

New Approaches to Transportation Finance: A Survey of Public Preferences

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Presentation Outline

- Study background
- Findings
 - Tolling
 - PPPs
 - “Environmental” registration fees
- Conclusions



Study: Transportation Financing Opportunities for the State of California

- Evaluated taxes/fees, tolls, PPPs
- Applied 5 evaluation criteria
 - Revenue generation
 - Ease of implementation
 - Transportation system performance
 - Equity
 - Political feasibility
- By Asha Weinstein, Jennifer Dill, Todd Goldman, Franziska Holtzman, Joe Recker, and Eileen Goodwin
- Funded by the Mineta Transportation Institute



Survey Methodology

- Survey 1: Taxes, fees, tolls
 - 2,705 respondents

- Survey 2: Tolling and PPPs
 - 815 respondents



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Tolling Options

- Majority support: Truck-only toll lanes, HOT lanes
- Support in 40s: toll roads, tolls on new lanes



Tolling: Women More Supportive

	Men	Women
Toll roads	43%	50%
HOT lanes	52%	57%
Truck-only toll lanes	60%	69%

All differences significant, $p < 0.05$



Tolling: Young More Supportive

	18-34	35-54	55+
Express toll lanes	54%	44%	37%
Toll roads	53%	45%	44%
HOT lanes	64%	57%	49%
Truck-only toll lanes	75%	62%	60%



Tolling: Prior Experience Matters

- Los Angeles and Southern California more positive on most toll facilities



Tolling: Few Income Influences

	<\$50k	\$50-99	\$100k+
Tolls on new lanes	36%	41%	46%
Express toll lanes	47%	42%	51%
Toll roads	53%	39%	51%
HOT lanes	56%	59%	53%
Truck-only toll lanes	70%	63%	63%

All bold/blue figures significantly different from others, $p < 0.05$



Tolling: Race/Ethnicity

- No consistent pattern of support or opposition by any group



Tolling: Summary

Stronger support from:

- Women
- Younger people
- Regions with existing toll roads

Very little variation in support by:

- Income
- Race/ethnicity



PPPs: Attitudes

1. Preference: 37% PPP v. 48% state
2. Acceptability of a PPP
 - 11% opposed
 - 72% “not opposed”



PPPs: Variation by Demographics

- Almost no variation
- 18-34 year olds oppose less



“Environmental” Registration Fees

- Definition
- Support for concept: 63%
- Support for actual increase: 44%
- Flat v. variable increase: 12% spread



“Environmental” Registration Fees

Adding variable option increases support for:

- Women
- Lower income people
- Younger people
- Non-white
- College graduates



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Conclusions

- With tolling:
 - Experience matters
 - No clear pattern of support/opposition by race/ethnicity or income
- Young more supportive of all options
 - Cohort effect?
- Potential for “environmental” taxes



Next Steps

- New poll looking at Californians' support for “environmental” transportation taxes and fees
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