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

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REPORT 25-36

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

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MINETA TRANSPORTATION INSTITUTE

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16. Abstract

This report summarizes the results from the sixteenth 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 2,539 respondents completed the online survey from February 3 to February 27, 2025.

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 sociodemographic characteristics.

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 3% of respondents knew that the federal gas tax rate had not been raised in more than 20 years, and 75% 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, several options tested received support from nearly half of more than half of respondents. Also, the majority of respondents supported variable mileage fee rate structure options; 63% preferred charging low-income drivers a reduced mileage fee rate, and 49% preferred charging electric vehicles at a lower rate than gas and diesel vehicles. Finally, respondents were more likely to trust state motor vehicle departments to collect mileage fee data than tolling agencies, insurance companies, vehicle manufacturers, utility companies, and cell phone service providers.

The analysis of trends across the survey series, which has run annually from 2010 to 2025, shows that support for both higher gas taxes and a hypothetical new mileage fee has risen slowly but steadily.

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1. INTRODUCTION

This report presents the findings from a national survey that tested public opinion in the U.S. about a variety of options to increase federal-level transportation tax revenue. The survey is the sixteenth in an annual survey series, so the results illuminate both current sentiment and trends in how public opinion about transportation taxes has—or has not—shifted over time.

Knowledge of public sentiment on transportation taxes is critical to policymakers who face the challenge of identifying revenue sources to replace fuel tax receipts, as these are projected to dwindle in the coming years. Fuel taxes provide a large share of state and federal transportation revenue, but this revenue is predicted to drop sharply as electric and high-efficiency internal-combustion engine vehicles rise in popularity. For example, a projection study for California found that within just a few years the state may face state fuel tax revenue losses of more than one billion dollars annually.[1]

Unfortunately, while transportation revenues are predicted to decline, system maintenance and improvement needs are predicted to grow. The 2025 the American Society of Civil Engineers' annual "infrastructure report card" concluded that 39% of major roads in the United States are in poor or mediocre condition.[2] At the same time, a 2025 study by the Pew Charitable Trust that analyzed all states' Transportation Asset Management Plans (most from 2022) found that only 11 states anticipated having the funding necessary to meet their benchmarks for bringing roads and bridges into a state of good repair over the following decade.[3] As for public transit, systems across the country are facing a "fiscal cliff," a situation generating dire headlines such as an *American Prospect* article titled "Transit Funding Crisis Unfolds in Pennsylvania" and a *Governing Magazine* article titled "Transit Systems Nationwide Face Deficits in the Billions".[4]

The findings from this survey series can help elected officials better understand public sentiment about two tax options under consideration for the short and longer term, raising fuel tax rates or adopting new mileage fees. The specific federal tax options 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 asked respondents about their views on the quality of their local transportation system, their priorities for federal transportation spending, knowledge

1. Asha Weinstein Agrawal, Hannah King, and Humberto Tasaico, *How Will California's Electric Vehicle Policy Impact State-Generated Transportation Revenues? Projecting Scenarios through 2040* (Mineta Transportation Institute, 2024), https://transweb.sjsu.edu/sites/default/files/2312-Agrawal-Transportation- Revenue-Fuel-Taxes-Electric-Vehicles.pdf.
2. American Society of Civil Engineers, *2025 Infrastructure Report Card*, https://infrastructurereportcard.org/cat-item/roads-infrastructure/.
3. Pew Charitable Trust, *States Fall Short of Funding Needed to Keep Roads and Bridges in Good Repair: Lessons from Transportation Asset Management Plans* (July 2025), https://www.pew.org/-/media/assets/2025/07/states_fall_short_of_funding_needed_for_roads_and_bridges_report.pdf.
4. Gabrielle Gurley, "Transit Funding Crisis Unfolds in Pennsylvania," *The American Prospect* (July 10, 2025). https://prospect.org/2025/07/10/2025-07-10-transit-funding-crisis-unfolds-in-pennsylvania/; Kevin Hardy, "Transit Systems Nationwide Face Deficits in the Billions," *Governing Magazine* (May 8, 2025), https://www.governing.com/transportation/transit-systems-nationwide-face-deficits-in-the-billions.

about gas taxes, views on privacy and equity matters related to mileage fees, preferences for how a mileage fee rate might be structured, travel behavior, and standard sociodemographic characteristics. The 2025 survey also added two new questions asking respondents about what entity they believe should monitor mileage driven for a mileage fee program (e.g., a state motor vehicle department, tolling agency, or insurance company). Finally, policy-makers considering new funding options will also benefit from the findings about the public's transportation system goals and spending priorities, since transportation funding policies must consider both how revenue will be raised and how that money will be spent.

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 presents findings from the 2025 survey and also compares the results of the sixteen surveys in the series to establish how public views may have changed since 2010.[5] To permit reliable trend analysis, the surveys used identical question language each year to describe most of the tax options.

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

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

2. SURVEY DESIGN AND ADMINISTRATION

The online survey was completed by 2,539 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: six variants of a gas tax increase, two variants of a new mileage fee on all travel to 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. To permit trend analysis, the surveys used identical language each year to ask the gas tax variant questions. The questions asking about support for a mileage fee on all travel were also asked with consistent wording over the years, with the exception of two small changes discussed below.

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,[6] 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 a statement 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

6. 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.

reduce accidents and improve safety.

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

New mileage fees to replace the gas tax. Two variants of a mileage fee on all travel were presented. Both involved replacing the federal gasoline tax with a new fee that charges drivers for each mile driven and relies on electronic meters to track mileage. For 2024, 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.

The description of the mileage fee options changed slightly at two points during the survey series. In 2019 the question language was revised to specify that the mileage fee would replace the gas tax, whereas earlier surveys simply asked about adopting a new mileage fee. In 2021, the question was revised to change the proposed rate from one cent per mile to three cents per mile.

A Business Road-Use Fee. As of 2021, the survey has asked 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.

As of 2023, the survey has included another question designed to gauge respondents' conceptual preference for how the federal government raises transportation revenue. The question tests whether or not respondents intuitively support the idea of charges on driving that corresponded to the amount of travel:

Which of the following would you prefer as a replacement for the gas tax?

- A mileage fee

- An annual charge that is the same for everyone no matter how much they drive

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; whether respondents would be concerned 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).

New questions were added this year to gauge public preference about what kind of organization would collect mileage data, should the federal government institute a mileage fee. The first question asked respondents to rate how much they would "trust" different types of organizations, and a follow-up question asked them to select their preferred organization out of the list. The organizational types tested were:

- Vehicle insurance companies (examples: State Farm, Geico)
- Cell phone service providers (examples: Verizon, T-Mobile)
- An agency that collects bridge and road tolls (examples: E-ZPass, FasTrak, Illinois-Pass, SunPass)
- The agency in your state that registers vehicles (examples: Department of Motor Vehicles or DMV)
- The manufacturer of the vehicle (examples: Ford, Toyota)
- Utility companies that provide home electricity and/or gas (examples: Exelon, ConEdison, Duke Energy, Pacific Gas & Electric/PG&E)

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

2.2 Survey Administration

The survey was administered online. Online surveys are increasingly popular due to their low cost, fast administration, convenience for respondents, and ability to include question design options that are difficult or impossible to implement via telephone or mail.[7] An analysis of 2024 data collected by the Pew Research Center found that 96% of Americans use the internet, including 90% of Americans 65 years and older and 91% of adults who live in households with annual incomes below $30,000.[8] Pew also found that 84% of Americans say they use the internet daily, and only 7% use the internet less than several times a week. Given this near-universal internet access, online surveys are a reasonable method to reach a representative sample of U.S. adults.

7. Valerie M. Sue and Lois A. Ritter, *Conducting Online Surveys*, 2nd edition (Sage Publications, 2012), https://dx.doi.org/10.4135/9781506335186.
8. Pew Research Center, "Internet, Broadband Fact Sheet" (November 13, 2024), https://www.pewresearch.org/internet/fact-sheet/internet-broadband/.

The survey was administered online using a survey platform and panel of respondents managed by Qualtrics. Qualtrics is a so-called “panel aggregator” that recruits most survey respondents through partner organizations that maintain market research panels. In some cases, Qualtrics also recruits respondents through targeted email lists, social media, and member referrals. Respondents receive the survey invitation in various ways, including email invitations, in-app notifications, and upon signing into a panel portal. The invitation to participate describes the length of the survey and incentive amount offered, but not the specific subject matter. The nature and amount of the incentive varies, but can be cash, gift cards, or points for a customer loyalty program such as an airline frequent flier program.

Qualtrics uses a variety of processes to control sample quality, including having third-party organizations verify the identity of panel members (e.g., name, address, and age) and working with sample partners to ensure they meet Qualtrics’ quality control standards. In addition, Qualtrics scrubs the final dataset to remove respondents who exhibit suspicious behaviors such as finishing the survey in less than half the median survey completion length or providing gibberish answers to open-ended questions.

Sampling Approach

Quota sampling was used 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, annual household income, and age. We set quotas close to actual population values, with slight variations to ensure enough representation by small population subgroups that these groups could be analyzed independently. Table 1 shows the ACS values used to build the quotas.

Table 1. Sampling Quotas

Characteristics		% of respondents
Gender	Male	49
	Female	51
Race	White (only)	66
	Black or African-American (only)	13
	Asian or Asian-American (only)	8
	Other or multi-race	13
Ethnicity	Hispanic	18
	Non-Hispanic	82
Income (annual household)	0 – $49,999	34
	$50,000 – $99,999	27
	$100,000+	39
Age (years)	18 – 34	30
	35 – 44	17
	45 – 64	32
	65+	21

Note: We set quotas close to actual population values, with slight variations to ensure enough representation by harder-to-reach population subgroups so that these groups could be analyzed independently. The quotas are based on American Community Survey (ACS) data for U.S. adults (18 years or older), except for income, which is based on ACS household values. The ACS values were obtained from Steven Ruggles, et al, "IPUMS USA: Version 15.0 American Community Survey 5-Year Estimates, 2018-2022" (Minneapolis, MN: IPUMS, 2024), https://doi.org/10.18128/D010.V15.0.

Data Collection

Interviews were conducted from February 3 to February 27, 2025. The median time to complete the survey was 980 seconds (16.3 minutes) and mean time was 1,500 seconds (25 minutes). A total of 2,539 adults responded with usable data, which was 64% of the people who viewed an invitation to take the survey.

2.3 Survey Respondents

The 2,539 adult survey respondents who provided usable data were generally representative of the U.S. population in terms of Census region and sociodemographic characteristics (Table 2). For gender, race and ethnicity, and age, the survey respondents were at most four percentage points different from the ACS values. With respect to education, there were slightly larger differences, up to eight percentage points: the sample had fewer respondents with less than a high-school education and more with undergraduate or graduate degrees. Finally, with respect to income, the sample was within a couple of percentage points of the ACS values for all income brackets, with two exceptions: the sample had nine percentage points more people with household incomes between $100,000 and $149,000, but ten percentage points fewer earning $200,000 or more.

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 2018-2022 American Community Survey five-year estimates with respect to gender, race, Hispanic ethnicity, education level, household income, and age.[9] We used the five-year estimates because, while they aren't as current as the 1-year estimates, they are considered more reliable.[10]

9. Steven Ruggles, et al., "IPUMS USA: Version 15.0 American Community Survey 5-Year Estimates, 2018-2022" (Minneapolis, MN: IPUMS, 2024), https://doi.org/10.18128/D010.V15.0.
10. U.S. Census Bureau, "Using 1-Year or 5-Year American Community Survey Data" (September 2020), https://www.census.gov/programs-surveys/acs/guidance/estimates.html.

Table 2. Socio-Demographics of the Survey Respondents Compared to the U.S. Adult Population

Characteristics		Sample (%)	U.S. adults[a] (%)
Gender	Male	49%	49%
	Female	51%	51%
Of Hispanic, Latino/a, or Spanish origin		19%	17%
Race	White (only)	69%	68%
	Black or African-American (only)	14%	12%
	Asian or Asian-American (only)	8%	6%
	Other or multi-race	9%	14%
Education	Less than high school graduate	3%	11%
	High school graduate	23%	27%
	Some college	29%	30%
	College graduate	27%	20%
	Graduate degree	19%	12%
Income (annual household)	Less than $25,000	18%	16%
	$25,000 – $49,999	16%	18%
	$50,000 – $74,999	16%	15%
	$75,000 – $99,999	11%	12%
	$100,000 – $149,999	24%	15%
	$150,000 – $199,999	9%	8%
	$200,000+	6%	16%
Age (years)	18 – 24	8%	12%
	25 – 34	21%	18%
	35 – 44	17%	17%
	45 – 54	14%	16%
	55 – 64	18%	17%
	65 – 74	14%	13%
	75 – 84	6%	6%
	85+	1%	3%

[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 15.0 American Community Survey 5-Year Estimates, 2018-2022 (Minneapolis, MN: IPUMS, 2024), https://doi.org/10.18128/D010.V15.0.

2.4 Trend Analysis

Many of the survey questions are identical to those asked in earlier years of the annual survey series, with a few questions going back to the first survey in 2010. In cases where we present the trend analysis, 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.[11] 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. 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. Researchers have also found that respondents to online polls are less likely than phone survey respondents to answer rating questions with the most positive answers.[12]

11. 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.
12. 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/.

3. FINDINGS ON TRAVEL BEHAVIOR

The survey asked simple travel behavior questions to identify the travel modes that the respondents and their household members used, how much the respondents drove for personal reasons, and the type of vehicle the respondent drove most frequently for personal reasons. (Appendix A presents the exact questionnaire language and complete top-line results.)

3.1 Travel Modes Used

The survey found that most respondents lived in households that rely on a range of modes (Figure 1). When asked what modes they *or other members of the household* had used in the previous month, driving in a personal vehicle was the most common mode selected—81% of respondents reported that at least one person in the household had driven at least once in the previous month. Walking was the mode used by the second largest percentage of households—half of respondents lived in households where at least one member had walked in the past 30 days. The percentage of walking households was slightly higher even than the percent of households with a member who had ridden as a passenger in a private vehicle, such as getting a ride from a family member or friend (43%). About one-fifth of households had members who had ridden public transit (19%), and 24% had members who had used either ridesharing or taxis (17% and 8%, respectively). Small fractions of respondents lived in households were someone had ridden a human-powered bicycle, 5 an electric bicycle or a small device like a skateboard or electric kick scooter. Finally, 67% of respondents lived in a household where at least one person had used a mode *other than* driving themselves, passenger in personal vehicle, or airplane.

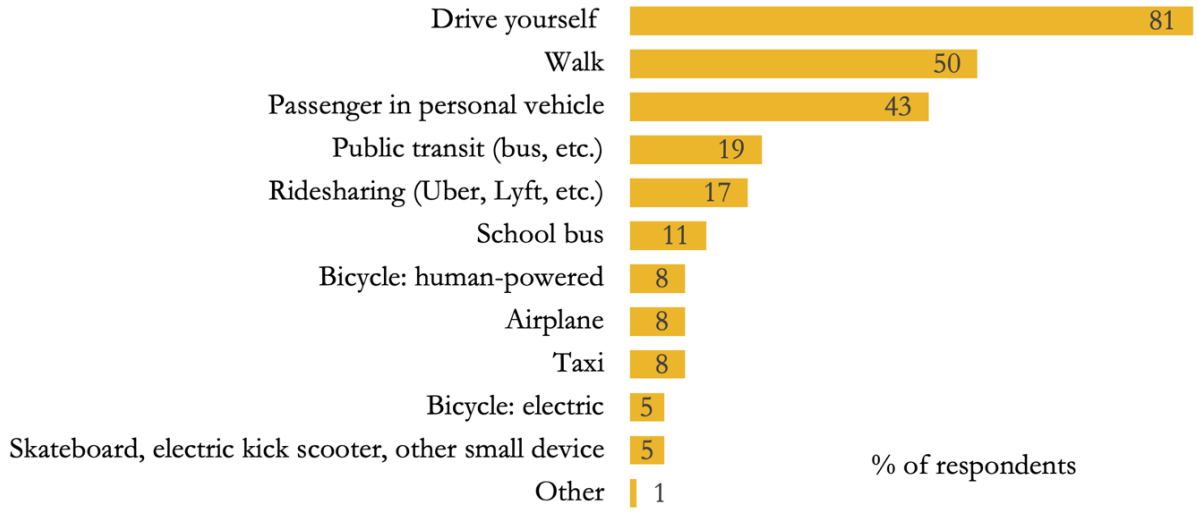

Figure 1. Travel Modes that Respondents' Households Had Used in the Previous 30 Days (2025)

3.2 Annual Miles Driven

The survey asked respondents who drove to report the mileage they drove in motorized vehicles for personal reasons during the previous 12 months (Figure 2). Among drivers, 46% drove no more than 7,500 miles, one-quarter drove 7,501 to 12,500 miles annually, and 14% drove more than 12,500 miles annually. If one considers *all* respondents, then 61% either did not drive at all (15%) or drove no more than 7.500 miles annually.

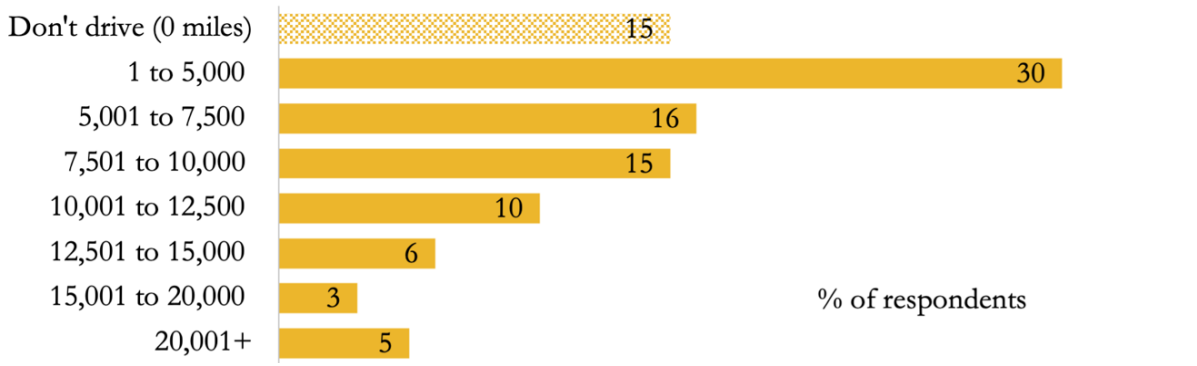

Figure 2. Estimated Miles that Respondents Drove for Personal Reasons in the Previous 12 Months (2025)

3.3 Vehicle Characteristics

Respondents who drove were asked about characteristics of the vehicle they had driven most frequently in the previous 12 months, for personal reasons: vehicle type, model year, estimated fuel efficiency, and whether the vehicle was all-electric. Just over half of these drivers primarily drove a “car” (sedan or station wagon), and 43% drove either an SUV or pick-up truck (36% and 7%, respectively) (Figure 3). In terms of age, most vehicles were relatively new. Fifty-nine percent of the vehicles were no more than 10 years old, 30% were 11 to 20 years old, and 11% were 21 years or older (Figure 4).

With respect to vehicle fuel efficiency for internal combustion vehicles, the mean value was 31 miles per gallon (mpg). As Figure 5 shows, 22% of respondents drove a primary vehicle with low fuel efficiency (20 mpg or less), 43% drove primary vehicles with fuel efficiency of 21 – 30 mpg, and 35% drove primary vehicles with fuel efficiency of 31 mpg or better. Another 10% of respondents drove electric vehicles.

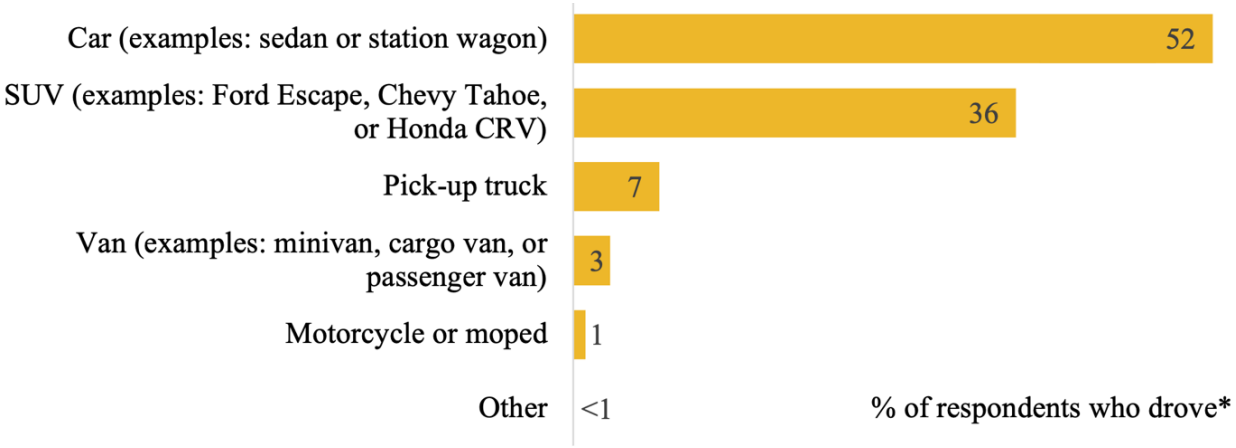

Figure 3. Type of Vehicle that Respondents Drove the Most for Personal Reasons in the Previous 12 Months (2025)

* Question was asked *only* of respondents who had driven in the previous 12 months.

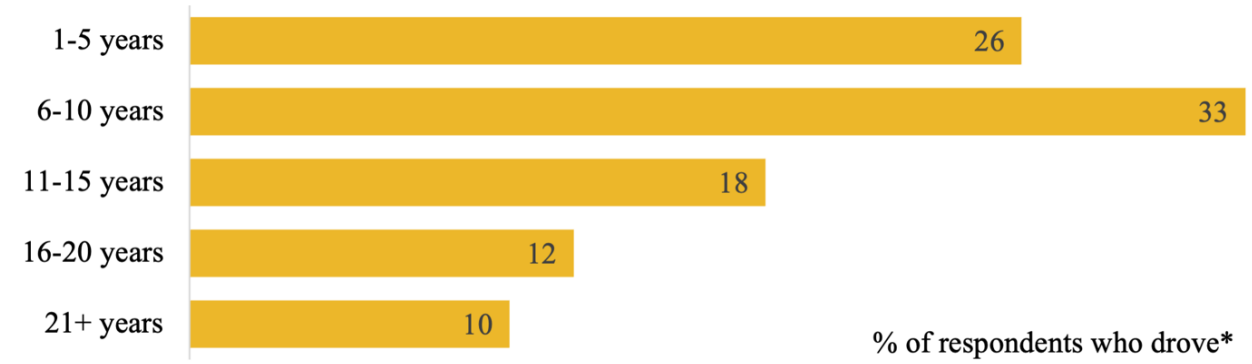

Figure 4. Age of the Vehicle that Respondents Drove the Most for Personal Reasons in the Previous 12 Months (2025)

* Question was asked *only* of respondents who had driven in the previous 12 months.

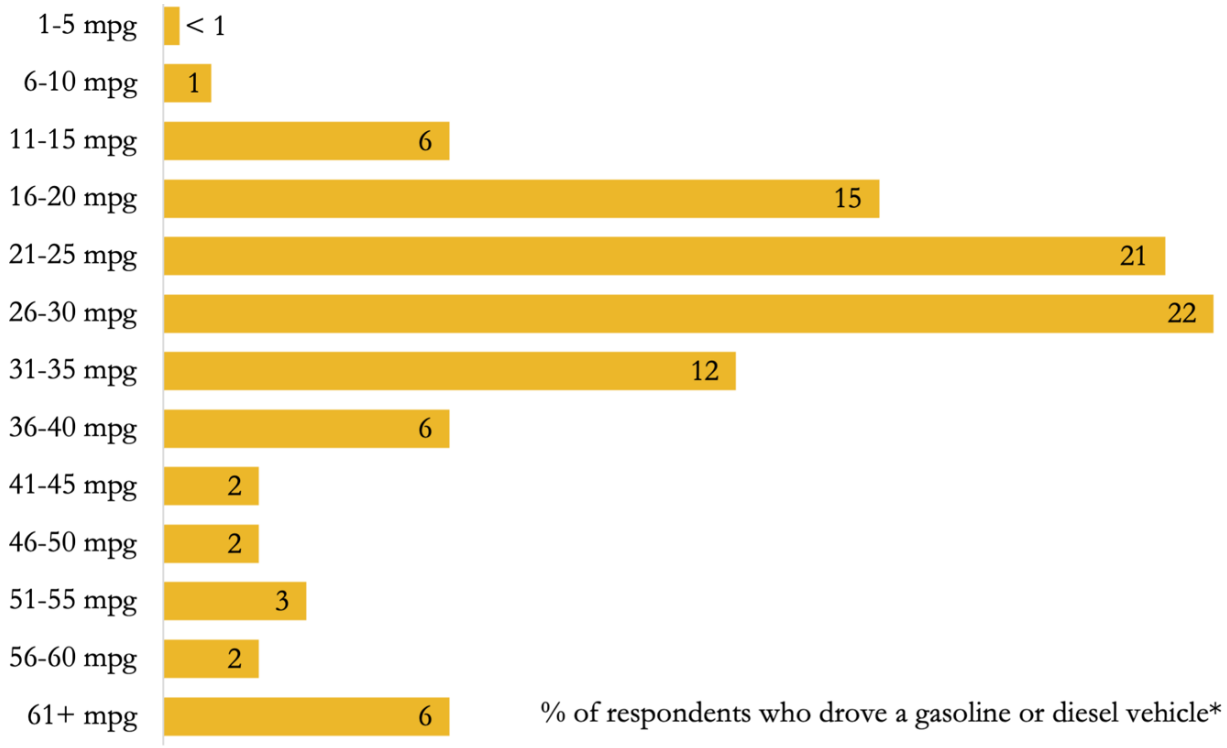

Figure 5. Estimated Fuel Efficiency of the Vehicle Respondents Drove the Most for Personal Reasons in the Previous 12 Months (2025)

* Question was asked *only* of respondents who (1) had driven in the previous 12 months *and* (2) those whose primary vehicle was not 100% electric. Among respondents who drove, 10% had driven an electric vehicle and 90% drove an internal combustion engine vehicle.

3.4 Monthly Transportation Expenditures

Respondents were asked to estimate how much their household spent for each of several possible transportation expenses: fuel, taxis or ride-hailing services, tolls, public transit fares, and parking (Table 3). The survey did not ask directly about vehicle ownership costs, such as insurance, lease payments, loan payments, or vehicle repairs.

Almost all households spent at least some money on fuel (88%), and fuel was also by the far the largest expense for most households. Among households that purchased fuel, the monthly mean cost was $148 and median cost was $100. The second and third most common expenditures were taxis/ride-hailing and tolls (32% and 30%, respectively). Finally, just over one quarter of respondents spent money on public transit and parking (27% and 26%, respectively).

Table 3. Estimated Monthly Household Transportation Expenditures, By Cost Category[a] (2025)

Expenditure type	% who spent money on that expense	Amount spent each month					
		$1-50 (%)	$51-100 (%)	$101-$100 (%)	$151+ (%)	Mean[a] ($)	Median[a] ($)
Fuel for personal vehicles	88	27	29	8	23	148	100
Taxis or ride-hailing services (e.g., Lyft or Uber)	32	23	6	1	2	66	20
Tolls on bridges and highways, including express lane fees	30	25	3	1	1	56	20
Public transit (buses, trains, subways, ferries, etc.)	27	22	2	1	2	55	20
Parking	26	22	2	1	1	50	20

[a] Values calculated for respondents who indicated that their household spent some money for that expense type.

3.5 Motor Vehicle Crash Experience

Starting in 2023, the surveys asked questions about respondents' vehicle crash experiences in the previous 12 months. In 2025, 15% of respondents reported having been in at least one motor vehicle crash in the previous 12 months. Also, 9% of all respondents reported being injured in a crash; 3% had serious injuries, and 6% had moderate or minor injuries. The majority of respondents who reported being in a crash were driving or riding as a passenger in a motor vehicle (this was 12% of all respondents). Another 2% of all respondents had been in a collision when bicycling, and 3% had been in a collision when walking. (Some respondents reported more than one travel mode if they had experienced multiple crashes.)

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

This chapter presents key findings from a set of questions asking respondents about their views related to the quality of the current transportation system and priorities for improving it. (Appendix A presents the exact questionnaire language and complete top-line results.) The nation's transportation needs far exceed available funding, leaving policymakers to make difficult choices about which competing priorities they will fund. This survey fills an important gap in understanding public priorities for national transportation spending. Although a number of national surveys ask a few questions on people's preferred transportation system improvements, no other recent survey asks about a large number of different options so that policymakers can compare responses across spending possibilities. These *relative* preferences are far more revealing than the specific support levels for any one option.

4.1 Perceived Quality of the Local Transportation System

Figure 6 shows how respondents assessed the quality of transportation infrastructure and services in their own community from 2019 to 2025. The dark and lighter yellow bars to the left indicate the percentage of respondents who assessed each type of transportation infrastructure or service positively (as very or somewhat good), while the blue bars to the left show the percentage of respondents who assessed each item negatively as somewhat or very bad. Finally, the gray bars on the far right show the percent who responded "don't know."

Across all years, 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, in all cases considerably more people selected somewhat good than very good.

Comparing responses across the four items, the category "interstates, highways, and freeways" was rated positively by the largest percent of respondents for every year (80% in 2025). The other three items were rated positively by somewhat smaller majorities. In 2025, the percentage of respondents with a positive assessment was 68% for local streets and roads, 63% for bicycle and pedestrian facilities, and 58% for public transit. Responses across the five years are very consistent, with year-to-year changes of just a few percentage points.

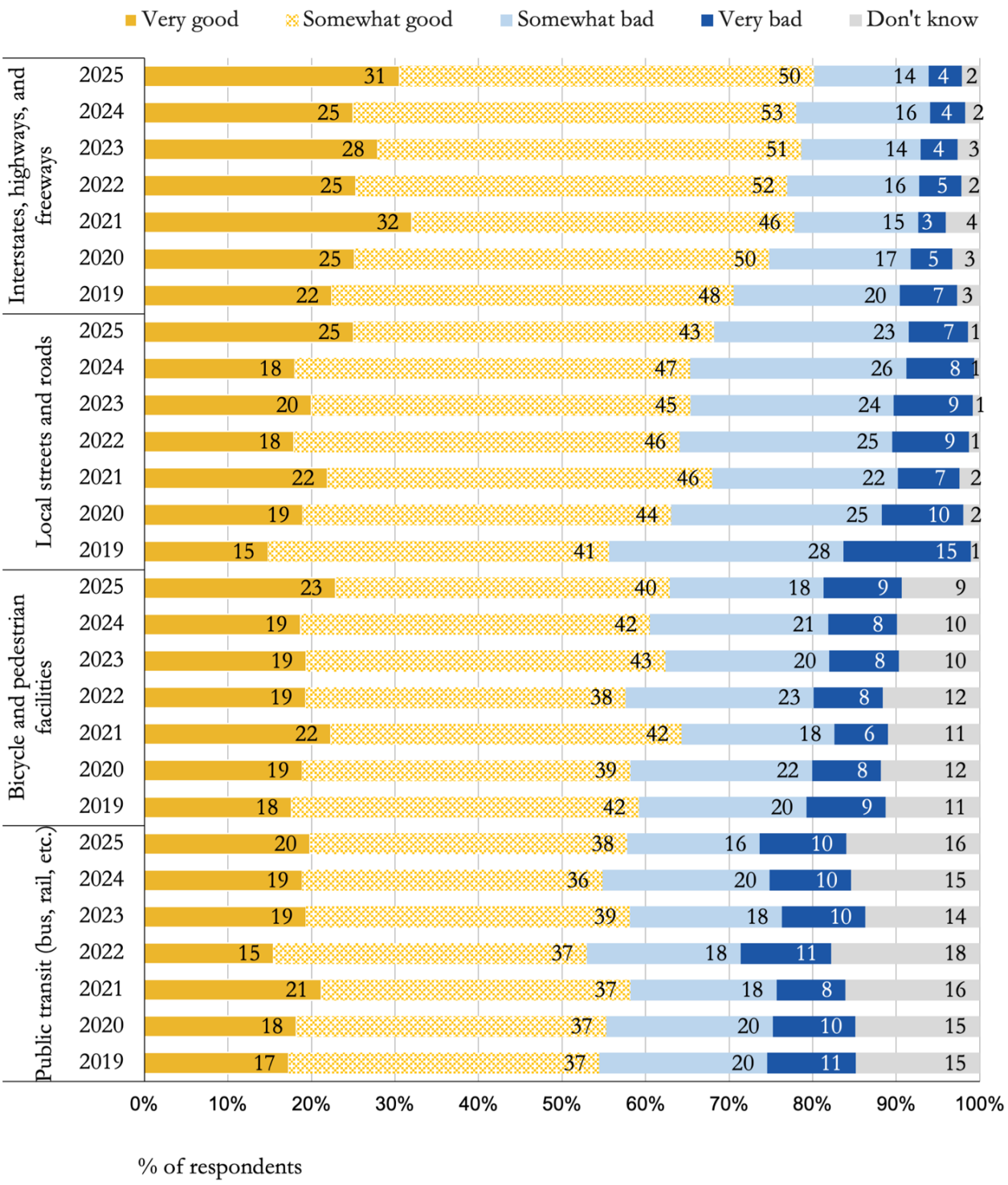

Figure 6. Assessment of the Quality of Transportation Infrastructure and Services in "Your Community" (2019 – 2025)

A separate question asked respondents if they were concerned about traffic congestion in their community (Figure 7). In 2025, 31% percent were very concerned, 41% somewhat concerned, and 28% not at all concerned. As with respondents' rating of transportation quality, the assessment of traffic congestion has changed very little since 2019.

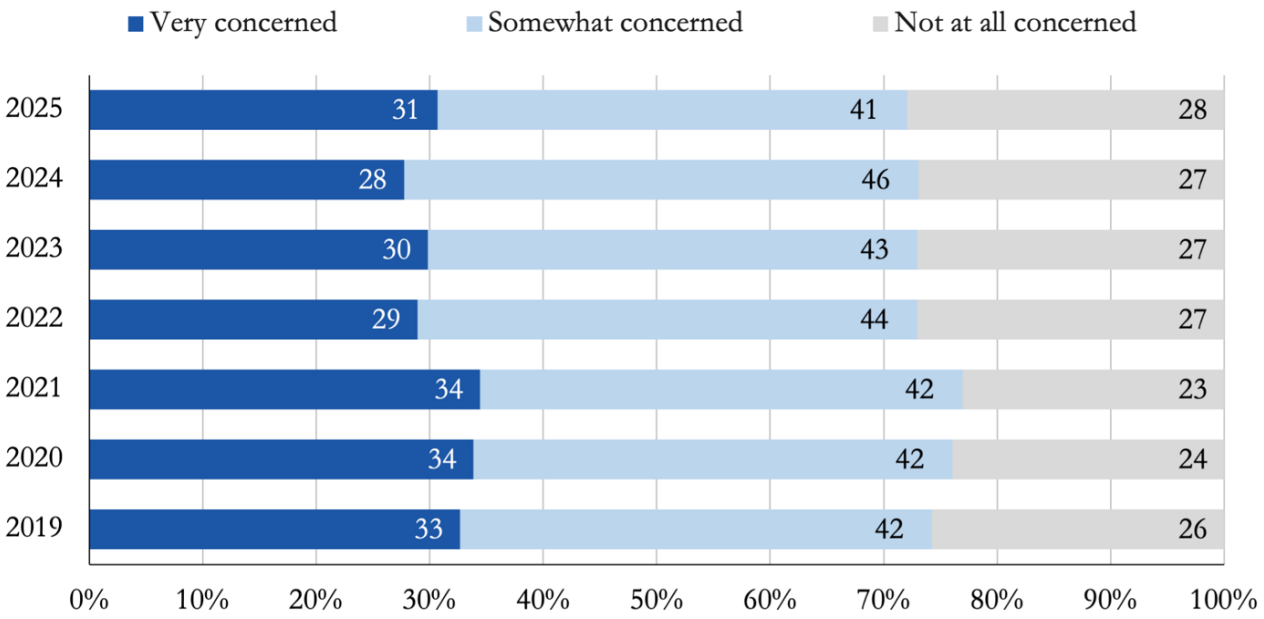

Figure 7. Level of Concern with Traffic Congestion (2019 – 2025)

Note: Values shown are rounded, so values in a row do not always sum to 100%.

Starting in 2022, the survey asked a question about resiliency: "How concerned are you that disasters such as flooding, wildfires, or hurricanes will severely damage the transportation system in your community?" Somewhat fewer respondents were concerned about resiliency than congestion. In 2025, 61% were somewhat or very concerned about resiliency vs. the 72% concerned about congestion.

Finally, starting in 2023 the survey added a question asking respondents to rate the level of road safety in their communities for different travel modes (Figure 8). In 2025, only a minority rated every mode as "very safe"; this ranged from 31% for occupants of motor vehicles down to 19% for people riding on skateboards, electric kick scooters, or other small devices. Also, the percent who felt the modes were "not at all safe" was 11% for motor vehicle occupants, but notably higher for all other modes (from 18% to 34%). Ratings were similar in 2023 and 2024.

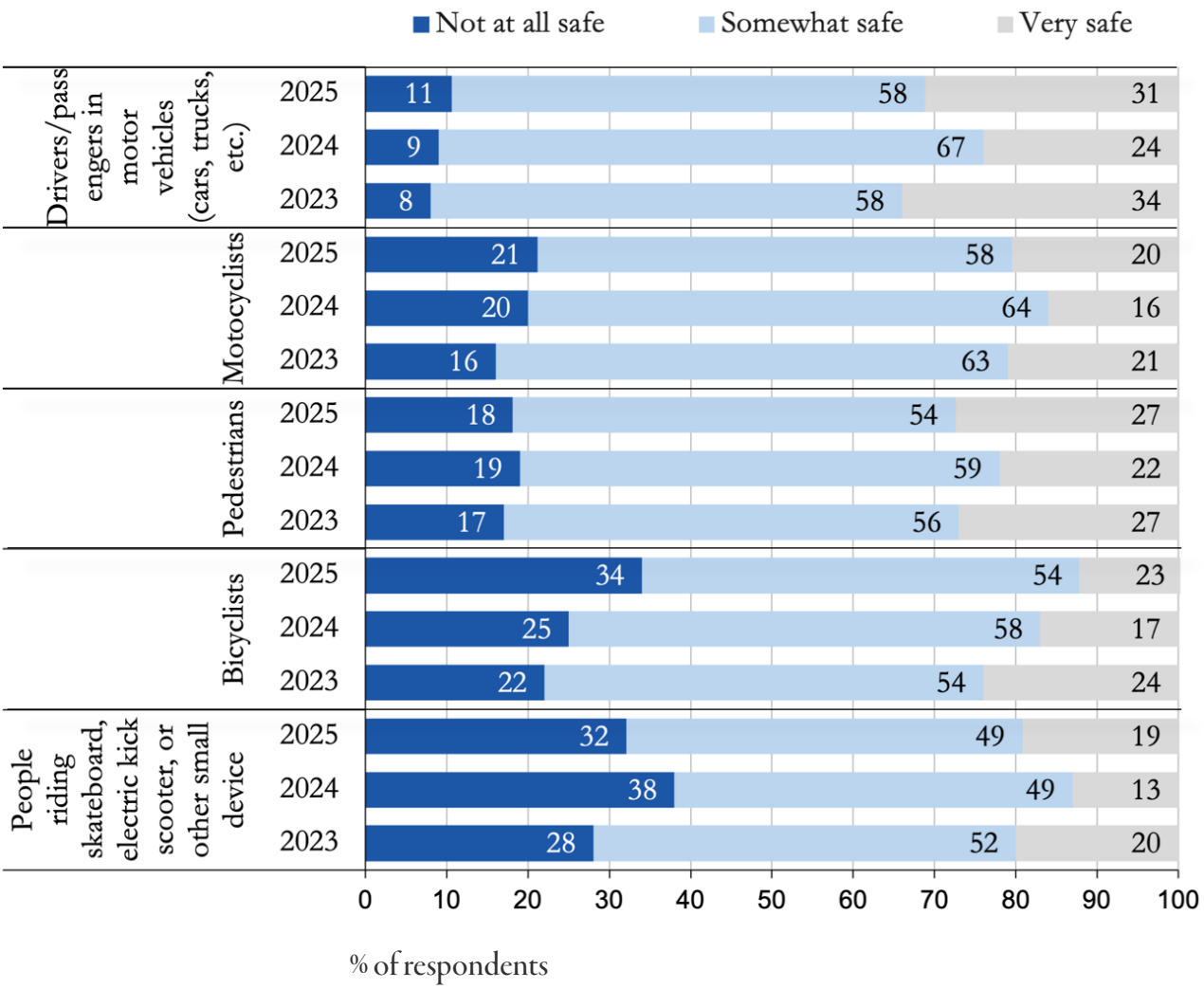

Figure 8. Assessment of Road Safety in "Your Community," by Mode (2023 - 2025)

Note: Values shown are rounded, so values in a row do not always sum to 100%.

4.2 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 9 shows the importance that respondents placed on each of six goals for improving the national transportation system. The dark and light blue bars to the left indicate the percentages rating each goal as "very" or "somewhat" important, and the gray bars to the right represent the proportion rating the goal as "not important." Virtually all respondents (88% or more) rated each of the goals as "somewhat" or "very" important, with more selecting "very" than "somewhat" important. The two goals with the largest overall support were to reduce crashes and improve safety and to ensure mobility for all.

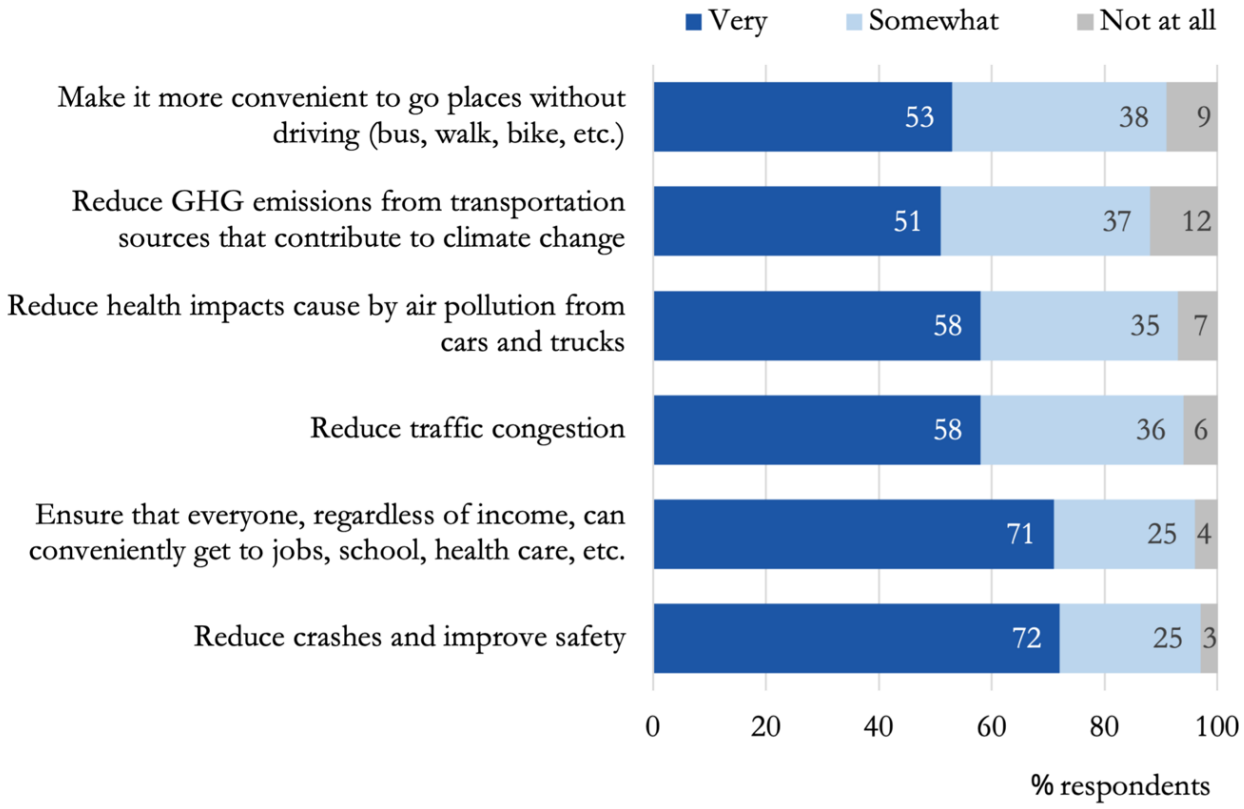

Figure 9. Assessment of the Importance of Transportation-Related Goals (2025)

Note: Values shown are rounded, so values in a row do not always sum to 100%.

To explore with more nuance how much respondents valued each of the six goals, the survey also asked respondents what percentage of transportation money in the coming five years should be allocated to each goal (Figure 10). Every one of the six goals had reasonably strong support, with the mean value allocated ranging from 14% to 21%. Respondents chose to allocate the most revenue to two goals: (1) ensuring that everyone, regardless of income, can access needed destinations and (2) reducing crashes and improving safety.

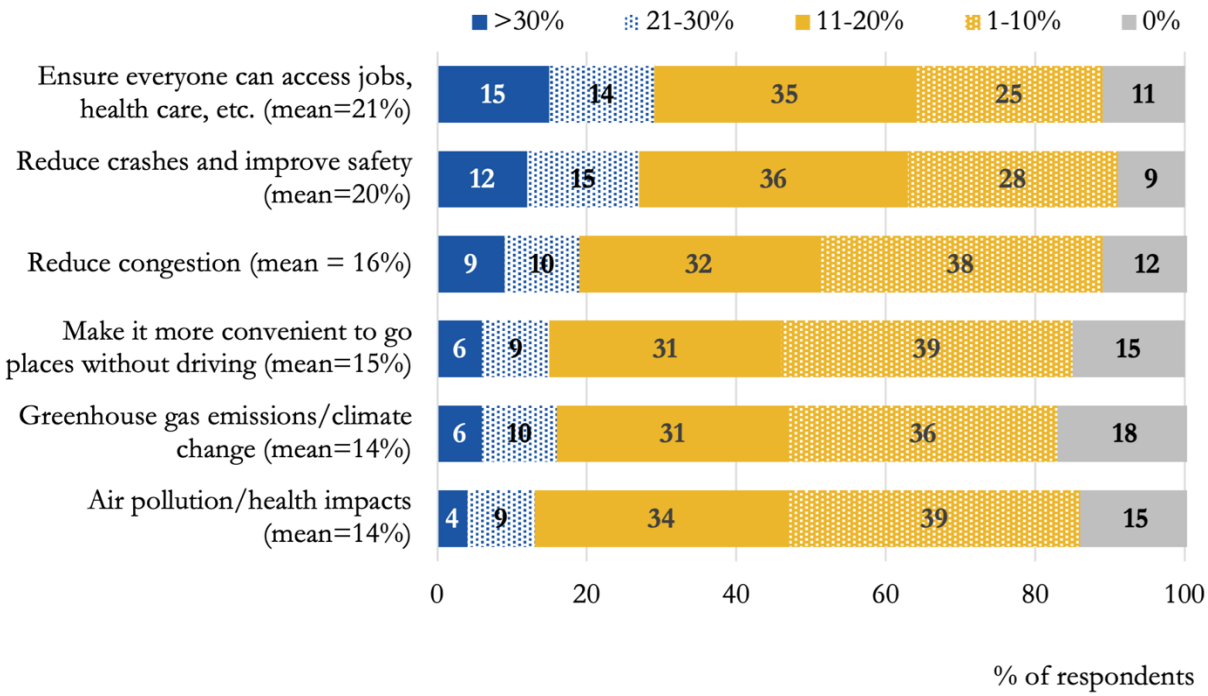

Figure 10. Percent of Federal Transportation Revenue that Respondents Would Allocate to Each Transportation-Related Goal for the U.S. (2025)

Figure 11 presents the trends from 2021 to 2025 for the mean allocation to each of the goals. There have been only subtle changes over the four years. However, support has risen slightly for the most popular goals (improving access for all and safety) and reduced slightly for the air pollution and greenhouse gas reduction goals.

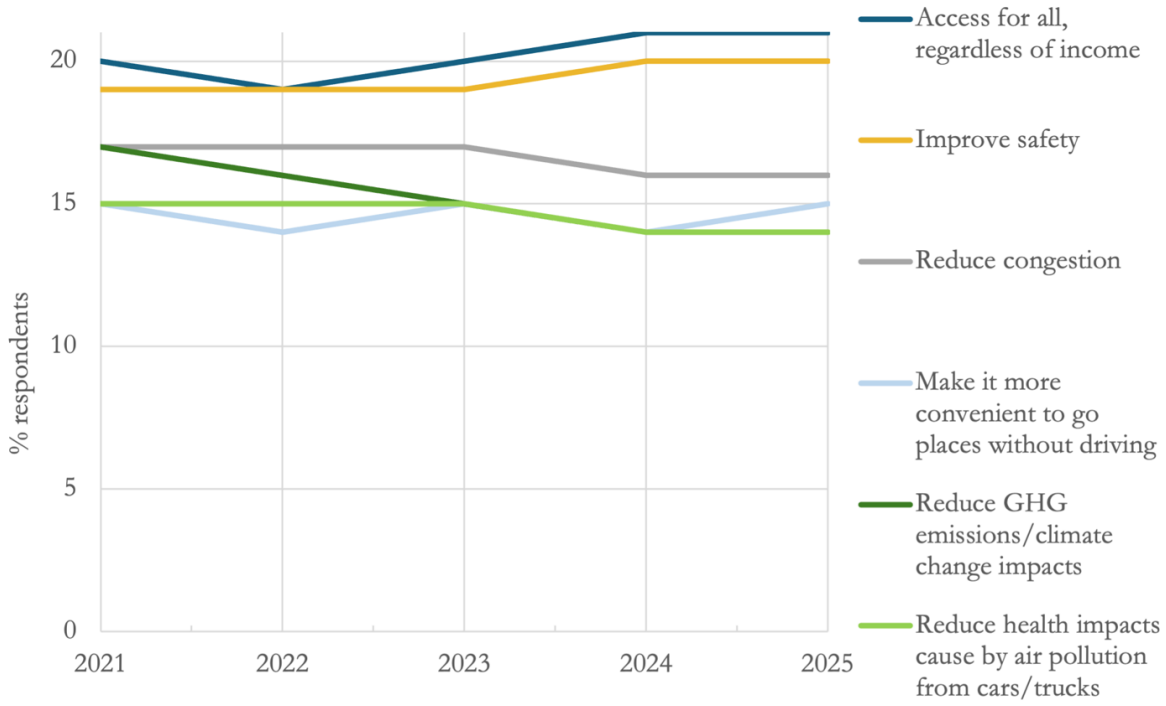

Figure 11. Mean Percent of Federal Transportation Revenue that Respondents Would Allocate to Each Transportation-Related Goal for the U.S. (2021 - 2025)

4.3 Preferred Options for Spending Federal Fuel Tax Revenue

The questionnaire next explained to respondents that the federal government collects a tax on gasoline and asked them to indicate how much of a priority they would place on each of 14 different categories of spending to improve transportation. The set of spending categories covered options to improve all modes (driving, public transit, walking, cycling/ micromobility), improve transportation system resiliency, and support the adoption of electric vehicles. Figure 12 presents the results for 2025.

All options had strong support. In every year, at least 57% of respondents rated every one of these options as of medium or high priority. Also, none of the spending options received a "not at all a priority" rating from more than 20% of respondents.

Comparing respondents' relative priorities, maintenance stands out as particularly popular. The spending priorities rated as a high priority by the most respondents were maintenance of interstates/highways (60%), maintenance of local streets/roads (57%), and maintenance of public transit.

Large majorities also rated as a high priority improvements across all major travel modes: building and improving sidewalks (41%), building/widening interstates, highways, and freeways (38%), building/widening local roads and streets (35%), offering more frequent transit service (35%), and improving bike lanes (32%). The two options with the lowest support both related to encouraging adoption of electric vehicles, but even for these more than half of respondents rated them as at least a medium priority.

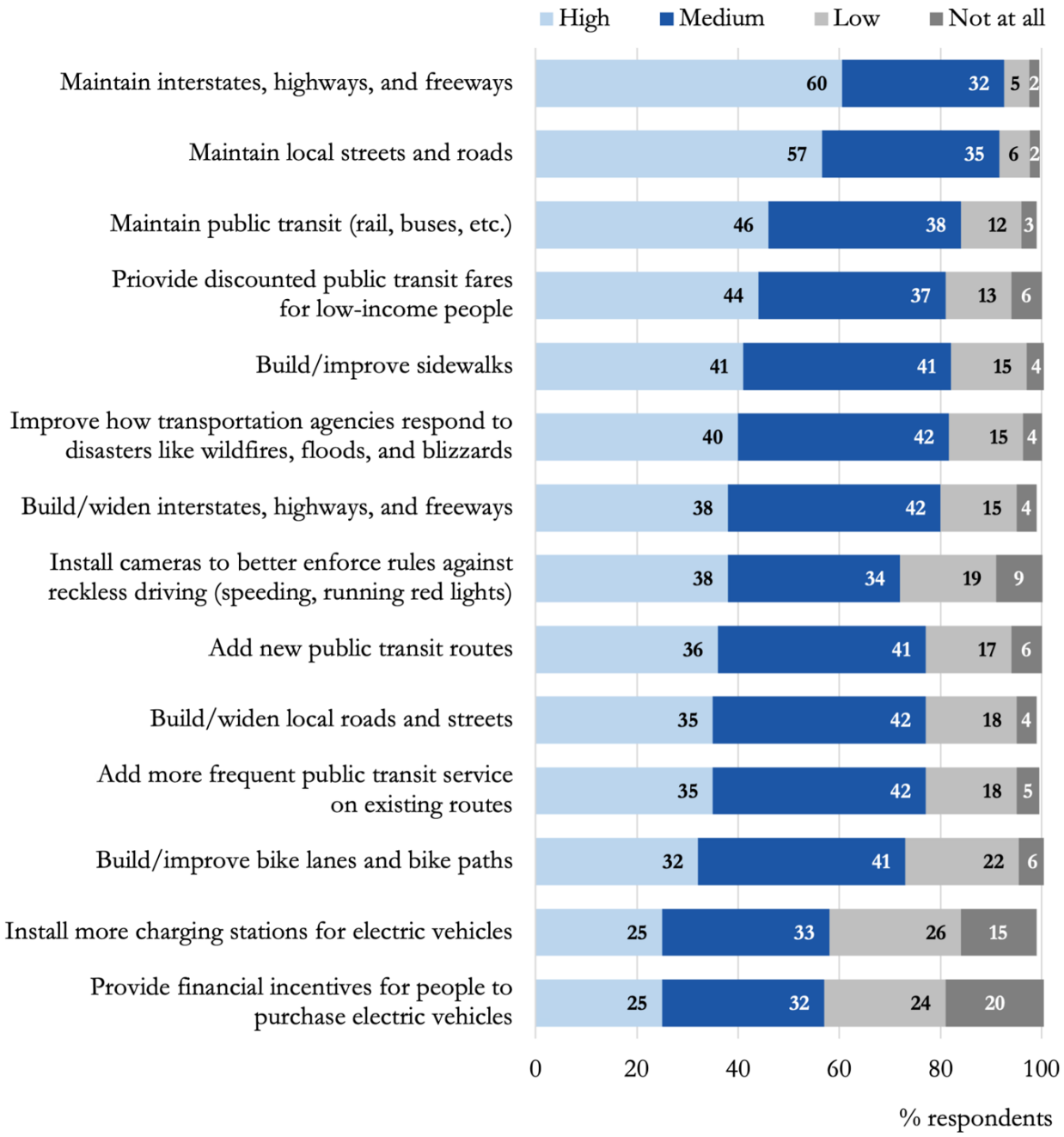

Figure 12. Priority Placed on Different Options for Spending Federal Gas Tax Revenue (2025)

Finally, a follow-up question asked respondents to choose their three highest priorities from the list of 14 possible spending categories. As Figure 13 shows, no single option was selected by a majority of respondents. However, mirroring respondents' rating for each spending option, the priorities selected most often were maintenance: maintaining interstates, highways, and freeways (44%) and maintaining local streets and roads (41%). The most popular public transit-related option, "discounted public transit fares for low-income people," was selected by 24% of respondents. As for active transportation, 17% selected "building/improving sidewalks" as a top priority and 11% selected "build and

improve bike lanes and paths." The two measures to support electric vehicle ownership and use were a priority for the fewest respondents; 9% selected each of these.

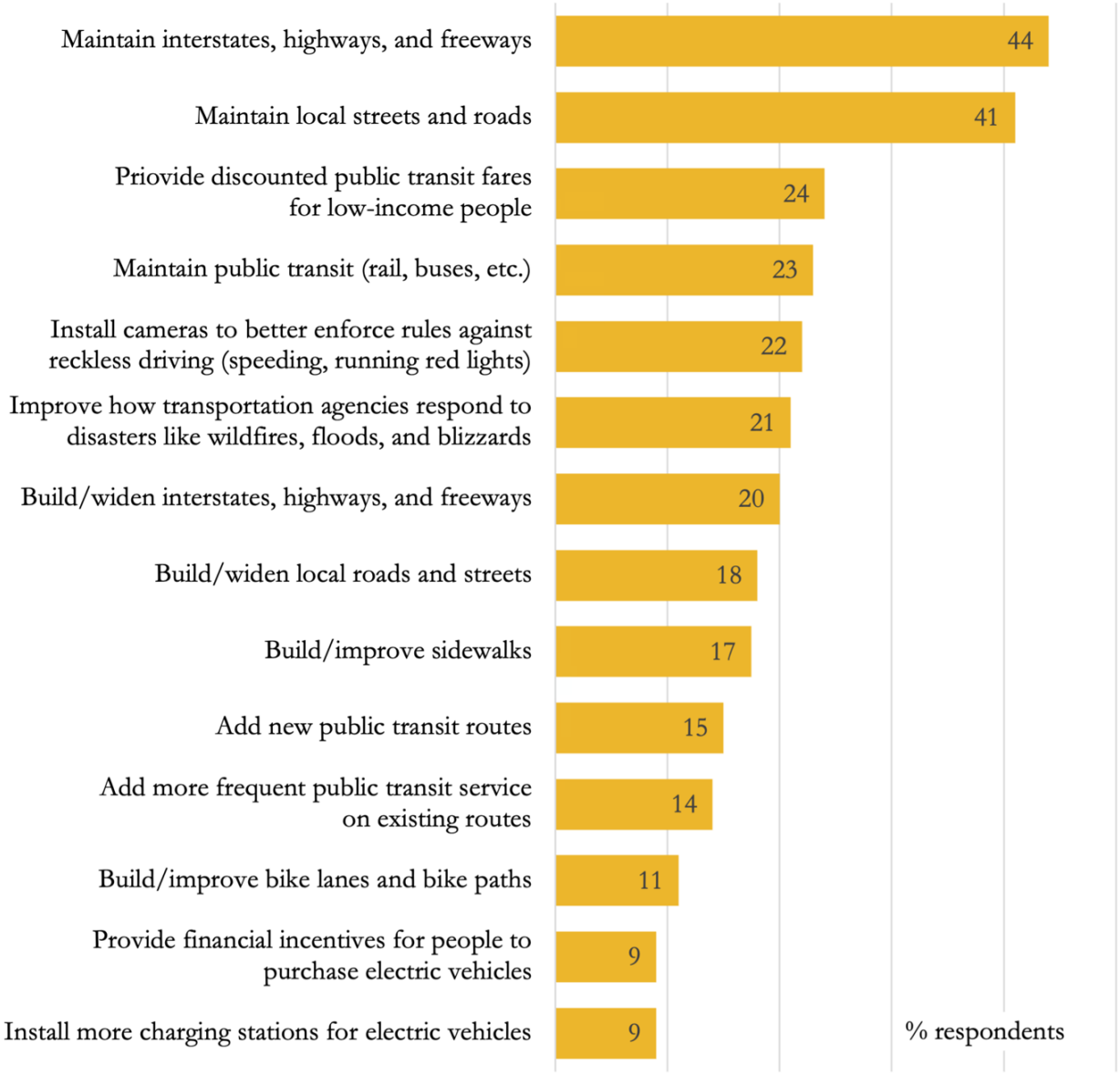

Figure 13. Options Selected as a Top-Three Priority for Spending Federal Gas Tax Revenue (2025)

5. 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.)

5.1 Knowledge about the Federal Gas Tax Rate

Considerable anecdotal evidence suggests most Americans are unaware of how much they pay in fuel taxes, and surveys such as the 2019 report in this annual series have documented that most people overestimate the federal gas tax rate.[13] For the 2020 survey onwards, we added a question to gather evidence on a related aspect of the public's knowledge about the gas tax: their best guess about how recently the federal gas tax rate had been raised. 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.

Virtually none of the 2025 respondents—only 3%—knew that the federal gas tax has not been raised in more than 20 years (Figure 14). Thirty-eight percent believed that the tax had been raised within the past 10 years, and more than half simply said that they did not know (55%).

The 2025 results are very similar to those from the prior surveys. The percentage of people who knew that the federal gas tax rate had not been raised in more than 20 years has been either 2% or 3% each year the question was asked.

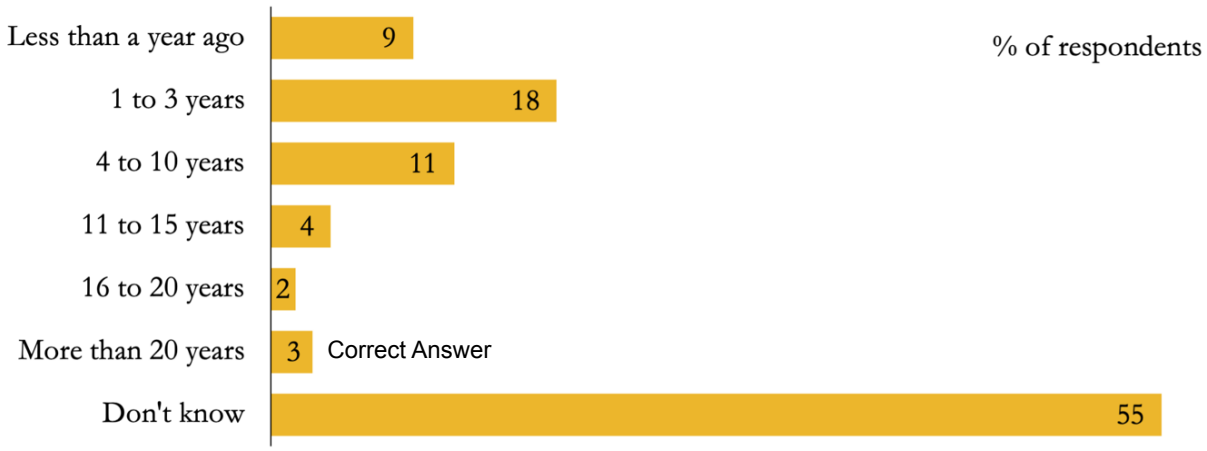

Figure 14. Belief About When the Federal Gas Tax Rate Was Last Increased (2025)

13. Asha Weinstein Agrawal and Hilary Nixon, *What Do Americans Think About Federal Tax Options to Support Transportation? Results from Year Ten of a National Survey* (Mineta Transportation Institute, San Jose, CA, June 2019), https://transweb.sjsu.edu/research/1927-Survey-Transportation-Tax-Year-Ten.

5.2 Support for Raising the Federal Gas Tax Rate

The 2025 survey found that a majority of Americans would support higher taxes for transportation—under certain conditions (Figure 15 and Table 4). Only 38% supported the "base-case" option presented, which was a 10¢-per-gallon gas tax increase. For this option, respondents were told only that the tax revenues would be spent "for transportation." However, the five variants on that idea of a 10¢-per-gallon gas tax increase received from 59% to 75% support. For these alternatives, respondents were told that the revenue from the increase would be dedicated to a specific type of spending. 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-five percent of respondents supported this option, an increase of 37 percentage points over support for the base-case gas tax increase. The next most popular option was a gas tax increase with funds devoted to reducing accidents and improving safety (72% support). The other three options had modestly lower support, though still received clear majority support: tax increases devoted to reducing congestion (65%), reducing air pollution caused by the transportation system (63%), and reducing the transportation system's contribution to global warming (59%).

Support for the different gas tax rate increase options has mostly risen since the options were first tested in either 2010 or 2011. The changes from year to year are small, usually no more than a few percentage points. The largest variation in support across the full time period has been for the air pollution option: a spread of 32 percentage points—a low 32% and high of 64%. Similarly, for the base-case option, support has ranged from 20% to 49%, a spread of 29 percentage points. In contrast, the smallest spread (10 percentage points) has been for the most popular option, the maintenance variant. The only gas tax increase option that has seen support fall over the years is the option with revenues spent to reduce traffic congestion. Since the option was first introduced to the survey in 2017, support has fallen modestly, by five percentage points, from a high of 71% in 2020 to 66% in 2025.

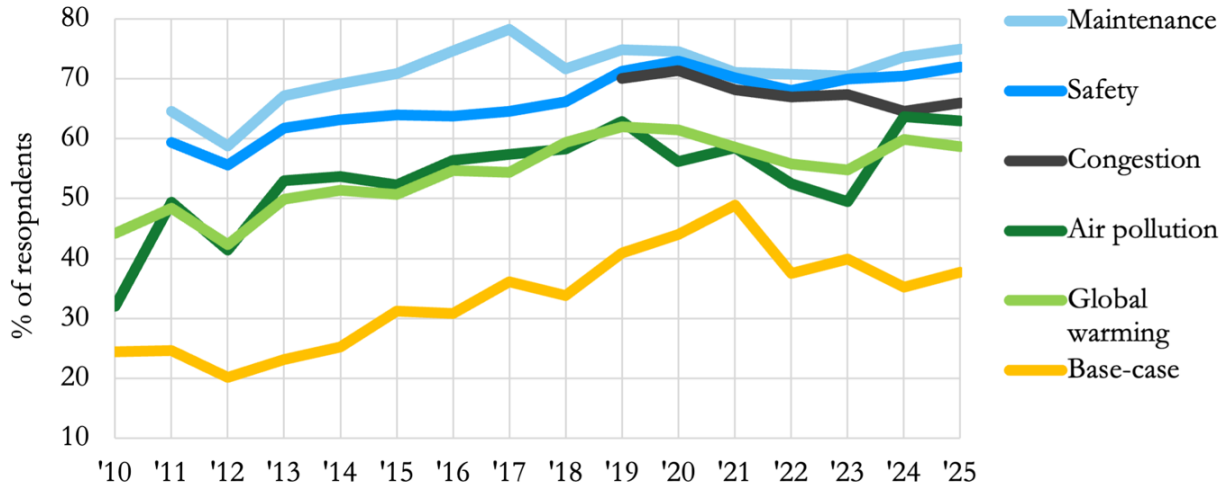

Figure 15. Trends in Supporta for the Gas Tax Options (2010 – 2025)

[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 affect responses.

Table 4. Percent of Respondents Supporting[a] the Gas Tax Rate Increase Options (2010 – 2025)

Year	Base case	Revenues spent to reduce local air pollution	Revenues spent to reduce global warming	Revenues spent to maintain streets, roads, and highways	Revenues spent to reduce accidents and improve safety	Revenues spent to reduce congestion
2010	24	32	44	--[c]	--[c]	--[d]
2011	25	49	48	65	59	--[d]
2012	20	41	42	59	56	--[d]
2013	23	53	50	67	62	--[d]
2014	25	54	51	69	63	--[d]
2015	31	52	51	71	64	--[d]
2016	31	56	55	75	64	--[d]
2017	36	57	54	78	65	--[d]
2018	34	58	59	72	66	--[d]
2019[b]	41	63	62	75	71	70
2020	44	56	61	75	73	71
2021	49	59	59	71	70	68
2022	38	52	56	71	68	67
2023	40	50	55	70	70	67
2024	35	64	60	74	70	63
2025	38	63	59	75	72	65
Differences						
2025 - 2011	13	14	11	10	13	--
2025 - 2024	3	-1	-1	1	2	2

[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.

5.3 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]

The option was very popular with respondents. In 2025, more than two-thirds of respondents (70%) agreed with the concept of using some gas tax revenue to support public transit. Since the question was first asked in 2013, support has always been strong, though it has varied from 61% to 72%.

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?”

6. 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, their opinions about different mileage fee rate structure options, and opinions about privacy and fairness.

6.1 Familiarity with Mileage Fees

To find out whether respondents were familiar with mileage fees, they were asked:

> Some states and the federal government have been discussing mileage fees as a possible replacement for the gas tax. How much, if anything, have you read or heard about this topic?

- A lot
- A little
- Nothing at all

Just over half of respondents said they had heard nothing at all (54%). Only 11% said they had heard a lot, and another 35% that they had heard a little. Compared to the previous year, there was a slight drop in the percent of respondents who had heard nothing (60% in 2024).

6.2 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.

Just over half of respondents (55%) *were* concerned, while 18% strongly agreed and 27% somewhat agreed that they were not bothered. Respondents have answered this question quite consistently ever since it was first asked in the 2019 survey. The percent who were either somewhat or very concerned has fluctuated only between 52% and 57% (Figure 16).

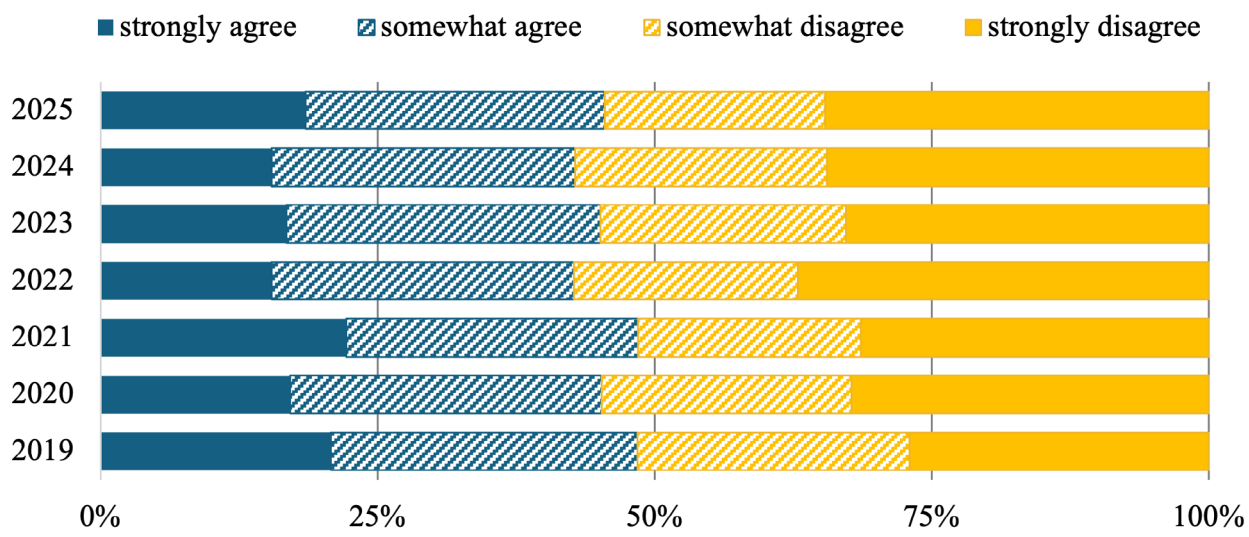

Figure 16. Percent of Respondents who Agree/Disagree with Statement that Mileage Tracking for a VMT Fee "Wouldn't Really Bother Me"

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

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

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

Just over half of respondents (54%) thought mileage fees were fairer than gas taxes.

6.4 Support for Different Mileage Fee Options

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

Flat-rate mileage fee to replace the gas tax: Now, imagine that the US Congress decides to replace the gas tax with a mileage fee of 3¢ per mile driven. That means someone driving 10,000 miles a year would pay $300. Vehicles would have an electronic meter to keep track of the miles driven. Would you support or oppose replacing the gas tax with such a mileage fee?

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

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

- Delivery and freight trucks
- Taxis
- Ride-hailing vehicles

Figure 17 shows support for all five options. shows support for all five options. Comparing the two variants charged to all drivers, the "green" variant was somewhat more popular. Fifty-one percent of respondents supported replacing the gas tax with the "green" mileage fee, 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. In contrast, support for the flat-rate mileage fee was 7 percentage points lower (44%). As for the three "business road-use fees," support was 53% and 54%, respectively, for the fees on both ride-hailing and taxi trips. There was slightly higher support (58%) for the fee on delivery and freight trucks.

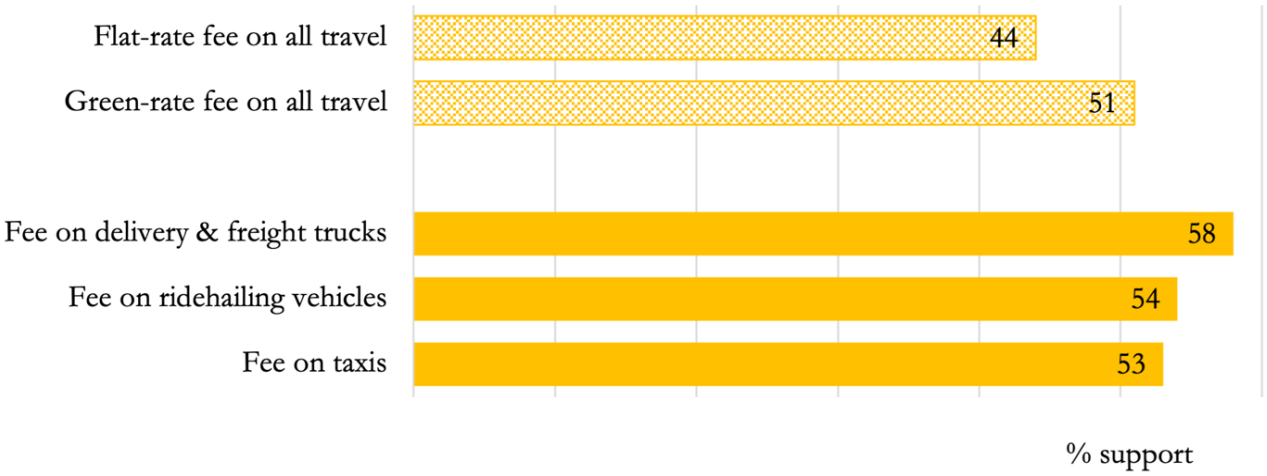

Figure 17. Support for the Five Mileage Fee Options (2025)

Note: "Support" is the sum of those who "strongly" or "somewhat" supported the fee option.

As an overall trend, support for mileage fees has risen slowly but steadily since 2010, even though support has sometimes dropped from one year to the next (Figure 18). Support for the flat-rate mileage fee has more than doubled, with a spread of 25 points (from 22% in 2010 to a high of 47% in 2022). Support for the "green" version of the fee has spread by 19 percentage points, from 34% in 2010 to a high of 53% in 2021. Finally, it is important to note that support for the green-rate fee has been higher than support for the flat-rate fee every single year, though since 2019 the difference has narrowed considerably.

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

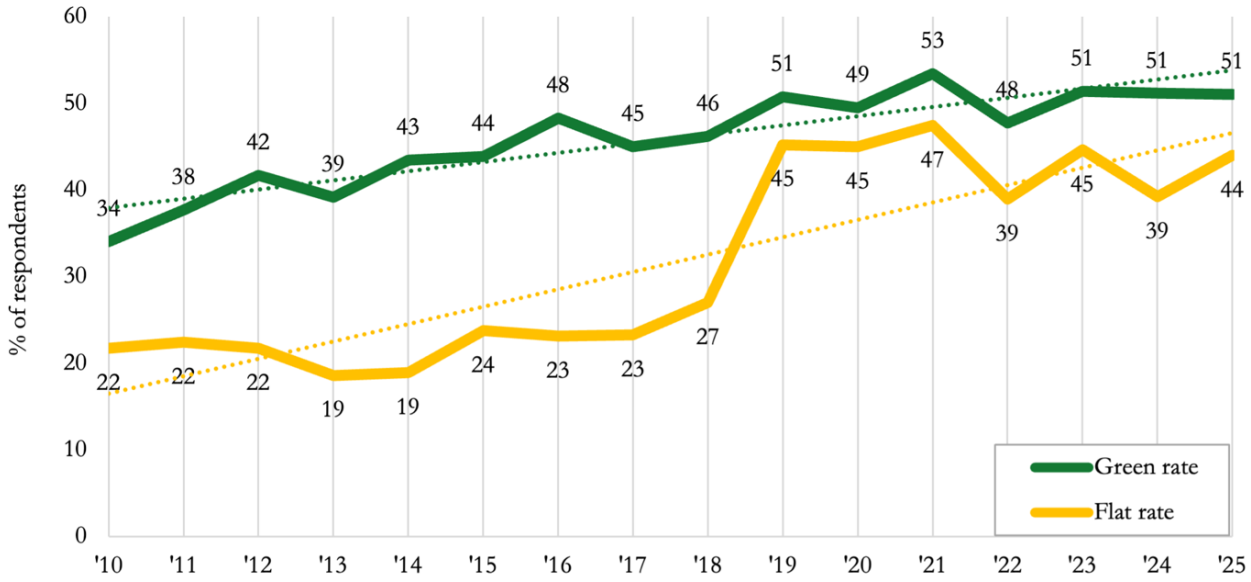

Figure 18. Trends in Percent Support* for the Flat and Green Mileage Fee Options (2010 – 2025)

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

Notes: The question language remained constant, except for two changes: In 2019 the question changed to specify that the fee would replace the gas tax, and in 2021, the question changed the rate from 1¢ to 3¢ per mile. Also, in 2019 the survey mode changed from a random-digit-dial phone survey to an online panel survey. Comparisons of results across time should be interpreted with care, given these changes.

6.5 Preferred Rate Structures for a Fee on All Travel

The survey asked respondents about three rate structure options: whether electric vehicles should pay less than gas and diesel vehicles, whether low-income drivers should pay a

reduced rate, and whether respondents would prefer a block-pricing rate structure that charges a lower rate for the first 5,000 miles driven annually.

Block-Pricing Rate Structure

The survey asked respondents' opinion on the concept of a block-pricing rate structure:

> If Congress creates a federal mileage fee, which of the following possible fee structures would be fairer?
>
> - The fee is the same for every mile the vehicle drives during the year
> - The fee is lower for the first 5,000 miles the vehicle drives during the year, and higher for all additional mils driven that year

The respondents were evenly split, with 50% preferring each option.

Electric Vehicle Discount

The survey asked respondents their opinion on what rate electric vehicle owners 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. Almost half (48%) thought electric vehicles should pay the same rate as gas and diesel vehicles, but 37% preferred charging electric vehicles only half and a small minority (15%) preferred that there be no fee at all for electric vehicles.

Low-Income Driver Discount

Another question asked respondents, "If Congress adopts a mileage fee, would you support or oppose charging a lower rate to low-income drivers?" Almost two-thirds (63%) supported this option. Responses to this question were consistent since it was first asked in 2021; the percent of respondents supporting the lower rate for low-income drivers ranged only from 58% to 64%.

6.6 Preferred Frequency for Paying a Mileage Fee

The survey asked respondents how frequently they would prefer to pay mileage fee charges, should such a fee 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 40% of respondents, was to "Pay each time I purchase gas/diesel or charge an electric vehicle." Thirty-four percent preferred a monthly bill, and the smallest group preferred an annual bill (26%).

6.7 Preferred Organization to Collect Mileage Fee Data and Payments

A new pair of questions added in 2025 explored what kind of public or private organization respondents would prefer to have verify mileage driven. The questions were asked only of those respondents who had previously responded that they would prefer to pay a mileage

fee monthly or annually. (The question was not asked of respondents who preferred to pay at the time of purchasing fee or charging a vehicle.) Respondents were first told: “If Congress does create a federal mileage fee, a process will be needed to verify how many miles each vehicle is driven, collect payments from the vehicle owner, and transfer the money to the federal government. This process could be run by either a government agency or a private-sector company.” Then, the first question asked them to rate the *trust* they would place on each type of organization (Figure 19), while the second question asked respondents to select a preferred type of entity to verify mileage driven (Figure 20).

There was relatively little variation in trust for the different options presented (Figure 19); the percent of people who trusted each organization “a lot” ranged by only 7 percentage points, from 29% (state agencies that register vehicles) to 22% (cell phone service providers). However, when respondents were asked to select the *best* type of entity to verify mileage driven, a clearer picture emerged (Figure 20). State motor vehicle departments were the top choice for almost a third of respondents (31%), considerably more than for any other entity, including the second most popular entity, tolling agencies (18%).

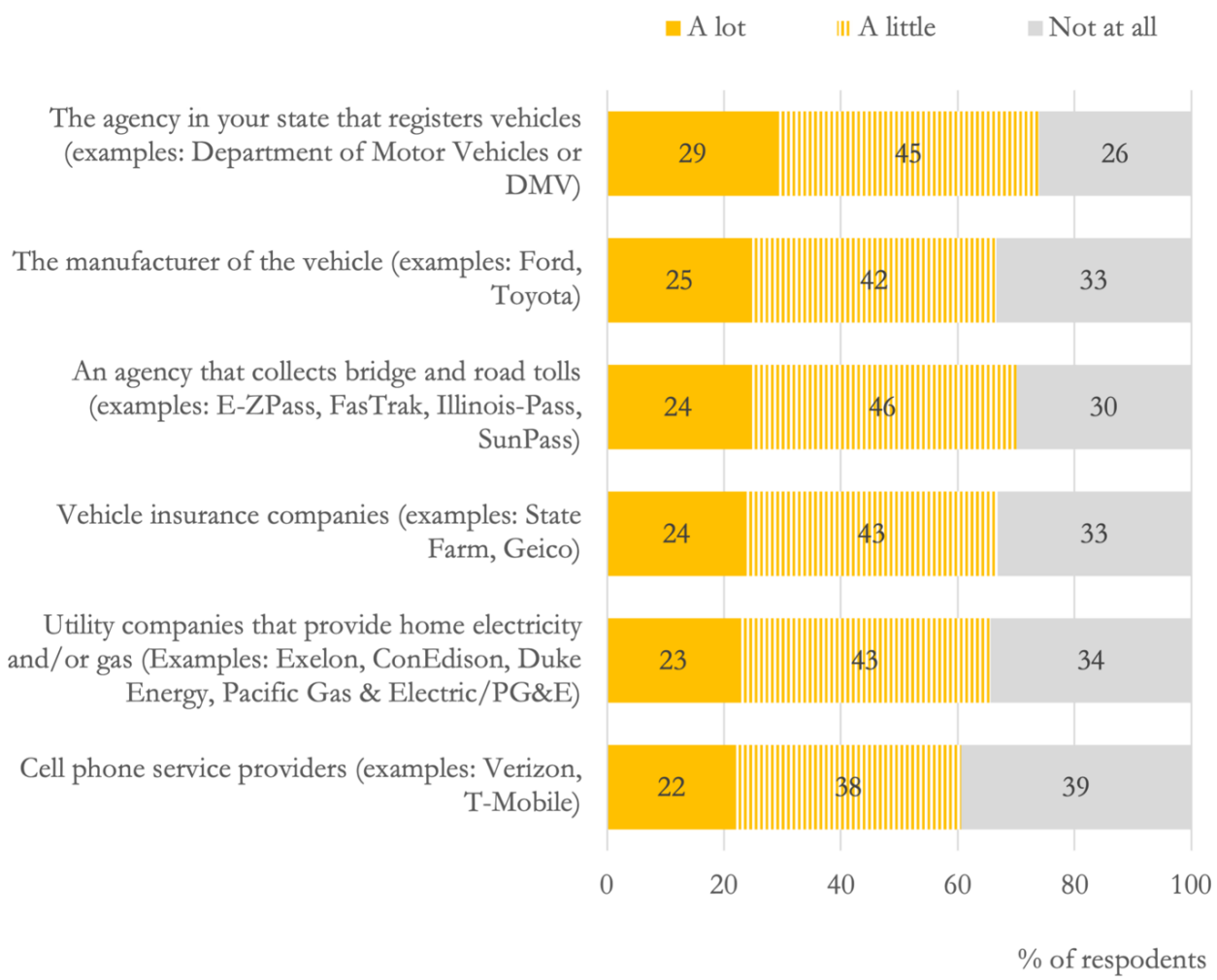

Figure 19. Trust in Different Organizations to Verify Mileage Driven (2025)

Question language: "If Congress does create a federal mileage fee, a process will be needed to verify how many miles each vehicle is driven, collect payments from the vehicle owner, and transfer the money to the federal government. This process could be run by either a government agency or a private-sector company. How much would you trust each of the following to collect mileage fee data and payments?"

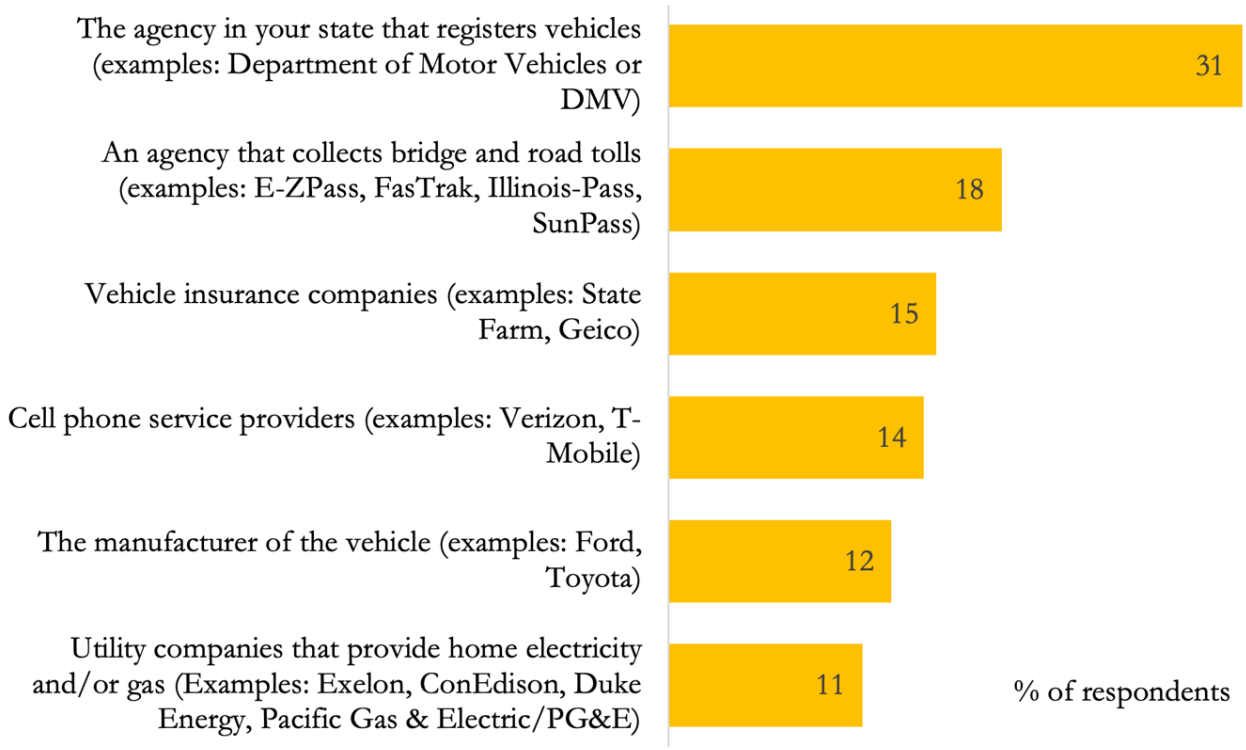

Figure 20. Preferred Organizations to Verify Mileage Driven (2025)

Note: This figure pools data from two variants of a question asked of a split sample; half of respondents were asked which organization would be "best" and the others were asked which organization they would "trust the most." There was very little difference in response patterns across the two questions, so we pooled responses.

7. CONCLUSION

This chapter concludes the report with a summary of key survey findings on four themes: travel experiences, public goals for improving the transportation system, public opinion and knowledge about the federal gas tax, and opinions about adopting a federal mileage fee. These findings about public priorities suggest opportunities for policymakers to build support for transportation funding measures through careful program design. Results presented are from the 2025 survey, unless otherwise indicated.

7.1 Summary of Findings

Travel Experiences

Key findings include the following:

- American households are multimodal. Although travel by personal vehicle is the dominant mode—81% of respondents reported that someone in the household had driven themselves in the previous month—the majority of households are multi-modal. When respondents were asked what modes of transportation they or their household members had used within the previous 30 days, 50% reported walk trips, 19% reported public transit trips, 8% reported bicycle trips, and 5% reported trips on a micro-mobility device such as an electric kick-scooter. As for ride-hailing and taxis, although only 22% of respondents said the household had used a taxi or ride-hailing in the previous month, 32% of respondents estimated that in a typical month their households spent at least some money for ride-hailing or taxi trips. Finally, 67% of respondents reported living in a household where at least one person took transit, walked, biked, or used a mode other than driving, getting a ride from a family member or friend, or flying.

- The majority of respondents drive a modest number of miles annually and do so in reasonably fuel-efficient and fairly new vehicles. Well over half of respondents either did not drive themselves at all or drove less than 7,500 miles per year (61%). Of those who drove gasoline or diesel vehicles, only 22% reported that the vehicle they drove most often was very fuel inefficient (up to 20 mpg). Also, 10% of drivers reported that their primary personal vehicle is 100% battery electric. Fifty-nine percent of respondents drove a vehicle no more than 10 years old.

- Fuel is by far the largest monthly transportation expense for most households. Eighty-eight percent of respondents reported that their households spent money on fuel in the preceding month, with $130 the mean and $80 the median amount spent. The next most common expenditure was ride-hailing or taxi services; 32% of households had spent money on these services in the preceding month.

- Most Americans are (somewhat) content with the quality of transportation options in their community. Eighty percent of respondents rated the quality of interstates, highways, and freeways as somewhat or very good. Additionally, 68% of respondents said the same thing about the quality of local roads, 63% about bicycle and pedestrian

facilities, and 58% about public transit. However, most respondents rated the quality of each system as somewhat good rather than very good.

- Most Americans are (somewhat) concerned about traffic congestion and disaster readiness. Seventy-two percent of respondents were somewhat or very concerned about traffic congestion, and 61% of respondents were somewhat or very concerned that disasters like fires or flooding will severely damage their community's transportation infrastructure.

- Americans don't believe the transportation system is very safe—perhaps because so many people experience crashes. Close to one in seven respondents (15%) reported having experienced a motor vehicle collision in the previous year, and one in eleven (9%), or about 23 million adults,[15] had suffered an injury from a collision during the same period. Also, approximately 23 million adults were injured in a crash last year. This personal experience with collisions may explain why the majority of respondents did not rate roads in their community as "very safe" for vehicle passengers, pedestrians, or people riding bicycles or micro-mobility devices. Even for vehicle passenger safety, which was rated the most highly, only 31% rated their community as "very" safe.

Opinions about Gas Taxes

The survey asked respondents if they would support numerous different variants on a 10-cent increase in the federal gas tax rate, as well as whether they thought it appropriate to spend gas tax revenue on public transit. Key findings include the following:

- Only 3% of Americans know that the federal gas tax rate has not been raised in more than 20 years. More than half of respondents (55%) said they simply didn't know when the federal rate was last raised, and another 38% incorrectly believed the rate had been raised within the past 10 years.

- The majority of Americans support raising the gas tax—if the revenue is dedicated to a specific transportation purpose. The five gas-tax increase questions specifying that the revenue would be spent on specific kinds of projects had majority support. The most popular options were gas tax increases to support either maintenance or safety improvements (75% and 72% support, respectively). However, considerably less than the majority supported the same gas tax increase if the revenue were spent for undefined "transportation" purposes (38%).

15. Steven Ruggles, Sarah Flood, Matthew Sobek, Daniel Backman, Annie Chen, Grace Cooper, Stephanie Richards, Renae Rodgers, and Megan Schouweiler, IPUMS USA: Version 15.0 American Community Survey 5-Year Estimates, 2018-2022, (Minneapolis, MN: IPUMS, 2024), https://doi.org/10.18128/D010.V15.0.

- Support for raising the federal gas tax has risen since 2010. Support for all the taxes introduced early in the survey series has grown steadily. For example, the largest increase has been in support for the gas tax rate increase to support projects that reduce air pollution from vehicles. Here, support grew from 32% in 2010 to 63% in 2025. In contrast, the most popular gas tax increase, to fund maintenance, has seen the smallest increase (10 percentage points).

- A large majority of Americans believe it is appropriate to spend some gas tax revenue on public transit. When asked this question directly, more than two-thirds (70%) agreed.

Opinions about Mileage Fees

The survey asked a large set of questions related to mileage fees, including support for adopting them and preferred rate structures. Key findings include:

- Few Americans are knowledgeable about mileage fees. Only 11% of respondents had heard “a lot” discussed about mileage fees, while 54% had heard “nothing at all.”

- Support for some mileage fee options is above 50%. Support for replacing the gas tax with a mileage fee where the rate would vary according to the vehicle’s pollution emissions was 51%, and more than half of respondents supported creating a new “Business Road-Use Fee” that would be charged to delivery and freight trucks (58%), ride-hailing vehicles (54%), or taxis (53%).

- The least popular mileage fee option is a flat-rate fee on all travel. Support for this option was 44%, somewhat lower than the 51% who supported the option where the rate varied according to the vehicle’s pollution emissions.

- Support for implementing a mileage fee on all travel rose from 2010 to 2025.

- Almost two-thirds of Americans would like to see lower rates for low-income drivers. Sixty-three percent of respondents said that if Congress adopts a mileage fee, they would support charging a lower rate to low-income drivers.

- Almost half of Americans (49%) would like to see electric vehicles pay a lower rate than gas and diesel vehicles.

- Americans are evenly divided on the choice between a block-rate fee structure vs. flat-rate fee structure. Fifty percent of respondents preferred a block-pricing rate structure where the rate is lower for the first 5,000 miles driven annually and higher for all additional miles driven that year, and 50% preferred to have a fixed rate for all miles driven.

- Just over half of Americans (54%) think a mileage fee is fairer than gas taxes.

- Three-quarters of Americans (74%) want to pay a mileage fee in small installments instead of paying annually.

- The most trusted entity to collect mileage fee data is state departments of motor vehicles. Fewer respondents put their top trust in tolling agencies, insurance companies, vehicle manufacturers, utility companies, or cell phone service providers.

7.2 Policy Implications

The study findings suggest the following implications for policymakers.

Mileage fee acceptance depends on program design features such as the rate structure and payment options. The survey found that half or more of respondents supported variable rate structures such as charging lower rates to low-income drivers and less-polluting vehicles. Another popular design choice tested was to allow payment in small increments. Designing a mileage fee program with these options will likely lead to greater public acceptance.

Some though not all proposals to raise gas tax rates can be acceptable to the public. At least 60% of respondents supported each of various proposals to raise the federal gas tax rate by 10¢ where the revenue would be dedicated to one of the following specific purposes: better maintenance, improved safety, reducing emissions that contribute to air pollution and global warming, and reduced congestion. However, only 38% supported raising the rate if the money were dedicated to unspecified "transportation" purposes.

Proposals to raise gas tax rates or adopt a mileage fee should commit to spending the revenue for a specific purpose that the public values. Since 2010, the survey has consistently found that many more respondents support a gas tax increase if the money is dedicated to a specific transportation purpose, rather than being used generically "for transportation." Far more respondents supported a 10¢ gas tax increase if funds are strictly allocated towards either safety or maintenance than supported the same increase when told the revenue will be spent generally "for transportation," with no other details given (75% vs 38% support). It is very likely that support for mileage fee programs will also depend on how the revenue will be spent.

Prioritize maintenance and safety above all. Multiple survey questions about transportation improvement goals and priorities for transportation spending consistently found that safety and maintenance were the highest priorities. Further, more than two-thirds of the 2025 respondents supported raising the federal gas tax rate if the money were dedicated to these purposes. In addition, the data reveals a clear preference for maintaining roadway infrastructure rather than expanding it. Far more respondents viewed the upkeep of local streets/roads and freeways/highways as a high priority (57% and 60%, respectively) than viewed expanding local roads or freeways as a high priority (35% and 38%, respectively).

Design spending and tax programs to improve environmental quality. The majority of respondents rated as "very important" the goals for improving the transportation system by (1) reducing health impacts caused by air pollution from cars and trucks and (2) reducing greenhouse gas emissions from transportation sources. Similarly, the majority of respondents supported increasing the gas tax rate if the money were dedicated to programs either to reduce greenhouse gas emissions or air pollution emissions. The survey also found

that respondents were more likely to support a mileage fee on all travel if the rate varied according to the vehicle's pollution levels than if the rate were flat for all vehicles.

Ensure that spending benefits all modes. Although comparatively less popular than maintenance and safety, there was majority support for spending transportation revenue to support transit, walking, and cycling. Further, 53% of respondents thought it a very important goal to "make it more convenient to go places without driving." This support for a multi-modal system is likely explained at least in part by the fact that many households are multi-modal. For example, 50% of respondents said that in the previous month someone in their household had walked, and 19% reported that someone in the household had ridden transit.

Design spending and tax programs to improve travel opportunities for low-income households. In 2025, 70% of respondents said that it was a very important goal to "ensure that everyone, regardless of income, can conveniently get to jobs, school, health care, etc.," and the majority placed a medium or high priority on spending revenue to "provide discounted public transit fares for low-income people." Further, if Congress were to implement a mileage fee, almost two-thirds of respondents (63%) supported charging a lower rate to low-income drivers.

Support research to determine the true number of vehicle crashes occurring annually. The survey found crashes to be far more widespread than what is typically reported in the literature on U.S. road safety, underscoring a need for additional research to better understand the true extent of crashes. Most published research documents only the crashes officially reported to police, insurance companies, and/or hospitals, yet it is well known that many crashes are never reported in any of these ways. For example, drivers who are undocumented or uninsured frequently avoid any official reporting, and pedestrian and bicycle collisions are also frequently unreported. A 2023 publication from the National Highway Traffic Safety Administration estimated that 53% of crashes had gone unreported in 2019.[16]

16. Lawrence Blincoe, et al., *The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (revised)* (National Highway Traffic Safety Administration, February 2023).

APPENDIX – TOPLINE RESULTS FOR 2025

This appendix shows the survey question language and responses for the overall set of respondents.

Notes:

- The appendix shows results with weighted data. Data has been weighted for gender, race, ethnicity, annual household income level, and age.
- Missing and refused responses were removed from the dataset before calculating the response rates.
- Columns of numbers in some tables do not sum to 100% due to rounding.

* * *

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

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

	Very good (%)	Somewhat good (%)	Somewhat bad (%)	Very bad (%)	Not sure / doesn’t apply (%)
Interstates, highways, and freeways	31	50	14	4	2
Bicycle and pedestrian facilities	23	40	18	9	9
Public transit (bus, rail, etc.)	20	38	16	10	16
Local streets and roads	25	43	23	7	1

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

Very concerned	31
Somewhat concerned	41
Not at all concerned	28

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

	%
Very concerned	26
Somewhat concerned	36
Not at all concerned	39

Q4. How would you rate the level of road safety in your community for each of the following?

	Very safe (%)	Somewhat safe (%)	Not at all safe (%)
Drivers and passengers in motor vehicles (cars, trucks, etc.)	31	58	11
Pedestrians	27	54	18
Bicyclists	23	54	23
Motorcyclists	20	58	21
People riding a skateboard, electric kick scooter, or other small device	19	49	32

Q5. How important are the following transportation-related goals for the United States?

	Very important (%)	Somewhat important (%)	Not important (%)
Reduce crashes and improve safety	72	25	3
Ensure that everyone, regardless of income, can conveniently get to jobs, school, health care, etc.	71	25	4
Reduce traffic congestion	58	36	6
Reduce health impacts caused by air pollution from cars and trucks	58	35	7
Reduce greenhouse gas emissions from transportation sources that contribute to climate change	51	37	12
Make it more convenient to go places without driving (bus, walk, bike, etc.)	53	38	9

Q6. 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.	21	11	25	35	14	15
Reduce crashes and improve safety	20	9	28	35	15	12
Reduce traffic congestion	16	12	38	32	10	9
Reduce health impacts caused by air pollution from cars and trucks	14	15	39	34	9	4
Reduce greenhouse gas emissions from transportation sources that contribute to climate change	14	18	36	31	10	6
Make it more convenient to go places without driving (bus, walk, bike, etc.)	15	15	39	31	9	6

Q7. As you may be aware, the federal government charges a gas tax and spends the money collected for transportation. Listed below are different ways the government could spend that money to improve the transportation system. How much of a priority should each one be?

	High (%)	Medium (%)	Low (%)	Not at all (%)
Maintain interstates, highways, and freeways	60	32	5	2
Maintain local streets and roads	57	35	6	2
Provide discounted public transit fares for low-income people	44	37	13	6
Maintain public transit	47	39	10	4
Improve how transportation agencies respond to disasters like wildfires, floods, and blizzards	46	38	12	3
Build/improve sidewalks	41	41	15	4
Build/widen interstates, highways, and freeways	38	42	15	4
Build/widen local roads and streets	35	42	18	4
Add more frequent public transit service on existing routes	35	42	18	5
Add new public transit routes	36	41	17	6
Install cameras to better enforce rules against reckless driving (speeding, running red lights)	38	34	19	9
Build/improve bike lanes and bike paths	32	41	22	6
Install more charging stations for electric vehicles	25	33	26	15
Provide financial incentives for people to purchase electric vehicles	25	32	24	20

Q8. 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 top 3 (%)
Maintain interstates, highways, and freeways	44
Maintain local streets and roads	41
Provide discounted public transit fares for low-income people	24
Maintain public transit	23
Build/widen interstates, highways, and freeways	20
Install cameras to better enforce rules against reckless driving (speeding, running red lights)	22
Improve how transportation agencies respond to disasters like wildfires, floods, and blizzards	21
Build/improve sidewalks	17
Add new public transit routes	15
Add more frequent public transit service on existing routes	14
Build/widen local roads and streets	18
Build/improve bike lanes and bike paths	11
Provide financial incentives for people to purchase electric vehicles	9
Install more charging stations for electric vehicles	9

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.

Q9. In the last 30 days, which types of transportation have you or any other members of your household used? Check all that apply.

(For example, if you drove yourself to the store and your child walked to school, you’d check both “drive yourself” and “walk.”)

	In the last 30 days (%)
Driver of car, truck, motorcycle, etc.	81
Walk	50
Ride as a passenger in a personal vehicle (exclude trips in taxis, rideshare like Uber/Lyft, etc.)	43
Public transit (bus, light-rail, ferry, etc.)	19
Ridesharing service like Uber or Lyft	17
School bus	11
Human-powered bicycle	8
Airplane	8
Taxi	8
Electric bicycle	5
Skateboard, electric kick scooter, or other small device	5
Other	1

Q10. In a typical month, how much does your household spend on the following expenses?

Expenditure type	% who spent money on that expense	Amount spent each month					
		$1-50 (%)	$51-100 (%)	$101-$100 (%)	$151+ (%)	Mean[a] ($)	Median[a] ($)
Fuel for personal vehicles	88	27	29	8	23	148	100
Taxis or ride-hailing services (e.g., Lyft or Uber)	32	23	6	1	2	66	20
Tolls on bridges and highways, including express lane fees	30	25	3	1	1	56	20
Public transit (buses, trains, subways, ferries, etc.)	27	22	2	1	2	55	20
Parking	26	22	2	1	1	50	20

[a] Values calculated for respondents who indicated that their household spent some money for that expense type.

Q11. How often does your household not have enough money to pay for gasoline, transit fares, or other transportation costs?

	Frequently (%)	Occasionally (%)	Never (%)	Does not apply (%)
Not enough money for transportation costs	16	30	46	8

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.

Q12. 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	14
Somewhat support	24
Somewhat oppose	25
Strongly oppose	37

Q13. Now, imagine that the U.S. Congress decided that the best option to raise money for transportation is to increase the federal gas tax by ten cents per gallon. Would you support or oppose the gas tax increase if the new money were spent only on the following types of projects?

	Strongly support (%)	Somewhat support (%)	Somewhat oppose (%)	Strongly oppose (%)
Maintain streets, roads, and highways	38	37	14	11
Reduce accidents and improve safety	36	35	16	12
Reduce local air pollution caused by the transportation system	27	36	19	18
Reduce traffic congestion	28	38	19	15
Reduce the transportation system's contribution to global warming	25	34	20	21

Q14a & Q14b. 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	70
Oppose	30

Note on Q14a & Q14b: 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.

Q15. Would you support or oppose replacing the gas tax with such a mileage fee?

	%
Strongly support	13
Somewhat support	31
Somewhat oppose	22
Strongly oppose	35

Q16. If Congress adopts a mileage fee, would you support or oppose charging a lower rate to low-income drivers?

	%
Strongly support	30
Somewhat support	33
Somewhat oppose	16
Strongly oppose	21

Q17. 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	18
Somewhat support	33
Somewhat oppose	22
Strongly oppose	27

Q18. 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	51
Half the rate set for gas/diesel vehicles	34
Nothing (electric vehicles pay no fee)	15

Q19. 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	35	21	21
Ride hailing vehicles	18	36	24	21
Taxis	17	36	36	21

Q20. 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	18
Somewhat agree	27
Somewhat disagree	20
Strongly disagree	35

Q21. 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)	54
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	46

Q22. If Congress creates a federal mileage fee, which of the following possible fee structures would be fairer?

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

Q23. 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	40
Pay a bill that comes once a month	34
Pay a bill that comes once a year	26

Q24. If Congress does create a federal mileage fee, a process will be needed to verify how many miles each vehicle is driven, collect payments from the vehicle owner, and transfer the money to the federal government. This process could be run by either a government agency or a private-sector company.

How much would you trust each of the following to collect mileage fee data and payments?

	A lot (%)	A little (%)	Not at all (%)
Vehicle insurance companies (examples: State Farm, Geico)	24	43	33
Cell phone service providers (examples: Verizon, T-Mobile)	22	38	39
An agency that collects bridge and road tolls (examples: E-ZPass, FasTrak, Illinois-Pass, SunPass)	24	46	30
The agency in your state that registers vehicles (examples: Department of Motor Vehicles or DMV)	29	45	26
The manufacturer of the vehicle (examples: Ford, Toyota)	25	42	33
Utility companies that provide home electricity and/or gas (examples: Exelon, ConEdison, Duke Energy, Pacific Gas & Electric/PG&E)	23	43	34

[For the next question, the sample was split, with half asked Q25a and half asked Q25b]

Q25a. Here is the same list of options for who collects mileage fee data and payments. Which option would be best?

	%
Vehicle insurance companies (examples: State Farm, Geico)	15
Cell phone service providers (examples: Verizon, T-Mobile)	14
An agency that collects bridge and road tolls (examples: E-ZPass, FasTrak, Illinois-Pass, SunPass)	19
The agency in your state that registers vehicles (examples: Department of Motor Vehicles or DMV)	33
The manufacturer of the vehicle (examples: Ford, Toyota)	10
Utility companies that provide home electricity and/or gas (Examples: Exelon, ConEdison, Duke Energy, Pacific Gas & Electric/PG&E)	10

Q25b. Here is the same list of options for who collects mileage fee data and payments. Which one would you trust the most?

	%
Vehicle insurance companies (examples: State Farm, Geico)	14
Cell phone service providers (examples: Verizon, T-Mobile)	14
An agency that collects bridge and road tolls (examples: E-ZPass, FasTrak, Illinois-Pass, SunPass)	17
The agency in your state that registers vehicles (examples: Department of Motor Vehicles or DMV)	29
The manufacturer of the vehicle (examples: Ford, Toyota)	14
Utility companies that provide home electricity and/or gas (Examples: Exelon, ConEdison, Duke Energy, Pacific Gas & Electric/PG&E)	11

Q26. Which of the following options would you prefer as a replacement for the gas tax?

	%
A mileage fee	48
An annual charge that is the same for everyone no matter how much they drive	52

Q27. Some states and the federal government have been discussing mileage fees as a possible replacement for the gas tax. How much, if anything, have you read or heard about this topic?

	%
A lot	11
A little	35
Nothing at all	54

Q28. As best you remember, when did the federal gas tax rate last change?

	%
Less than a year ago	9
1 to 3 years ago	18
4 to 10 years ago	11
11 to 15 years ago	4
16 to 20 years ago	2
More than 20 years ago [correct answer]	3
Don't know	55

Q29. Have you been involved in any motor vehicle crashes in the last 12 months as a driver, passenger, pedestrian, bicyclist, etc.?

	%
Yes – 1 crash	11
Yes – more than 1 crash	4
No	85

Respondents who answered "Yes - 1 crash" to Q29 were next asked Q30 and then Q32. Respondents who answered "Yes - more than 1 crash" to Q29 were next asked Q31. Respondents who answered "No" to Q29 were next asked Q34.

Q30. Did you or anyone else report the crash to an insurance company, police, and/or other law enforcement?

	%
Yes	73
No	20
Not sure	6

Q31. Did you or anyone else report any of the crashes to an insurance company, police, and/or other law enforcement?

	%
All the crashes were reported	43
Some, but not all, were reported	31
None of the crashes were reported	21
I'm not sure how many of the crashes were reported	5

Q32. How were you traveling when the crash(es) happened? If you were involved in more than one crash, check all that apply.** Percentages based on the total number of respondents in a crash

	%
Driving or riding as a passenger in a motor vehicle (car, truck, etc.)	12
Walking	3
Bicycling	2
Riding an electric-scooter, skateboard, or other small device	1
Other	0

Q33. Were you injured as a result of the crash(es) in the last 12 months? If you were involved in more than one crash, check all that apply. Percentages based on the total number of respondents in a crash

	%
Yes – serious injuries	3
Yes – moderate injuries	3
Yes – minor injuries	2
No	6

Q34. Do you describe yourself as a man, a woman, or in some other way?

	%
Man	47
Woman	53

Q35. How old are you? (years)

	%
18-24	17
25-54	49
55+	34

Q36. What is your current employment status?

	%
Working for pay	53
Unemployed, but looking for work	19
Not working for pay, by choice (retired, etc.)	28

Q37. Are you of Hispanic, Latino/a, or Spanish origin?

	%
Yes	15
No	85

Q38. Which of the following describe your race? Select all that apply.

	%
White	65
Black	14
Asian	6
Other, including multiracial	16

Q39. How many adults currently live in your household, including you?

	%
1	23
2	47
3	16
4+	12

Q40. How many children currently live in your household, including you?

	%
0	68
1	15
2	10
3+	7

Q41. What was your total household income last year from all sources, before taxes?

	%
$0 to $24,999	23
$25,000 to $49,999	19
$50,000 to $74,999	15
$75,000 to $99,999	11
$100,000 to $149,999	13
$150,000 to $199,999	6
$200,000 or more	13

Q42. About how many miles did you, personally, drive during the past 12 months in all motorized vehicles? If you work, include the commute to and from work, but not any miles driven while on the job.

	%
0 miles (don’t drive)	15
1 to 5,000 miles	30
5,001 to 7,500 miles	16
7,501 to 10,000 miles	15
10,001 to 12,500 miles	10
12,501 to 15,000 miles	6
15,001 to 20,000 miles	3
20,001 miles or more	5

Now think about the vehicle you drove the most in the past 12 months, to get around for personal reasons like shopping, commuting to work, or vacation trips.

Q43. What is the model year of that vehicle?

Vehicle age	%
1 – 5 years	26
6 – 10 years	32
11 – 15 years	18
16 – 20 years	12
21+ years	11

Q44. What kind of vehicle is this?

Type	%
Car (examples: sedan or station wagon)	52
SUV (examples: Ford Escape, Chevy Tahoe, or Honda CRV)	36
Pick-up truck	7
Van (examples: minivan, cargo van, or passenger van)	3
Motorcycle or moped	1
Other	0

Q45. Is this vehicle a 100% all-electric vehicle?

	%
Yes	10
No	90

Q46. How many miles per gallon does the vehicle get? Your best guess is fine.[a]

	%
19 mpg or less	18
20 to 30 mpg	48
31 mpg or more	35

[a] Asked only of those respondents whose vehicle was not 100% electric.

Q47. How would you describe the area where you live?

	%
Urban part of a city/region	32
Suburban part of a city/region	41
Small town	12
Rural area	16

Q48. What is the highest degree or level of education you have completed?

	%
Less than high school	11
High school diploma or GED	27
Some college (includes vocational or technical degree)	30
Bachelor’s degree	19
Graduate degree	13

Q49. Are you currently registered to vote, or have you not been able to register for one reason or another?

	%
Yes, registered to vote	84
No, not registered to vote	16

Skip To: Q51 If Are you currently registered to vote, or have you not been able to register for one reason or another = No, not registered to vote

Q50. How often would you say you vote?

	%
All of the time	55
Most of the time	26
Occasionally	11
Seldom	4
Never	4

Q51. In politics today, do you consider yourself a Republican, Democrat, or Independent?

	%
Republican	35
Democrat	31
Independent (no party affiliation)	31
Some other party	4

Display Q52 only if answer to Q51 = "Independent" or "Some other party"

Q52. As of today, do you lean more to the Republican Party or more to the Democratic Party?

	%
Lean Republican	21
Lean Democrat	24
Neither	54

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