



PUBLIC PERCEPTIONS OF TRANSPORTATION FEES & TAXES IN NORTH CAROLINA 2020



ITRE

Institute for Transportation
Research and Education

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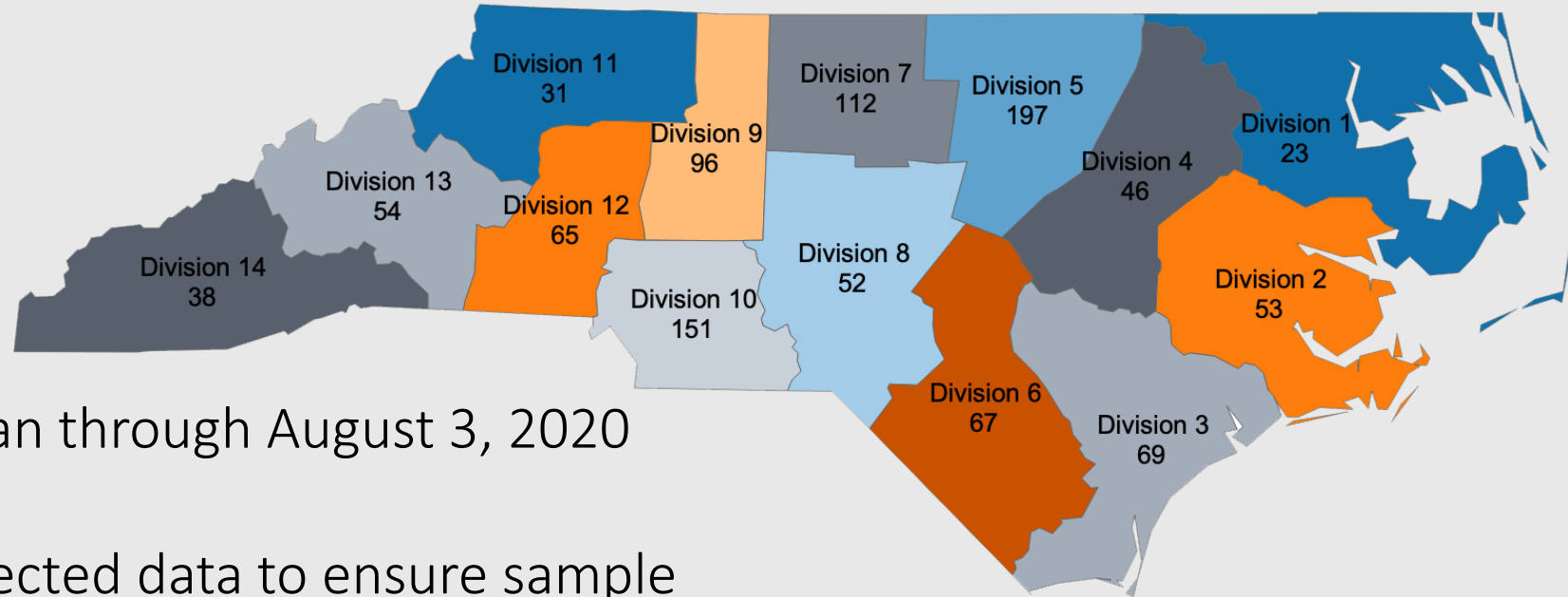
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Study Overview

- Challenges to the long-term sustainability of revenue streams
- Survey has been updated to better understand how the public perceives transportation taxes and fees
- Public perceptions of transportation taxes and fees vary by demographics, but in most cases, not drastically
- Many states are exploring alternative funding mechanisms
- Support exists for increasing road funding, preference exists for the gas tax, but support exists to diversify funding sources

2020 Public Perceptions Survey

Responses by Division

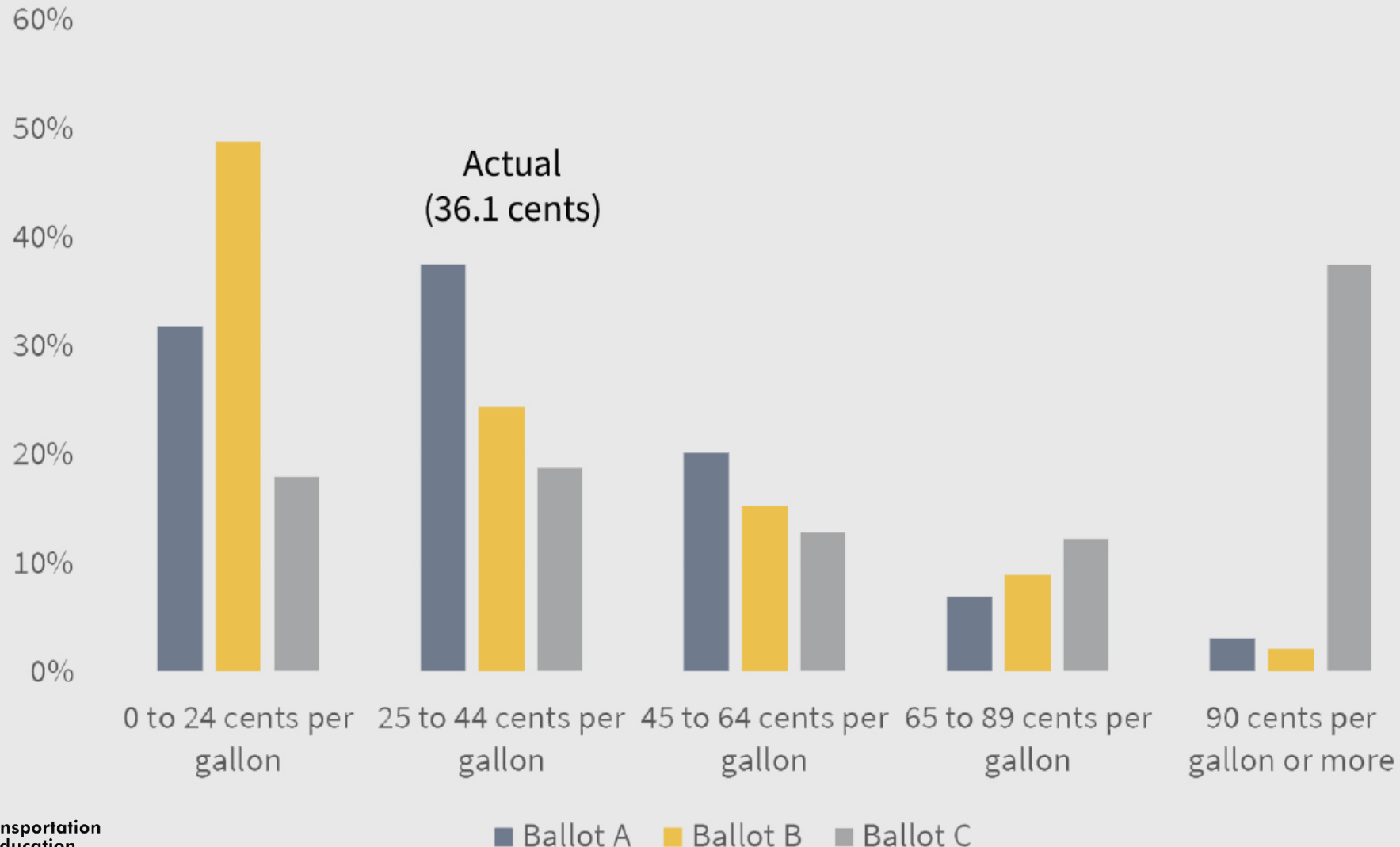


Sample Size = 1,049

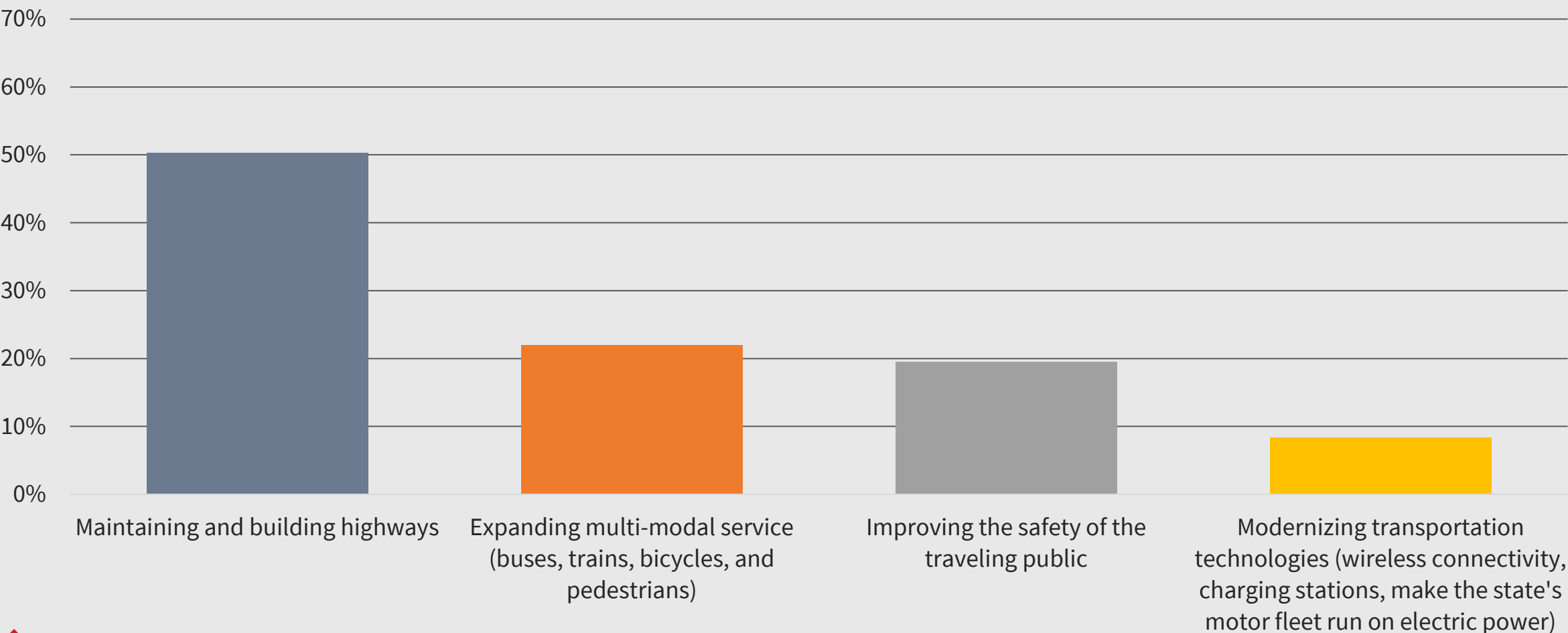
Deployed on July 23, 2020, ran through August 3, 2020

Weights were applied to collected data to ensure sample demographics accurately represent North Carolina's adult population

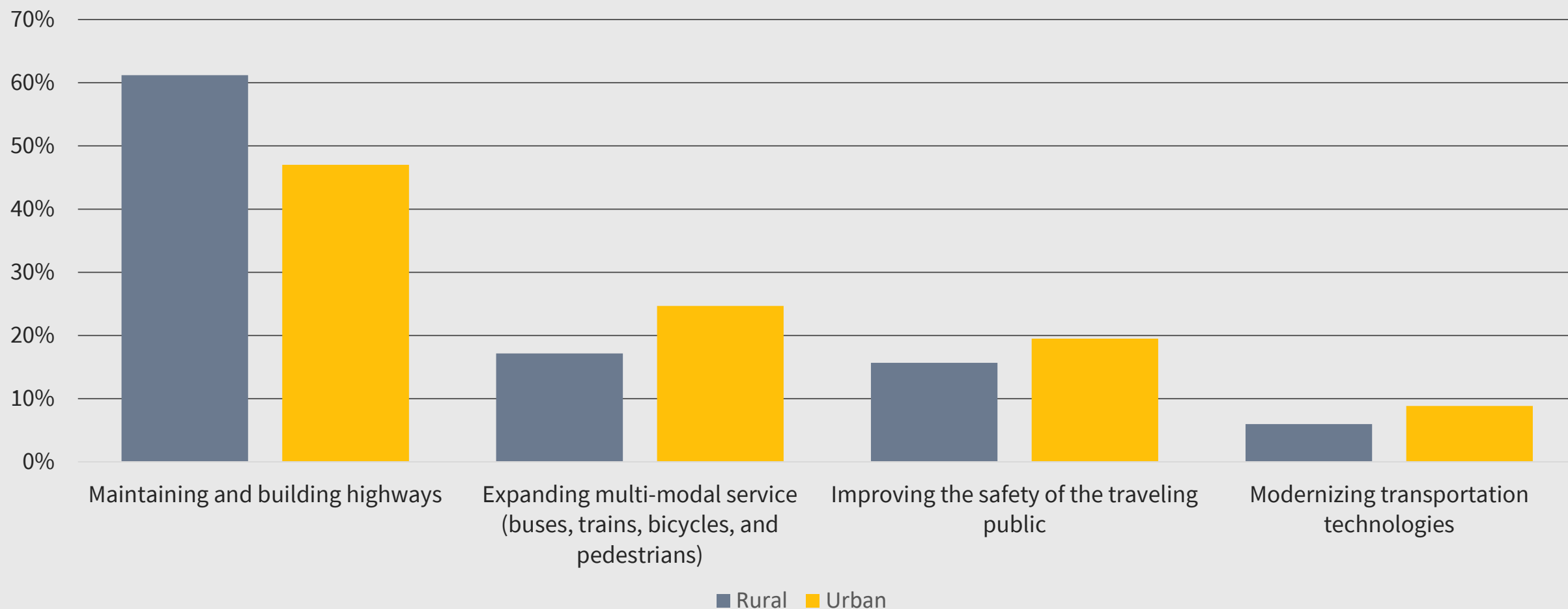
Respondents are generally unaware of the actual gas tax rate and are impacted by how they are asked.



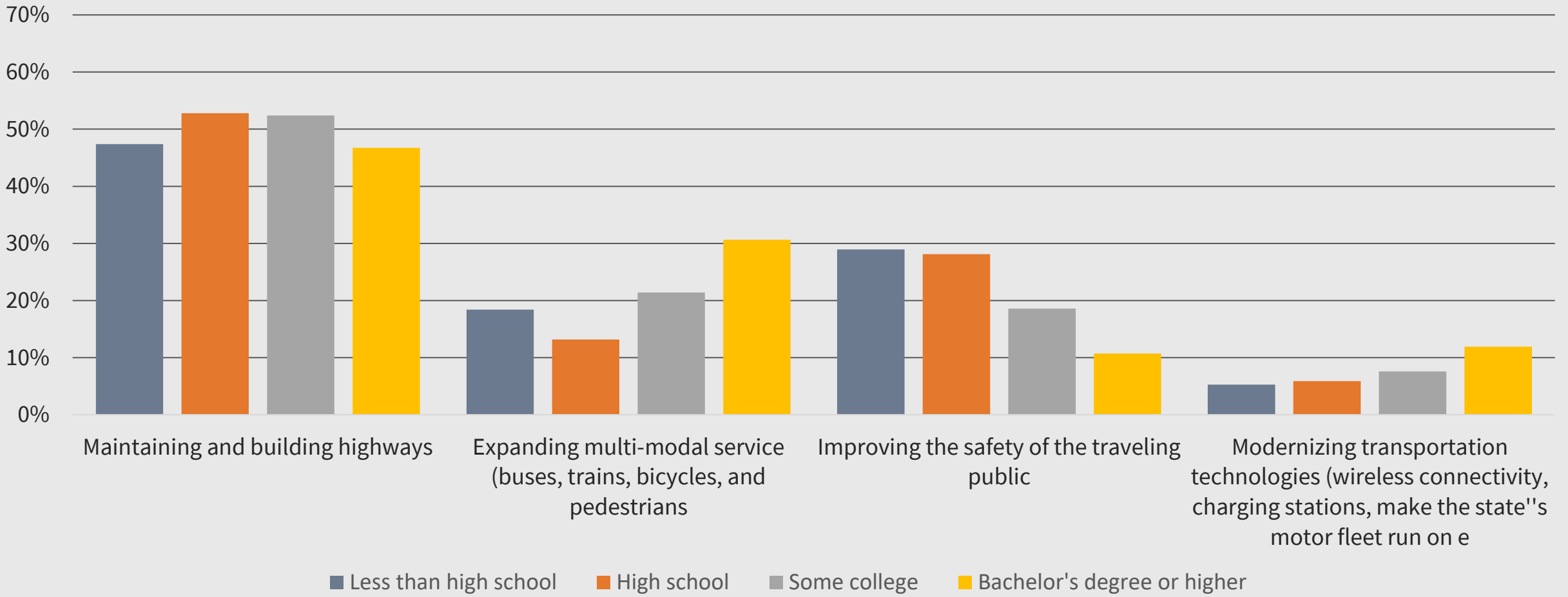
If the state of North Carolina increased its spending on transportation, where do you think new spending is most needed?



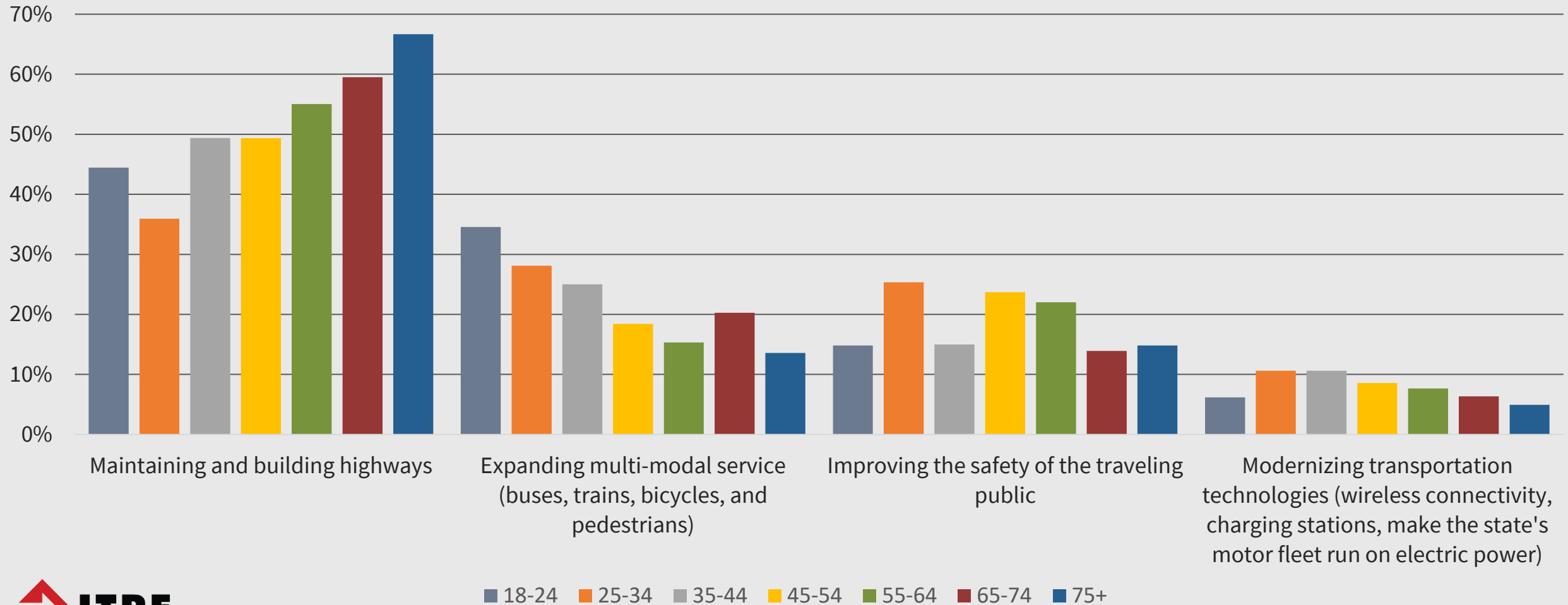
Urban and rural respondents have slightly varying opinions about where new spending is most needed.



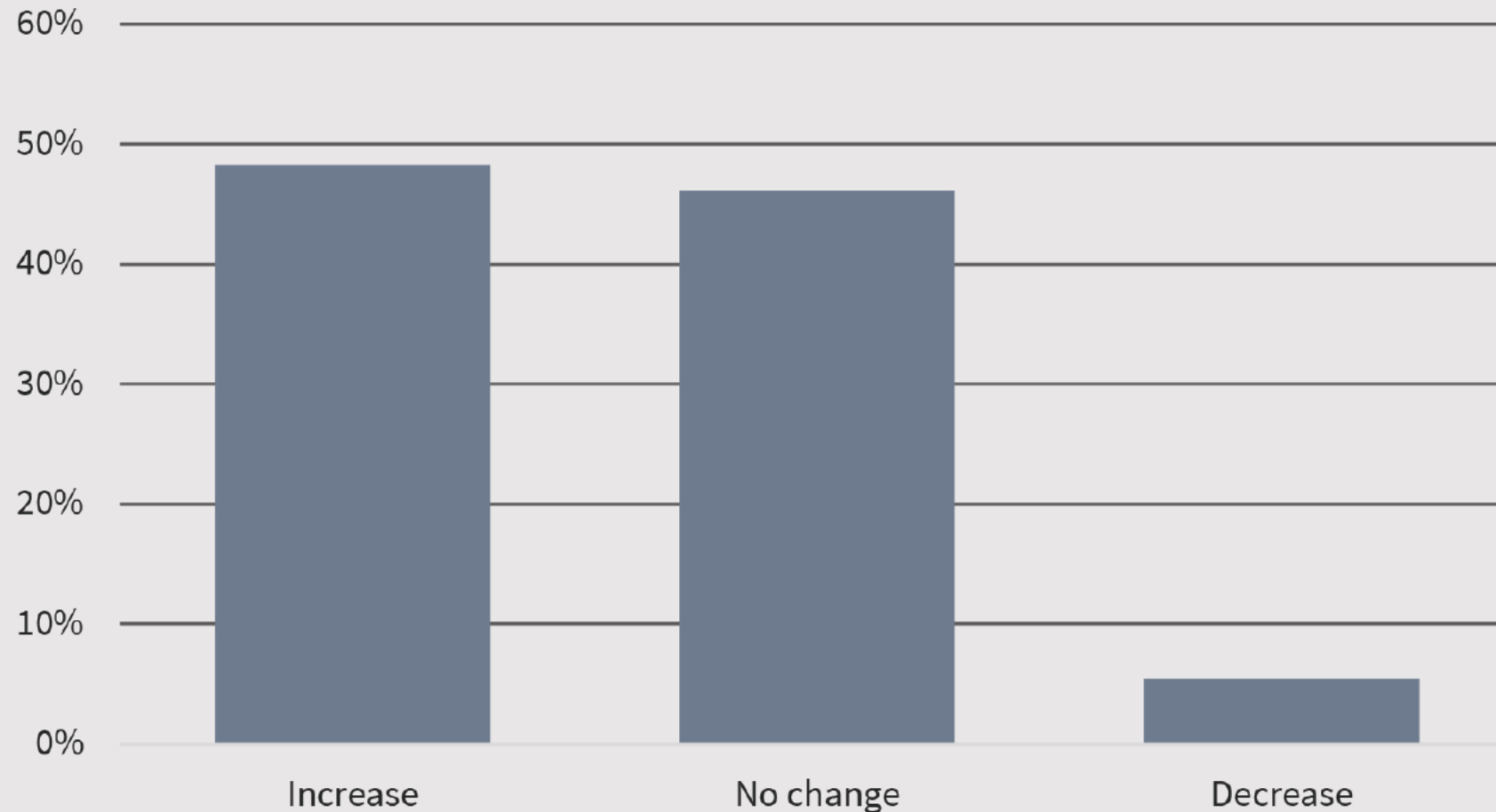
Increased support for multi-modal service, modernization amongst respondents with college degrees



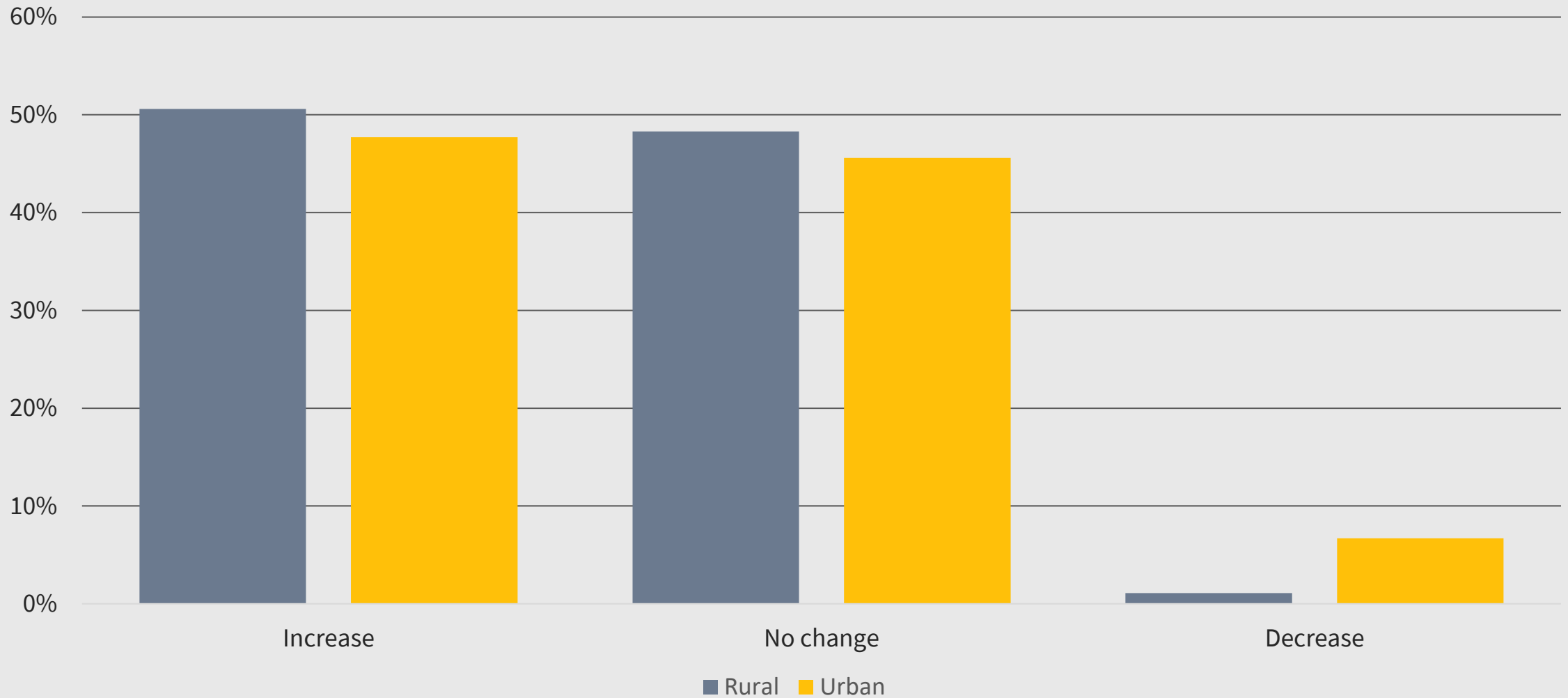
Younger respondents support more diverse funding priorities and multi-modal options.



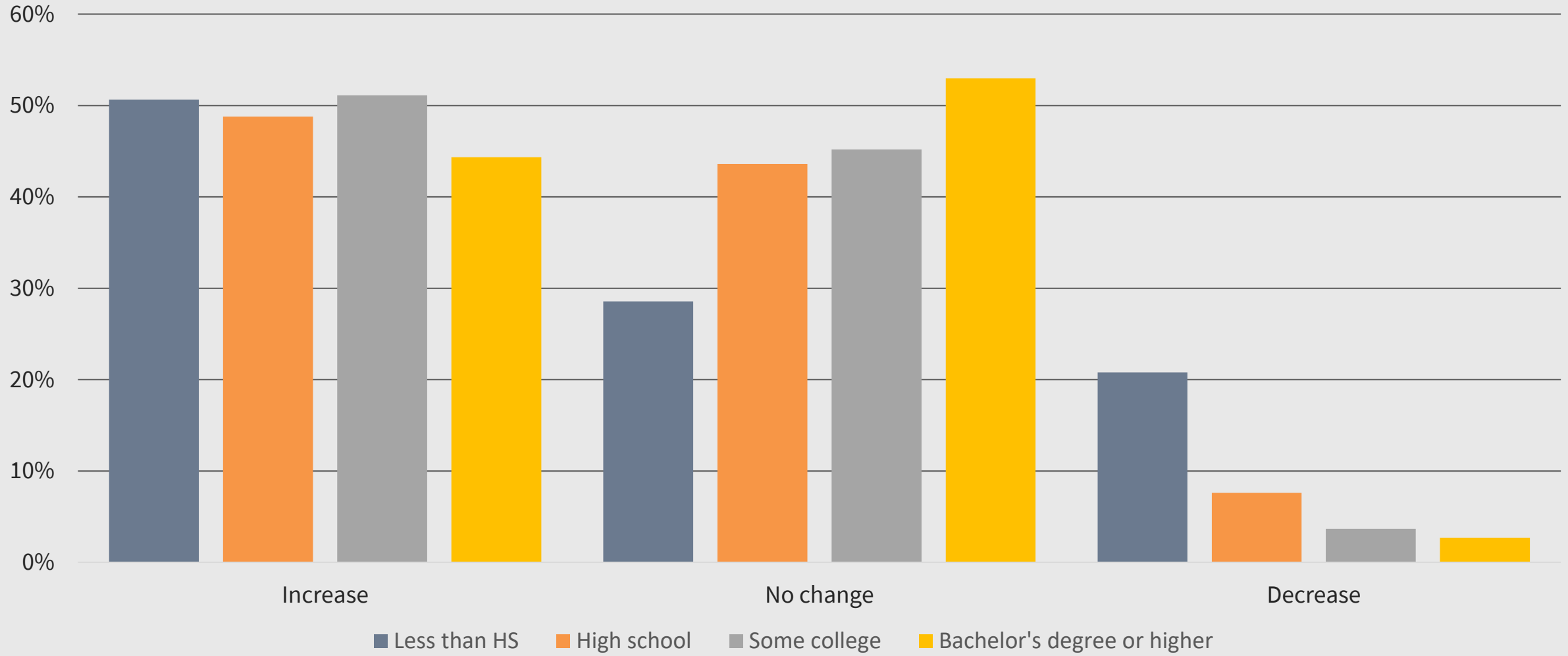
Vast majority of respondents (>90%) support maintaining or increasing transportation funding and majority are satisfied with NCDOT services (73%)



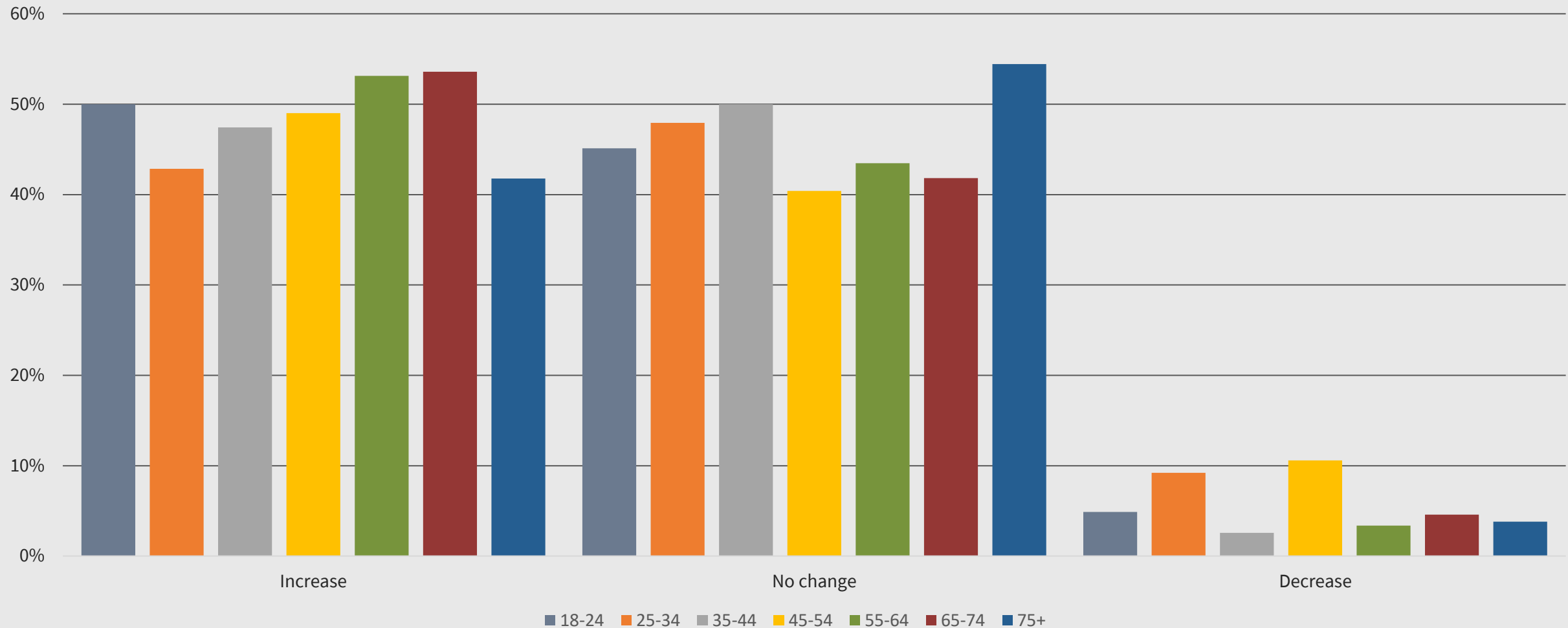
Urban and rural respondents have slightly differing opinions.



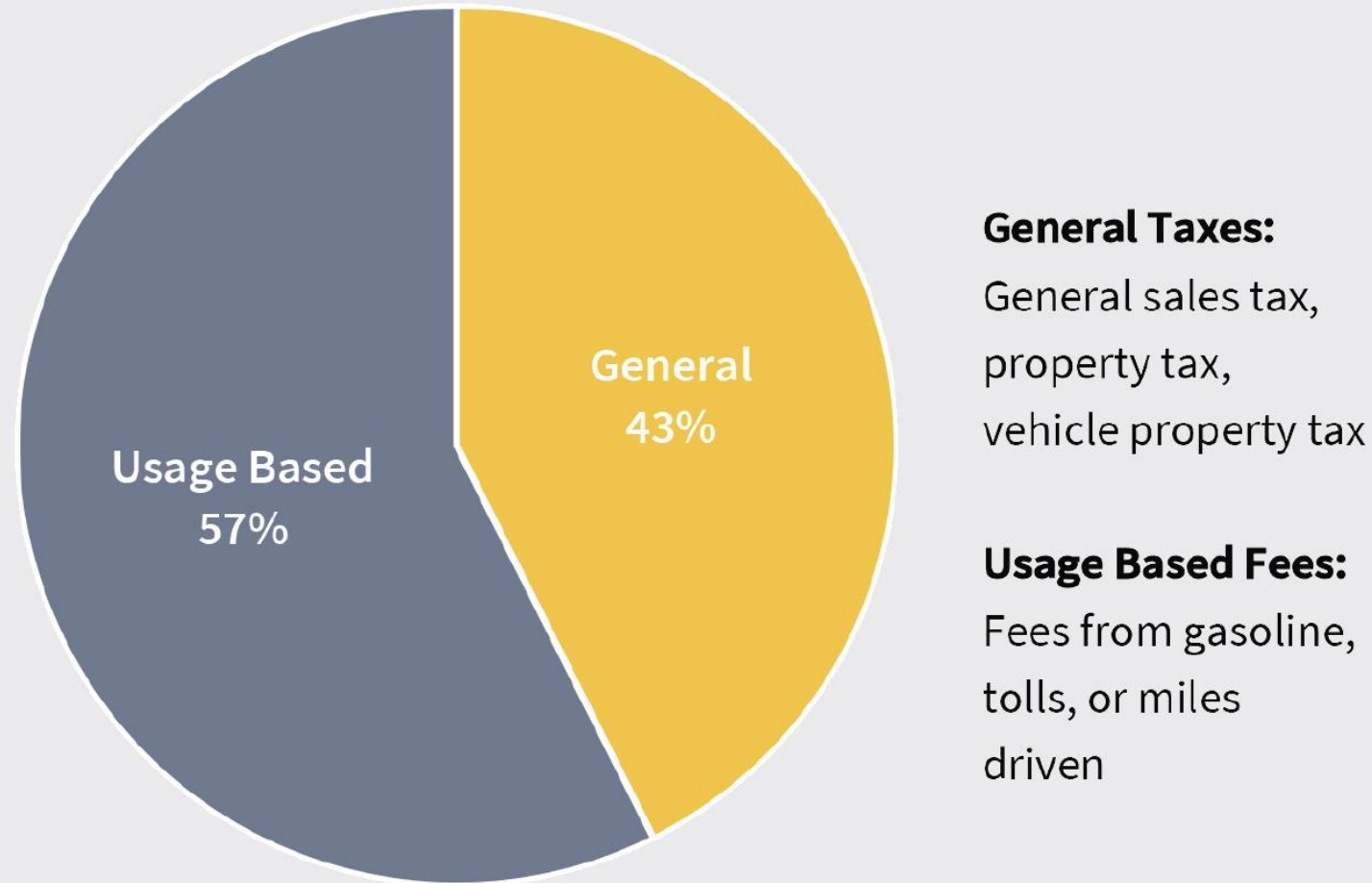
As education level increases, fewer think there should be a decrease in funding.



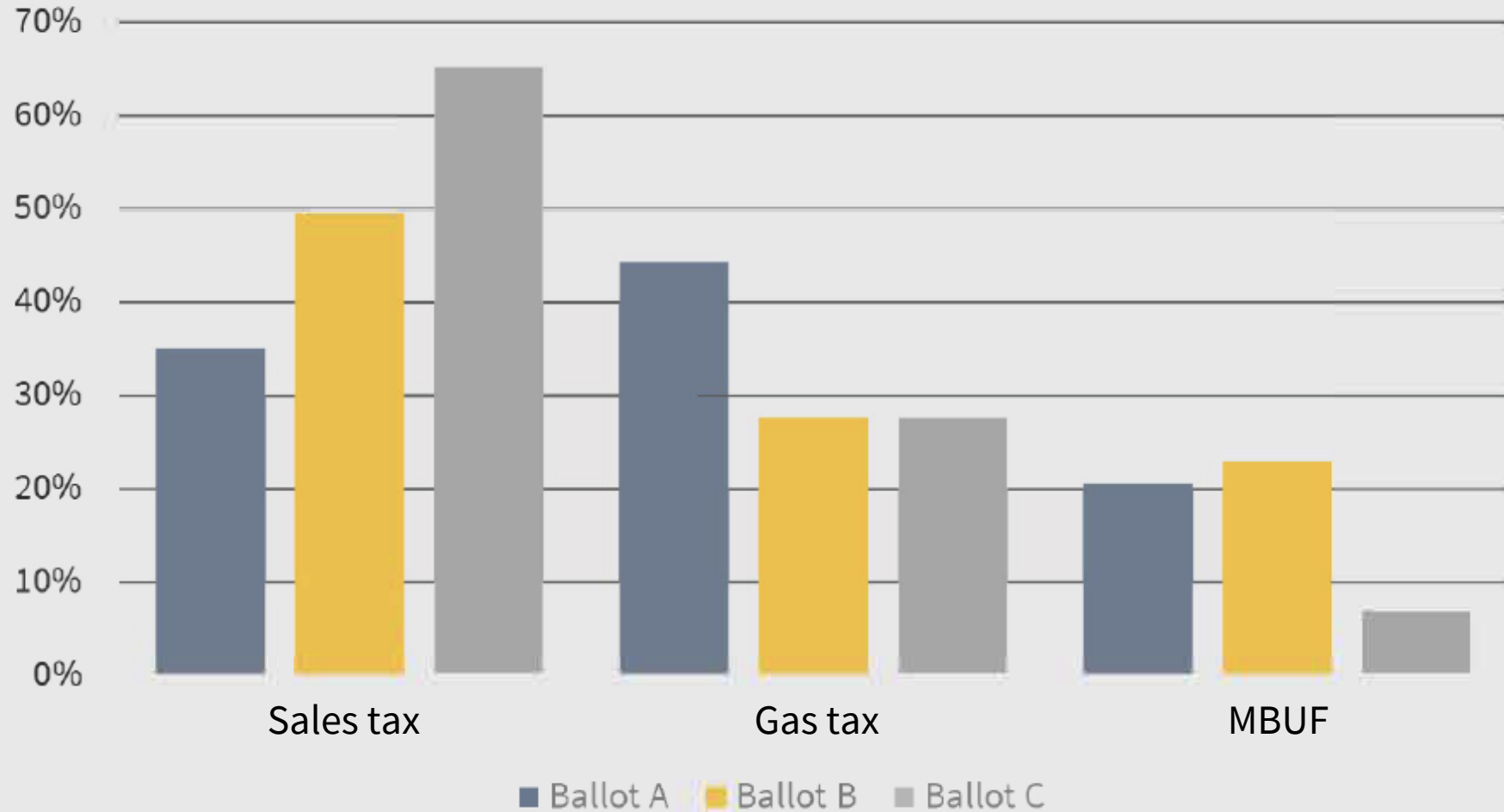
Most support for funding increase amongst 18-24, 55-64, and 65-74, with steep drop-off at 75+



When asked where road funding should come from, respondents had a slight preference for usage-based fees.

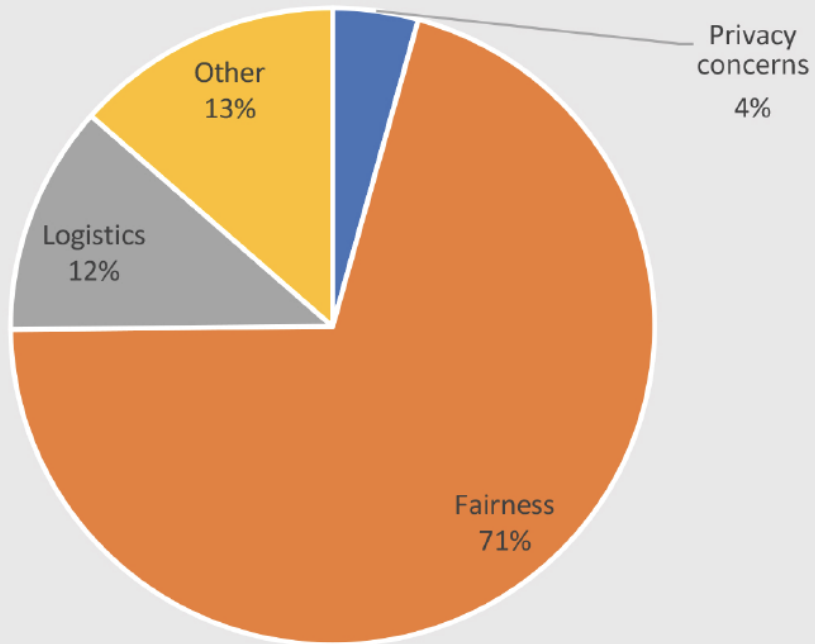


Diversity of preferences for transportation funding source – the options presented impact preferences.

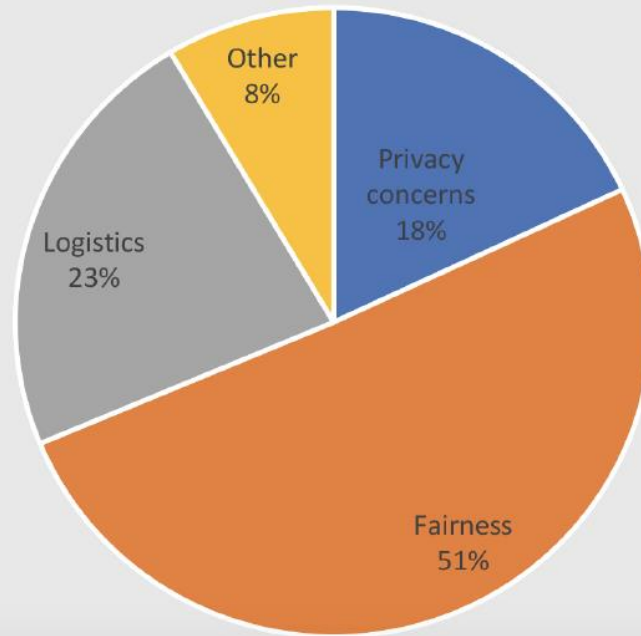


Fairness was the most important consideration for selecting funding source

Chose MBUF



Chose gas or sales tax



Quotes:

"There has to be a way to charge electric and high mileage vehicles."

"People driving through our state or visiting are not paying their fair share."

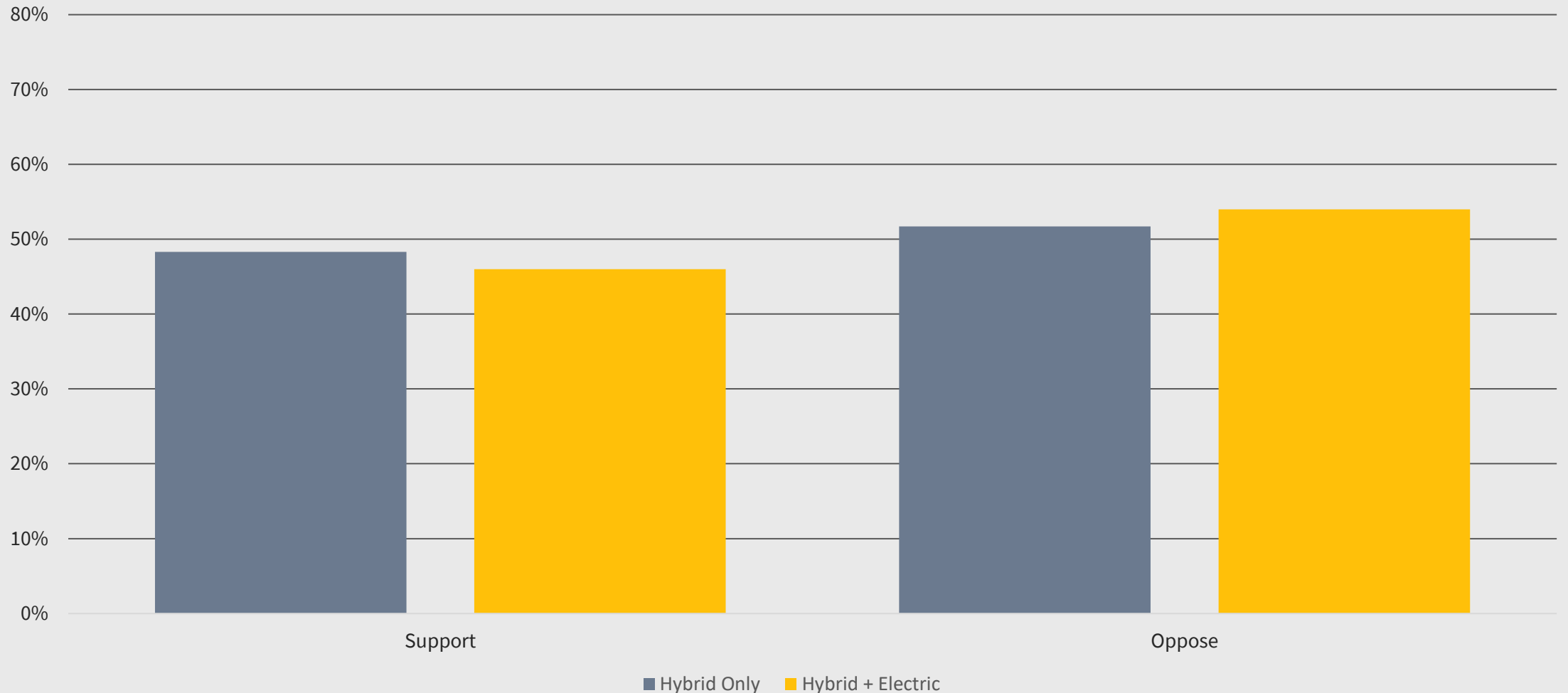
"People with lower income should not be taxed for driving."

"Everyone uses the roads to a certain degree. Some businesses focus on driving (taxis, moving companies, companies that primary deliver their product to their clients than their clients coming to them, etc.) and would be impacted more than people who benefit from improved infrastructure but don't drive as much."

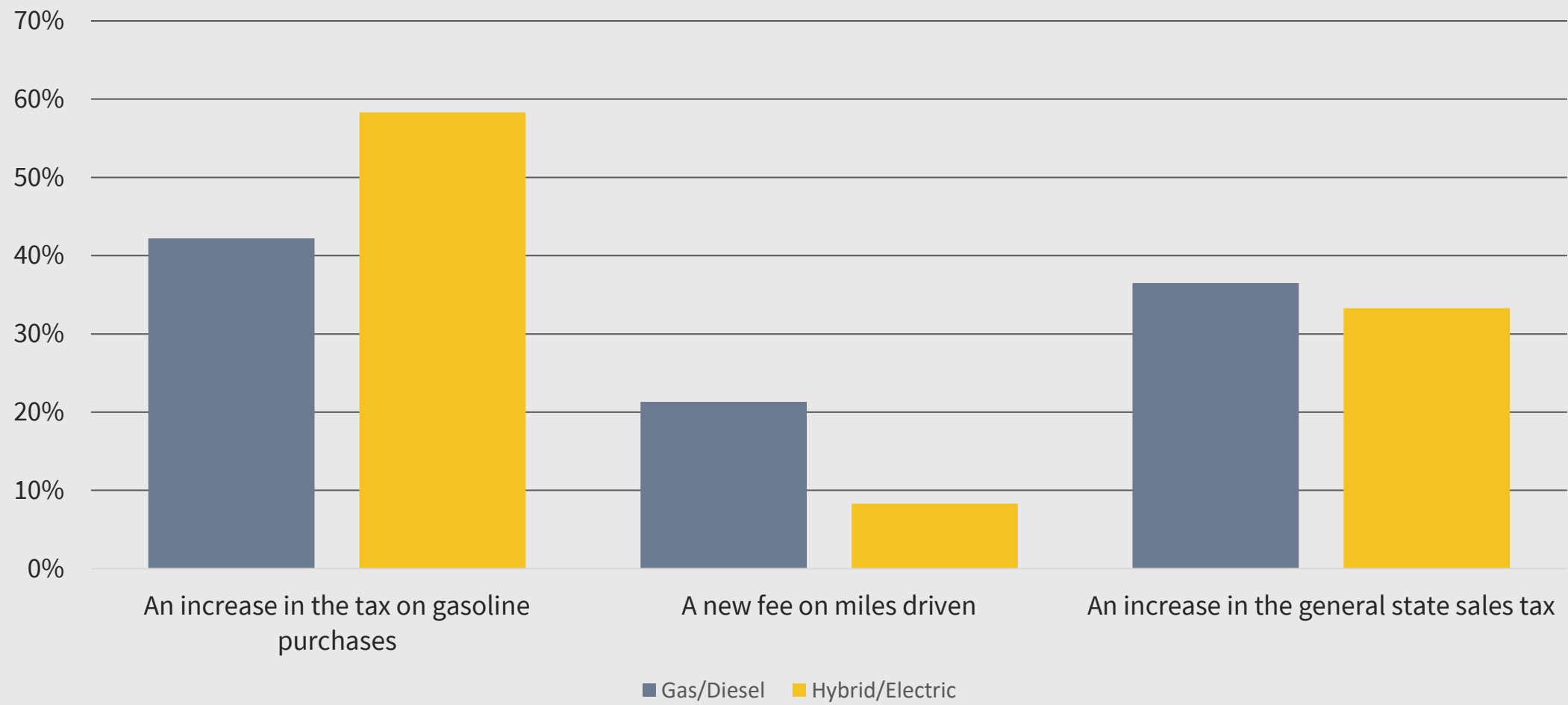
"I commute over 100 miles a day for work, and I don't want to be taxed for living far from my job."

"If a vehicle is fuel inefficient, [the gas tax] is more motivation to seek a more environmentally friendly vehicle."¹⁵

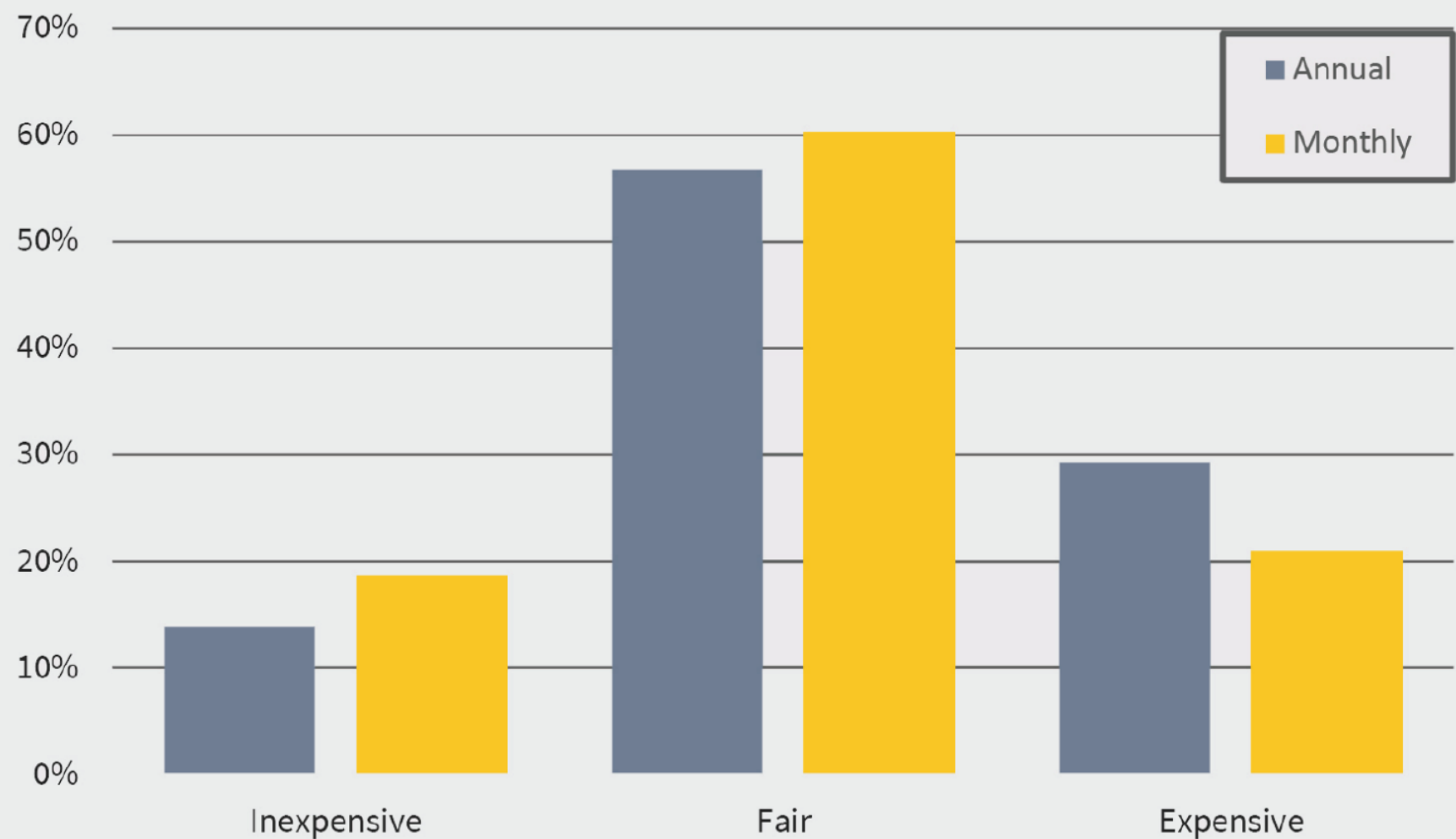
Almost half of respondents support hybrid & electric vehicle drivers paying less – especially those who own hybrid/electric vehicles (80%+)



Respondents who drive hybrid and electric vehicles support gas tax more than those who drive gas and diesel fueled vehicles.



Vast majority of respondents think the current gas tax amount is fair or inexpensive



Respondents, in general:

- Plurality support an increase in funding
- Do not know the current gas tax rate, even those who claim to be confident in their response
- Believe that \$200 a year in state gas tax is a fair amount of money
- Satisfied with NCDOT services
- Prefer usage-based taxes in theory – when asked specifically though, sales tax preference is prevalent
 - The Numbers Matter!
 - Equivalency is key – what amount of gas tax is equivalent to a MBUF?
- Subtle differences in opinions about transportation issues across sub-groups: differences between urban and rural groups, education level