

**Louisville-Southern Indiana
Ohio River Bridges Project**

EJ Community Survey

August 2014

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APPENDIX E3

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Material Accuracy

The intent of this study and this subsequent report is to provide accurate and authoritative information about the views and opinions held by the members of the Environmental Justice community pertaining to potential tolling and mitigation options. IQS Research makes reasonable effort to ensure that data are collected, analyzed, and portrayed in an accurate and factual manner. However, there is no guarantee that this data is without flaws or that the use of this data will prevent differences of opinion or disputes, and IQS Research bears no responsibility for its use or consequences.

Survey Methodology

This section of our report will describe the desired participant profile, the selected data collection technique, site identification, and on-site protocol portions of our study.

Desired Participant Profile

This study was concerned with gathering the opinions of racial minorities and/or low-income persons who are members of Environmental Justice populations (EJ). The definitions of minority and low-income individuals are consistent with the Federal Highway Administration (FHWA) terms and thresholds. Racial minorities include individuals who are African-American, Hispanic, Asian, and American Indian or Alaska Native. Low-income persons are those whose total annual household income is at the 2010 Health and Human Services poverty level or below, taking into account the number of members in a household.

The poverty levels related to household size are the following:

Persons in family	Poverty guideline
1	\$10,830
2	14,570
3	18,310
4	22,050
5	25,790
6	29,530
7	33,270
8	37,010
For families with more than 8 persons, add \$3,740 for each additional person.	

Exhibit 1

Data Collection Technique Selection

Traveling kiosks deployed in grocery stores were selected as the data collection methodology. The traveling kiosk is a variant of an in-person intercept survey which allows data collectors to enter settings that are familiar to a participant population, thus decreasing barriers to participation that might otherwise exist. The traveling kiosk consisted of a wireless-enabled iPad on a mounted platform. The kiosk is portable and can be moved from location to location. The kiosks were staffed by research professionals who guided participants through the interview process. The use of traveling kiosks was a technological innovation highlighted on page 25 of the report, “Environmental Justice Emerging Trends and Best Practices Guidebook” issued by the FHWA on November 1, 2011 (Document Number: FHWA- HEP-11-024), further bolstering support for the selection of this data collection technique.



Exhibit 2 - Person completing survey at traveling kiosk

Grocery stores were chosen as the preferred locations because almost all members of the surveyed communities are believed to shop at a grocery store on a regular basis, often making weekly trips. Conducting surveys at retail locations in general and at grocery stores in particular was another public input technique that was highlighted in the FHWA Guidebook referenced above (specifically spoken to on page 29).

Site Identification

“Chapter 5 – Environmental Consequences” of the Supplemental Final Environmental Impact Statement (SFEIS) identified environmental justice communities in the Louisville Metropolitan Planning Area (LMPA). Six environmental justice block groups have been named as areas of concern for direct and indirect impacts related to the project (page 5-27 of the SFEIS). Using a series of online searches, IQS generated a list of full-service grocery stores located in these EJ block groups and made phone calls to identify the individuals with decision-making authority over these stores. The following stores are located in the target neighborhoods and gave approval to conduct on-site interviews:

- First Link Discount Foods, located in the Phoenix Hill neighborhood of downtown Louisville
- Save-A-Lot, located in the Portland neighborhood of western Louisville
- Save-A-Lot, located in downtown Jeffersonville, IN
- Save-A-Lot, located in New Albany, IN

A map indicating the specific addresses of our data collection locations and their respective geographic proximity to the EJ block groups named in the SFEIS (page 5-30) is found below.

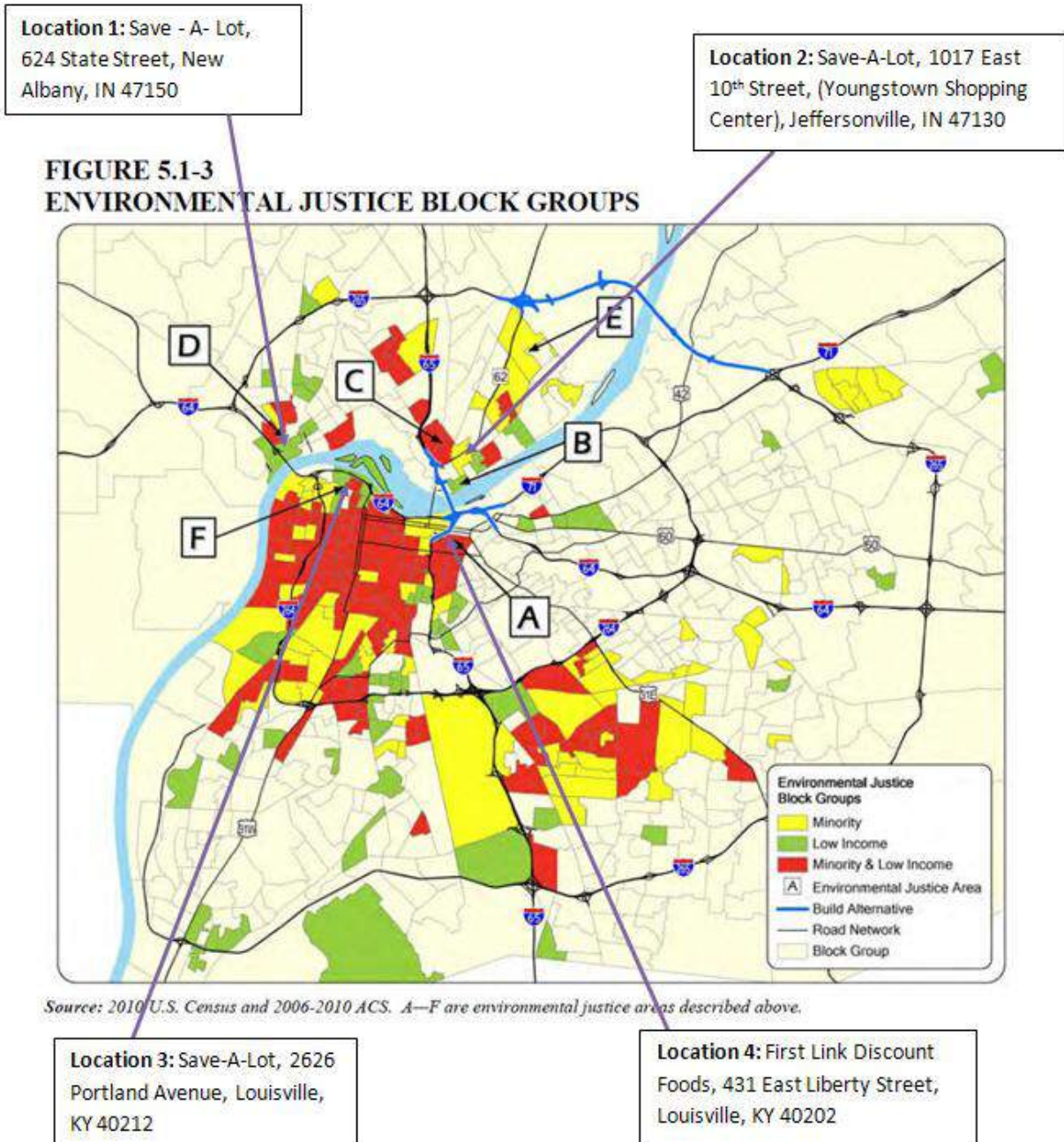


Exhibit 3 - Interview Locations

On-Site Protocol

The data collection process took place between Wednesday, July 3 and Sunday, July 14, 2013. In an effort to capture high volume shopping hours, the kiosks were staffed by two individuals for approximately four hour shifts, with these shifts occurring on weekday evenings and weekend days. Over the course of multiple days, interviews were conducted for a total of 8 ½ to 13 hours at each location. The kiosks were positioned in highly visible locations at each store—either in the entryway or just outside the entrance to the store. Shoppers were approached by data collection team members and invited to participate in a survey about the Bridges Project; this invitation was made in English but a written sign in Spanish conveying the same message was presented as well.

Once a person agreed to participate in the survey, he or she answered a series of questions about his/her travel patterns and was then shown an educational video provided by the Bridges Project Team that outlined the project, the proposed tolling assumptions, and the recommended mitigation factors. Following the complete viewing of the 5-minute-and-14-second video, the individual proceeded to answer a series of follow-up questions about the subject. A copy of the 17 question survey instrument is included in the Appendix of this document. The survey and the video were made available in both English and Spanish. To compensate individuals for their time, participants who completed the survey were given a \$20.00 gift card or gift certificate to the grocery store where the survey was conducted. Across all four sites, it was common for individuals to wait in line for more than an hour to complete the survey, as is illustrated by the photo to the right.



Exhibit 4 -Survey participants waiting in line at New Albany, IN Save-A-Lot

In total, 287 individuals completed the survey during our data collections period. Of the sample set, 246 respondents, or 86% of participants, were classified as EJ members using the FHWA definitions for racial minorities and low-income household members. A further delineation of respondent demographics is provided below.

Share of EJ Residents in Total Population		
Low-Income	178	62%
Minority	183	64%
Low Income and Minority	115	40%
Low Income or Minority (ie. EJ classified)	246	86%
<i>Total Population</i>	287	

Exhibit 5

Analysis Note

The information that follows in this report represents the responses and views of the 246 EJ qualified individuals from our sample.

Some charts and tables will total more than 100% when multiple answers were allowed for an individual question. Similarly, some charts and tables will not total 100% due to rounding.

Research Findings

Respondent Demographics

Language

While the survey, video, instructions and written solicitation were all available in Spanish, all 287 of the responses that were received were completed in English. During conversations with the data collection teams, they were not aware of any individuals who chose not to participate as a result of a language barrier.

KY-IN Distribution

Several of the statistics throughout this report are stratified by state. As stated in the methodology section of this report, the data were gathered from four locations with two being in Kentucky and two being in Indiana. The number of EJ responses was very similar between the two states. The distribution of responses is shown on the following table.

	Count	Percent
IN Respondents	126	51%
KY Respondents	120	49%

Exhibit 6

Household Size and Income

We asked household size and income as a combination question whereby the answer provided to the question about household size then populated the question about income. The purpose of this question structure was to determine whether the respondent fell above or below the 2010 Health and Human Services threshold for poverty. Overall, we find that a full 72% of the EJ population fell below the poverty threshold, thereby qualifying them as being in poverty. The percentage of people living in poverty varied by 11% between people completing the survey in Kentucky (67%) and those completing in Indiana (78%).

Race

The population interviewed showed a plurality as African American (55%) with Caucasian as a smaller percentage of the population at 26%. After removing those who indicated Caucasian, we find that 183 people from our sample align with the racial population defined as the EJ population. This equates to 74% of the sample population. While individuals only have to meet race or income qualifications to be considered members of the EJ community, we see that the majority of the sample population meets the race requirement.

Respondent Race - EJ Population

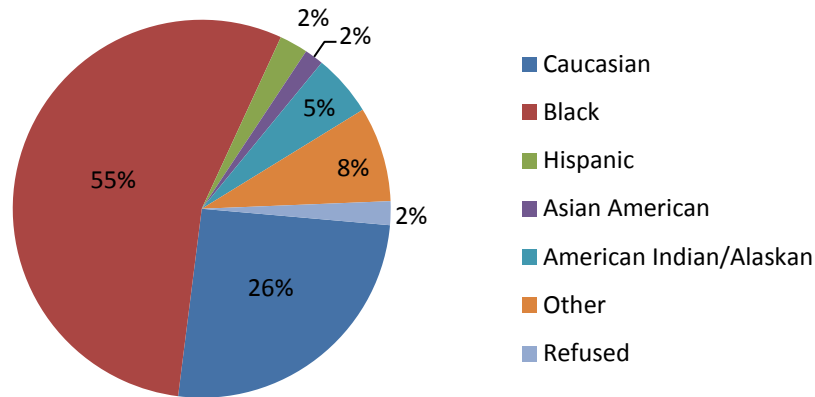


Exhibit 7

Race	Count	Percent
Caucasian	63	25.6%
Black	135	54.9%
Hispanic	6	2.4%
Asian American	4	1.6%
American Indian/Alaskan	13	5.3%
Other	20	8.1%
Refused	5	2.0%

Exhibit 8

Vehicle Usage and Travel Patterns

To understand the travel patterns of our respondents, we stratify the trips according to transportation mode and then quantify the results accordingly. In this study, the two modes of interest are by vehicle that the person possesses or by TARC bus.

Own Vehicle

Respondents were asked if they owned or leased a vehicle. For this question, 49% of respondents indicated that they did have a vehicle. The remaining 51% of respondents do not have a vehicle of their own.

Those who do own a vehicle were then asked how often they normally cross the Ohio River while driving their vehicle. Only people who indicated in the previous question that they own or lease a vehicle were shown this question.

Vehicle Owners' Frequency of Crossing Ohio River

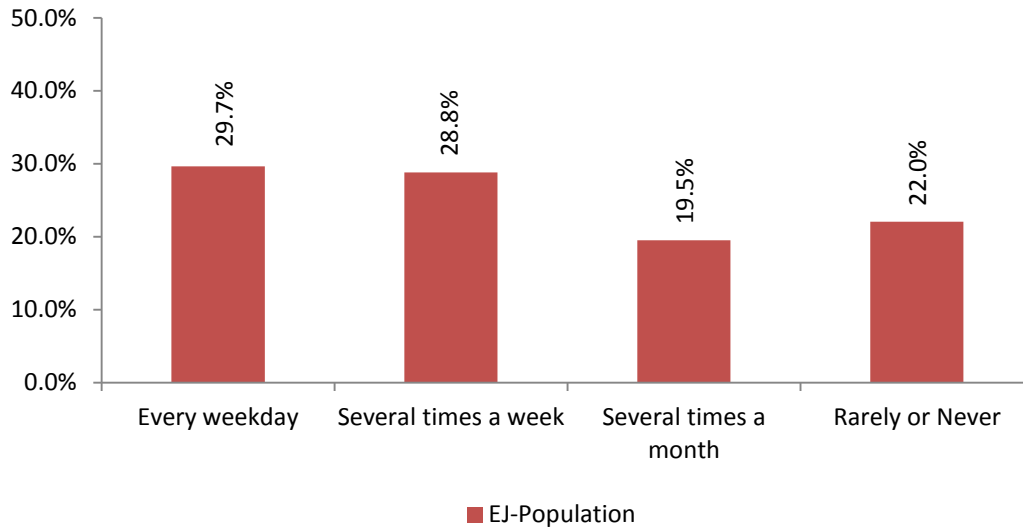


Exhibit 9

When we consider this question, we found that 59% of vehicle-owning respondents indicated that they cross the river several times per week or more.

TARC

Respondents were also asked if they ever use TARC to cross the Ohio River. Here, we found that 41% of respondents indicated that they have used TARC to cross the river. The remaining 59% indicated that they do not use TARC to cross the river.

The people who indicated that they have used TARC to cross the river were asked about the typical frequency of those trips. When considering the frequency of their TARC, river travel, we find the following distribution.

TARC Users' Frequency of Crossing Ohio River

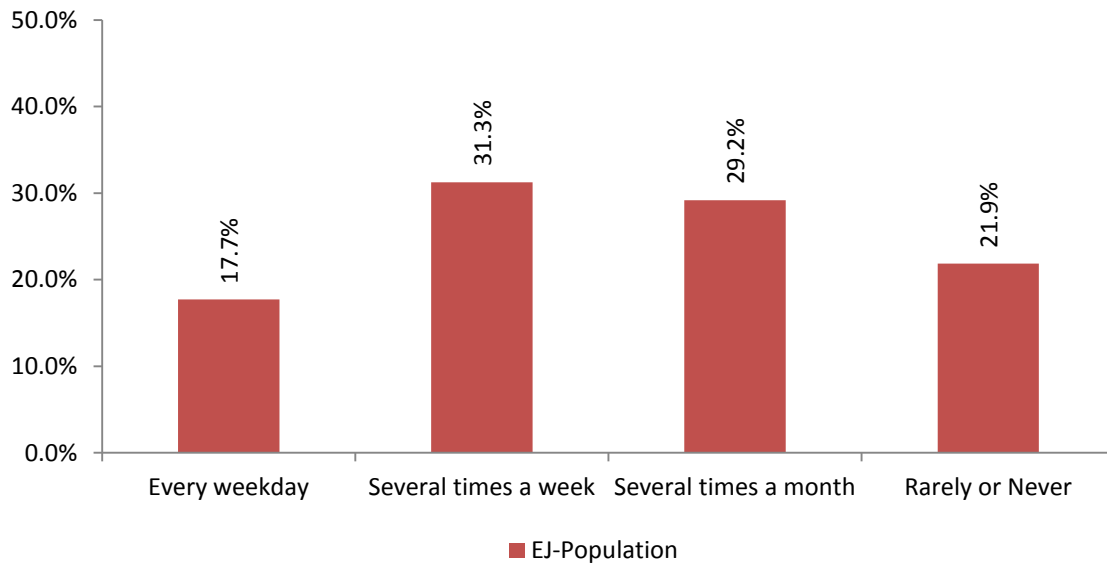


Exhibit 10

Here we find that approximately 48% of the respondents indicated that they use TARC to cross the river several times per week or more.

Combined

When we combine the modes by which people can cross the river, we found that 81% of the respondent EJ population travels across the river.

River crossing and mode

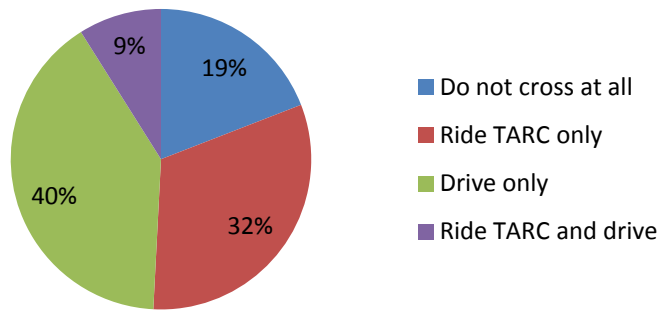


Exhibit 11

When we combine the modes by which people can cross the river and also review the frequency of these trips, we found that 44% of all EJ respondents indicated that they cross the bridge frequently. Here again, frequently is defined as the summation of several times a week or every weekday.

Frequency of Crossing		
Does not cross	47	19%
Infrequent Crosser	91	37%
Frequent Crosser	108	44%

Exhibit 12

Reason for Crossing River

Continuing our analysis, we wanted to understand why people were choosing to cross the river. To gather this information, we provided all respondents with seven prompted reasons for why they could choose to cross the river, as well as with an option indicating that they never cross the river.

Respondents could choose more than one option for this question and, on average, respondents indicated 1.6 reasons for crossing the river.

Reasons for Crossing Ohio River

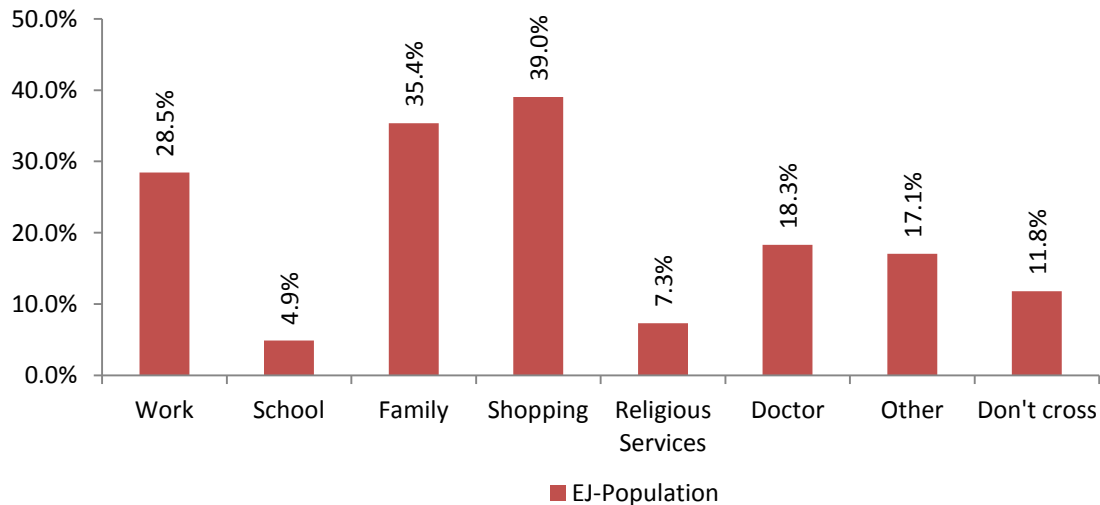


Exhibit 13

The three most commonly cited reasons for crossing the river were shopping (39%), visiting family and friends (35%) and work (29%). Only 12% of respondents indicated that they never cross the bridge.

Tolls

The questions in this portion of the study were designed to gather people’s thoughts and opinions about the tolling assumptions that were being presented to the public. To ensure that everyone received the same information, a video (5:14 length) was shown to all participants. This video explained the tolling process as well as the tolling amounts. This video also referenced the fact that two bridges would remain non-tolled. After the video was completed, additional questions were posed to the respondents about their response to what they had seen and heard in the video.

Impact of Tolls

Respondents were asked two separate questions about the impact that they believe the tolls will have on their commuting behavior and also their lifestyle.

Tolling Impact on Commuting Behavior

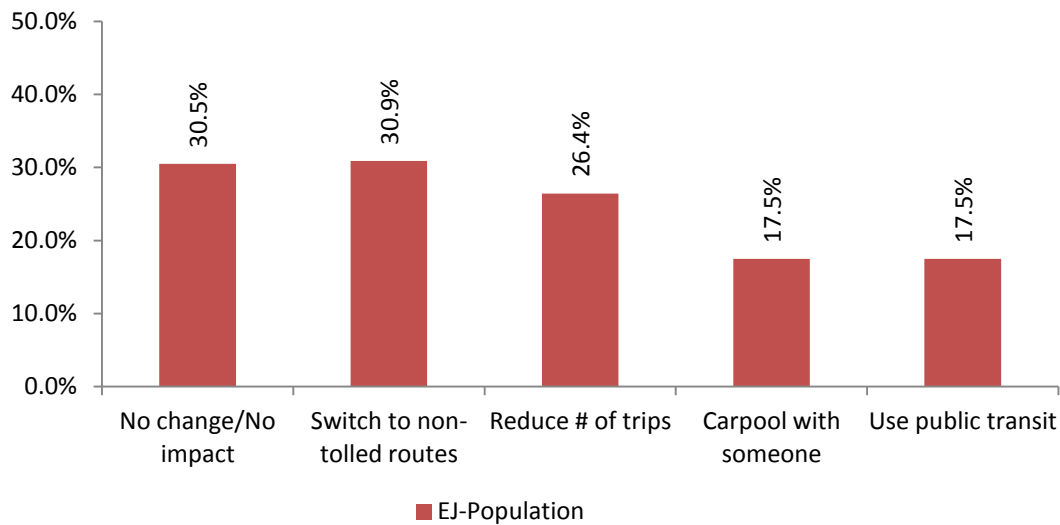


Exhibit 14

For this first question, we find that slightly less than one third of respondents (31%) indicated that they will not make any changes and that the toll will not have an impact. Almost the same amount indicated that they would change to non-tolled routes. Respondents could choose more than one response for this question and on average people chose 1.2 responses.

When we consider the impact that tolling will have on the respondents' lifestyles, we find that two thirds (66%) indicated that they will not make any lifestyle changes as a result of the tolls. Although respondents could choose to provide multiple responses, almost no one did so. On average, people chose to provide 1.02 answers.

Tolling Impact on Lifestyle - EJ population

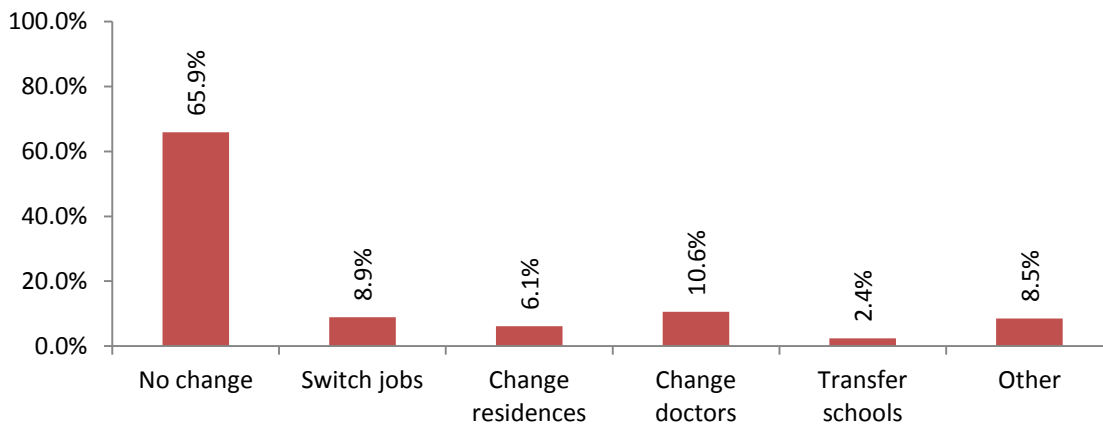


Exhibit 15

For this question, the 9% of respondents who indicated “Other” could also choose to provide additional details. Of the 21 people who indicated “Other,” only 6 chose to make an additional comment. Those comments were:

1. Not afford
2. Ride with someone
3. Less trips across to Louisville
4. Not go across so much
5. Ride bike
6. It will take food and child support money

Impact on Frequently Crossing Drivers

To deepen our understanding of the potential impact of tolls, we wanted to further refine our analysis to understand the potential lifestyle impacts that would be experienced by those who drive across the river frequently, as it could be assumed that any changes would impact this portion of the population to a greater degree. When we compared the indicated lifestyle changes of the entire EJ population of respondents to the indicated changes of those who drive frequently across the bridge, we do indeed find a change in the distribution of responses. Specifically, the categories of “switch jobs,” “change residences,” and “change doctors” all increase by at least a few percentage points.

Tolling Impact on Lifestyle of Frequently Crossing Drivers

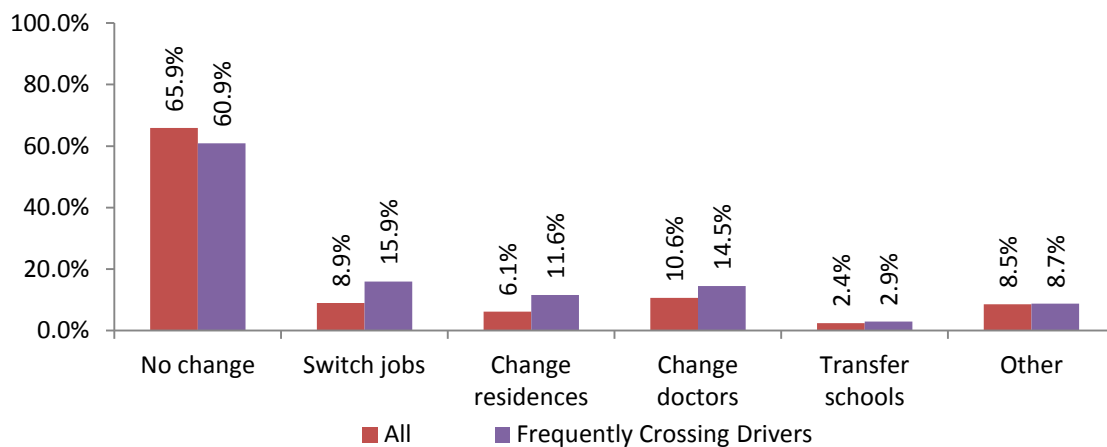


Exhibit 16

When we further stratified these findings and reviewed the responses in the different states, we began to see further differences.

Impact to Frequently Crossing Drivers			Indiana		Kentucky	
Sample Size	Count	Percent	Count	Percent	Count	Percent
No Change/No Impact	42	60.9%	29	56.9%	13	72.2%
Switch jobs	11	15.9%	9	17.6%	2	11.1%
Change residences	8	11.6%	7	13.7%	1	5.6%
Change doctors	10	14.5%	9	17.6%	1	5.6%
Transfer schools	2	2.9%	1	2.0%	1	5.6%
Other	6	8.7%	5	9.8%	1	5.6%

Exhibit 17

Here we find that Indiana respondents indicated that they will be impacted to a greater degree than Kentucky respondents in the areas of switch jobs, change residences, and change doctors.

Un-Tolled Option

Continuing our analysis process for the potential impact of tolling, we next explored the idea of providing two, un-tolled options that people could use for their cross river travel needs. Respondents were told in the video and reminded in the question that the Sherman Minton Bridge (I-64) and the Clark Memorial Bridge (US 31/Second Street Bridge) will remain un-tolled. The respondents were asked if this was an effective option for travelers who wished to avoid paying a toll. The majority (70%) of respondents indicated yes, while an additional 16% indicated that they were unsure if this would be an effective option.

Effectiveness of Un-tolled Bridges - EJ Population

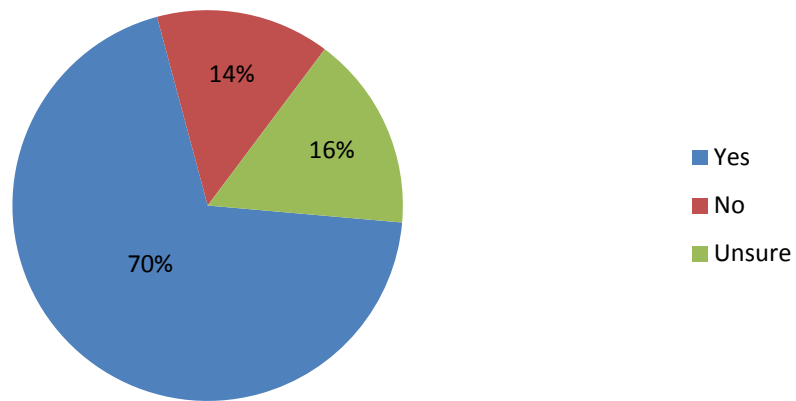


Exhibit 18

TARC

There were two specific questions presented to the respondents focusing on TARC as a mitigation component for tolls. The respondents were asked their perceptions of the potential impact if TARC were to "...buy more buses and vans, create more park-and-ride lots, and make other public transportation improvements." Specifically the respondents were asked if they believed these changes would be effective options for travelers who wish to avoid paying a toll.

Impact of TARC Changes - EJ Population

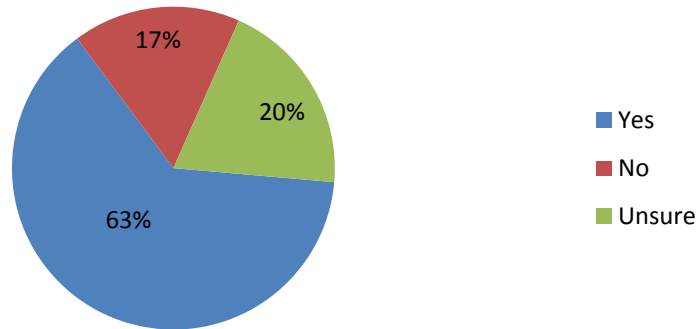


Exhibit 19

When we asked this question, a majority of respondents (63%) indicated that it would be an effective option and an additional 20% of respondents indicated that they were unsure.

Respondents were then asked if they would consider using TARC to cross the river, given the proposed improvements. Here, we find that slightly less than half (48%) indicated that they would consider using TARC, while an additional 19% indicated that they might consider using TARC.

Consider Using TARC - EJ Population

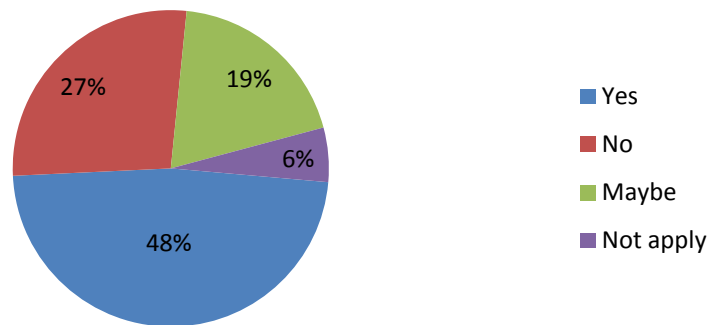


Exhibit 20

Transponder

The remaining four questions asked respondents to provide their thoughts and opinions about the transponders that are proposed to be used as part of the tolling process. The respondents were prompted with seven different strategies designed to make the transponder easier to obtain or use, and were then asked to indicate which option or options they believed would increase transponder usage. In addition, respondents were asked about their thoughts of the minimum balance that would be appropriate for a transponder. Finally, respondents were asked two questions to which they were invited to provide comments.

Likelihood to Increase Transponder Usage



Exhibit 21

Of the seven strategies presented to the respondents, receiving a free transponder scored the most favorably with 58% of respondents indicating that they believed that would increase the likelihood of the transponder usage. Being able to acquire a transponder from a convenient location also scored fairly well at 48% of respondents indicating that would increase likelihood. The remaining five items all received scores between 40% and 45%.

Failure to choose “increase likelihood” did not necessarily indicate a respondent believed the strategies to be negative; rather, some indicated the strategies would have no impact on the likelihood of their using a transponder. The full distribution of answers is shown in the table below.

	Lower Toll Rate	Free Transponder	Convenient Locations	Online Ordering	Low Minimum Balance	Convenient Transponder Refills	Account Tied to card or Account
Increase likelihood of using	39.6%	58.1%	48.2%	44.5%	42.7%	43.7%	42.8%
Decrease likelihood of using	15.8%	7.9%	10.5%	10.0%	17.6%	12.7%	10.5%
Would not impact likelihood of using	23.8%	14.4%	19.7%	21.8%	18.9%	22.3%	23.6%
Not applicable	20.8%	19.7%	21.5%	23.6%	20.7%	21.4%	23.1%

Exhibit 22

Note that, in the overwhelming majority of cases, the respondents who indicated that a particular strategy was not applicable were individuals who do not own or lease their own motor vehicle or were persons who do own or lease, but who rarely or never drive their own vehicle across the Ohio River. The minority of respondents who do use their own vehicle and do cross the Ohio River but indicated that this strategy was not applicable were responding prospectively.

Transponder Balance

While one of the options to the previous question mentions a low balance, this balance amount is not heretofore quantified. However, there was a question on the survey that asked respondents to indicate what they believed would constitute a low minimum balance.

For this question, there were four stated values as well as an option to indicate “Other” and write in a balance. Here we find that a clear majority of people indicated the lowest balance of \$20.

Respondent Indicated Low Minimum Balance

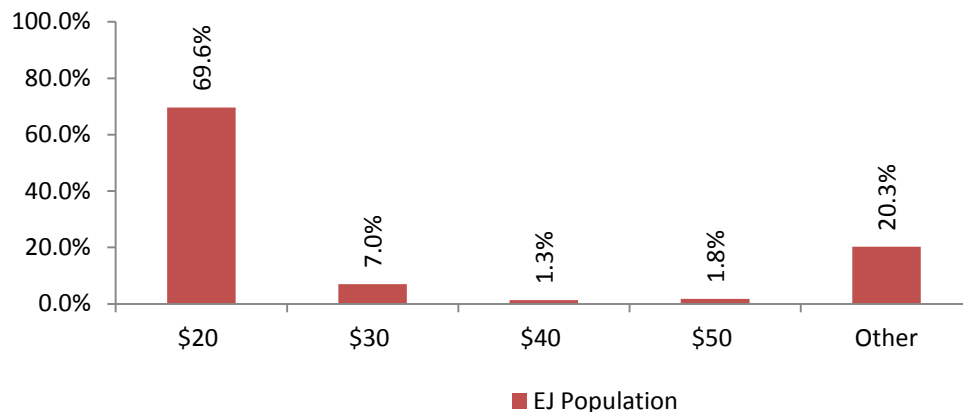


Exhibit 23

An additional 20% of respondents also indicated the “Other” option. Of those respondents, 42 chose to provide a written answer. In many cases this answer was a lower dollar amount than the options presented in the survey. This amount was typically \$0, \$5 or \$10.

Alternate Min Balances Suggested

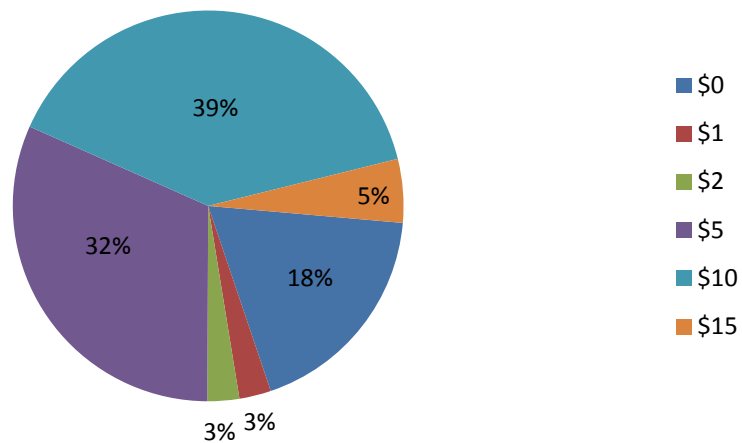


Exhibit 24

Some four respondents chose to write in a response and said the following:

1. No vehicle
2. Free
3. I think all of these options should be offered to the consumer to choose based on how often they cross the bridge. These are great options though.
4. Ten dollars or put on what you are going to use that day¹

¹ Note – This answer is also counted in the chart above in the \$10 category.

Tolling Comments

The final two questions of this section of the study offered respondents the opportunity to provide comments. The first question stated the following, "The proposed mitigation measures do not include a multi-level tolling rate which would give general motorists one rate and low-income residents or minorities another. In your opinion, how do you think this decision will impact you?" Some 77 people chose to comment on this question with a few individuals sharing more than one thought about this subject which brought the total number of comments to 80. Those unedited comments are shown in the Appendix at the end of the report. Overall, we found responses were broken into the following sentiment categories displayed below in order of frequency:

Comment	Count
Will not impact me	33
Will impact me in a negative way (i.e. I will have less money; will lose my job; etc.)	10
Bridge will be a benefit to the community	7
Other	7
Will reduce the number of trips I make across the bridge	6
Opposed to tolls	5
Tolls should be cheaper for some categories of people (i.e. low income persons; frequent travelers; public transportation riders, etc.)	5
Unsure	5
Will impact me somewhat	2

Before entering the demographic section of the survey, respondents were given an option to express any general opinions or thoughts they had about the Bridges Project and the impact of tolling. Some 52 people chose to respond to this question, again with a few individuals providing more than one comment in this section (total comment count of 56). Again, the unedited comments are found in the Appendix of this report and appear in the order in which they were received. Of those who responded to this question, 22 simply said "no" or "no comment." The remainder of the 34 comments can be classified in the following segments, again displayed in order of frequency:

Comment	Count
Opposed to tolls/project	7
Support for project	7
Already pay taxes/expenses already too high	5
Other	5
Hurry up/Project taking too long	3
Qualified support for project	3
Need more bus routes to Indiana	2
Tolls should stop once project is complete	2

Appendix

English Survey

Thank you for taking a few minutes to provide feedback regarding the Ohio River Bridges Project and the potential impacts of tolling. We would like to begin by gaining an understanding of your travel habits.

1. Do you own or lease a motor vehicle?
 - Yes
 - No **(If no, go to Q3)**

2. Thinking about the last year, how often do you normally cross the Ohio River while driving your own vehicle?
 - Every weekday
 - Several times a week, but not everyday
 - Several times a month, but not every week
 - Rarely or never

3. Do you ever use TARC to cross the Ohio River?
 - Yes
 - No **(If no, go to Q5)**

4. Thinking about the last year, how often do you normally cross the Ohio River while using TARC?
 - Every weekday
 - Several times a week, but not everyday
 - Several times a month, but not every week
 - Rarely or never

5. Why do you cross the river? Is it for: **(Check all that apply)**
 - Work
 - Attending school
 - Visiting family and friends
 - Shopping
 - Attending religious services (church, mosque, etc.)
 - Going to doctor's appointments
 - Other
 - I never cross the river

We're going to play a brief video that will provide an overview of the Ohio River Bridges Project and outline assumptions regarding tolling scenarios. Please watch the video and be prepared to answer questions about how the information presented there will impact you.

6. Based on what you saw in the video, how will the addition of tolls impact your commuting decisions?

(Check all that apply)

- No change/No impact
- Switch to non-tolled routes
- Reduce number of trips
- Carpool with someone
- Use public transit

7. How will the addition of tolls impact your lifestyle? **(Check all that apply)**

- No change/no impact
- Switch jobs
- Change residences
- Change doctors
- Transfer schools
- Other **(Explain)** _____

8. The video indicated that the Sherman Minton Bridge (I-64) and the Clark Memorial Bridge (US 31/Second Street Bridge) will remain un-tolled as part of the Bridges project, meaning cross-river travelers will have two free river crossing alternatives. In your opinion, are these effective options for travelers who wish to avoid paying a toll?

- Yes
- No
- Unsure

9. As you heard in the video, funds have been provided for TARC to buy more buses and vans, create more park-and-ride lots, and make other public transportation improvements. In your opinion, are these effective options for travelers who wish to avoid paying a toll?

- Yes
- No
- Unsure

10. Given the proposed improvements to TARC's service, would you consider using public transportation to cross the bridge instead of driving?

- Yes
- No
- Maybe
- Does not apply

11. Let's talk for a moment about using a transponder to pay for tolls. If the following conditions were met, would this increase, decrease, or not impact your likelihood of using a transponder?

Condition	Increase Likelihood of Using	Decrease Likelihood of Using	Would Not Impact Likelihood of Using	Not applicable
Using a transponder when you cross the river qualifies you for a less expensive toll rate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The transponder is free to obtain.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transponders could be obtained at retail shops, government locations, and other convenient locations.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
You could order a transponder online and have it delivered to your home.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Establishing a transponder account will require only a low minimum balance.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A transponder account can be replenished by making cash deposits at retail shops, government offices and other convenient locations.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The account can be automatically replenished by tying it to a debit card, credit card, or bank account.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. The report and video indicated that transponder accounts could require only a low minimum account balance to be established. In your opinion, what amount of money would you consider to be a low minimum amount?

- \$20
- \$30
- \$40
- \$50
- Other (Specify) _____

13. The proposed mitigation measures do not include a multi-level tolling rate which would give general motorists one rate and low-income residents or minorities another. In your opinion, how do you think this decision will impact you?

14. Before we ask a few final demographic questions, is there anything else you would like to share about the bridges project and the impact of tolling?

15. Which race are you most closely associated with?

- Caucasian
- Black
- Hispanic
- Asian American
- American Indian or Alaskan Native
- Other

16. How many people live in your home including yourself?

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

17. Is the combined income of everyone in the home less than ____? **(The number in household will determine the income level. Please see chart below.)**

- Yes
- No

Persons in family	Income Level
1	\$10,830
2	\$14,570
3	\$18,310
4	\$22,050
5	\$25,790
6	\$29,530
7	\$33,270
8	\$37,010
.9	\$40,750
10	\$44,490

That completes our survey! Thank you for taking the time to provide your feedback!

Spanish Survey

Muchas gracias por dedicar unos minutos a dar su opinión sobre el proyecto conocido como *Ohio River Bridges Project* y el posible efecto del cobro del peaje a los conductores. Nos gustaría comenzar haciéndole algunas preguntas sobre sus hábitos de viaje.

1. ¿Posee o alquila un vehículo automotor?
 - Sí
 - No
2. Considerando el año pasado, ¿con qué frecuencia suele cruzar el río Ohio conduciendo su vehículo?
 - Todos los días entre semana
 - Varias veces por semana, pero no todos los días
 - Varias veces al mes, pero no todas las semanas
 - Nunca o muy pocas veces
3. ¿Usa alguna vez el transporte público (TARC) para cruzar el río Ohio?
 - Sí
 - No
4. Considerando el año pasado, ¿con qué frecuencia suele cruzar el río Ohio en el transporte público?
 - Todos los días entre semana
 - Varias veces por semana, pero no todos los días
 - Varias veces al mes, pero no todas las semanas
 - Nunca o muy pocas veces
5. ¿Por qué tiene que cruzar el río? El motivo es: **(Seleccione todas las opciones que correspondan)**
 - Trabajo
 - Escuela o facultad
 - Visitas a familiares y amigos
 - Compras
 - Servicios religiosos (iglesia, mezquita, etc.)
 - Citas con el médico
 - Otro
 - Nunca cruzo el río

A continuación le mostraremos un video de corta duración en el que podrá ver, en términos generales, de qué se trata el proyecto relacionado con los puentes del río Ohio y cuáles son las presunciones sobre el cobro del peaje. Vea este video y responda las preguntas que le haremos sobre el efecto que los temas presentados tendrán en su vida cotidiana.

6. En función de lo que acaba de ver en el video, ¿de qué forma considera que el cobro del peaje afectará su decisión de por dónde viajar? **(Seleccione todas las opciones que correspondan)**
- Voy a seguir igual (sin cambio o ningún efecto)
 - Voy a hacer un recorrido sin peajes
 - Voy a hacer menos viajes
 - Voy a compartir un vehículo con otras personas
 - Voy a usar el transporte público

7. ¿De qué forma considera que la adición de peajes afectará su vida cotidiana? **(Seleccione todas las opciones que correspondan)**
- Voy a seguir igual (sin cambio o ningún efecto)
 - Voy a cambiar de trabajo
 - Voy a mudarme de casa
 - Voy a elegir otro médico
 - Voy a cambiar de escuela o facultad
 - Otro

(explique) _____

8. En el video se indica que el proyecto no incluye peajes en los puentes Sherman Minton (I-64) y Clark Memorial (conocido como puente Second Street, US 31), lo que significa que habrá dos alternativas sin cargo para cruzar el río. En su opinión, ¿son suficientes estas alternativas para aquellas personas que no quieran pagar el peaje?
- Sí
 - No
 - No estoy seguro
9. Como se indica en el video, la municipalidad ha puesto en marcha proyectos de construcción de más estacionamientos cercanos a las estaciones de transporte público para que pueda dejar su auto, así como otras mejoras en los recorridos ofrecidos, y la empresa TARC ya cuenta con la financiación necesaria para comprar más autobuses y minibuses. En su opinión, ¿son suficientes estas alternativas para aquellas personas que no quieran pagar el peaje?
- a. Sí
 - b. No
 - c. No estoy seguro

10. Dadas las mejoras propuestas para el servicio de la empresa TARC, ¿consideraría no conducir y utilizar el transporte público para cruzar el río?

- Sí
- No
- Tal vez
- No corresponde

11. A continuación le presentamos algunas preguntas sobre el uso de un transmisor de cobro electrónico del peaje. Si se cumpliesen las siguientes condiciones, ¿considera que sería más, menos o igual de probable que decidiese utilizar este tipo de transmisor?

Condición	Más probabilidad de uso	Menos probabilidad de uso	Igual de probable	No corresponde
El uso del transmisor al cruzar el río da derecho a una tarifa de peaje con descuento.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
El transmisor se puede obtener sin cargo alguno.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
El transmisor se ofrece en comercios, organismos públicos y otros lugares convenientes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
El transmisor se puede solicitar por Internet para que se envíe a domicilio.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
La apertura de una cuenta de uso del transmisor solo requiere de una carga de crédito mínima.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
La carga de crédito en la cuenta del transmisor se puede hacer mediante depósito de dinero en efectivo, en comercios, organismos públicos y otros lugares convenientes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
La carga de crédito en la cuenta se puede realizar de forma automática mediante la vinculación a una tarjeta de débito, crédito o cuenta bancaria.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. En el video y la información proporcionada se indica que la apertura de la cuenta de uso del transmisor exige una carga mínima de crédito. En su opinión, ¿qué cantidad de dinero sería una carga mínima?

- \$20
- \$30
- \$40
- \$50
- Otra (especifique) _____

13. Las medidas propuestas con el fin de reducir un posible efecto negativo no incluyen el cobro del peaje según diferentes categorías (por ejemplo, una tarifa general y otra para personas de bajos recursos). En su opinión, ¿cómo cree que esta decisión afectará su situación en particular?

14. Antes de pasar a la última sección de preguntas demográficas, ¿desea hacer algún otro comentario sobre el proyecto o el efecto del cobro del peaje en los puentes?

15. ¿Cuál diría usted que es su origen étnico?

- Caucásico
- Negro
- Hispano o latinoamericano
- Asiático estadounidense
- Aborigen estadounidense o alaskaño
- Otro

16. Incluyéndose a sí mismo, ¿cuántas personas viven en su hogar?

- | | | | | |
|-------------------------|-------------------------|-------------------------|-------------------------|--------------------------|
| <input type="radio"/> 1 | <input type="radio"/> 2 | <input type="radio"/> 3 | <input type="radio"/> 4 | <input type="radio"/> 5 |
| <input type="radio"/> 6 | <input type="radio"/> 7 | <input type="radio"/> 8 | <input type="radio"/> 9 | <input type="radio"/> 10 |

17. ¿El ingreso combinado de todas las personas que viven en su hogar es inferior a ____? (El número de personas en su casa determinara su nivel de ingreso. Por favor refiere al información abajo.)

- Sí
- No

Personas del grupo familiar	Nivel de Ingreso
1	\$10,830
2	\$14,570
3	\$18,310
4	\$22,050
5	\$25,790
6	\$29,530
7	\$33,270
8	\$37,010
.9	\$40,750
10	\$44,490

Ha finalizado la encuesta. Muchas gracias por dedicar un tiempo a compartir su opinión.

Unabridged Comments Question 13

1. It would not impact me, however I do not cross the bridge regularly. I do, however, think low income toll rates for those who use public transportation should be highly considered.
2. No impact
3. Better than paying for a private vehicle
4. Not applicable
5. Unsure
6. Lower rates for nondrivers
7. Unsure
8. Unsure
9. No impact
10. Unsure
11. It won't impact me, I won't use the tolled bridges.
12. Free to people who frequently use the bridge.
13. I think if we are paying taxes the bridges being built should be free.
14. Don't want the tolls.
15. I don't agree tolls should be added
16. I think the renovations to the bridge are nice
17. People who live in the area sold have a cheaper toll rate.
18. Boost the economy
19. I would less frequently use the bridges to travel
20. Not good
21. It wont
22. Less money for other things we need if we have to pay to cross the river
23. None
24. Doesn't impact
25. Yes can not afford to cross the bridge. Will have to take the longer route because of funds not fair
26. Budgeting my money
27. I think I won't be drive that much across no more.
28. No
29. It does not impact my deciision at all
30. It corresponde with having me to transfere scools
31. Help low income families with transportation
32. Will lose my job
33. To much money
34. Won't affect much
35. None I would travele the free route,
36. I won't be able to see my children less often monthly income
37. It wouldn't a lot besides the fact that I work over there and now I may have to change jobs
38. I improve transit
39. It wont
40. None
41. I have very low income and would need assistance all that would be provided would be appreciated.

42. Not sure
43. Whoudl not
44. The confusion of tourist
45. I don't think there should be a toll
46. Likely to impact me I'm low income
47. It won't really long as I get to where I'm goin
48. It wont
49. It really won't ill just limit my trips across the bridge.
50. It really will not
51. Not
52. It won't
53. Not very
54. It won't effect me too much.
55. Not very much at all.
56. It will not impact my family initially because we feel that it is a great idea and we want to support it anyway we can. In the long run it will benefit our community
57. I think that it will improve the traiv to in faster to go over there and coming back
58. Will keep me from. Going over the bridge
59. The rate of which I may travel over the bridge
60. Minorities do not deserve lower rates just because of race. This is racist in itself
61. Somewhat
62. It will not affect me at all
63. It will impact me by taking money out my pockets so don't do it!
64. Not at it would help
65. I think it would be a better way for the street n road and bridge taxes and for repairs
66. It wouldn't cause I only go across the bridge a few times a month
67. This will not impact me
68. I will use the briges less
69. Not too much AT&T all
70. It won't effect me
71. I feel like it should be a donation upon what you can afford
72. None
73. Would not impact me at all
74. I think it's a great option
75. I think it's a great option
76. It won't really impact me.
77. Do not impact me

Unabridged Comments Question 14

1. No
2. No comment
3. It's a good thing just sold be paid with tax money
4. Hurry up and finish the project, once bridges are paid for stop tolls.
5. Expand bus routes in Indiana and more frequently.
6. Need more bus routes in Indiana.
7. Think it's a positive thing boost the economy
8. No
9. No
10. No
11. No tolls
12. No
13. As long as its not to much money than ill use it.
14. The bridge is a Beverly good idea for low income families
15. I think the money could be. Raised on tobacco products and. A tax on sodas making moe problem than u r solving
16. What happened to the land of the free?
17. We should not be tolled,we already pay taxes and gas money. How are we expected to survive when the cost of living is increasing, but our pay checks arent
18. Bad time to add another expense,
19. Who'd help pay for bridges
20. It will mase up
21. I don't think it's smart or helpful to us tax payers
22. No
23. No
24. Glad it's finally happening
25. The bridge is a good idea but there should not be a toll
26. No
27. No
28. I think the tolls should stop once project is completed
29. I just think Indiana will lose money
30. No
31. Nope
32. No
33. No
34. I guess my biggest fear is future toll increases and possible over pricing. On top of gas, insurance, and other living expenses, as a middle class citizen I'd like to know how confident I can be in the toll pricing staying affordable for me.
35. I pray that it will allow more jobs for those out of work and not take a long time to accomplish so that it will not be a disadvantage
36. I think it going to be a good thing for ever one
37. I just think it would be a butter way to get around

- 38. No
- 39. Taking WAY too long
- 40. No
- 41. They shouldn't do it
- 42. I think they are very useful in declining certain rushes of traffic and jams in major u overloaded traffic conditions
- 43. It wont
- 44. No
- 45. No
- 46. No
- 47. No
- 48. No
- 49. It's a good idea as long as its affordable for everyone
- 50. It. Is a great way to help maintain road and bridge repairs to also help maintain highways
- 51. Make the transponder balance not expire.
- 52. No