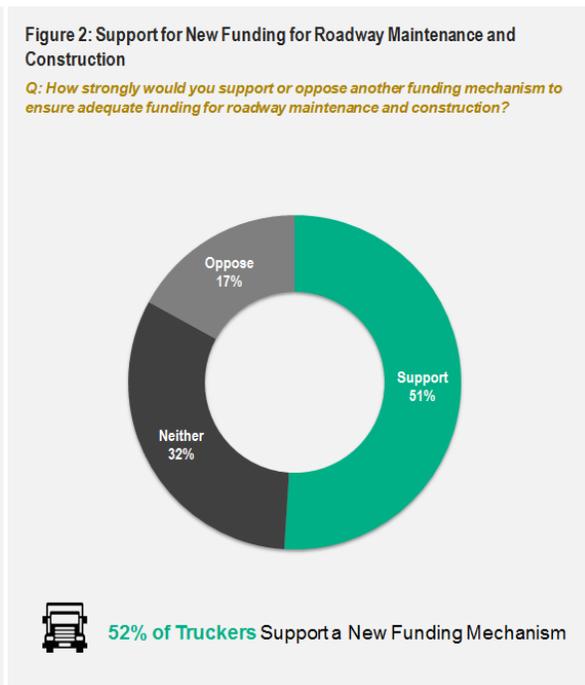
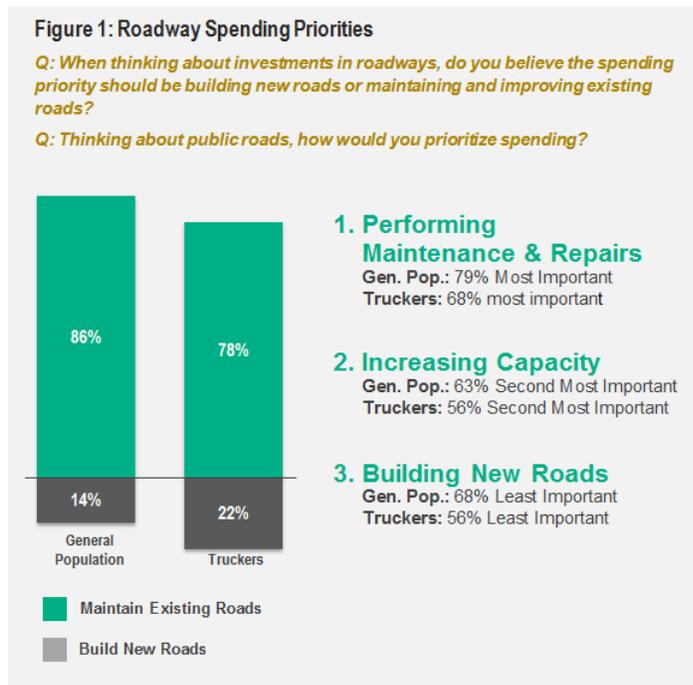


Transportation Infrastructure Funding Challenges: Drivers Support Funding for Well-Maintained Roads



It's well understood that good roads cost a lot of money, but that bad roads end up costing even more. Roads will not remain in good condition without attention, maintenance, and investment. Those charged with building and maintaining roads, bridges, and our nation's transportation infrastructure understand this; unfortunately, funding has not kept pace with public needs.

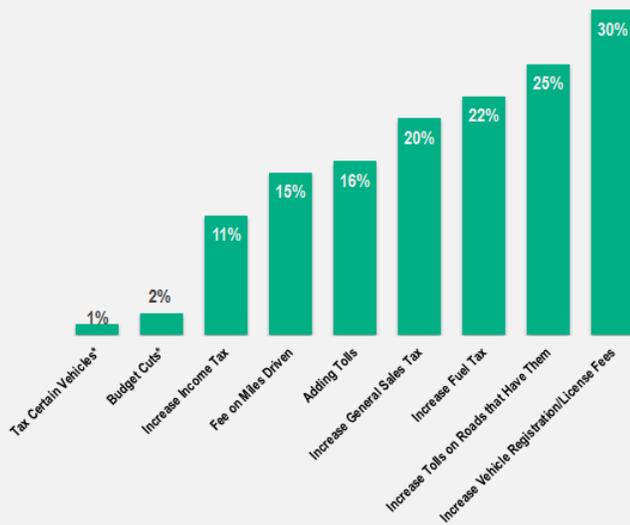
The Asphalt Pavement Alliance (APA), a partnership of the Asphalt Institute, the National Asphalt Pavement Association, and the State Asphalt Pavement Associations, recently surveyed more than 4,000 drivers across the country and there is clear and convincing public support for investment in our existing infrastructure. Of the general population, 86% said the first priority for highway infrastructure investment should be maintaining and improving existing roads (Figure 1). And to ensure roads are smooth, safe, and free-flowing, more than half of those surveyed — 51% of all drivers and 52% of commercial truck drivers — supported new and/or additional funding mechanisms to adequately fund transportation projects (Figure 2).



Support varied among different funding options, although the greatest support was for increasing vehicle registration fees followed by increases in tolling and increases in fuel and sales taxes (Figure 3). There were small regional variations in support of different revenue options (Figure 4), but the message is clear: The public wants smooth, safe, well-maintained roads and they understand that requires investment.

Figure 3: Support for New Funding for Roadway Maintenance and Construction

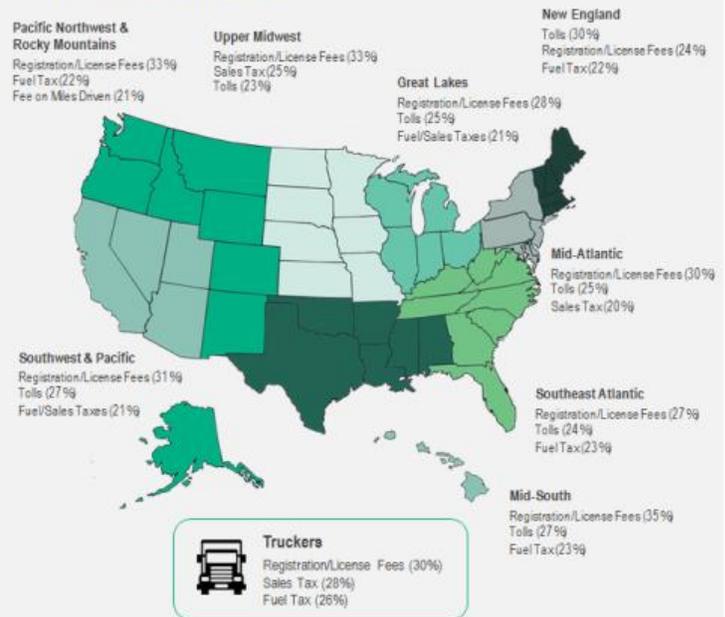
Q: Which of the following funding mechanisms would you support if you were assured that the funds would be dedicated to building and maintaining roadways? (Respondents could pick more than one.)



*Answer Volunteered by Respondents

Figure 4: Funding Preferences by Region

Q: Which of the following funding mechanisms would you support if you were assured that the funds would be dedicated to building and maintaining roadways?



Survey Basics

Conducted by Edleman Berland in two stages:

1,000 U.S. drivers, 18+, who drive more than 50 miles per week, surveyed Dec. 5–17, 2013; MOE $\pm 3.1\%$

3,085 U.S. drivers, 18+, surveyed March 7–13, 2014; MOE $\pm 1.8\%$

Regional oversampling of 1,152 U.S. drivers, 18+; MOE ranges from $\pm 3.9\%$ to $\pm 4.3\%$

Oversampling of 376 commercial truck drivers; MOE $\pm 5.9\%$

- ▶ 84% of drivers and 73% of commercial truckers want well-maintained roads without the inconvenience of roadway shutdowns by having maintenance performed during off-peak hours and the road open for rush hour.
- ▶ Most drivers, 69%, said they are willing to accept periodic maintenance delays if it means they get to enjoy a smooth driving experience. Smooth, well-maintained roads are more comfortable for drivers; they also cause less wear-and-tear on vehicles, reducing operating costs.
- ▶ 86% of drivers and 78% of commercial truckers feel spending priorities should focus on the maintenance and repair of existing roads, rather than on building new roads.
- ▶ A majority — 51% of drivers and 52% of truckers — support new or additional funding mechanisms to ensure adequate funding for roadway maintenance and construction.
- ▶ Nearly one-third (30%) of drivers support increases in vehicle registration/license fees to fund infrastructure investment.
- ▶ In the Pacific Northwest, more than a fifth of drivers (21%) supported a fee on miles driven to fund infrastructure investment.

For more information, visit www.AsphaltPavement.org/4Congress or contact the National Asphalt Pavement Association at 301-731-4748.