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

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Asha Weinstein Agrawal, PhD

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Mineta Transportation Institute

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16. Abstract <p>This report summarizes the results from the twelfth year of a national public opinion survey asking U.S. adults questions related to their views on federal transportation taxes. A nationally-representative sample of 2,516 respondents completed the online survey from February 5 to 23, 2021.</p> <p>The questions test public opinions about raising the federal gas tax rate, replacing the federal gas tax with a new mileage fee, and imposing a mileage fee just on commercial travel. In addition to asking directly about support for these tax options, the survey collected data on respondents' views on the quality of their local transportation system, their priorities for federal transportation spending, their knowledge about gas taxes, their views on privacy and equity matters related to mileage fees, travel behavior, and standard sociodemographic variables. This large set of variables is used to identify personal characteristics and opinions correlated with support for the tax options.</p> <p>Key findings include that large majorities supported transportation improvements across modes and wanted to see the federal government work towards making the transportation system well maintained, safe, and equitable, as well as to reduce the system's impact on climate change. Findings related to gas taxes include that only 2% of respondents knew that the federal gas tax rate had not been raised in more than 20 years, and 71% of respondents supported increasing the federal gas tax by 10 cents per gallon if the revenue would be dedicated to maintenance. With respect to mileage fees, roughly half of respondents supported some form of mileage fee, whether that was assessed on all travel or just on commercial travel, 62% believe that low-income drivers should pay a reduced mileage fee rate, and 52% think that electric vehicles should pay a lower rate than gas and diesel vehicles. The analysis of trends across the survey series, which has run from 2010 to 2011, shows that support for both higher gas taxes and a hypothetical new mileage fee has risen slowly but steadily, and Americans' experience with COVID over the past year has not disrupted those trends. Finally, support for the tax and fee options varies mostly by most personal characteristics, but there are frequently large differences correlated with age, community type, and political affiliation.</p>			
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1. Introduction

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

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

This report contributes to the understanding of public sentiment about increasing transportation taxes by presenting results from the tenth year of an annual survey investigating public opinion about a variety of federal-level transportation tax options. The survey data was collected in February 2021, during a period when many U.S. residents were almost a year into living with the major travel reductions caused by the COVID-19 pandemic.

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

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

The report compares the results of the eleven surveys in the series to establish how public views may have changed since 2010. To permit reliable trend analysis, the surveys used identical question language each year to describe most of the tax options.¹ However, starting in 2019, the survey was administered using an online panel, unlike previous years that gathered data through a random-digit-dialing phone survey. Comparisons of results from before and after the change in survey mode should be interpreted with care, since changes in survey mode can affect responses.

The remaining chapters of the report are organized as follows. Chapter 2 describes the survey methodology and presents an overview of the questionnaire and details of the implementation procedure. Next, Chapter 3 describes findings on respondents' goals for the transportation system, Chapter 4 presents findings related

¹ For the results of the first eleven years of polling in this series, see results from and references in this report: Asha Weinstein Agrawal and Hilary Nixon, *What Do Americans Think About Federal Tax Options to Support Transportation? Results from Year 11 of a National Survey* (San José, CA: Mineta Transportation Institute, June 2020), <https://transweb.sjsu.edu/research/2007-Public-Opinion-Federal-Tax-Options-Transportation>.

to the federal gas tax, and Chapter 5 presents findings related to mileage fees. Finally, Chapter 6 summarizes the key findings.

2. Survey Design and Administration

The online survey was completed by 2,516 U.S. adults, who were recruited by Qualtrics through an online panel sample. This chapter describes the questionnaire design, survey sampling and administration, and characteristics of the respondents.

2.1 Questionnaire Design

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

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

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

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

- A “base-case” 10¢ increase in the gas tax, with respondents given no information other than the rate and that proceeds would be spent “for transportation.”
- A 10¢ increase in the gas tax, with the revenues to be spent only for projects to reduce local air pollution caused by the transportation system.
- A 10¢ increase in the gas tax, with the revenues to be spent only on projects to reduce the transportation system’s contribution to global warming.
- A 10¢ increase in the gas tax, with the revenues to be spent only on projects to maintain streets, roads, and highways.
- A 10¢ increase in the gas tax, with the revenues to be spent only on projects to reduce accidents and improve safety.
- A 10¢ increase in the gas tax, with the revenues to be spent only on projects to reduce traffic congestion. (This option was added to the survey in 2019.)

New mileage fees to replace the gas tax. Two variants of a mileage fee on all travel were presented. Both involved replacing the federal gasoline tax with a new fee that charges drivers for each mile

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

driven and relies on electronic meters to track mileage.³ Respondents were also told that someone driving 10,000 miles a year would pay \$300. The two variants, which differed only in the rate structure, were:

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

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

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

To provide context for understanding respondents’ views on gas and mileage taxes, the questionnaire also asked respondents to rate the quality of transportation infrastructure and services in their community, their goals for improving transportation across the U.S., their priorities for different ways the federal government could spend gas tax revenues, their estimate of how recently gas tax rate has been raised nationally and in their state, simple travel behavior questions, and standard socio-demographic questions. This year’s survey also asked respondents how often they had trouble affording transportation expenses in both a recent month and a typical month pre-COVID.

2.2 Survey Administration

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

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

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

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

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

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

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

Sampling Approach

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

Interviews were conducted from February 5 to February 23, 2021. The median time to complete each survey was 12 minutes, and the mean time was 17 minutes. A total of 2,516 adults responded with usable data. We did not calculate response or frequency rates because the Qualtrics sampling method does not track how many people received the survey invitation.

2.3 Survey Respondents

The 2,516 adult survey respondents with usable data were generally representative of the U.S. population in terms of Census region and sociodemographic characteristics (Table 2). For the survey findings and analysis presented in this report, we lightly weighted the data using a raking method to match the Census Bureau's 2018 American Community Survey five-year estimates with respect to gender, race, Hispanic ethnicity, education level, household income, and age.¹⁰

⁷ Sue and Ritter, 2012.

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

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

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

Table 1. Quotas Used for Sampling

Characteristics		U.S. adults ^a (%)
Gender	Male	49
	Female	51
Race/ethnicity	White only	51
	Hispanic/Latino origin/descent	16
	Black or African-American only	13
	Asian or Asian-American only	12
	Other, including multiracial	8
Income (annual household)	0 – \$49,999	38
	\$50,000 – \$99,999	29
	\$100,000 – \$149,999	15
	\$150,000 +	18
Age (years)	18 – 34	30
	35 – 54	34
	55+	36

^a Quotas are based on data for adults 18 years and older, except that household income is for all U.S. households. *Source:* Steven Ruggles, et al, “IPUMS USA: Version 10.0 American Community Survey 5-Year Estimates, 2014-2018” (Minneapolis, MN: IPUMS, 2020), <https://doi.org/10.18128/D010.V10.0>.

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

Characteristics		Sample (%)	U.S. adults ^a (%)
Gender	Male	50.0	48.7
	Female	50.0	51.3
Of Hispanic, Latino/a, or Spanish origin		17.1	15.7
Race	White only	63.3	74.4
	Black or African-American only	15.1	12.3
	Asian or Asian-American only	12.1	5.8
	Other or multi-race	9.5	7.5
Education	Less than high school graduate	2.8	12.4
	High school graduate	21.0	27.7
	Some college	27.3	31.0
	College graduate	25.9	18.2
	Graduate degree	23.0	10.6
Income (annual household)	0 – \$25,000	20.0	18.1
	\$25,000 – \$49,999	18.3	20.2
	\$50,000 – \$74,999	17.5	16.6
	\$75,000 – \$99,999	11.8	12.3
	\$100,000 – \$149,999	15.0	15.0
	\$150,000 – \$199,999	10.5	6.7
	\$200,000 +	7.0	11.0
Age (years)	18 – 24	10.2	12.4
	25 – 34	19.5	17.9
	35 – 44	22.9	16.4
	45 – 54	11.4	17.1
	55 – 64	18.4	16.6
	64 – 74	14.8	11.4
	75 – 84	2.7	5.8
	85+	0.2	2.5

^a U.S. data are for adults 18 years and older, except that household income is for all U.S. households. *Source:* Steven Ruggles, et al, “IPUMS USA: Version 10.0 American Community Survey 5-Year Estimates, 2014-2018” (Minneapolis, MN: IPUMS, 2020), <https://doi.org/10.18128/D010.V10.0>.

2.4 Statistical Analysis Procedure

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

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

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

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

3. Findings Related to Respondents' Views on Transportation System Needs

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

3.1 Perceived Quality of the Local Transportation System

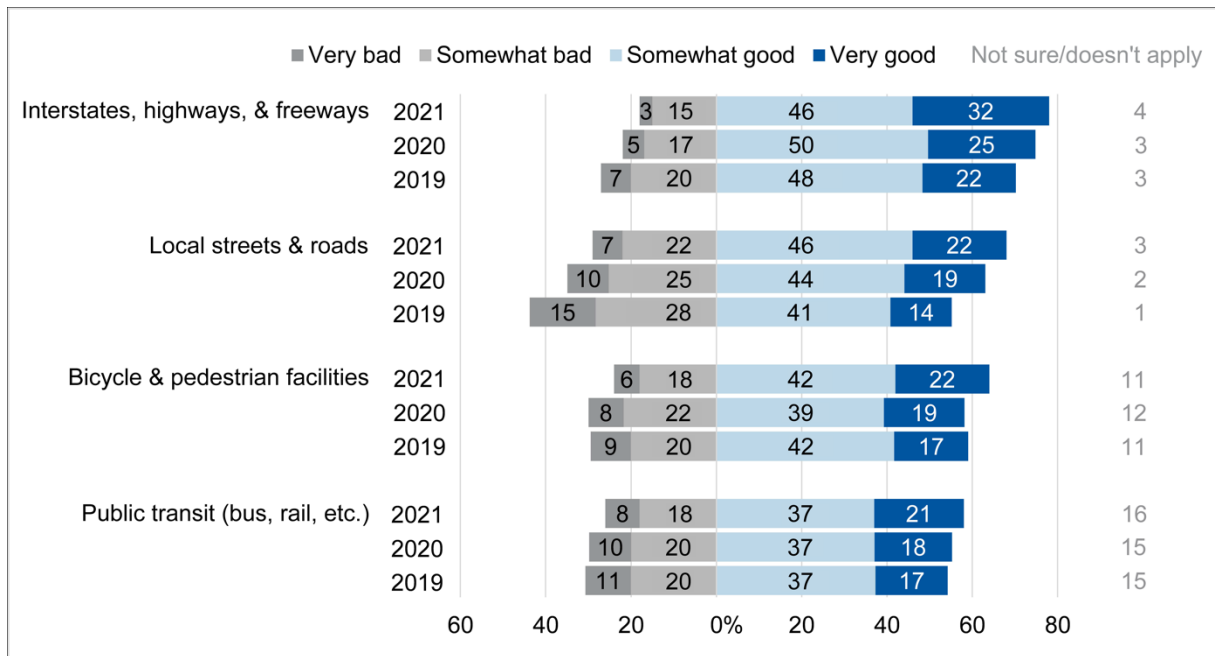
Figure 1 shows how respondents assessed the quality of transportation infrastructure and services in their own community in the 2019, 2020, and 2021 surveys. The grey bars to the left indicate the percentage of respondents who assessed each type of transportation infrastructure or service negatively (as “somewhat” or “very bad”), while the blue bars to the left show the percentage of respondents who assessed each item positively (as “somewhat” or “very good”). The figure also shows the percentage of respondents who responded “not sure/doesn’t apply.”

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

Comparing responses across the four items, interstates, highways, and freeways were rated positively by the largest percent of respondents (78%). The other three items were rated positively by somewhat smaller majorities: 68% for local streets and roads, 64% for bicycle and pedestrian facilities, and 58% for public transit.

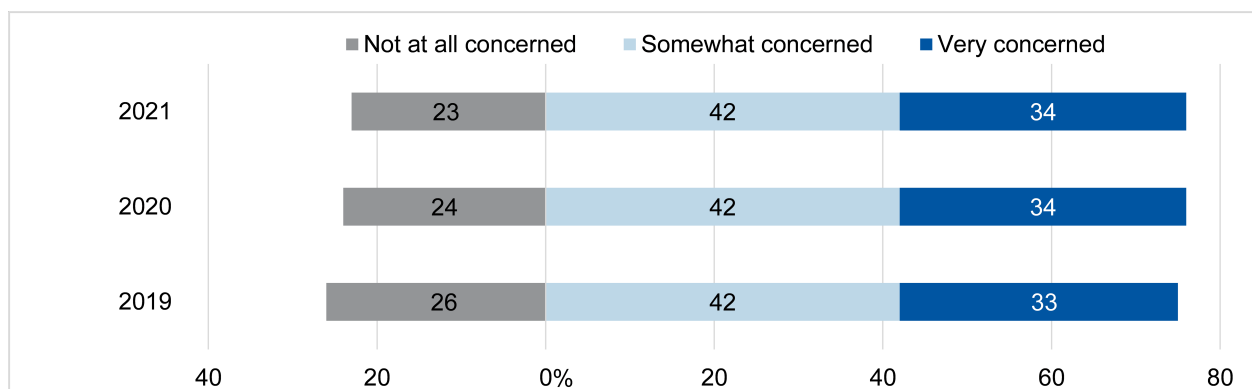
Responses across the three years have followed the same general pattern, though there has been a small increase in overall positive ratings. The change was greatest for local streets and roads. The proportion of respondents rating streets as “somewhat” or “very” good rose by 13 percentage points over the three years, from 55% in 2019, to 63% in 2020, to 68% in 2021.

Figure 1. Assessment of the Quality of Transportation Infrastructure and Services in “Your Community” (2019 – 2021)



A separate question asked respondents if they were concerned about traffic congestion in their community. Thirty-four percent were very concerned, 42% were somewhat concerned, and only 23% were not at all concerned. Unlike the responses in the previous question, for which there has been a small growth in positive ratings, respondents’ assessment of traffic congestion has remained virtually identical since 2019.

Figure 2. Level of Concern with Traffic Congestion (2019– 2021)



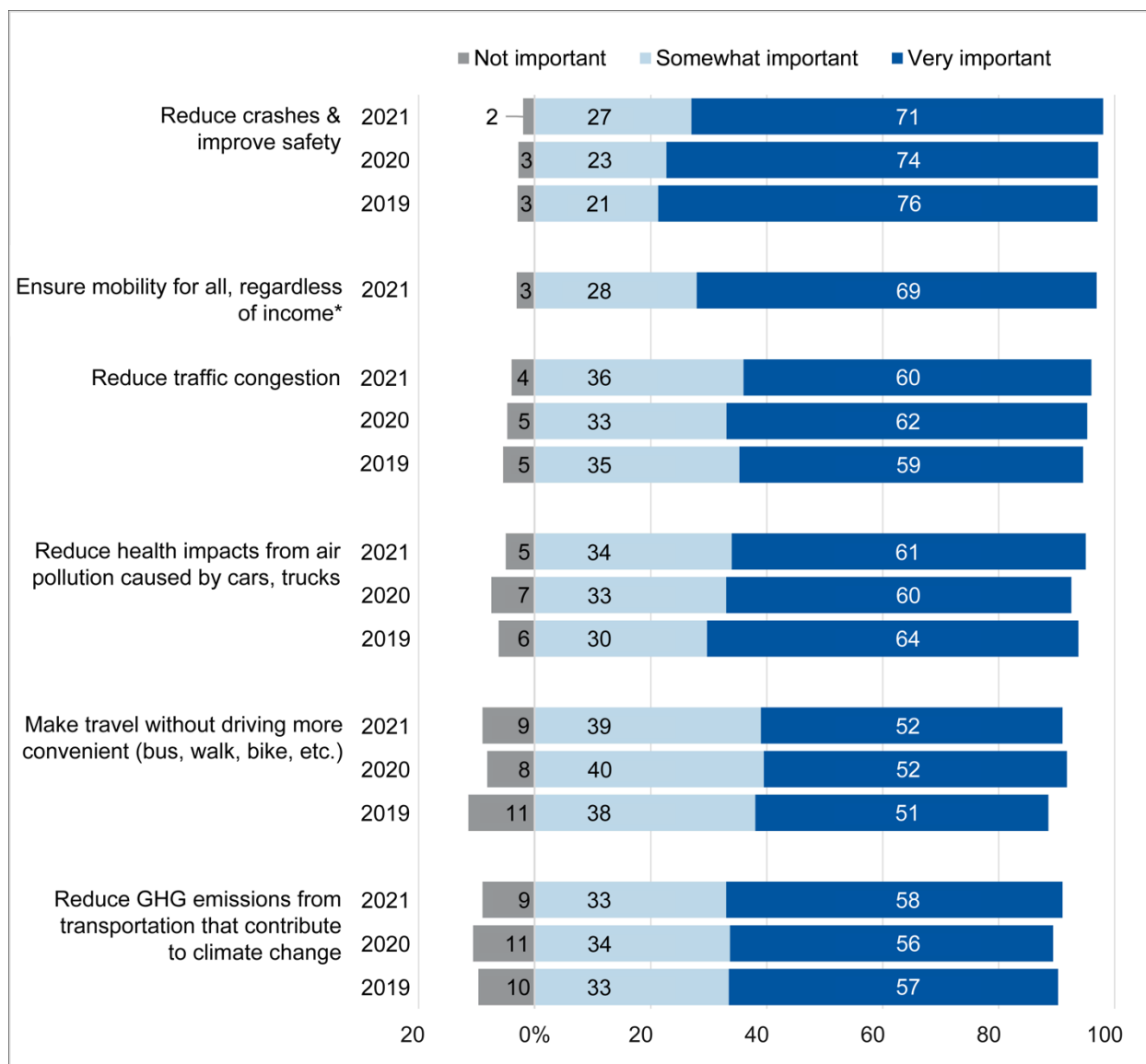
3.2 Priorities for the National Transportation System

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

Figure 3 shows the importance that respondents placed on each of six goals for improving the national transportation system, comparing 2019, 2020, and 2021 data for the goals tested all three years. The light and dark blue bars to the right indicate the percentages rating each goal as “somewhat” or “very” important, and the grey bars to the left represent the proportion rating the goal as “not important.” Across all three years, virtually all respondents (89% or more) rated each of the seven goals as “somewhat” or “very” important, with more selecting “very” than “somewhat” important. In 2021, for example, 95% of respondents said it was “somewhat” or “very important” to reduce health impacts from air pollution caused by cars and trucks.

The most popular goal in all three years was to reduce crashes and improve safety. In every year, 97% or 98% rated the goals as “somewhat” or “very important”. This goal also received the highest percent of “very important” ratings for every year (from 71% to 76%). This year’s survey introduced a new goal that was nearly as highly rated: to “ensure that everyone, regardless of income, can conveniently get to jobs, school, health care, etc.” Ninety-seven percent rated the goal as either “somewhat” or “very” important, and 69% rated it as very important.

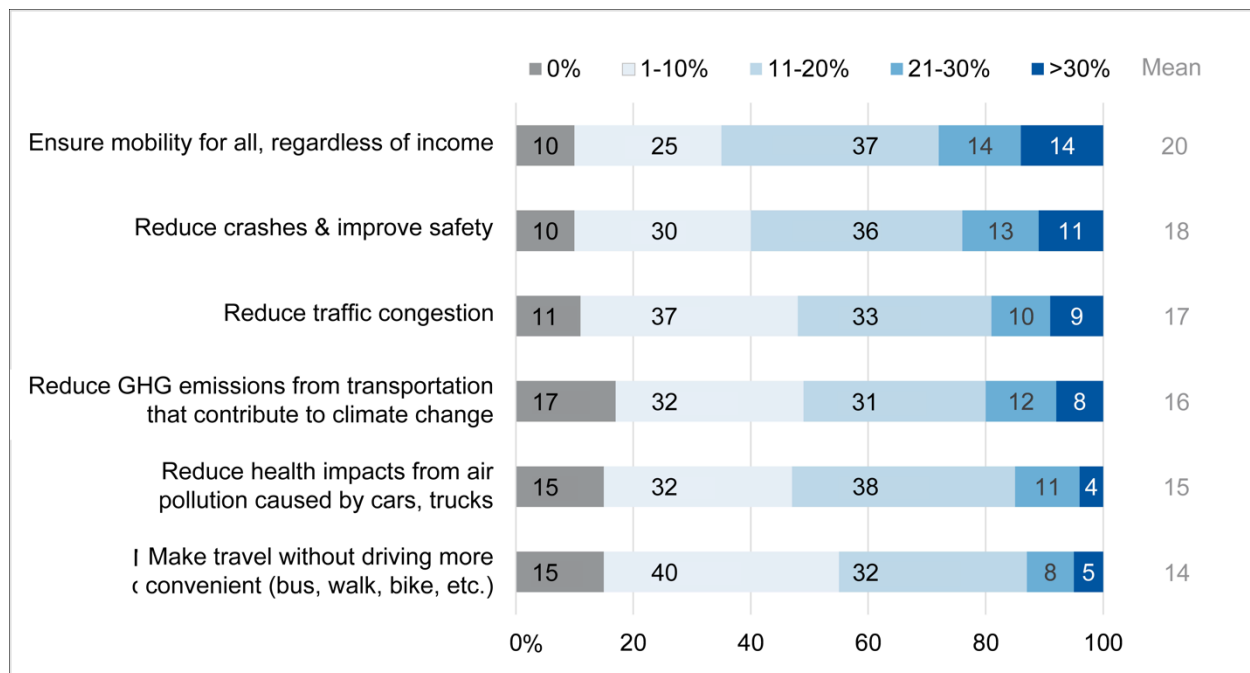
Figure 3. Assessment of the Importance of Transportation-Related Goals for the U.S. (2019 – 2021)



*Option not included in the 2019 or 2020 surveys.

To explore with more nuance how much respondents valued each of the six goals, the survey also asked them what percentage of transportation money in the coming five years should be allocated to each goal. The two goals with the greatest overall support were to ensure that everyone, regardless of income, can access needed destinations and to reduce crashes and improve safety. These options had both the smallest percentage of people who would allocate no money to them (10%) and the largest percentage of people who would allocate more than 30% of revenue to the objective (13% and 11%, respectively).

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



The questionnaire then explained that the federal government collects a tax on gasoline and asked respondents to indicate how much of a priority they would place on each of 14 different categories of spending. Figure 4 presents the results for 2019 to 2021. For every year, the great majority of respondents indicated that all of these options are of medium to high priority. Also, in no year did more than 13% rate any spending option as “not at all” a priority.

Comparing respondents’ relative priorities, maintenance was a very high priority. The options to maintain highways and freeways and to maintain local streets and roads were both a priority for the largest number of respondents from 2019 through 2021 (91% and 90%, respectively, for 2021). Maintenance of public transit was important to almost as many (86%) in 2021.

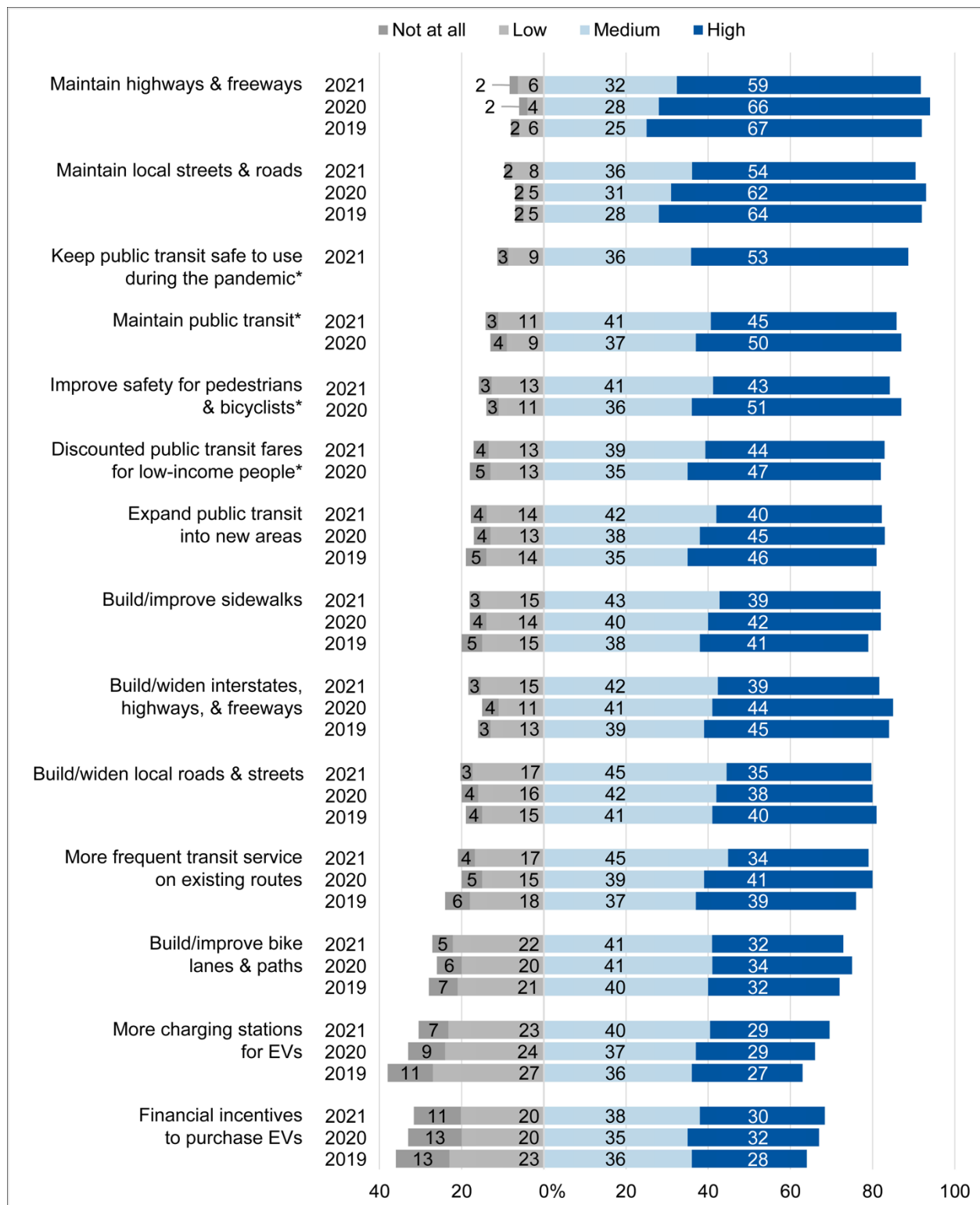
Large majorities also supported both road and public-transit related options, from building and widening local streets, roads, and highways, to keeping public transit safe to use during the pandemic and offering discounted fares to low-income riders. The two options with the lowest support both related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

Although there was no major variation in the ratings from year to year, most options saw a slight uptick in positive ratings between 2019 and 2020, and then a slight drop in 2021. However, the two priorities related to electric vehicles saw a slight uptick in positive ratings each year. For example, the percentage of respondents who rated adding electric vehicle charging stations as a medium or high priority rose from 63% in 2019, to 66% in 2020, to 69% in 2021.

Finally, a follow-up question asked respondents to choose their three highest priorities from the list of 13 possible spending categories. As Figure 5 shows, there was little consensus; no single option was selected by a majority of respondents. However, mirroring respondents’ rating for each spending option, the most commonly selected top priority was maintenance: maintaining local streets and roads (36%) and

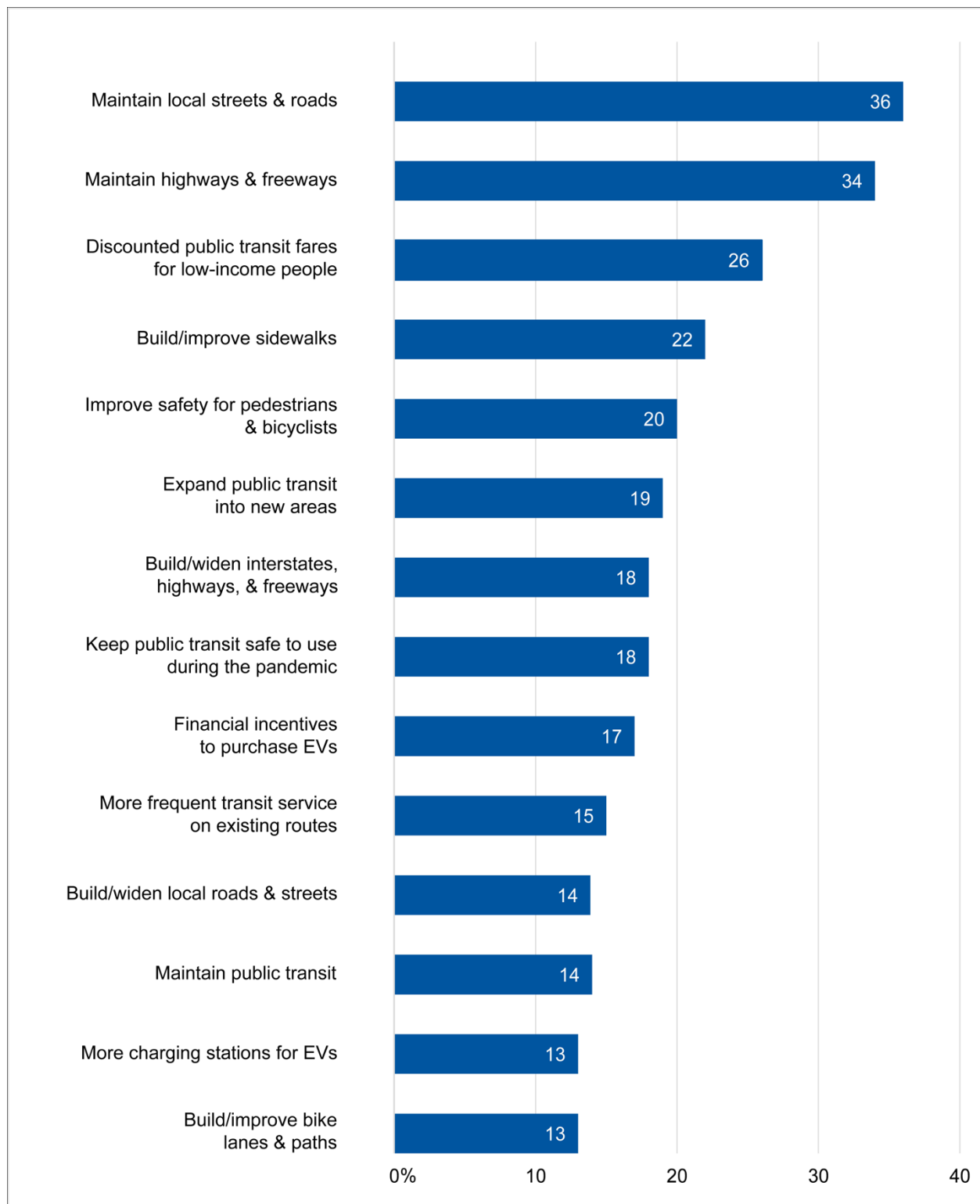
maintaining highways and freeways (34%). The most popular public transit-related option, “discounted public transit fares for low-income people,” was selected by 26% of respondents. As for active transportation, building/improving sidewalks was a top priority for 22%, though only 12% selected “build and improve bike lanes and paths” as a priority. Measures to support electric vehicle use were a priority for comparatively few respondents, with 17% selecting “financial incentives to purchase electric vehicles” and 13% selecting “more charging stations for electric vehicles.”

Figure 5. Priority Placed on Different Options for Spending Federal Gas Tax Revenue
(2019 - 2021)



*Option not included in the 2019 survey.

Figure 6. Options Selected as a Top-Three Priority for Spending Federal Gas Tax Revenue
(2021)



4. Findings about Federal Gas Taxes

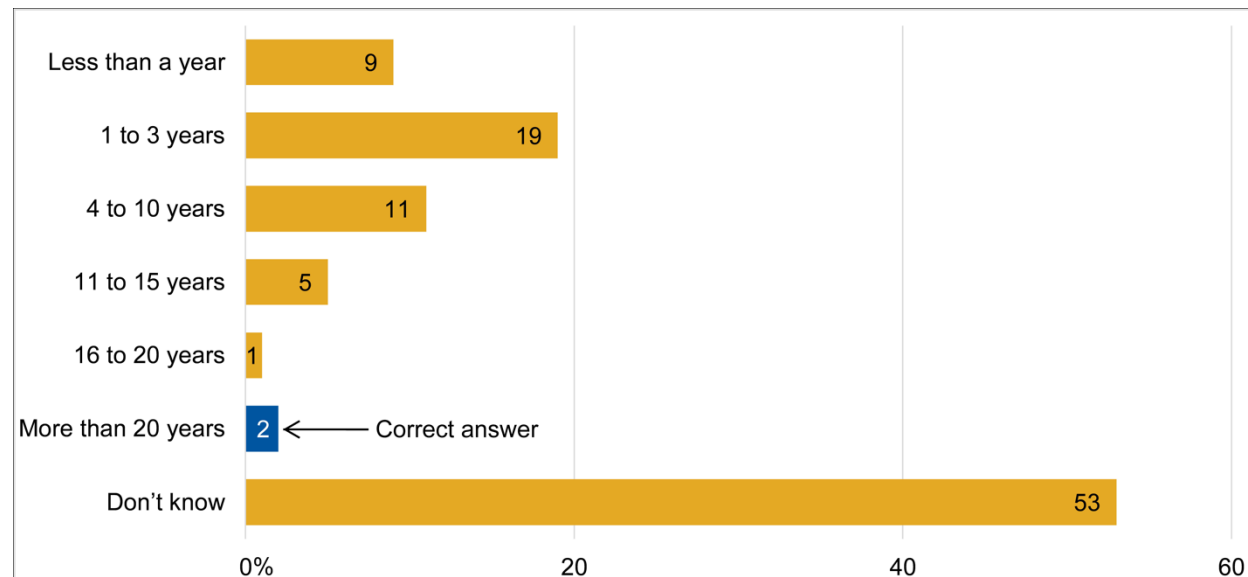
This chapter presents findings on questions related to knowledge and opinions about the federal gas tax. Topics covered include how recently respondents think the federal gas tax rate has been raised and support for different variants on raising the federal gas tax rate. (Appendix A presents the exact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

4.1 Knowledge about the Federal Gas Tax Rate

Considerable anecdotal evidence suggests that most Americans are unaware of how much they pay in fuel taxes, and surveys such as the 2019 report in this series have documented that most people overestimate the federal gas tax rate.¹² For the 2020 and 2021 survey, we decided to gather evidence on a related aspect of the public's knowledge about the gas tax: their best guess about how recently the gas tax rate had been raised by the federal government. To make the question easier to answer, respondents were asked to select a time range rather than specify the exact number of years. The options offered on the questionnaire were up to 3 years ago, 4 to 10 years ago, 11 to 15 years ago, 16 to 20 years ago, and more than 20 years ago.

The survey found that virtually none of the respondents—only 2%—knew that the federal gas tax has not been raised in more than 20 years (Figure 7). More than half simply said that they did not know (53%), and more than a third believed that the tax had been raised within the past 10 years (39%).

Figure 7. Belief About How Long Ago the U.S. Congress Raised the Federal Gas Tax Rate (2021)



We explored whether particular subgroups were more likely to correctly know that the federal gas tax rate had not been raised in over 20 years. Comparing across different population subgroups (Tables B1 through B4), there were no variations of at least ten points in the percentages of respondents in different subgroups who correctly identified that the rate has not been raised in more than 20 years or thought that it had been raised between 11 and 20 years ago. However, there were a fair number of notable differences among subgroups when it came to the percentages of respondents who said they did not know when the rate was

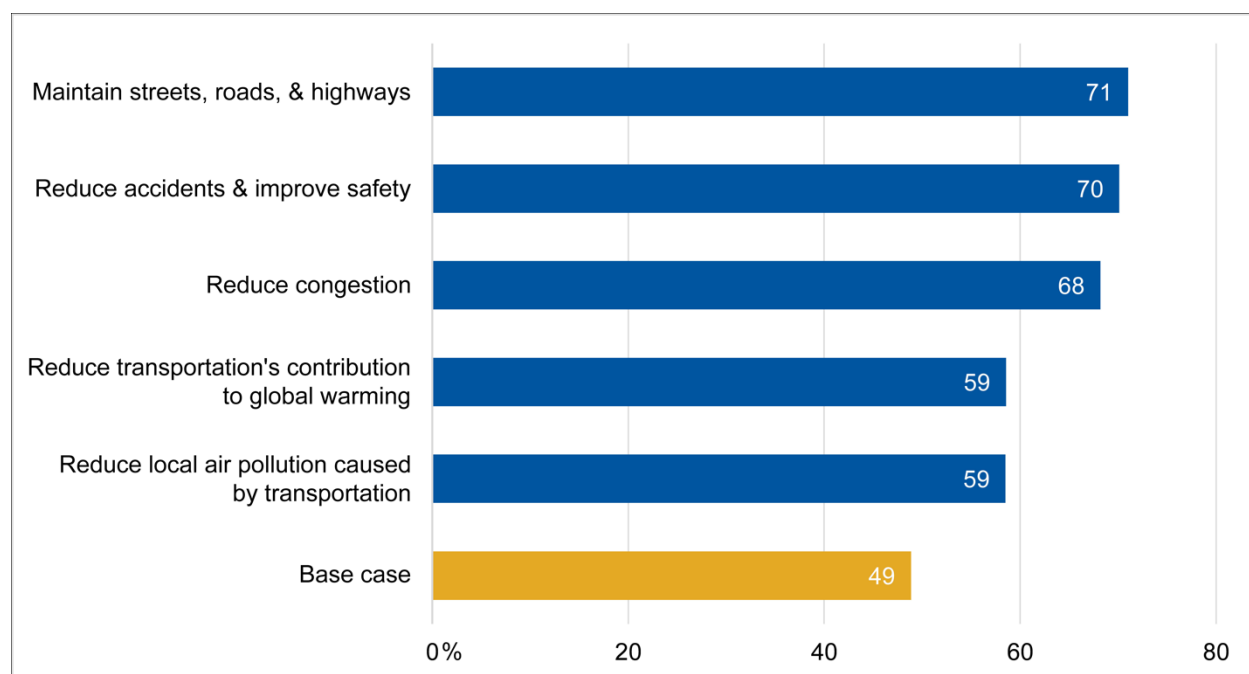
¹² Agrawal and Nixon, 2019.

last raised and who thought that the rate had been raised within the last ten years. The subgroups with particularly large percentages of respondents incorrectly thinking that Congress had raised the federal gas tax rate within the past ten years are people with these characteristics: are not in the labor force, are 55 years old or older, live in a rural community, and have not used a taxi or paid a toll in the previous 30 days.

4.2 Support for Raising the Federal Gas Tax Rate

The survey results show that a majority of Americans would support higher taxes for transportation—under certain conditions (Figure 6). Just under half of respondents (49%) supported the “base-case” option presented, which was a 10¢-per-gallon gas tax increase. For this option, respondents were told only that the tax revenues would be spent for transportation purposes. However, the five variants on that idea of a 10¢-per-gallon gas tax increase received from 59% to 71% support. The very highest level of support among all the tax options tested was for a gas tax increase of 10¢ per gallon, with the proceeds dedicated to street, road, and highway maintenance. Seventy-one percent of respondents supported this option, an increase of 22 percentage points over support for the base-case gas tax increase. The next most popular options were a gas tax increase with funds devoted to reducing accidents and improving safety (70% support) and an increase with the funds devoted to reducing congestion (68%). As for the two options that linked a gas tax increase to environment objectives—reducing local air pollution or global warming emissions—both had clear majority support (59%).

Figure 8. Percent of Respondents Who Supported^a the Gas Tax Options (2021)



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

As in the preceding chapter, we looked for variations in support among respondents with different characteristics. The results of this analysis are shown in Tables B5 through B13.

There were few notable variations in support among subgroups for the gas variants related to the maintenance, congestion, and safety options, somewhat more variations for the two environmentally-focused tax options, and the most notable variations for the base-case. For the first three option, every subgroup supported each by at least 53%, and in most cases more than 60%.

The base-case gas tax increase had the largest number of notable differences among subgroups. Those subgroups that stood out as particularly supportive were people who were working, aged 18 to 24, leaned towards the Democratic Party, had paid a toll in the previous 30 days, thought the federal gas tax had been raised within the last ten years (as opposed to not knowing when the rate had last been raised), and supported the concept of spending gas tax revenue on public transit. For example, support for the base-case gas tax increase was 60% among people who supported spending some of the revenue on transit, but only 19% for respondents who opposed this. This difference of 41 percentage points was the largest between any subgroups for any of the gas tax increase options. Another particularly large variation was that respondents who thought the gas tax rate had been raised within the previous ten years were 28 percentage points less likely to support raising the base-case gas tax rate than those who said they did not know when the rate had been raised (63% vs. 35%)

We also looked at whether support for the gas tax increases is correlated with support for spending gas tax revenue on public transit, a topic discussed at greater length in the next section. The pattern is strikingly clear, with people who supported the principle of spending gas tax revenue on transit notably more likely to support all six of the gas tax variants. The magnitude of the differences is also among the largest to show up in the subgroup analysis. There is an 18 percentage-point difference even for the gas tax variant for maintenance, which is the most universally popular among the gas tax options. For the other variants, the percentage point difference rose much higher, including a 42 percentage-point difference in support for the base-case gas tax increase.

A final analysis looked at how support for the gas tax increases varies according to respondents preferred goals for improving the transportation system and priorities for how federal gas tax revenue is spent. Support was noticeably higher across four or five of the tax options among people who rated the following goals as “very important”: reducing crashes and improving safety, reducing greenhouse gas emissions, reducing the health impacts of pollution, and making it convenient to go places without driving. There were fewer notable differences in support across the board for the gas tax variants according to the specific spending priorities tested. The only exception was that people who placed high priority on transit-related spending were more likely to support a variety of the six tax options. There was no clear pattern in support for the tax options corresponding to priority placed on improvements for users of other modes (including drivers) or on policies to promote electric vehicle adoption.

4.3 Trends in Support over Time (2010 – 2021)

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

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

¹³ Nixon and Agrawal, 2018.

Table 3. Trends in Support^a for the Gas Tax Options, 2010 – 2021

Tax options	2010 (%)	2011 (%)	2012 (%)	2013 (%)	2014 (%)	2015 (%)	2016 (%)	2017 (%)	2018 (%)	2019 ^b (%)	2020 (%)	2021 (%)	Differences	
													2021- 2011 (%)	2021- 2020 (%)
Base case	23	24	20	23	25	31	31	36	34	40	44	49	25**	5**
Revenues spent to reduce local air pollution	30	48	41	53	54	52	56	57	58	63	56	59	11**	2
Revenues spent to reduce global warming	42	45	41	50	51	51	55	54	59	62	61	59	14**	-3*
Revenues spent to maintain streets, roads, and highways	-- ^c	62	58	67	69	71	75	78	72	75	75	71	9**	-4**
Revenues spent to reduce accidents and improve safety	-- ^c	56	54	62	63	64	64	65	66	71	73	70	14**	-3*
Revenues spent to reduce congestion	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	-- ^d	70	71	68	-- ^d	-3*

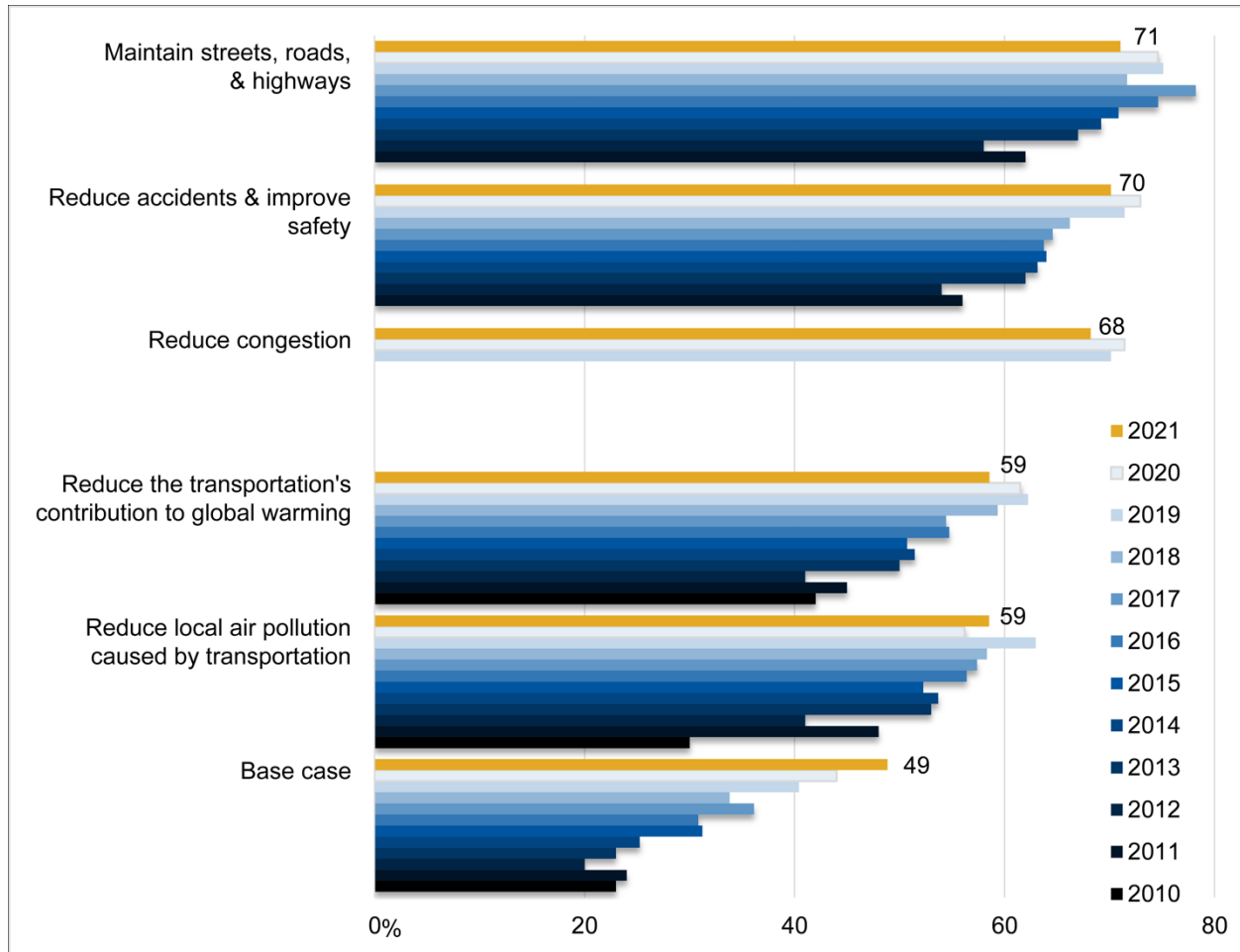
^a Sum of those who “strongly” or “somewhat” supported the option.

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

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

^d This option was added in 2019.

Figure 9. Trends in Support^a for the Gas Tax Options (2010 – 2021)



^a “Support” is the sum of those who “strongly” or “somewhat” supported the tax option.

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

4.4 Support for Spending Some Gas Tax Revenue on Public Transit

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

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

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

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

Although the option was supported by more than half of all respondents in every subgroup, the question did generate more statistically significant variations of at least ten percentage points between subgroups than many of the tax-related survey questions (Tables B14 to B20). In fact, there are significant differences of between 10 and 20 percentage points among subgroups in most categories. Notable differences show up according to race, employment status, income, age, voter registration status, political affiliation, self-defined community type, estimated monthly fuel expenditures, whether the respondent had difficulty paying for transportation expenses, knowledge of when the gas tax was last raised, whether the respondent had used transit, taken a taxi, or paid a toll in the previous 30 days, and the respondent's goals and spending priorities for the transportation system.

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

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

5. Findings about Mileage Fees

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

5.1 Opinion about Privacy Concerns and Mileage Fees

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

How much do you agree or disagree with the following statement? I'm already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn't really bother me.

Respondents were almost equally split: 48% agreed with this statement that they were not concerned about being tracked for a mileage fee, and 52% said that they disagreed.

Although respondents as a whole were evenly divided on this topic, there were a number of notable differences among subgroups (Tables B21 through B25), many diverging by more than 20 percentage points. The single biggest difference related to knowledge about when the federal government last raised the gas tax: 67% of respondents who thought it had been raised within the past ten years were not concerned about privacy, compared to 34% of people who didn't know when the federal gas tax had last been raised. Other subgroups with particularly large proportions of respondents unconcerned about privacy included respondents who were aged 18 to 24, working for pay, lived in urban areas, or had used ride-hailing or paid a toll in the previous 30 days.

5.2 Opinion about the Fairness of a Mileage Fee Compared to the Gas Tax

A question on fairness asked respondents to choose which of two statements was closer to their opinion:

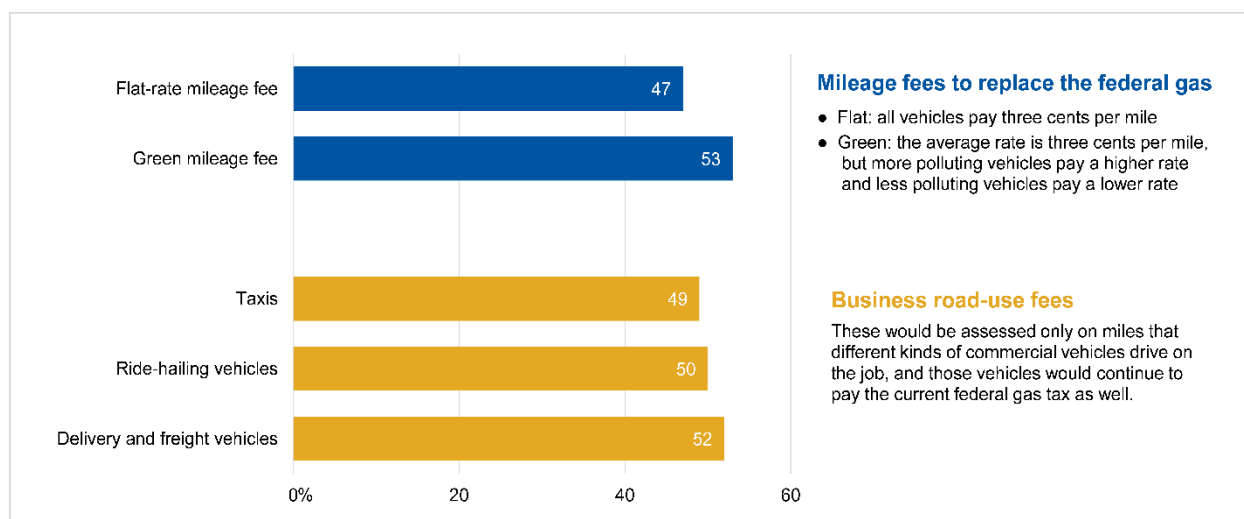
- A mileage fee is MORE fair than the gas tax because everyone pays the same for use of the roads, regardless of vehicle fuel efficiency or vehicle type (electric vs. gas vehicles)
- A mileage fee is LESS fair than the gas tax because the mileage fee doesn't give a break to people who buy cleaner vehicles.

As with the privacy question, respondents were essentially evenly split: 51% thought mileage fees were more fair than gas taxes and 49% thought they were less fair. However, unlike the privacy question that generated numerous notable differences among subgroups, there were almost no notable variations between subgroups on this fairness question (Tables B26 to Table B30). The only exceptions were notably higher agreement that mileage fees are more fair among people who thought that the gas tax rate had been raised within the past 20 years (compared to those who didn't know when it had been raised) and respondents who drove versus those who did not.

5.3 Support for Adopting a Federal Mileage Fee

The survey asked respondents whether they would support each of two variants on a mileage fee to replace the gas tax and three variants on a new "business-use road fee." Roughly half of respondents supported all five options (Figure 10).

Figure 10. Support for the Five Mileage Fee Options (2021)



Respondents were asked about two variations on a hypothetical mileage fee to replace federal fuel taxes for all vehicles. Under a “flat-rate” version, all vehicle owners would pay three cents per mile driven, and in a “green” variant the rate would average three cents per mile but be higher for more polluting vehicles and lower for less polluting vehicles. The green variant was six percentage points more popular than the flat-rate variant (53% vs. 47%).

The survey also asked respondents if they would support a hypothetical new mileage fee on different types of commercial travel, with this fee being assessed *in addition to* existing federal fuel taxes. Support for such a fee on delivery and freight vehicles, ride-hailing vehicles, and taxis fell right around 50% for each vehicle type, though support was marginally higher for a fee on delivery and freight vehicles (52%).

The analysis of support among different subgroups reveals more than twice as many notable differences between subgroups for the flat and green mileage fees on all travel than for the business-use fee variants (Tables B31 through B46). For example, the youngest group of respondents (18 to 24 years old) were 21 percentage points more likely to support the flat mileage fee as compared to adults 55 and older, whereas the difference between those two groups for business road-use fee variants was at most six percentage points. The size of the differences between subgroups were also typically smaller for the business-use fees as well. For example, people who thought that providing financial incentives to buy electric vehicles is a very important priority were 10 percentage points more likely to support the ride-hailing mileage fee (as compared to those who placed medium, low, or no priority on the goal), whereas the split between those two groups was 17 percentage points for the flat-rate mileage fee and 21 percentage points for the green mileage fee.

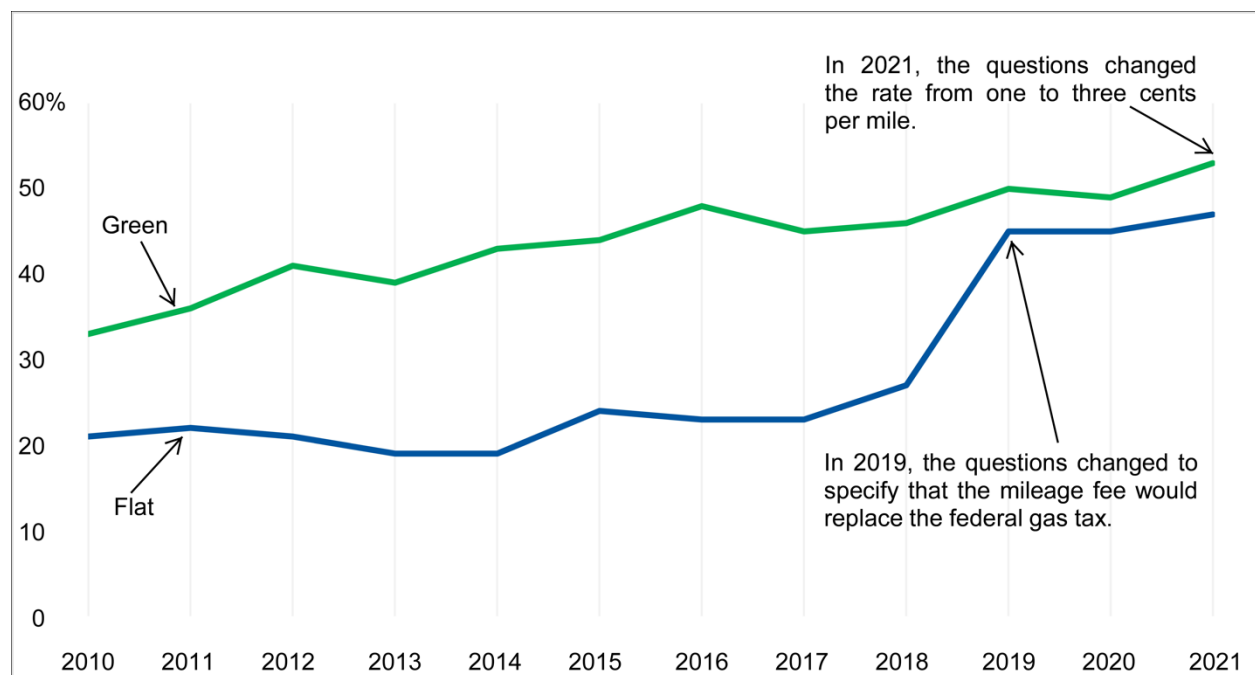
Several characteristics were linked to differences across all the mileage-fee variants. Most strikingly—though not unexpectedly—people less concerned about privacy were more likely to support all five mileage fee variants. Other subgroups who were notably more supportive across multiple tax options are respondents who were working for pay (compared to those who were unemployed or not in the labor force), affiliated with or leaning toward the Democratic Party, living in an urban area, spend relatively little (but do not spend nothing) on fuel, had used a taxi in the previous 30 days, and considered provide financial incentives to buy electric vehicles as a very important priority for federal transportation spending.

5.4 Trends in Support for the Flat and Green Mileage Fees Options

Mirroring the trends in support for raising the fuel tax, support for adopting both a flat-rate and green mileage fee has grown since 2010 (Figure 11). Support for the flat-rate fee grew from 21% in 2010 to 47% in 2021, while support for the green version grew at a slower rate, from 33% in 2010 to 53% in 2021.

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

Figure 11. Trends in Support^a for the Flat and Green Mileage Fee Options
(2010 – 2021)



^a “Support” is the sum of those who “strongly” or “somewhat” supported the tax option.

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

5.5 Preferred Frequency for Paying a Mileage Fee

Another question about mileage fees asked respondents to select their preferred way to pay for the fees, should these be introduced. The options were to pay at the time of purchasing fuel or charging an electric vehicle, pay a monthly bill, or pay an annual bill. The most popular option, selected by 44% of respondents, was to “Pay each time I purchase gas/diesel or charge an electric vehicle.” Another third preferred a monthly bill, and the smallest group (24%) preferred an annual bill. The analysis of subgroups reveals that there were virtually no notable differences between subgroups (Tables B47 through B53).

5.6 Preferred Mileage Fee Rate for Electric Vehicles

The survey asked respondents their opinion on what rate electric vehicles should pay if Congress were to implement a mileage fee on all travel. The answer options were to charge electric vehicles the same rate as gas/diesel vehicles, half the rate, or nothing at all. Just under half of respondents (48%) thought electric vehicles should pay the same rate as gas and diesel vehicles, slightly more than one third (36%) preferred charging electric vehicles only half, and a small minority (17%) preferred that there be no fee at all for electric vehicles.

There were many notable differences between many subgroups in support of charging electric vehicles the same rate as gas or diesel vehicles, but very few notable differences for the other two options (Tables B54 through B60). The analysis of variation between subgroups preferring to set the same rate for electric, gas, and diesel vehicles reveals notable differences according to almost every socio-demographic, political, and travel behavior or expenditure category. However, there were no notable differences according to location, and almost none according to respondents’ transportation system goals and spending priorities. The notable distinctions related to race, employment status, income, age, likely and registered voter status, political party affiliation, annual mileage, fuel efficiency, having walked, cycled, used micromobility, or taken a taxi or ride-hailing trip in the previous 30 days, having purchased fuel in the previous 30 days, not having enough money for transportation during COVID, belief of when Congress had raised the gas tax, concern about traffic congestion, priority placed on building and widening interstates and highways, and opinions about whether or not mileage fees are fairer than fuel taxes.

Despite these many differences among subgroups, none of the differences were of strikingly large magnitude. The biggest difference (and the only one over 20 percentage points) was a 22 percentage-point difference related to monthly fuel expenditures. Fifty-four percent of respondents who spent from \$1 to \$50 preferred that all vehicle types pay the same mileage fee rate, compared to 32% of respondents who did not buy fuel at all.

5.7 Preferred Mileage Fee Rate for Low-Income Drivers

A new question added to the survey this year asked drivers, “If Congress adopts a mileage fee, would you support or oppose charging a lower rate to low-income drivers?” Close to two-thirds (62%) agreed with this option.

Looking at relative support among different subgroups revealed many differences according to socio-demographics, political characteristics, location, and travel behavior and expenditures, and even more differences corresponding to respondents’ goals for the transportation system and spending priorities (Tables B61 through B68). Particularly supportive subgroups were working, low-income, younger than 55 years old, Democratic, living in urban areas, had used transit, taxis, or ridehailing in the previous 30 days, had paid a toll in the previous 30 days, and thought that the federal gas tax rate has been raised within the

previous ten years. With respect to system goals, people who put a very high priority on all goals tested were more supportive of the reduced rate for low-income drivers, with the exception that there was no notable difference corresponding to the safety goal. Finally, there were no notable differences corresponding to the priority put on various road-related expenditures, but were notable differences for almost all the spending options related to transit, walking, bicycling, and electric vehicle policy.

6. Conclusion

This section concludes the report with a summary of key survey findings on public goals for improving the transportation system, as well as public opinion and knowledge about federal transportation taxes and fees. These findings about public priorities suggest opportunities for policymakers to build support for transportation tax measures through careful program design. The discussion is organized into conclusions about public priorities related to the transportation system, knowledge and opinions about gas taxes, opinions about mileage fees, trends in tax and fee support over time, and variations in opinions among different population subgroups.

6.1 Public Values: Maintenance, Safety, Equity, and Climate

Large majorities value transportation improvements across modes. In addition to supporting spending priorities related to all modes and to promoting electric vehicles, respondents by very large margins supported the six transportation system goals tested—improving safety, reducing traffic congestion, improving air quality, reducing greenhouse gas emissions, making it more convenient to travel without driving, and ensuring that people of every income can conveniently get around their communities. More than 50% rated each goal as “very” important, and more than 91% rated each goal as either “somewhat” or “very” important. Four themes that showed up repeatedly as popular with respondents are maintenance, safety, equity, and climate.

Maintenance: From the questions asking respondents to rate their transportation system goals to their spending priorities and support for the gas tax variants, maintenance came up repeatedly as a key value. The single most popular gas tax variant tested dedicated the new revenue raised to maintaining the transportation system (71% support). Also, 85% or more respondents supported spending priorities that focused on maintaining streets, roads, highways, and transit.

Safety: Similar to maintenance, safety came up repeatedly as a key value. For example, 70% of respondents supported raising the gas tax if the revenue were dedicated to improving safety, and 84% supported spending gas tax revenue to improve safety for bicycles and pedestrians.

Equity: Several sections of the survey revealed that most respondents valued lowering costs and improving accessibility specifically for low-income Americans. This pattern held from the 97% who thought it is important to ensure that everyone, regardless of income, has convenient transportation, to the 62% who thought that if Congress adopts a mileage fee, there should be a lower rate for low-income drivers, to the 83% who thought that low-income passengers should pay reduced transit fares.

Climate: The majority favor transportation policies that support climate objectives, including the promotion of electric vehicles. As with safety and equity, a variety of survey questions tested whether respondents valued policies that would help reduce climate impacts of the transportation system. Two of the spending priorities described were policies to promote electric vehicle adoption, and more than two-thirds of respondents rated each option as a high or medium priority. Also, just over half of respondents thought that electric vehicles should be charged either a lower mileage fee rate than gas and diesel vehicles, or no fee at all. Finally, 59% of respondents supported the gas tax increase that dedicated the new revenue to reducing carbon emissions from the transportation system.

6.2 Gas Tax Findings

Only 2% people of know that the federal gas tax rate has not been raised in more than 20 years. More than half of respondents (53%) said they simply didn't know when the federal rate was last raised, and another 39% incorrectly believed the rate had been raised within the past 10 years.

People who thought the gas tax rate has been raised within the past 10 years were more likely to support the tax options than people who said they didn't know when the rate had been raised. For example, respondents who thought the gas tax rate had been raised within the previous ten years were 28 percentage points more likely to support raising the base-case gas tax rate than those who said they did not know when the rate had been raised (63% vs. 35% support)

The majority of people supported raising the gas tax—if the revenue is dedicated to a specific transportation purpose. Among the six variants on raising the gas tax, only one failed to garner majority support. Forty-eight percent supported the more generic option, for which respondents were told only that the revenue would be spent on “transportation.” The other five variants, which all specified that the revenue would be spent on specific kinds of projects, had well over majority support.

The majority of people believe it is appropriate to spend gas tax revenue on public transit. When asked this question directly, more than two-thirds (72%) agreed. Furthermore, when respondents were asked what priority they would put on spending gas tax revenue on various transit programs, support was very high. For example, 89% said that it was “somewhat” of a or a “very high” priority to keep transit safe to ride during COVID, and 86% said it was a priority to spend revenue on maintaining public transit.

6.3 Mileage Fees Findings

Roughly half of people support some form of a mileage fee, whether it is assessed on all travel or just on commercial travel. Forty-seven percent of respondents supported replacing the gas tax with a flat-rate mileage fee of three cents per mile, and 53% supported a “green” version for which the average rate would be three cents per mile, but vehicles that pollute less would be charged less and vehicles that pollute more would be charged more. Around half of respondents also supported a “business road-use fee” assessed on the miles that commercial vehicles drive on the job. (These vehicles would continue to pay the gas tax, too.) Fifty-two percent of respondents supported such a fee on delivery and freight trucks, and 50% supported such a fee on ridehailing vehicles, and 49% supported such a fee on taxis.

People who don't see mileage fees as a privacy concern are much more likely to support a fee. Forty-eight percent of respondents agreed with a statement indicating that they would not mind being tracked for a mileage fee program, since they were already tracked through their phones. This group was considerably more likely to support the flat-rate or green mileage fees on all travel, as well as the various business road-use fees. The relative enthusiasm was particularly strong for the flat-rate fee on all travel; here, only 22% of respondents concerned about tracking supported the fee, as compared to 75% of respondents who were not concerned about being tracked.

Three-quarters of people want to pay a mileage fee in small installments instead of paying one large, annual bill. Respondents were asked if they would prefer to pay for mileage fees at the pump or time of vehicle charging, monthly, or annually. The first option was the most popular of the three (44%), the monthly option received 33% support, and the annual billing option received only 24% support.

A strong majority would like to see lower rates for low-income drivers. A new question added to the survey this year asked drivers, “If Congress adopts a mileage fee, would you support or oppose charging a lower rate to low-income drivers?” Close to two-thirds (62%) agreed with this option.

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

6.4 Trends in Support for the Tax Options

Support for both raising the gas tax rate and implementing a mileage fee has risen slowly but steadily since 2010. For every one of the gas tax and mileage fee options tested throughout the survey series, support has risen since 2010.¹⁵ The change over those eleven years ranges from a 9 percentage-point increase to a 27-percentage-point increase. The growth has been somewhat sharper for the least popular taxes. For example, support for raising the base-case gas tax, which respondents were told was for general “transportation purposes,” rose from 23% in 2010 to 49% in 2021. In contrast, the taxes that were most popular back in 2010 have seen slower growth. The concept of a green mileage fee was supported by 33% of respondents in 2010 and 53% in 2021. In most cases, the change from one year to the next was just a few percentage points, the main exception being a large jump in support for the flat-rate mileage fee in a year when the survey language changed to specify that the fee would *replace* the gas tax.

COVID has not disrupted long-term support trends for the gas tax and mileage fee. Because of COVID, many Americans have experienced massive reductions in travel and/or severe economic shocks over the past year, and many in urban regions have also experienced very visible air quality improvements resulting from reduced travel. Any of these changes could conceivably have led people to reassess their support for the various tax and fee options. However, responses from 2020 to 2021 changed only marginally, and certainly not more dramatically than other year-to-year changes.

In the past three years, there has been little change in how people rate different goals for improving the transportation system and their spending priorities. For both the goals and spending priorities, responses varied by at most a few percentage points per year. With respect to spending priorities, most options saw a slight uptick in positive ratings between 2019 and 2020, and then a slight drop in 2021. The one exception to this trend is that the two priorities related to electric vehicles saw a slight uptick in positive ratings each year.

6.5 Cross-Cutting Variations by Personal Characteristics

Looking across the survey as a whole, there were usually modest differences in opinion related to personal characteristics. We assessed whether responses to the survey questions about taxes and fees differed by socio-demographics, political characteristics, travel behavior, census region, and community type. For most survey questions, the variation in responses was less than 10 percentage points across these characteristics (e.g., comparing men vs. women, or people who driving different numbers of miles annually). Future analyses should consider multivariate models to further tease out potential differences by personal characteristics

Age, community type, and political affiliation were frequently correlated with diverging opinions. For example, support for the gas tax and mileage fee options was higher among the youngest group (respondents 18 to 25 years old) than the older groups. Also, people living in urban communities were more likely to support the gas tax and mileage fee options than those living in rural communities, and Democratic-leaning respondents were more likely to support spending gas tax revenue on public transit.

¹⁵ Or since 2011, for the three gas tax variants that were introduced that year to the survey series.

Appendix A: Survey Questionnaire and Topline Results

Notes:

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

* * *

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

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

	Very good (%)	Somewhat good (%)	Somewhat bad (%)	Very bad (%)	Not sure / doesn't apply (%)
Interstates, highways, and freeways	32	46	15	3	4
Local streets and roads	22	46	22	7	2
Bicycle and pedestrian facilities	22	42	18	6	11
Public transit (bus, rail, etc.)	21	37	18	8	16

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

	%
Very concerned	34
Somewhat concerned	42
Not at all concerned	23

The next questions ask for your opinion about what government can do to improve transportation in the United States.

Q3. How important are the following transportation-related goals for the United States?

	Very important (%)	Somewhat important (%)	Not important (%)
Reduce crashes and improve safety	71	27	2
Ensure that everyone, regardless of income, can conveniently get to jobs, school, health care, etc.	69	28	3
Reduce health impacts caused by air pollution from cars and trucks	61	34	5
Reduce traffic congestion	60	36	4
Reduce greenhouse gas emissions from transportation sources that contribute to climate change	58	33	9
Make it more convenient to go places without driving (bus, walking, bike, etc.)	52	39	9

Q4. Now, imagine that Congress is deciding how to spend transportation money in the next 5 years. What percent of the money should go to each of the following goals? The total must add up to 100%.

	Mean (%)	0% (%)	1-10% (%)	11-20% (%)	21-30 (%)	<30% (%)
Ensure that everyone, regardless of income, can conveniently get to jobs, school, health care, etc.	20	10	25	37	14	13
Reduce crashes and improve safety	18	10	30	36	13	11
Reduce traffic congestion	17	11	37	33	10	8
Reduce greenhouse gas emissions from transportation sources that contribute to climate change	16	17	32	31	12	8
Reduce health impacts caused by air pollution from cars and trucks	15	15	32	38	11	4
Make it more convenient to go places without driving (bus, walking, bike, etc.)	14	15	40	32	8	5

Q5. As you may be aware, the federal government charges a gas tax and spends the money collected for transportation. Listed below are different ways the government could spend that money to improve the transportation system. How much of a priority should each one be?

	High (%)	Medium (%)	Low (%)	Not at all (%)
Maintain interstates, highways, and freeways	59	32	6	2
Keep public transit safe to use during the pandemic	53	36	9	3
Maintain local streets and roads	54	36	8	2
Maintain public transit (rail, buses, etc.)	45	41	11	3
Provide discounted public transit fares for low-income people	44	39	13	4
Improve safety for pedestrians and bicyclists	43	41	13	3
Expand public transit service into new areas not already served	40	42	14	4
Build/improve sidewalks	39	43	15	3
Build/widen interstates, highways, and freeways	39	42	15	3
Build/widen local roads and streets	35	45	17	3
Add more frequent public transit service on existing routes	34	45	17	4
Build/improve bike lanes and bike paths	32	41	22	5
Provide financial incentives for people to purchase electric vehicles	30	38	20	11
Install more charging stations for electric vehicles	29	40	23	7

Q6. Here is the same list of transportation purposes that the federal government could spend the gas tax money on. Select the three you think are most important.

	Selected as a top-3 spending priority (%)
Maintain local streets and roads	36
Maintain interstates, highways, and freeways	34
Provide discounted public transit fares for low-income people	26
Build/improve sidewalks	22
Improve safety for pedestrians and bicyclists	20
Expand public transit service into new areas not already served	19
Build/widen interstates, highways, and freeways	18
Keep public transit safe to use during the pandemic	18
Provide financial incentives for people to purchase electric vehicles	17
Add more frequent public transit service on existing routes	15
Build/widen local roads and streets	14
Maintain public transit (rail, buses, etc.)	14
Install more charging stations for electric vehicles	13
Build/improve bike lanes and bike paths	12

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

Q7. In the last 30 days, which types of transportation have you or any other members of your household used? Check all that apply.

AND

Q8. In a typical month prior to the COVID-19 pandemic, which types of transportation did you and any other members of your household use? Check all that apply.

	In the last 30 days (Q7) (%)	In a typical month prior to the pandemic (Q8) (%)
Drive yourself (car, truck, motorcycle, etc.)	78	76
Walk	39	38
Ride as a passenger in a personal vehicle (exclude trips in taxis, rideshare like Uber/Lyft, etc.)	34	36
Public transit (bus, light-rail, ferry, etc.)	17	20
Ridesharing service like Uber or Lyft	11	14
Bicycle	10	13
Taxi	7	8
Airplane	3	8
Electric kick-scooter, skateboard, or other small device	3	4
Other	2	1

Q9. In a typical month prior to the COVID-19 pandemic, how much did your household spend on the following expenses?

	\$0 (%)	\$1-50 (%)	\$51-100 (%)	\$101-150 (%)	\$151+ (%)
Fuel for personal vehicles	13	40	29	6	13
Tolls on bridges and highways, including express lane fees	66	30	2	<1	1
Public transit (buses, trains, subways, ferries, etc.)	69	26	3	1	1
Taxis or ride-hailing services (e.g., Lyft or Uber)	69	25	4	1	1
Parking	70	25	3	<1	1

Q10. How often does your household not have enough money to pay for gasoline, transit fares, or other transportation costs?

	Frequently (%)	Occasionally (%)	Never (%)
Prior to the COVID-19 pandemic	26	26	48
During the COVID-19 pandemic	24	31	45

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

Q11. Right now the federal government collects a tax of 18¢ per gallon when people buy gasoline. One idea to raise money for transportation is to increase the federal gas tax by 10¢ a gallon, from 18¢ to 28¢. Would you support or oppose this gas tax increase?

	%
Strongly support	19
Somewhat support	29
Somewhat oppose	23
Strongly oppose	28

Q12. Now, imagine that the U.S. Congress decided that the best option to raise money for transportation is to increase the federal gas tax by ten cents per gallon. Would you support or oppose the gas tax increase if the new money were spent only on the following types of projects?

	Strongly support (%)	Somewhat support (%)	Somewhat oppose (%)	Strongly oppose (%)
Maintain streets, roads, and highways	37	34	14	14
Reduce accidents and improve safety	37	33	16	14
Reduce traffic congestion	33	35	16	16
Reduce the transportation system's contribution to global warming	29	30	18	23
Reduce local air pollution caused by the transportation system	28	31	20	22

Q13. Some people say that money from gas taxes should only be spent on roads and highways, since drivers pay the tax. Other people say gas tax money should be used to pay for public transit in addition to roads and highways, because transit helps reduce traffic congestion and wear-and-tear on the roads. Would you support or oppose spending some gas tax money on public transit?

	%
Support	72
Oppose	28

Note on Q13: Half of respondents received the question as worded here, and the other half received the question with the two statements in reverse order: Some people say gas tax money should be used to pay for public transit in addition to roads and highways, because transit helps reduce traffic congestion and wear-and-tear on the roads. Other people say that money from gas taxes should only be spent on roads and highways, since drivers pay the tax. Would you support or oppose spending some gas tax money on public transit?

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

Q14. Would you support or oppose replacing the gas tax with such a mileage fee?

	%
Strongly support	19
Somewhat support	29
Somewhat oppose	21
Strongly oppose	31

Q15. If Congress adopts a mileage fee, would you support or oppose charging a lower rate to low-income drivers?

	%
Strongly support	30
Somewhat support	32
Somewhat oppose	17
Strongly oppose	20

Q16. A variation on the mileage fee concept is to have the fee rate vary depending upon how much the vehicle pollutes. On average, vehicles would be charged 3¢ per mile, but vehicles that pollute less would be charged less, and vehicles that pollute more would be charged more. Would you support or oppose this new mileage fee?

	%
Strongly support	21
Somewhat support	32
Somewhat oppose	23
Strongly oppose	23

Q17. Another variation on the mileage fee concept is to replace the gas tax with a mileage fee of 3¢ per mile for all gas and diesel vehicles, but with a different rate for all-electric vehicles. What rate per mile do you think electric vehicles should pay?

	%
The same rate as gas/diesel vehicles	48
Half the rate set for gas/diesel vehicles	36
Nothing (electric vehicles pay no fee)	17

Q18. Now imagine that the US Congress decides to keep the gas tax, but to add a new per-mile "Business Road-Use Fee" for miles that commercial vehicles drive on the job. (These vehicles would continue to pay the current gas tax, as well.) Would you support or oppose this new Business Road-Use Fee for the following types of commercial vehicles?

	Strongly support (%)	Somewhat support (%)	Somewhat oppose (%)	Strongly oppose (%)
Delivery and freight trucks	23	30	23	25
Ridehailing vehicles	19	31	25	25
Taxis	19	30	26	25

Q19. How much do you agree or disagree with the following statement? I'm already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn't really bother me.

	%
Strongly agree	22
Somewhat agree	26
Somewhat disagree	20
Strongly disagree	31

Q20. Which statement is closer to your opinion?

	%
A mileage fee is MORE fair than the gas tax because everyone pays the same for use of the roads, regardless of vehicle fuel efficiency or vehicle type (electric vs. gas vehicles)	51
A mileage fee is LESS fair than the gas tax because the mileage fee doesn't give a break to people who buy cleaner vehicles.	49

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

	%
Pay each time I purchase gas/diesel or charge an electric vehicle	44
Pay a bill that comes once a month	33
Pay a bill that comes once a year	24

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

	%
Less than a year ago	9
1 to 3 years ago	19
4 to 10 years ago	11
11 to 15 years ago	5
16 to 20 years ago	1
More than 20 years ago [correct answer]	2
Don't know	53

Appendix B: Data Tables for the Subgroup Analysis

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

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

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

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

Values in blue cells are at least ten percentage points different from the reference case, and the difference is statistically significant at $p < 0.05$.

Table B1. Respondents' Belief about When the Federal Gas Tax Was Last Raised, by Sociodemographic Characteristics

Characteristics	Within the last 10 years (%)	11 to 20 years ago (%)	More than 20 years ago (%)	Don't know (%)
<i>All respondents</i>	39	6	2	53
Gender				
Male	47	7	2	43
Female	31**	6	2	62**
Race				
White	39	6	2	53
Black/African-American only	45*	11**	1	43**
Asian/Asian-American only	24**	6	2	67**
Other	36	5	1	58
Of Latino/Hispanic descent				
Yes	48	9	2	41
No	37**	6**	2	56**
Education				
High school graduate or less	41	8	1	50
More than high school	37	6*	2*	54*
Employment status				
Working for pay	47	9	2	41
Unemployed, but looking for work	43	6*	1	50**
Not working by choice (retired, etc.)	23**	2**	2	73**
Income (annual household)				
0 – \$49,999	39	6	1	54
\$50,000 – \$99,999	33*	7	3**	57
\$100,000+	44	7	3**	46**
Age (years)				
18 – 24	50	11	1	38
25 – 54	47	8*	2	44*
55+	23**	3**	3	72**

Table B2. Respondents' Belief about When the Federal Gas Tax Was Last Raised, by Political Characteristics

Characteristics	Within the last 10 years (%)	11 to 20 years ago (%)	More than 20 years ago (%)	Don't know (%)
<i>All respondents</i>	39	6	2	53
Registered voter				
Yes	40	7	2	51
No	31**	4*	1	64**
Likely voter ^a				
Yes	39	6	2	52
No	38	7	1	54
Political affiliation				
Republican (and lean Republican) ^b	36	5	2	57
Democrat (and lean Democrat) ^b	43**	8*	2	47**
Other party ^c or no party affiliation ^d	29*	3	2	66*

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

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

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

^d Not leaning towards or affiliated with any party.

Table B3. Respondents' Belief about When the Federal Gas Tax Was Last Raised, by Census Region and Community Type

Location	Within the last 10 years (%)	11 to 20 years ago (%)	More than 20 years ago (%)	Don't know (%)
<i>All respondents</i>	<i>39</i>	<i>6</i>	<i>2</i>	<i>53</i>
Census region				
Northeast	35	8	2	55
Midwest	41*	5*	2	52
South	39	8	1	53
West	40	4*	4	52
Community type (self-reported)				
Urban	51	7	2	40
Suburban	34**	5	2	59**
Small town	33**	13**	2	51**
Rural	30**	5	1	63**

Table B4. Respondents' Belief about When the Federal Gas Tax Was Last Raised, by Travel Behavior and Expenditures

Travel behaviors/expenditures	Within the last 10 years (%)	11 to 20 years ago (%)	More than 20 years ago (%)	Don't know (%)
<i>All respondents</i>	39	6	2	53
Annual miles driven				
1 – 7,500	40	4	2	54
7,501 – 12,500	44	13**	2	41**
12,501+	42	12**	4**	42**
Don't drive	21**	2	0*	77**
Miles per gallon ^a				
≤ 19	40	6	1	53
20 – 30	30**	5	2	62**
31+	48*	7	2	43**
Transit used in last 30 days				
Yes	47	10	3	40
No	37**	6**	2	55**
Walked, cycled, or used micromobility in last 30 days				
Yes	38	6	2	54
No	39	7	2	52
Used a taxi or ride-hailing in last 30 days				
Yes	68	6	4	22
No	37**	7	2*	55**
Pay a toll in a typical month				
Yes	56	10	2	31
No	30**	5**	2	64**
Estimate monthly fuel expenditures				
\$0 (does not buy fuel)	31	7	0	61
\$1 – \$50	48**	8	2*	42**
\$51 – \$100	29	5	2*	63
\$101 – \$150	36	5	3*	56
\$151 – \$200	33	5	3*	59
\$201+	44**	7	0	49*

Table B5. Percent of Respondents Who Supported^a the Gas Tax Options, by Sociodemographic Characteristics (2021)

Characteristics	Revenue to...					
	Base-case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Gender						
Male	55	57	57	72	69	69
Female	43**	60	60	71	71	67
Race						
White	47	56	56	71	70	68
Black/African-American only	59**	63*	65**	66	71	70
Asian/Asian-American only	47	73**	71**	81*	75	79*
Other	46	58	60	71	70	64
Of Latino/Hispanic descent						
Yes	59	62	60	66	68	65
No	47**	58	58	72*	71	69
Education						
High school graduate or less	51	56	56	65	68	66
More than high school	48	60	60	75**	72*	70*
Employment status						
Working for pay	58	60	61	71	71	68
Unemployed, but looking for work	48**	61	57	66*	68	68
Not working by choice (retired, etc.)	34**	54**	55*	74	70	68
Income (annual household)						
0 – \$49,999	48	59	60	69	69	68
\$50,000 – \$99,999	43	55	54*	73	71	68
\$100,000+	56**	61	59	73*	71	69
Age (years)						
18 – 24	62	65	67	68	68	65
25 – 54	58	60	60*	69	72	69
55+	31**	53**	53**	75*	69	69

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

Table B6. Percent of Respondents Who Supported^a the Gas Tax Options, by Political Characteristics (2021)

Characteristics	Base- case 10¢ increase (%)	Revenue to...				
		Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/ highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Registered voter						
Yes	50	59	59	73	71	70
No	42**	57	56	62**	62**	59**
Likely voter ^b						
Yes	50	58	59	72	72	70
No	46*	59	58	68*	66*	64**
Political affiliation						
Republican (and lean Republican) ^c	32	44	38	67	64	63
Democrat (and lean Democrat) ^c	63**	69**	72**	75**	75**	72**
Other party ^d or no party affiliation ^e	30	53**	53**	63	65	63

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

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

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

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

^e Not leaning towards or affiliated with any party.

Table B7. Support^a for the Gas Tax Options, by Census Region and Community Type

Location	Revenue to...					
	Base- case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/ highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Census region						
Northeast	48	59	58	74	72	69
Midwest	41*	59	59	74	70	68
South	52	60	59	69*	70	68
West	50	55	57	69	67	67
Community type (self-reported)						
Urban	61	68	66	74	78	74
Suburban	46**	54**	56**	69**	65**	65**
Small town	41**	61*	58*	71	70*	66*
Rural	36**	49**	52**	71	70**	65**

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

Table B8. Support^a for the Gas Tax Options, by Travel Behavior and Expenditures

Travel behaviors / expenditures	Revenue to...					
	Base-case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Annual miles driven						
1 – 7,500	50	59	58	71	70	70
7,501 – 12,500	52	54*	56	69	68	65*
12,501+	47	59	58	74	73	68
Don't drive	41**	63	63	73	70	69
Miles per gallon ^a						
≤ 19	43	55	53	67	66	66
20 – 30	39	57	59*	74**	72*	68
31+	58**	58	62**	71	71	70
Transit used in last 30 days						
Yes	62	67	63	76	74	75
No	46**	57**	58	70*	69	67**
Walked, cycled, or used micromobility in last 30 days						
Yes	49	60	63	74	73	71
No	49	58	56**	69**	68**	66**
Used a taxi or ride-hailing in last 30 days						
Yes	73	67	68	66	75	70
No	47**	58*	58*	71	70	68
Pay a toll in a typical month						
Yes	70	63	62	69	70	69
No	38**	56**	57**	72	70	68
Estimate monthly fuel expenditures						
\$0 (does not buy fuel)	47	61	59	70	69	68
\$1 – \$50	60**	60	59	68	68	68
\$51 – \$100	40	60	58	73	72	69
\$101 – \$150	37	57	63	82**	75	74
\$151 – \$200	32**	47**	47*	68	67	67
\$201+	53	54	67	76	74	63

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

Table B9. Support^a for the Gas Tax Options, by How Often Respondent Did Not Have Enough Money for Transportation During COVID-19

Frequency	Revenue to...					
	Base-case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Frequently	61	62	60	71	73	72
Occasionally/never	45**	57*	58	71	69	67*

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

Table B10. Support^a for the Gas Tax Options, by Opinion on When Federal Gas Tax was Last Raised

Estimate of when the rate was last raised	Revenue to...					
	Base-case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Within the last 10 years	63	62	60	68	69	69
11 to 20 years ago	69	62	49**	62	65	63
More than 20 years ago (correct answer) ^b	69	64	64	83	83	81
Don't know	35**	56**	58	74**	71	68

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

^b The n-value for respondents choosing this response option is too small to conduct statistical testing.

Table B11. Support^a for the Gas Tax Options, by Opinion on Spending Some Gas Tax Revenue for Transit

Opinions	Revenue to...					
	Base-case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Support spending gas tax on transit	60	68	68	76	76	74
Oppose spending gas tax on transit	19**	35**	36**	58**	56**	53**

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

Table B12. Support^a for the Gas Tax Options, by Concern about Traffic Congestion and Transportation System Goals

Opinions	Revenue to...					
	Base-case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Concern about traffic congestion						
Very	62	62	60	69	72	72
Somewhat/not	42**	57**	57	72	69	66**
Goal: reducing traffic congestion						
Very	53	64	62	74	74	73
Somewhat/not	43**	51**	54**	67**	64**	62**
Goal: reduce crashes/improve safety						
Very	49	62	61	75	75	72
Somewhat/not	48	51**	52**	61**	58**	58**
Goal: reduce health impacts from air pollution						
Very	54	67	69	77	76	72
Somewhat/not	41**	45**	42**	62**	61**	62**
Goal: reduce GHG emissions						
Very	55	69	70	76	75	72
Somewhat/not	40**	44**	43**	64**	63**	63**
Goal: convenient to go places without driving						
Very	56	66	67	76	75	73
Somewhat/not	41**	51**	50**	66**	65**	63**
Goal: ensure that everyone can get around, regardless of income						
Very	49	61	63	74	73	71
Somewhat/not	49	53**	48**	64**	64**	63**

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

Table B13. Support^a for the Gas Tax Options, by Spending Priorities

Priorities	Revenue to...					
	Base-case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/highways (%)	Improve safety (%)	Reduce congestion (%)
<i>All respondents</i>	49	59	59	71	70	68
Build/improve sidewalks						
High	53	60	63	74	75	72
Medium/low/not at all	46**	58	56**	69**	67**	66**
Provide discounted public transit						
High	55	66	65	76	76	74
Medium/low/not at all	44**	53**	53**	67**	66**	64**
Provide financial incentives for EV						
High	63	64	65	73	71	69
Medium/low/not at all	42**	56**	56**	70	70	68
Build/improve bike lanes and bike infrastructure						
High	60	67	63	73	73	70
Medium/low/not at all	44**	55**	56**	70	69	67
Install more charging stations						
High	62	65	64	73	72	69
Medium/low/not at all	44**	56**	56**	70	69	68
Add more frequent public transit						
High	57	65	66	75	76	72
Medium/low/not at all	45**	55**	55**	69**	67**	66**
Improve safety for pedestrians						
High	52	65	64	76	76	73
Medium/low/not at all	46**	53**	55**	67**	65**	64**
Expand public transit service						
High	55	65	65	77	74	72
Medium/low/not at all	45**	54**	54**	67**	67**	66**
Maintain local streets & roads						
High	46	58	59	74	73	71
Medium/low/not at all	52**	59	58	68**	67**	65**
Build/widen local streets and roads						
High	52	60	59	72	73	72
Medium/low/not at all	47*	58	58	71	69*	66**
Build/widen interstates, highways						
High	51	57	58	73	72	71
Medium/low/not at all	48	59	59	70*	69	66**

Table B13, continued

Priorities	Revenue to...					
	Base- case 10¢ increase (%)	Reduce local air pollution (%)	Reduce global warming (%)	Maintain streets/ highways (%)	Improve safety (%)	Reduce congestion (%)
Maintain interstates, highways						
High	43	54	57	75	71	70
Medium/low/not at all	58**	65**	61*	66**	68	66*
Maintain public transit						
High	54	63	62	76	74	73
Medium/low/not at all	45**	55**	56**	67**	67**	65**
Keep public transit safe to use						
High	50	63	65	77	76	73
Medium/low/not at all	47	54**	52**	65**	63**	63**

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

Table B14. Spending Some Gas Tax Revenue for Transit, by Sociodemographic Characteristics

Characteristics	% of respondents
<i>All respondents</i>	72
Gender	
Male	75
Female	69**
Race	
White	69
Black/African-American only	79**
Asian/Asian-American only	74
Other	76
Of Latino/Hispanic descent	
Yes	79
No	70**
Education	
High school graduate or less	71
More than high school	72
Employment status	
Working for pay	77
Unemployed, but looking for work	72*
Not working by choice (retired, etc.)	63**
Income (annual household)	
0 – \$49,999	75
\$50,000 – \$99,999	64**
\$100,000+	72
Age (years)	
18 – 24	80
25 – 54	78
55+	60**

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

Table B15. Support^a for Spending Some Gas Tax Revenue for Transit, by Political Characteristics

Characteristics	% of respondents
<i>All respondents</i>	72
Registered voter	
Yes	73
No	62**
Likely voter ^b	
Yes	72
No	71
Political affiliation	
Republican (and lean Republican) ^c	58
Democrat (and lean Democrat) ^c	82**
Other party ^d or no party affiliation ^e	62

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

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

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

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

^e Not leaning towards or affiliated with any party.

Table B16. Spending Some Gas Tax Revenue for Transit, by Census Region and Community Type

Location	% of respondents
<i>All respondents</i>	72
Census region	
Northeast	74
Midwest	66**
South	73
West	72
Community type (self-reported)	
Urban	85
Suburban	66**
Small town	65**
Rural	62**

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

Table B17. Support^a for Spending Some Gas Tax Revenue for Transit, by Travel Behavior and Expenditures

Travel behaviors/expenditures	% of respondents
<i>All respondents</i>	72
Annual miles driven	
1 – 7,500	72
7,501 – 12,500	70
12,501+	73
Don't drive	72
Miles per gallon ^a	
≤ 19	62
20 – 30	67
31+	79**
Transit used in last 30 days	
Yes	84
No	69**
Walked, cycled, or used micromobility in last 30 days	
Yes	73
No	71
Used a taxi or ride-hailing in last 30 days	
Yes	92
No	70**
Pay a toll in a typical month	
Yes	81
No	67**
Estimate monthly fuel expenditures	
\$0 (does not buy fuel)	75
\$1 – \$50	79
\$51 – \$100	67**
\$101 – \$150	62**
\$151 – \$200	55**
\$201+	68

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

Table B18. Support^a Spending Some Gas Tax Revenue for Transit, by Estimate of When the Federal Gas Tax was Last Raised (2021)

Estimate of when the rate was last raised	(%)
<i>All respondents</i>	72
Within the last 10 years	80
11 to 20 years ago	84
More than 20 years ago (correct)	70
Don't know	64**

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

Table B19. Support for Spending Some Gas Tax Revenue for Transit, by Concern about Traffic Congestion and Transportation System Goals

Opinions	Support for using gas tax revenues for transit (%)
<i>All respondents</i>	72
Concern about traffic congestion	
Very	80
Somewhat/not	67**
Goal: reducing traffic congestion	
Very	77
Somewhat/not	64**
Goal: reduce crashes/improve safety	
Very	73
Somewhat/not	68**
Goal: reduce health impacts from air pollution	
Very	78
Somewhat/not	62**
Goal: reduce GHG emissions	
Very	78
Somewhat/not	63**
Goal: convenient to go places without driving	
Very	81
Somewhat/not	62**
Goal: ensure that everyone can get around, regardless of income	
Very	76
Somewhat/not	62**

Table B20. Support^a for Spending Some Gas Tax Revenue for Transit, by Spending Priorities 2021

Priorities	% of respondents
<i>All respondents</i>	72
Build/improve sidewalks	
High	79
Medium/low/not at all	67**
Provide discounted public transit	
High	82
Medium/low/not at all	64**
Provide financial incentives for EV	
High	83
Medium/low/not at all	67**
Build/improve bike lanes and bike infrastructure	
High	81
Medium/low/not at all	68**
Install more charging stations	
High	82
Medium/low/not at all	67**
Add more frequent public transit	
High	84
Medium/low/not at all	65**
Improve safety for pedestrians	
High	79
Medium/low/not at all	66**
Expand public transit service	
High	83
Medium/low/not at all	64**
Maintain local streets & roads	
High	72
Medium/low/not at all	72
Build/widen local streets and roads	
High	77
Medium/low/not at all	69**
Build/widen interstates, highways	
High	71
Medium/low/not at all	72
Maintain interstates, highways	
High	70
Medium/low/not at all	75**

Table B20, continued

Priorities	% of respondents
Maintain public transit	
High	82
Medium/low/not at all	64**
Keep public transit safe to use	
High	78
Medium/low/not at all	64**

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

Table B21. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Sociodemographic Characteristics^a

Characteristics	% of respondents
<i>All respondents</i>	48
Gender	
Male	57
Female	41**
Race	
White	47
Black/African-American only	55*
Asian/Asian-American only	49
Other	46
Of Latino/Hispanic descent	
Yes	58
No	46**
Education	
High school graduate or less	54
More than high school	45**
Employment status	
Working for pay	56
Unemployed, but looking for work	52
Not working by choice (retired, etc.)	34**
Income (annual household)	
0 – \$49,999	49
\$50,000 – \$99,999	42**
\$100,000+	54*
Age (years)	
18 – 24	56
25 – 54	59
55+	31**

^a Percent of respondents agreeing with this statement: “I’m already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn’t really bother me.”

Table B22. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Political Characteristics^a

Characteristics	% of respondents
<i>All respondents</i>	48
Registered voter	
Yes	48
No	51
Likely voter ^b	
Yes	49
No	48
Political affiliation	
Republican (and lean Republican) ^c	39
Democrat (and lean Democrat) ^c	58**
Other party ^d or no party affiliation ^e	33

^a Percent of respondents agreeing with this statement: “I’m already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn’t really bother me.”

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

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

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

^e Not leaning towards or affiliated with any party.

Table B23. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Census Region and Community Type^a

Location	% of respondents
<i>All respondents</i>	48
Census region	
Northeast	51
Midwest	43*
South	48
West	51
Community type (self-reported)	
Urban	64
Suburban	43**
Small town	38**
Rural	38**

^a Percent of respondents agreeing with this statement: “I’m already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn’t really bother me.”

Table B24. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Travel Behavior and Expenditures^a

Travel behaviors/expenditures	% of respondents
<i>All respondents</i>	48
Annual miles driven	
1 – 7,500	50
7,501 – 12,500	54
12,501+	43*
Don't drive	39**
Miles per gallon ^a	
≤ 19	44
20 – 30	38*
31+	58**
Transit used in last 30 days	
Yes	65
No	45**
Walked, cycled, or used micromobility in last 30 days	
Yes	49
No	48
Used a taxi or ride-hailing in last 30 days	
Yes	73
No	47**
Pay a toll in a typical month	
Yes	68
No	39**
Estimate monthly fuel expenditures	
\$0 (does not buy fuel)	47
\$1 – \$50	56**
\$51 – \$100	43
\$101 – \$150	36*
\$151 – \$200	38
\$201+	49

^a Percent of respondents agreeing with this statement: “I’m already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn’t really bother me.”

Table B25. Percent of Respondents Not Concerned about the Privacy Implications of a Mileage Fee, by Opinion on When Federal Gas Tax was Last Raised^a

Estimate of when the rate was last raised	(%)
<i>All respondents</i>	48
Within the last 10 years	67
11 to 20 years ago	58*
More than 20 years ago (correct)	51*
Don't know	34**

^a Percent of respondents agreeing with this statement: "I'm already tracked everywhere I go through my phone, so having my mileage tracked for a mileage fee wouldn't really bother me."

Table B26. Respondents' Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Sociodemographic Characteristics

Characteristics	More fair (%)	Less fair (%)
<i>All respondents</i>	<i>51</i>	<i>49</i>
Gender		
Male	49	51
Female	53	47
Race		
White	52	48
Black/African-American only	52	48
Asian/Asian-American only	44	56
Other	46	54
Of Latino/Hispanic descent		
Yes	53	47
No	51	49
Education		
High school graduate or less	51	49
More than high school	51	49
Employment status		
Working for pay	52	48
Unemployed, but looking for work	47	53
Not working by choice (retired, etc.)	52	48
Income (annual household)		
0 – \$49,999	48	52
\$50,000 – \$99,999	52	48
\$100,000+	57**	43**
Age (years)		
18 – 24	51	49
25 – 54	48	51
55+	55	45

Table B27. Respondents' Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Political Characteristics^a

Characteristics	More fair (%)	Less fair (%)
<i>All respondents</i>	<i>51</i>	<i>49</i>
Registered voter		
Yes	51	48
No	48	52
Likely voter ^a		
Yes	53	47
No	46**	54**
Political affiliation		
Republican (and lean Republican) ^b	54	46
Democrat (and lean Democrat) ^b	51	49
Other party ^c or no party affiliation ^d	46*	53*

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

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

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

^d Not leaning towards or affiliated with any party.

Table B28. Respondents' Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Census Region and Community Type^a

Location	More fair (%)	Less fair (%)
<i>All respondents</i>	<i>51</i>	<i>49</i>
Census region		
Northeast	49	51
Midwest	54	46
South	50	50
West	52	48
Community type (self-reported)		
Urban	55	45
Suburban	49*	51*
Small town	56	44
Rural	46**	54**

Table B29. Respondents' Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Travel Behavior and Expenditures

Travel behaviors/expenditures	More fair (%)	Less fair (%)
<i>All respondents</i>	<i>51</i>	<i>49</i>
Annual miles driven		
1 – 7,500	52	47
7,501 – 12,500	52	48
12,501+	53	47
Don't drive	41**	59**
Miles per gallon ^a		
≤ 19	54	46
20 – 30	49*	51*
31+	52	48
Transit used in last 30 days		
Yes	55	45
No	50	50
Walked, cycled, or used micromobility in last 30 days		
Yes	49	51
No	53	47
Used a taxi or ride-hailing in last 30 days		
Yes	52	48
No	51	49
Pay a toll in a typical month		
Yes	55	45
No	49**	51**
Estimate monthly fuel expenditures		
\$0 (does not buy fuel)	46	53
\$1 – \$50	54*	46*
\$51 – \$100	49	51
\$101 – \$150	47	53
\$151 – \$200	51	49
\$201+	56	44

Table B30. Respondents' Opinion about Whether Mileage Fees are More or Less Fair than Gas Taxes, by Estimate of When the Federal Gas Tax was Last Raised

Estimate of when the rate was last raised	More fair (%)	Less fair (%)
<i>All respondents</i>	51	49
Within the last 10 years	57	43
11 to 20 years ago	59	41
More than 20 years ago (correct)	45	55
Don't know	46**	54**

Table B31. Support^a for the Mileage Fee Options, by Sociodemographic Characteristics

Characteristics	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Gender		
Male	54	56
Female	41**	51**
Race		
White	47	52
Black/African-American only	53*	58*
Asian/Asian-American only	49	65**
Other	42	54
Of Latino/Hispanic descent		
Yes	52	57
No	46*	52
Education		
High school graduate or less	51	54
More than high school	45**	53
Employment status		
Working for pay	56	59
Unemployed, but looking for work	45**	50**
Not working by choice (retired, etc.)	35**	46**
Income (annual household)		
0 – \$49,999	47	52
\$50,000 – \$99,999	43	49
\$100,000+	53**	61**
Age (years)		
18 – 24	55	62
25 – 54	55	59
55+	34**	42**

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

Table B32. Support^a for the Mileage Fee Options, by Political Characteristics

Characteristics	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Registered voter		
Yes	49	54
No	40**	51
Likely voter ^b		
Yes	49	54
No	43**	51
Political affiliation		
Republican (and lean Republican) ^c	39	40
Democrat (and lean Democrat) ^d	56**	64**
Other party ^d or no party affiliation ^e	31*	42

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

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

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

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

^e Not leaning towards or affiliated with any party.

Table B33. Support^a for the Mileage Fee Options, by Census Region and Community Type

Location	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Census region		
Northeast	47	54
Midwest	41	49
South	49	53
West	51	58
Community type (self-reported)		
Urban	61	65
Suburban	43**	50**
Small town	40**	48**
Rural	34**	41**

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

Table B34. Support^a for the Mileage Fee Options, by Travel Behavior

Travel behaviors/expenditures	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Annual miles driven		
1 – 7,500	49	54
7,501 – 12,500	50	53
12,501+	48	49
Don't drive	36**	54
Miles per gallon ^a		
≤ 19	42	43
20 – 30	39	46
31+	55**	63**
Transit used in last 30 days		
Yes	57	63
No	45**	51**
Walked, cycled, or used micromobility in last 30 days		
Yes	48	56
No	47	52*
Used a taxi or ride-hailing in last 30 days		
Yes	73	70
No	46**	52**
Pay a toll in a typical month		
Yes	66	69
No	38**	46**
Estimate monthly fuel expenditures		
\$0 (does not buy fuel)	46	51
\$1 – \$50	57**	59**
\$51 – \$100	40	50
\$101 – \$150	36*	50
\$151 – \$200	34*	43
\$201+	45	51

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

Table B35. Support^a for the Mileage Fee Options, by How Often Respondents Did Not Have Enough Money for Transportation During COVID-19

Frequency	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Frequently	59	63
Occasionally/never	43**	50**

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

Table B36. Support^a for the Mileage Fee Options, by Opinion on When Federal Gas Tax was Last Raised

Estimate of when the rate was last raised	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Within the last 10 years	66	65
11 to 20 years ago	64	59
More than 20 years ago (correct)	49*	65
Don't know	32**	44**

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

Table B37. Support^a for the Mileage Fee Options, by Concern about Traffic Congestion and Goals for Improving the Transportation System

Opinions	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Concern about traffic congestion		
Very	61	66
Somewhat/not	40**	47**
Goal: reducing traffic congestion		
Very	50	59
Somewhat/not	44**	45**
Goal: reduce crashes/improve safety		
Very	47	56
Somewhat/not	48	48**
Goal: reduce health impacts from air pollution		
Very	50	60
Somewhat/not	43**	43**
Goal: reduce GHG emissions		
Very	52	62
Somewhat/not	42**	42**
Goal: convenient to go places without driving		
Very	53	61
Somewhat/not	41**	45**
Goal: ensure that everyone can get around, regardless of income		
Very	48	56
Somewhat/not	47	47**

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

Table B38. Support^a for the Mileage Fee Options, by Spending Priorities (2021)

Priorities	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Build/improve sidewalks		
High	51	60
Medium/low/not at all	45**	49**
Provide discounted public transit		
High	49	60
Medium/low/not at all	46	48**
Provide financial incentives for EV		
High	59	68
Medium/low/not at all	42**	47**
Build/improve bike lanes and bike infrastructure		
High	56	64
Medium/low/not at all	43**	49**
Install more charging stations		
High	60	68
Medium/low/not at all	42**	48**
Add more frequent public transit		
High	53	63
Medium/low/not at all	45**	48**
Improve safety for pedestrians		
High	47	60
Medium/low/not at all	48	48**
Expand public transit service		
High	49	61
Medium/low/not at all	46	48**
Maintain local streets & roads		
High	45	53
Medium/low/not at all	51**	54
Build/widen local streets and roads		
High	51	60
Medium/low/not at all	45**	50**
Build/widen interstates, highways		
High	48	58
Medium/low/not at all	47	51**
Maintain interstates, highways		
High	42	52
Medium/low/not at all	56**	56*

Table B38, continued

Priorities	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Maintain public transit		
High	49	59
Medium/low/not at all	46	49**
Keep public transit safe to use		
High	45	56
Medium/low/not at all	50*	50**

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

Table B39. Support^a for the Mileage Fee Options, by Opinions About Privacy and Fairness

Opinions	Flat (%)	Green (%)
<i>All respondents</i>	47	53
Agreement with statement that mileage fees are not a privacy concern		
Agree (somewhat or strongly)	75	72
Disagree (somewhat or strongly)	22**	36**
Opinion about the fairness of mileage fees compared to gas taxes		
More fair	56	57
Less fair	39**	50**

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

Table B40. Support^a for a Business Road-Use Fee, by Sociodemographic Characteristics

Characteristics	Delivery/freight (%)	Taxis (%)	Ridehail (%)
<i>All respondents</i>	<i>52</i>	<i>49</i>	<i>50</i>
Gender			
Male	52	49	51
Female	52	49	50
Race			
White	50	48	48
Black/African-American only	55	50	54*
Asian/Asian-American only	62*	60*	57
Other	56	54	56*
Of Latino/Hispanic descent			
Yes	52	49	54
No	52	49	49
Education			
High school graduate or less	50	48	51
More than high school	54	50	49
Employment status			
Working for pay	59	55	54
Unemployed, but looking for work	43**	42**	48*
Not working by choice (retired, etc.)	46**	45**	45**
Income (annual household)			
0 – \$49,999	51	49	51
\$50,000 – \$99,999	48	48	50
\$100,000+	58**	52	49
Age (years)			
18 – 24	51	44	50
25 – 54	56	55**	55
55+	47	44	44*

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

Table B41. Support^a for a Business Road-Use Fee, by Political Characteristics

Characteristics	Delivery/freight (%)	Taxis (%)	Ridehail (%)
<i>All respondents</i>	<i>52</i>	<i>49</i>	<i>50</i>
Registered voter			
Yes	53	49	50
No	48	51	51
Likely voter ^b			
Yes	53	49	49
No	49	49	52
Political affiliation			
Republican (and lean Republican) ^c	46	43	41
Democrat (and lean Democrat) ^c	58**	53**	55**
Other party ^d or no party affiliation ^e	45	49	51**

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

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

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

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

^e Not leaning towards or affiliated with any party.

Table B42. Support^a for a Business Road-Use Fee, by Census Region and Community Type

Location	Delivery/freight (%)	Taxis (%)	Ridehail (%)
<i>All respondents</i>	<i>52</i>	<i>49</i>	<i>50</i>
Census region			
Northeast	53	48	49
Midwest	49	49	48
South	52	51	52
West	54	48	50
Community type (self-reported)			
Urban	58	54	54
Suburban	50**	47**	49*
Small town	45**	43**	45*
Rural	50*	49	49

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

Table B43. Support^a for a Business Road-Use Fee, by Travel Behavior and Expenditures

Travel behaviors/expenditures	Delivery/freight (%)	Taxis (%)	Ridehail (%)
<i>All respondents</i>	<i>52</i>	<i>49</i>	<i>50</i>
Annual miles driven			
1 – 7,500	53	51	53
7,501 – 12,500	52	51	51
12,501+	55	50	43**
Don't drive	44**	39**	43**
Miles per gallon ^a			
≤ 19	51	52	49
20 – 30	51	49	50
31+	56	52	54
Transit used in last 30 days			
Yes	52	51	53
No	52	49	50
Walked, cycled, or used micromobility in last 30 days			
Yes	56	50	52
No	50**	49	49
Used a taxi or ride-hailing in last 30 days			
Yes	61	62	62
No	51*	48**	49**
Pay a toll in a typical month			
Yes	58	55	54
No	49**	46**	48**
Estimate monthly fuel expenditures			
\$0 (does not buy fuel)	45	40	44
\$1 – \$50	56**	53**	54**
\$51 – \$100	52*	50**	51*
\$101 – \$150	43	45	44
\$151 – \$200	48	39	40
\$201+	59**	56**	51

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

Table B44. Support^a for a Business Road-Use Fee, by Opinion on When Federal Gas Tax was Last Raised and Monthly Fuel Expenditures

Estimated time of last rate increase	Delivery/freight (%)	Taxis (%)	Ridehail (%)
<i>All respondents</i>	52	49	50
Within the last 10 years	56	53	54
11 to 20 years ago	48*	44*	48
More than 20 years ago (correct)	42	35*	44
Don't know	50**	48*	48**

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

Table B45. Support^a for a Business Road-Use Fee, by Concern about Traffic Congestion and Transportation System Goals

Opinions	Delivery/freight (%)	Taxis (%)	Ridehail (%)
<i>All respondents</i>	<i>52</i>	<i>49</i>	<i>50</i>
Concern about traffic congestion			
Very	59	53	56
Somewhat/not	48**	47*	47**
Goal: reducing traffic congestion			
Very	55	52	51
Somewhat/not	48**	46**	49
Goal: reduce crashes/improve safety			
Very	54	50	51
Somewhat/not	48*	48	49
Goal: reduce health impacts from air pollution			
Very	56	52	53
Somewhat/not	46**	45**	45**
Goal: reduce GHG emissions			
Very	57	53	54
Somewhat/not	46**	44**	45**
Goal: convenient to go places without driving			
Very	57	53	54
Somewhat/not	46**	45**	46**
Goal: ensure that everyone can get around, regardless of income			
Very	56	51	52
Somewhat/not	44**	46*	45**

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

Table B46. Support^a for a Business Road-Use Fee, by Spending Priorities

Priorities	Delivery/freight (%)	Taxis (%)	Ridehail (%)
<i>All respondents</i>	<i>52</i>	<i>49</i>	<i>50</i>
Build/improve sidewalks			
High	54	51	54
Medium/low/not at all	51	48	48**
Provide discounted public transit			
High	56	51	52
Medium/low/not at all	49**	48	48*
Provide financial incentives for EV			
High	61	56	57
Medium/low/not at all	48**	46**	47**
Build/improve bike lanes and bike infrastructure			
High	54	54	56
Medium/low/not at all	51	47**	47**
Install more charging stations			
High	57	53	57
Medium/low/not at all	50**	48*	47**
Add more frequent public transit			
High	56	51	53
Medium/low/not at all	50**	48	49
Improve safety for pedestrians			
High	53	50	52
Medium/low/not at all	51	49	49
Expand public transit service			
High	55	51	52
Medium/low/not at all	50*	48	49
Maintain local streets & roads			
High	53	50	51
Medium/low/not at all	51	49	49
Build/widen local streets and roads			
High	52	51	52
Medium/low/not at all	52	48	49
Build/widen interstates, highways			
High	52	50	51
Medium/low/not at all	52	49	50
Maintain interstates, highways			
High	50	48	48
Medium/low/not at all	55*	51	53**

Table B46, continued

Priorities	Delivery/freight (%)	Taxis (%)	Ridehail (%)
<i>All respondents</i>	<i>52</i>	<i>49</i>	<i>50</i>
Maintain public transit			
High	54	51	51
Medium/low/not at all	51	48	49
Keep public transit safe to use			
High	56	52	53
Medium/low/not at all	48 ^{**}	46 ^{**}	47 ^{**}

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

Table B47. Preferred Frequency for Paying a Mileage Fee, by Sociodemographic Characteristics

Characteristics	Annually (%)	Monthly (%)	When refueling (%)
<i>All respondents</i>	<i>24</i>	<i>33</i>	<i>44</i>
Gender			
Male	24	34	41
Female	23	31	45*
Race			
White	23	32	44
Black/African-American only	29*	35	36**
Asian/Asian-American only	20	36	43
Other	19	32	49
Of Latino/Hispanic descent			
Yes	26	34	40
No	23	33	44
Education			
High school graduate or less	26	36	38
More than high school	22*	31**	47**
Employment status			
Working for pay	25	34	40
Unemployed, but looking for work	28	28**	45
Not working by choice (retired, etc.)	18**	33	49**
Income (annual household)			
0 – \$49,999	24	34	41
\$50,000 – \$99,999	23	30	47*
\$100,000+	23	33	44
Age (years)			
18 – 24	25	35	40
25 – 54	28	34	38
55+	17**	31	52**

Table B48. Preferred Frequency for Paying a Mileage Fee, by Political Characteristics

Characteristics	Annually (%)	Monthly (%)	When refueling (%)
<i>All respondents</i>	<i>24</i>	<i>33</i>	<i>44</i>
Registered voter			
Yes	23	32	44
No	24	36	39
Likely voter ^a			
Yes	23	33	44
No	25	33	42
Political affiliation			
Republican (and lean Republican) ^b	22	31	46
Democrat (and lean Democrat) ^b	24	35	41*
Other party ^c or no party affiliation ^d	24	30	46

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

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

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

^d Not leaning towards or affiliated with any party.

Table B49. Preferred Frequency for Paying a Mileage Fee, by Census Region and Community Type

Location	Annually (%)	Monthly (%)	When refueling (%)
<i>All respondents</i>	<i>24</i>	<i>33</i>	<i>44</i>
Census region			
Northeast	22	29	48
Midwest	26	34	40*
South	25	33	41*
West	19	35	46
Community type (self-reported)			
Urban	26	35	39
Suburban	23	31	46**
Small town	21	30	47*
Rural	22	35	43

Table B50. Preferred Frequency for Paying a Mileage Fee, by Travel Behavior and Expenditures

Travel behaviors/expenditures	Annually (%)	Monthly (%)	When refueling (%)
<i>All respondents</i>	<i>24</i>	<i>33</i>	<i>44</i>
Annual miles driven			
1 – 7,500	22	33	45
7,501 – 12,500	24	34	42
12,501+	28*	32	40
Don't drive	25	32	41
Miles per gallon ^a			
≤ 19	21	28	51
20 – 30	24	30	45*
31+	23	40**	37**
Transit used in last 30 days			
Yes	23	35	41
No	24	32	44
Walked, cycled, or used micromobility in last 30 days			
Yes	24	31	44
No	23	34	43
Used a taxi or ride-hailing in last 30 days			
Yes	24	39	37
No	23	32	44
Pay a toll in a typical month			
Yes	24	35	41
No	23	32	45
Estimate monthly fuel expenditures			
\$0 (does not buy fuel)	24	37	37
\$1 – \$50	24	35	41
\$51 – \$100	23	27**	49**
\$101 – \$150	19	36	45
\$151 – \$200	24	29	47*
\$201+	22	36	42

Table B51. Preferred Frequency for Paying a Mileage Fee, by Respondent's Answer to Having Enough Money for Transportation During COVID-19

Frequency	Annually (%)	Monthly (%)	When refueling (%)
<i>All respondents</i>	24	33	44
Frequently	28	32	40
Occasionally/never	22**	33	45*

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

Note: The test of two proportions was used to check if there is a statistically significant difference between subgroups. The first subgroup in each category is the reference case against which the proportion of respondents in other subgroups is compared.

Table B52. Preferred Frequency for Paying a Mileage Fee, by Opinion on When Federal Gas Tax was Last Raised

Estimate of when rate was last raised	Annually (%)	Monthly (%)	When refueling (%)
<i>All respondents</i>	24	33	44
Within the last 10 years	28	35	37
11 to 20 years ago	18*	35	47*
More than 20 years ago (correct)	23	16**	61**
Don't know	21**	31	47**

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

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

Table B53. Preferred Frequency for Paying a Mileage Fee, by Opinions About Privacy and Fairness

Opinions	Annually (%)	Monthly (%)	When refueling (%)
<i>All respondents</i>	<i>24</i>	<i>33</i>	<i>44</i>
Agreement with statement that mileage fees are not a privacy concern			
Agree (somewhat or strongly)	26	35	39
Disagree (somewhat or strongly)	21*	30**	48**
Opinion about the fairness of mileage fees compared to gas taxes			
More fair	21	36	43
Less fair	26**	30**	44

Table B54. Preferred Mileage Fee Rate for Electric Vehicles, as Compared to the Rate for Gas and Diesel Vehicles, by Sociodemographics^a

Characteristics	Same rate (%)	Half the rate (%)	Free (%)
<i>All respondents</i>	<i>48</i>	<i>36</i>	<i>17</i>
Gender			
Male	50	33	16
Female	45**	38**	17
Race			
White	52	33	15
Black/African-American only	36**	41**	23**
Asian/Asian-American only	34**	45**	21
Other	38**	42**	20
Of Latino/Hispanic descent			
Yes	43	38	18
No	48*	35	16
Education			
High school graduate or less	46	36	17
More than high school	49	35	16
Employment status			
Working for pay	53	33	14
Unemployed, but looking for work	38**	40**	20**
Not working by choice (retired, etc.)	45**	37	19**
Income (annual household)			
0 – \$49,999	43	38	19
\$50,000 – \$99,999	50**	35	15
\$100,000+	53**	32*	14*
Age (years)			
18 – 24	36	46	18
25 – 54	50**	33**	17
55+	49**	34**	16

Table B55. Preferred Mileage Fee Rate for Electric Vehicles, as Compared to the Rate for Gas and Diesel Vehicles, by Political Characteristics

Characteristics	Same rate (%)	Half the rate (%)	Free (%)
<i>All respondents</i>	<i>48</i>	<i>36</i>	<i>17</i>
Registered voter			
Yes	50	35	15
No	33**	39	27**
Likely voter ^a			
Yes	52	33	15
No	36**	42**	22**
Political affiliation			
Republican (and lean Republican) ^b	59	28	13
Democrat (and lean Democrat) ^b	42**	41**	16
Other party ^c or no party affiliation ^d	41**	31	28**

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

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

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

^d Not leaning towards or affiliated with any party.

Table B56. Preferred Mileage Fee Rate for Electric Vehicles, as Compared to the Rate for Gas and Diesel Vehicles, by Census Region and Community Type

Location	Same rate (%)	Half the rate (%)	Free (%)
<i>All respondents</i>	<i>48</i>	<i>36</i>	<i>17</i>
Census region			
Northeast	48	37	15
Midwest	47	33	19
South	46	36	17
West	49	35	14
Community type (self-reported)			
Urban	51	32	16
Suburban	45*	37*	17
Small town	52	33	14
Rural	42**	40**	17

Table B57. Preferred Mileage Fee Rate for Electric Vehicles, as Compared to the Rate for Gas and Diesel Vehicles, by Travel Behavior and Expenditures

Travel behaviors/expenditures	Same rate (%)	Half the rate (%)	Free (%)
<i>All respondents</i>	<i>48</i>	<i>36</i>	<i>17</i>
Annual miles driven			
1 – 7,500	48	35	16
7,501 – 12,500	50	36	14
12,501+	60**	28*	12
Don't drive	30**	44**	26**
Miles per gallon ^a			
≤ 19	56	29	15
20 – 30	43**	38**	18
31+	49*	38**	13
Transit used in last 30 days			
Yes	44	41	15
No	48	34**	17
Walked, cycled, or used micromobility in last 30 days			
Yes	38	42	20
No	53**	32**	15**
Used a taxi or ride-hailing in last 30 days			
Yes	58	29	13
No	47**	36	17
Pay a toll in a typical month			
Yes	53	34	12
No	45**	36	19**
Estimate monthly fuel expenditures			
\$0 (does not buy fuel)	32	41	27
\$1 – \$50	54**	32**	13**
\$51 – \$100	45**	38	17**
\$101 – \$150	47**	35	18*
\$151 – \$200	48**	32	20
\$201+	49**	39	11**

Table B58. Preferred Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Opinion on When Federal Gas Tax was Last Raised

Estimated time of last rate increase	Same rate (%)	Half the rate (%)	Free (%)
<i>All respondents</i>	<i>48</i>	<i>36</i>	<i>17</i>
Within the last 10 years	54	35	11
11 to 20 years ago	56	36	8
More than 20 years ago (correct)	58	24	19
Don't know	42**	37	22**

Table B59. Preferred Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Concern about Traffic Congestion and Transportation System Goals

Opinions	Same rate (%)	Half the rate (%)	Free (%)
<i>All respondents</i>	<i>48</i>	<i>36</i>	<i>17</i>
Concern about traffic congestion			
Very	57	28	13
Somewhat/not	42**	39**	18**
Goal: reducing traffic congestion			
Very	49	34	16
Somewhat/not	45	37	17
Goal: reduce crashes/improve safety			
Very	47	36	17
Somewhat/not	48	35	17
Goal: reduce health impacts from air pollution			
Very	44	38	17
Somewhat/not	52**	32**	16
Goal: reduce GHG emissions			
Very	44	38	18
Somewhat/not	53**	33**	15*
Goal: convenient to go places without driving			
Very	46	36	18
Somewhat/not	49	35	15*
Goal: ensure that everyone can get around, regardless of income			
Very	45	37	18
Somewhat/not	52**	33	14*

Table B60. Preferred Mileage Fee Rate for Electric Vehicles as Compared to the Rate for Gas and Diesel Vehicles, by Spending Priorities

Priorities	Same rate (%)	Half the rate (%)	Free (%)
<i>All respondents</i>	<i>48</i>	<i>36</i>	<i>17</i>
Build/improve sidewalks			
High	49	35	15
Medium/low/not at all	46	36	18*
Provide discounted public transit			
High	45	36	18
Medium/low/not at all	49	36	15
Provide financial incentives for EV			
High	45	32	21
Medium/low/not at all	48	37*	15**
Build/improve bike lanes and bike infrastructure			
High	46	35	18
Medium/low/not at all	48	36	16
Install more charging stations			
High	48	30	21
Medium/low/not at all	47	38**	15**
Add more frequent public transit			
High	48	34	16
Medium/low/not at all	47	36	17
Improve safety for pedestrians			
High	48	33	18
Medium/low/not at all	47	37*	16
Expand public transit service			
High	47	35	18
Medium/low/not at all	48	36	16
Maintain local streets & roads			
High	51	32	17
Medium/low/not at all	43**	40**	17
Build/widen local streets and roads			
High	54	32	13
Medium/low/not at all	44**	37*	19**
Build/widen interstates, highways			
High	53	33	14
Medium/low/not at all	44**	38*	18*
Maintain interstates, highways			
High	52	32	17
Medium/low/not at all	41**	41**	17

Table B60, continued

Priorities	Same rate (%)	Half the rate (%)	Free (%)
Maintain public transit			
High	47	35	18
Medium/low/not at all	48	36	16
Keep public transit safe to use			
High	46	35	19
Medium/low/not at all	49	36	14**

Table B61. Support^a for a Reduced Mileage Fee Rate for Low Income Drivers, by Sociodemographic Characteristics

Characteristics	Support (%)
<i>All respondents</i>	62
Gender	
Male	67
Female	58**
Race	
White	60
Black/African-American only	67*
Asian/Asian-American only	62
Other	68*
Of Latino/Hispanic descent	
Yes	64
No	62
Education	
High school graduate or less	63
More than high school	61
Employment status	
Working for pay	66
Unemployed, but looking for work	66
Not working by choice (retired, etc.)	54**
Income (annual household)	
0 – \$49,999	66
\$50,000 – \$99,999	55**
\$100,000+	62
Age (years)	
18 – 24	67
25 – 54	70
55+	49**

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

Table B62. Support^a for a Reduced Mileage Fee Rate for Low Income Drivers, by Political Characteristics

Characteristics	Support (%)
<i>All respondents</i>	<i>62</i>
Registered voter	
Yes	63
No	58
Likely voter ^b	
Yes	63
No	61
Political affiliation	
Republican (and lean Republican) ^c	49
Democrat (and lean Democrat) ^c	73**
Other party ^d or no party affiliation ^e	50

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

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

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

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

^e Not leaning towards or affiliated with any party.

Table B63. Support^a for a Reduced Mileage Fee Rate for Low Income Drivers, by Census Region and Community Type^a

Location	Support (%)
<i>Location</i>	<i>62</i>
Census region	
Northeast	58
Midwest	56
South	65**
West	67**
Community type (self-reported)	
Urban	73
Suburban	58**
Small town	64*
Rural	50**

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

Table B64. Support^a for a Reduced Mileage Fee Rate for Low Income Drivers, by Travel Behavior and Expenditures

Travel behaviors/expenditures	Support (%)
<i>All respondents</i>	62
Annual miles driven	
1 – 7,500	63
7,501 –12,500	62
12,501+	54**
Don't drive	64
Miles per gallon ^a	
≤ 19	57
20 – 30	55
31+	69**
Transit used in last 30 days	
Yes	73
No	60**
Walked, cycled, or used micromobility in last 30 days	
Yes	64
No	61
Used a taxi or ride-hailing in last 30 days	
Yes	81
No	61**
Pay a toll in a typical month	
Yes	73
No	57**
Estimate monthly fuel expenditures	
\$0 (does not buy fuel)	59
\$1 – \$50	69**
\$51 – \$100	56
\$101 – \$150	57
\$151 – \$200	57
\$201+	62

** Statistically significant at p<0.01.

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

Table B65. Support^a for a Reduced Mileage Fee Rate for Low Income Drivers, by Respondent's Answer to Having Enough Money for Transportation During COVID-19

Frequency	Support (%)
<i>All respondents</i>	62
Frequently	68
Occasionally/never	60**

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

Table B66. Support^a for a Reduced Mileage Fee Rate for Low Income Drivers, by Opinion on When Federal Gas Tax was Last Raised

Estimated time of last rate increase	Support (%)
<i>All respondents</i>	62
Within the last 10 years	72
11 to 20 years ago	58**
More than 20 years ago (correct)	63
Don't know	55**

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

Table B67. Support for a Reduced Mileage Fee Rate for Low Income Drivers, by Concern about Traffic Congestion and Transportation System Goals

Opinions	Support (%)
<i>All respondents</i>	62
Concern about traffic congestion	
Very	70
Somewhat/not	58**
Goal: reducing traffic congestion	
Very	67
Somewhat/not	55**
Goal: reduce crashes/improve safety	
Very	65
Somewhat/not	55**
Goal: reduce health impacts from air pollution	
Very	69
Somewhat/not	51**
Goal: reduce GHG emissions	
Very	69
Somewhat/not	53**
Goal: convenient to go places without driving	
Very	70
Somewhat/not	54**
Goal: ensure that everyone can get around, regardless of income	
Very	67
Somewhat/not	51**

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

Table B68. Support^a for a Reduced Mileage Fee Rate for Low Income Drivers, by Spending Priorities

Priorities	Support (%)
<i>All respondents</i>	62
Build/improve sidewalks	
High	69
Medium/low/not at all	57**
Provide discounted public transit	
High	71
Medium/low/not at all	55**
Provide financial incentives for EV	
High	71
Medium/low/not at all	58**
Build/improve bike lanes and bike infrastructure	
High	72
Medium/low/not at all	57**
Install more charging stations	
High	71
Medium/low/not at all	58**
Add more frequent public transit	
High	70
Medium/low/not at all	58**
Improve safety for pedestrians	
High	69
Medium/low/not at all	57**
Expand public transit service	
High	69
Medium/low/not at all	57**
Maintain local streets & roads	
High	64
Medium/low/not at all	60
Build/widen local streets and roads	
High	67
Medium/low/not at all	59**
Build/widen interstates, highways	
High	63
Medium/low/not at all	61
Maintain interstates, highways	
High	60
Medium/low/not at all	66**

Table B68, continued

Priorities	Support (%)
Maintain public transit	
High	68
Medium/low/not at all	57**
Keep public transit safe to use	
High	66
Medium/low/not at all	58**

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

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