would pay approximately $15 per month in state gas tax. Choose which statement you agree with most:

- ○ $15 per month is inexpensive for driving 12,000 miles on roads in North Carolina. (1)
- ○ $15 per month is a fair price for driving 12,000 miles on roads in North Carolina. (2)
- ○ $15 per month is expensive for driving 12,000 miles on roads in North Carolina. (3)

End of Block: Block 2

Start of Block: Block 3

Q6a If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?

- ○ A new fee on miles driven (1)
- ○ An increased tax on gasoline purchases (2)
- ○ An increase in the general state sales tax (3)
- ○ An increase in the annual vehicle registration fee (4)

Q6b If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?

- ○ A new half of 1 cent fee on miles driven (1)
- ○ An increase of 9 cents per gallon in the tax on gasoline purchases (2)
- ○ An increase of half of 1 cent per dollar in the general state sales tax (3)
- ○ An increase of $60 in the annual vehicle registration fee (4)

Q6c If you had to choose just one, which of the following options should NC rely on to fund repairs to the state's road network?

- ○ A new 1 cent fee on miles driven (1)
- ○ An increase of 18 cents per gallon in the tax on gasoline purchases (2)
- ○ An increase of 1 cent per dollar in the general state sales tax (3)
- ○ An increase of $120 in the annual vehicle registration fee (4)

End of Block: Block 3

Start of Block: Block 4A

Q8a Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North Carolina run on electric power by 2030?

- ○ Support (1)
- ○ Oppose (2)

Q8b Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in NC that run on electric power in the future?

- ○ Support (1)
- ○ Oppose (2)

End of Block: Block 4A

Start of Block: Block 11

Display This Question:

If Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North... = Support

Or Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in N... = Support

Q8ab Do you feel strongly or not strongly about supporting this goal?

- ○ Strongly (1)
- ○ Not strongly (2)

Display This Question:

If Would you support or oppose a goal that at least 50% of all new passenger vehicles sold in North... = Oppose

Or Would you support or oppose a goal to increase the amount of all new passenger vehicles sold in N... = Oppose

Q8bb Do you feel strongly or not strongly about opposing this goal?

- ○ Strongly (1)
- ○ Not strongly (2)

End of Block: Block 11

Start of Block: Block 5

Q10 How much, if anything, have you read or heard about electric vehicles?

- ○ A lot (1)
- ○ Some (2)
- ○ Only a little (3)
- ○ Not at all (4)

Page Break

Q11a Which of the following best describes the type(s) of vehicle(s) that are owned or leased by people in your household?

- ○ A traditional gas- or diesel-powered vehicle (1)
- ○ A hybrid gas-electric vehicle (2)
- ○ An electric vehicle (3)
- ○ I don't own or lease a vehicle (4)

Display This Question:

If Which of the following best describes the type(s) of vehicle(s) that are owned or leased by peopl... = An electric vehicle

Q11b Are you the primary driver of the electric vehicle in your household?

- ○ Yes (1)
- ○ No (2)

Page Break

Display This Question:

If Which of the following best describes the type(s) of vehicle(s) that are owned or leased by peopl... != An electric vehicle

Q12a The next time you purchase a vehicle, how likely are you to seriously consider purchasing an electric vehicle?

- ○ Very likely (1)
- ○ Somewhat likely (2)
- ○ Not too likely (3)
- ○ Not at all likely (4)
- ○ I do not expect to purchase a vehicle (5)

Display This Question:

If Which of the following best describes the type(s) of vehicle(s) that are owned or leased by peopl... = An electric vehicle

Q12b The next time you purchase a vehicle, how likely are you to seriously consider purchasing another electric vehicle?

- ○ Very likely (1)
- ○ Somewhat likely (2)
- ○ Not too likely (3)
- ○ Not at all likely (4)
- ○ I do not expect to purchase a vehicle (5)

End of Block: Block 5

Start of Block: Block 6

Q13 Comparing electric vehicles to gas-powered vehicles, in general, which of the following would you say are true about electric vehicles?

Q13a Electric vehicles are...

- ○ More reliable than gas-powered vehicles (1)
- ○ Less reliable than gas-powered vehicles (2)
- ○ About the same (3)
- ○ Unsure (4)

Q13b Electric vehicles are...

- ○ Better for the environment than gas-powered vehicles (1)
- ○ Worse for the environment than gas-powered vehicles (2)
- ○ About the same (3)
- ○ Unsure (4)

Q13c Electric vehicles are...

- ○ More expensive to purchase than gas-powered vehicles (1)
- ○ Less expensive to purchase than gas-powered vehicles (2)
- ○ About the same (3)
- ○ Unsure (4)

Q13d Electric vehicles are...

- ○ More expensive to maintain than gas-powered vehicles (1)
- ○ Less expensive to maintain than gas-powered vehicles (2)
- ○ About the same (3)
- ○ Unsure (4)

End of Block: Block 6

Start of Block: Block 7

Q14a On average, how many miles do you think a recently manufactured electric vehicle with a fully charged battery can travel before it needs to be charged?

- ○ Less than 100 miles (1)
- ○ 100 to less than 200 miles (2)
- ○ 200 to less than 400 miles (3)
- ○ 400 miles or more (4)

Q14b How confident are you in your response?

- ○ Confident (1)
- ○ Not very confident (2)
- ○ I guessed (3)

End of Block: Block 7

Start of Block: Block 8

Q15 How important, if at all, would each of the following factors be in your decision to buy or lease a vehicle?

	Very important (1)	Somewhat important (2)	Neither important or unimportant (3)	Somewhat unimportant (4)	Very unimportant (5)
Purchase price (1)	○	○	○	○	○
Cost to fuel/charge (2)	○	○	○	○	○
Cost to maintain (parts & repairs) (3)	○	○	○	○	○
Impact on the environment (4)	○	○	○	○	○
Government or manufacturer incentives (rebates, tax credits, etc.) (5)	○	○	○	○	○
Vehicle model options (6)	○	○	○	○	○
Range (distance to travel on one tank/charge) (7)	○	○	○	○	○

Page Break

End of Block: Block 8

Start of Block: Block 10

Display This Question:

If Which of the following best describes the type(s) of vehicle(s) that are owned or leased by peopl... = An electric vehicle

Or Which of the following best describes the type(s) of vehicle(s) that are owned or leased by peopl... = A hybrid gas-electric vehicle

Q18a How convenient is it to charge an electric vehicle...

	Very convenient (1)	Convenient (2)	Inconvenient (3)	Very inconvenient (4)	Charging not available (5)
Where you currently live? (1)	○	○	○	○	○
Where you currently work? (2)	○	○	○	○	○
At nearby retail establishments? (3)	○	○	○	○	○
At nearby public spaces (such as parks, community buildings, or along the highway)? (4)	○	○	○	○	○
On long car trips? (5)	○	○	○	○	○

End of Block: Block 10

Start of Block: Block 9

Display This Question:

If Which of the following best describes the type(s) of vehicle(s) that are owned or leased by peopl... = A traditional gas- or diesel-powered vehicle

Or Which of the following best describes the type(s) of vehicle(s) that are owned or leased by peopl... = I don't own or lease a vehicle

Q18b How convenient do you think it would be to charge an electric vehicle...

	Very convenient (1)	Convenient (2)	Inconvenient (3)	Very inconvenient (4)	Charging not available (5)
Where you currently live? (1)	○	○	○	○	○
Where you currently work? (2)	○	○	○	○	○
At nearby retail establishments? (3)	○	○	○	○	○
At nearby public spaces (such as parks, community buildings, or along the highway)? (4)	○	○	○	○	○
On long car trips? (5)	○	○	○	○	○

End of Block: Block 9