



## King County

### Department of Transportation

201 South Jackson Street  
Seattle, WA 98104-3856

September 12, 2008

SR 520 Tolling Implementation Committee  
Bob Drewel, Puget Sound Regional Council  
Dick Ford, Washington State Transportation Commission  
Paula Hammond, Washington State Department Transportation

Dear Members of the 520 Tolling Implementation Committee:

I would like to thank you for your efforts to solicit input and to understand the implications of tolling SR 520 and I-90, the Lake Washington corridor. This corridor connects some of the country's most vibrant technology and manufacturing centers with some of the most desirable residential areas in the Puget Sound Region. Though the region has grown, the SR 520 corridor capacity has remained the same since constructed in the early 1960s. Currently, the SR 520 corridor carries almost double the traffic for which it was designed. As a result, the SR 520 Bridge experiences heavy congestion during the morning and afternoon peaks, hampering rather than supporting growth in the region. The SR 520 Bridge is also vulnerable to windstorms and earthquakes and must be replaced with a more reliable structure. The committee's work is critical in establishing a reliable funding source for a new SR 520 Bridge and improving travel across Lake Washington.

King County strongly supports variable tolling coupled with enhanced transit as a way to reduce congestion in the Lake Washington corridor, generate revenue for the replacement of the SR 520 Bridge, and to increased transit service. Our key recommendations to the committee include:

- Variable, time of day tolling on both the SR 520 and I-90 bridges;
- Implementing variable tolling before completion of the new SR 520 Bridge;
- Dedicating a portion of tolling revenue to improve transportation choices across Lake Washington.

We believe that the modeling efforts of the committee and public opinion polling to date support these recommendations.

#### **A predictable toll that varies by time of day**

A predictable toll that varies by the time of day – or variable tolling – offers a long-term solution to two major challenges in the region: reducing traffic congestion and raising much-needed revenue for transportation infrastructure.



Variable tolling reduces traffic congestion by giving drivers an incentive to change travel behavior, reduce optional trips, and seek out different transportation choices, such as transit, carpool, vanpool and cycling. With fewer cars on the road, all travelers – drivers and transit riders – can expect fewer delays and more predictable travel times. By ensuring that both bridges are operating at optimal capacity, variable tolling will maximize the return on our infrastructure investments.

Variable tolling across Lake Washington can also play an important role in achieving the state's goals to significantly reduce greenhouse gas emissions. In House Bill 2815, the state committed to reducing greenhouse gas emissions to 1990 levels by 2020. The transportation sector is a major contributor to the state's total greenhouse gas emissions and, cutting emissions from this sector is vital to meet the state's goal. By reducing stop-and-go traffic and encouraging more people to use public transit, carpool, vanpool, and bicycles, variable tolling will reduce fuel consumption and emissions, resulting in improved air quality and public health.

Variable tolling will also help close the funding gap for the SR 520 Bridge. Building a new bridge could cost up to \$3.9 billion, but only \$2 billion in state and federal funding has been secured. Current tolling scenarios prepared by the Tolling Implementation Committee demonstrate that variable tolling could generate between \$835 million and \$2.5 billion.

#### **Toll both SR 520 and I-90 bridges**

According to current tolling scenarios, as well as the 2007 SR 520 Finance Plan, tolling both bridges is the only way to generate enough revenue to pay for the 520 Bridge replacement. Tolling both the SR 520 and the I-90 bridges will also discourage traffic diversion, ensuring that traffic moves smoothly throughout the corridor. For many drivers, I-90 is a reasonable alternative to SR 520. If only SR 520 is tolled, drivers may choose to travel on I-90 to avoid the toll. The committee's tolling scenarios demonstrate that tolling only SR 520 will result in increasing traffic volumes and lowering speeds on I-90.

#### **Toll both bridges before construction is completed**

King County also believes that tolling should begin on both bridges before construction on SR 520 is completed. Construction period tolling would allow the state to begin managing congestion today. According to the 2007 SR 520 Finance Plan, by beginning revenue generation early, the state may be able to pay off the new bridge sooner and reduce toll rates over the life of the project. The finance plan concluded that an additional \$500 million could be generated through construction period tolling.

#### **Use tolling revenue to support enhanced transit**

Implementing variable tolling early (by September 2009) will allow the region to leverage grant money from the Federal Highways Administration through the Urban Partnership Agreement (UPA). The \$139 million grant supports tolling technology and enhanced transit in the corridor to help support a potential 35% increase in transit demand from tolling. The grant purchases 45 buses dedicated for service across Lake Washington. It does not, however,

provide funding to operate those buses. Two of the tolling scenarios prepared by the committee generated \$300 – \$500 million in excess revenue that should be used to enhance transit and other transportation choices. Operation of the 45 UPA buses will cost \$4.8 million per year – a small fraction of the revenue that can be generated through early variable tolling on both bridges.

We believe that the region can secure funding for 45 buses by tolling the corridor and that these buses should be included in the committee's modeling efforts. We are confident that if this additional transit service is included, the modeled scenarios will show additional diversion to transit and increased congestion benefits.

To realize the traffic, environmental and economic benefits of variable tolling, travelers in the Lake Washington corridor must have choices. Enhanced transportation choices, such as transit, carpool, vanpool and cycling, will provide people with an incentive to use an alternative mode of travel rather than driving alone. This, in turn, will reduce traffic congestion in the corridor, resulting in faster, more reliable trips for both drivers and transit riders. Investing toll revenue in transit and other commute alternatives will better serve our low-income workforce and provide a viable alternative to paying a toll.

#### **Polling results**

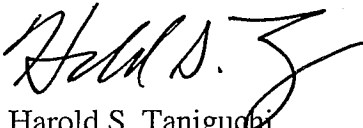
In December 2007, EMC Research Inc. performed public opinion surveys of King County voters (attachment 1). The results show support for variable tolling on both bridges, construction period tolling, and using tolling dollars to enhance transit and other transportation choices. The poll showed that:

- Three out of four voters support the concept of variable tolling.
- As a funding source for replacing the SR 520 Bridge, voters prefer tolls over general taxes (84% to 10%) and over vehicle specific taxes (78% to 17%) by a wide margin.
- 63% of respondents support tolling both bridges.
- 82% of respondents favor tolling on SR 520 beginning in 2009 as opposed to waiting until 2012.
- 74% of voters are willing to pay the higher toll option (\$4.00) for a comprehensive package that funds the replacement of the SR 520 Bridge, maintenance on I-90, increased transit and bike investments, and new technology to improve traffic flow. In contrast, only 64% of voters supported a lower toll rate (\$2.50) that would only fund the replacement of the SR 520 Bridge.

A February 2008 survey found similar results in four East King County legislative districts (attachment 2). An additional 2007 survey in King, Pierce, and Snohomish counties captured voter preferences for tolls and taxes based on income level (attachment 3). The results of this survey demonstrated that a majority of respondents from lower to moderate wage income groups prefer using tolls to pay for highway maintenance and improvements rather than increasing taxes.

Thank you again for your work collaborating with the public and local jurisdictions and for evaluating tolling choices in the Lake Washington corridor. I am confident the committee is considering all aspects of tolling in this corridor and will find that the county's recommendations warrant a detailed evaluation and emphasis in your final report to the Governor and Legislature.

Sincerely,



Harold S. Taniguchi  
Director, King County Department of Transportation

Attachments

cc: The Honorable Ron Sims, King County Executive  
Tim Flynn, Director, Intergovernmental Relations, King County Department of  
Executive Services  
Ron Posthuma, Assistant Director, King County Department of Transportation (KCDOT)  
Kevin Desmond, General Manager, Metro Transit, KCDOT



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EMCresearch.com

## King County Transportation Survey

December 15 – 20, 2007  
n = 501, ± 4.4 points

All numbers are reported as percentages unless otherwise noted.  
Some questions may add up to more/less than 100% due to rounding.

1. RESPID

2. SEX (RECORD FROM OBSERVATION)

|        |     |
|--------|-----|
| Male   | 47% |
| Female | 53% |

Hello, my name is \_\_\_\_\_ and I'm taking a survey for \_\_\_\_\_. We're trying to find out how the people in King County feel about some of the issues facing them. This is not a sales or telemarketing call. Your answers are strictly confidential and will be used for research purposes only. May I speak to **(NAME ON LIST)**; (IF NECESSARY: "Did I pronounce that correctly?") (REPEAT INTRO IF NECESSARY) I'd like to ask your opinion on some issues on a strictly confidential basis.

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3. Are you registered to vote at this address?

|                      |      |
|----------------------|------|
| Yes----->CONTINUE    | 100% |
| No-----> (TERMINATE) |      |

4. What do you think is the most important problem facing King County today? **(ONE RESPONSE ONLY)**

|  |     |
|--|-----|
| Transportation Issues                  | 30% |
| Traffic/congestion                     | 16% |
| Taxes/budget issues                    | 8%  |
| Road/highway/bridge, viaduct issues    | 8%  |
| The King County Executive/government   | 7%  |
| Education/schools                      | 5%  |
| Housing                                | 3%  |
| Growth/growth management               | 2%  |
| Over population                        | 1%  |
| Homeless/homelessness/poverty          | 1%  |
| Crime                                  | 1%  |
| Over development                       | 1%  |
| Economy                                | 1%  |
| Health care/insurance/social services  | 1%  |
| Infrastructure/Infrastructure planning | 1%  |
| Flooding/levee/storm drain issues      | 1%  |
| Other                                  | 5%  |
| No/None/Nothing                        | 2%  |
| Don't Know                             | 6%  |

5. What one transportation problem or issue do you think is most important to address? **(ONE RESPONSE ONLY)**

|  |     |
|--|-----|
| Traffic/congestion/gridlock  | 25% |
| Mass transit/increasing public transportation, in general                          | 18% |
| Need for more busses, trains, light rail, subways                                  | 12% |
| Damaged bridges, viaducts  | 8%  |
| Highways, roads, freeways in general   | 6%  |
| Repair/improve highways, roads   | 5%  |
| More roads/highways, tunnels   | 4%  |
| Urgent need for a sound plan for an environmentally friendly transportation system | 2%  |
| Getting people out of cars/carpooling  | 2%  |
| Ferries  | 2%  |
| Transportation costs/funding/taxation issues                                       | 1%  |
| Other  | 7%  |
| No/None/Nothing  | 4%  |
| Don't Know   | 2%  |



I'm going to read you a series of statements. Please choose the statement that comes closest to your opinion.

SCALE: 1. A 2. (Lean A) 3. B 4. (Lean B) 5. (Neither) 6. (Both) 7. (Refused)  
 (AFTER EACH UNTIL UNDERSTOOD: Do you prefer A or B? (IF UNDECIDED) Well, which way do you lean, towards A or B?)

14. If the five twenty bridge were to be replaced, is it better to fund the replacement
- |   |     |    |     |
|---|-----|----|-----|
| A. by increasing general taxes like the sales tax         |     |    |     |
| OR  |     |    |     |
| B. by charging electronic tolls on the five twenty bridge |     |    |     |
| A   | 9%  |    |     |
| (Lean A)  | 1%  | => | 10% |
| B   | 84% |    |     |
| (Lean B)  | 0%  | => | 84% |
| (Neither)   | 3%  |    |     |
| (Both)  | 3%  |    |     |
| (Refused)   | 0%  | => | 7%  |
15. If the five twenty bridge were to be replaced, is it better to fund the replacement
- |   |     |    |     |
|---|-----|----|-----|
| A. by charging electronic tolls on the five twenty bridge                 |     |    |     |
| OR  |     |    |     |
| B. by increasing vehicle-related charges like the gas tax and car tab tax |     |    |     |
| A   | 77% |    |     |
| (Lean A)  | 1%  | => | 78% |
| B   | 17% | => | 17% |
| (Neither)   | 3%  |    |     |
| (Both)  | 2%  |    |     |
| (Refused)   | 1%  | => | 6%  |
16. Do you think the legislature should
- |   |     |    |     |
|---|-----|----|-----|
| A. take action next year on a five twenty funding proposal that includes tolling              |     |    |     |
| OR  |     |    |     |
| B. defer action on a five twenty funding proposal until two thousand nine or two thousand ten |     |    |     |
| A   | 64% |    |     |
| (Lean A)  | 1%  | => | 65% |
| B   | 25% |    |     |
| (Lean B)  | 0%  | => | 26% |
| (Neither)   | 6%  |    |     |
| (Both)  | 0%  |    |     |
| (Refused)   | 3%  | => | 9%  |

17. One proposal would introduce a four dollar toll on the lake Washington floating bridges to pay for replacement of the five twenty bridge, maintenance on eye ninety, increased transit and bike investments, and new technology to improve traffic flow. Under this plan, the new bridge would be finished in ten years, and would be paid for without any new taxes. The toll would be collected electronically so it would not slow down traffic. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose this proposal?
- |                            |     |        |
|----------------------------|-----|--------|
| Strongly Support           | 42% |        |
| Somewhat Support           | 33% | => 74% |
| Somewhat Oppose            | 10% | => 24% |
| Strongly Oppose            | 13% |        |
| (Need More Info/Undecided) | 2%  |        |
| (Refused)                  | 0%  |        |

**(IF Q17=3 OR 4, ASK QELSE, SKIP TO Q19)**

18. What is the major reason you oppose this proposal?
- |  |     |
|--|-----|
| Toll price is too high/will discourage usage, creating more traffic congestion | 28% |
| The toll should be on the bridge that receives the funding                     | 13% |
| Do not approve of tolls/don't want to pay                                      | 8%  |
| Funding should come from other sources/just another tax                        | 8%  |
| Too long of a time span  | 7%  |
| Proposal too broad and inclusive   | 7%  |
| Doesn't need repair/ Don't need it   | 5%  |
| Funding was already there  | 5%  |
| Other  | 14% |
| No/None/Nothing  | 3%  |
| Don't Know   | 1%  |
| Refused  | 1%  |

**(RESUME ASKING EVERYONE)**

19. Another option is a two dollar and fifty cent toll on the lake Washington floating bridges that would just fund replacement of the five twenty floating bridge, and would not provide any money for additional transit services. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose this proposal?
- |                            |     |        |
|----------------------------|-----|--------|
| Strongly Support           | 28% |        |
| Somewhat Support           | 35% | => 64% |
| Somewhat Oppose            | 20% | => 34% |
| Strongly Oppose            | 15% |        |
| (Need More Info/Undecided) | 2%  |        |

20. Instead of starting tolls in two thousand and nine, another option would delay the start of tolls until two thousand and twelve. This would delay completion of the new bridge by three years and ultimately result in higher toll rates. Given this, do you prefer having tolls start in two thousand and nine or do you prefer delaying tolls until two thousand and twelve?

|                  |     |
|------------------|-----|
| Start in 2009    | 82% |
| Delay until 2012 | 9%  |
| (Neither)        | 6%  |
| (Don't know)     | 3%  |

21. I'm going to read you two statements, and I'd like you to tell me which one is closer to your opinion, even if neither one is exactly right.

Statement A. Some people say that tolls to replace the five twenty bridge should not be on the eye ninety floating bridge, because people would be paying for a bridge they're not using.

Statement B. Some people say both five twenty and eye ninety need a toll if there are any tolls at all. If there aren't tolls on both, people will just use eye ninety to avoid the toll

Which statement is closer to your opinion, statement A or B? (IF UNDECIDED) Well, which way do you lean, towards statement a or b?

|                             |       |     |
|-----------------------------|-------|-----|
| Statement A - no toll on 90 | 30%   |     |
| (Lean Statement A)          | 3% => | 33% |
| Statement B - toll on both  | 62%   |     |
| Lean Statement B            | 1% => | 63% |
| (Don't Know/Undecided)      | 3%    |     |
| (Refused)                   | 1%    |     |

**(RESUME ASKING EVERYONE)**

22. Are you familiar with concept of "congestion pricing" or not?

|              |     |
|--------------|-----|
| Yes          | 28% |
| No           | 70% |
| (Don't know) | 3%  |

23. "Congestion pricing", also known as variable tolling, sets tolls based on how heavy traffic is. The idea is similar to the way movie theaters charge less for matinees when fewer people come to the theater. The purpose of variable tolling is to reduce congestion by giving drivers more options and encouraging them to combine trips, drive at off-peak times, carpool, or take transit. Having heard this, in general, do you strongly support, somewhat support, somewhat oppose, or strongly oppose the idea of variable tolling?

|                            |        |     |
|----------------------------|--------|-----|
| Strongly Support           | 34%    |     |
| Somewhat Support           | 41% => | 76% |
| Somewhat Oppose            | 10% => | 22% |
| Strongly Oppose            | 12%    |     |
| (Need More Info/Undecided) | 2%     |     |

24. How likely do you think it is that variable tolling would reduce traffic congestion – very likely, somewhat likely, not that likely, not at all likely?

|                   |     |        |
|-------------------|-----|--------|
| Very likely       | 9%  |        |
| Somewhat likely   | 54% | => 63% |
| Not that likely   | 19% | => 35% |
| Not at all likely | 15% |        |
| (Don't know)      | 2%  |        |

25. A different five twenty proposal would use a variable toll instead of a fixed toll. A variable toll would help reduce congestion by spreading traffic throughout the day. The toll would range from one to seven dollars according to a fixed schedule with higher tolls during peak times and lower tolls during off-peak times. The average toll would still be four dollars, which would pay for replacement of the five twenty bridge, maintenance on eye ninety, increased transit and bike investments, and new technology to improve traffic flow. Under this plan, the new bridge would be finished in ten years, and would be paid for without any new taxes. Given what you have just heard, do you strongly support, somewhat support, somewhat oppose or strongly oppose this variable tolling proposal?

|                            |     |        |
|----------------------------|-----|--------|
| Strongly Support           | 25% |        |
| Somewhat Support           | 38% | => 63% |
| Somewhat Oppose            | 15% | => 35% |
| Strongly Oppose            | 20% |        |
| (Need More Info/Undecided) | 1%  |        |
| (Refused)                  | 1%  |        |

Now I'm going to tell you what some people have said about variable tolling. After each, please tell me if that reasons makes you much more likely, somewhat more likely, somewhat less likely or much less likely to support variable tolling.

**(RANDOMIZE)**

|     | Much<br>More Likely  | Somewhat<br>More Likely | Somewhat Less<br>Less Likely | Much<br>Less Likely | Don't<br>Know | No<br>Difference | More | Less |
|-----|--|-------------------------|------------------------------|---------------------|---------------|------------------|------|------|
| 26. | Federal Department of Transportation studies show variable tolling can reduce average round trip commutes on a five mile freeway segment by about thirty minutes a day, or one hundred and twenty hours annually, which is three weeks a year.   |                         |                              |                     |               |                  |      |      |
|     | 30%  | 39%                     | 10%                          | 10%                 | 4%            | 7%               | 69%  | 20%  |
| 27. | Variable tolling reduces traffic congestion. By putting a cost on driving, people are encouraged to use transit, or carpool or combine trips or drive at off-peak hours. This reduces the burden on the entire system.   |                         |                              |                     |               |                  |      |      |
|     | 33%  | 40%                     | 10%                          | 10%                 | 1%            | 5%               | 73%  | 20%  |
| 28. | On average over half of peak period drivers in metropolitan areas are not commuting. Variable tolling encourages these drivers to shift discretionary trips to transit or off-peak hours. Moving a small percentage of drivers from a congested roadway can dramatically increase traffic flow.  |                         |                              |                     |               |                  |      |      |
|     | 27%  | 43%                     | 12%                          | 12%                 | 2%            | 5%               | 70%  | 23%  |
| 29. | Because the system is managed based on demand, variable tolling leads to more reliable and predictable trip times which saves money and hassle.  |                         |                              |                     |               |                  |      |      |
|     | 29%  | 39%                     | 13%                          | 12%                 | 3%            | 5%               | 68%  | 24%  |
| 30. | Variable tolling helps us get the most out of what we already have. By pushing some trips to other times of day and eliminating some trips altogether, highway usage becomes more spread out and efficient instead of everybody trying to use the same road at the same time.  |                         |                              |                     |               |                  |      |      |
|     | 29%  | 39%                     | 12%                          | 13%                 | 2%            | 5%               | 68%  | 25%  |
| 31. | Variable tolling reduces fuel consumption and vehicle emissions which helps reduce global warming. Instead of idling on gridlocked roads, traffic moves more predictably and more people drive at off-peak times, carpool or take mass transit. In Stockholm inner-city exhaust emissions decreased fourteen percent and emissions in the county as a whole decreased two to three percent.  |                         |                              |                     |               |                  |      |      |
|     | 31%  | 39%                     | 11%                          | 11%                 | 3%            | 5%               | 70%  | 22%  |
| 32. | Variable tolling generates more funds for transit while at the same time creating incentives that make transit and ridesharing more attractive   |                         |                              |                     |               |                  |      |      |
|     | 29%  | 40%                     | 14%                          | 10%                 | 3%            | 5%               | 69%  | 24%  |
| 33. | Variable tolling improves transit speeds and reliability, which reduces the cost of providing transit services. When they adopted variable tolling, bus delays in central London dropped by 50%  |                         |                              |                     |               |                  |      |      |
|     | 31%  | 38%                     | 10%                          | 12%                 | 4%            | 5%               | 69%  | 21%  |
| 34. | The tolls used for variable tolling provide a accountable and dedicated revenue source, that will go straight to funding road and transit improvements in the areas where the tolls are collected.   |                         |                              |                     |               |                  |      |      |
|     | 31%  | 39%                     | 10%                          | 11%                 | 3%            | 5%               | 70%  | 22%  |
| 35. | Studies have shown that variable tolling is popular regardless of income. In San Diego, seventy percent of low income users support variable tolling because it is less burdensome than sales, property, gas, or car tab taxes and because it gives everyone a choice to pay a fee for important trips. Low-income bus riders benefit substantially from faster and more reliable bus trips. |                         |                              |                     |               |                  |      |      |
|     | 41%  | 36%                     | 9%                           | 9%                  | 2%            | 4%               | 76%  | 18%  |

**(END RANDOMIZE)**

36. Given what you have just heard, would you strongly support, somewhat support, somewhat oppose or strongly oppose a variable toll of one to seven dollars on the five twenty and eye ninety floating bridges to pay for replacement of the five twenty bridge, maintenance on eye ninety, increased transit and bike investments, and new technology to improve traffic flow. The toll schedule would be fixed with higher tolls during peak times and lower tolls during off-peak times.
- |                            |     |    |     |
|----------------------------|-----|----|-----|
| Strongly Support           | 35% |    |     |
| Somewhat Support           | 33% | => | 69% |
| Somewhat Oppose            | 11% | => | 29% |
| Strongly Oppose            | 18% |    |     |
| (Need More Info/Undecided) | 2%  |    |     |
37. Given what you have just heard, would you strongly support, somewhat support, somewhat oppose or strongly oppose a fixed toll of four dollars at all times on the five twenty and eye ninety floating bridges to pay for replacement of the five twenty bridge, maintenance on eye ninety, increased transit and bike investments, and new technology to improve traffic flow?
- |                            |     |    |     |
|----------------------------|-----|----|-----|
| Strongly Support           | 20% |    |     |
| Somewhat Support           | 33% | => | 53% |
| Somewhat Oppose            | 25% | => | 43% |
| Strongly Oppose            | 18% |    |     |
| (Need More Info/Undecided) | 3%  |    |     |
| (Refused)                  | 1%  |    |     |
38. Some people have suggested that we could do even more to reduce traffic congestion by extending variable tolling to eye five and eye four oh five. Do you strongly support, somewhat support, somewhat oppose or strongly oppose this proposal?
- |                            |     |    |     |
|----------------------------|-----|----|-----|
| Strongly Support           | 7%  |    |     |
| Somewhat Support           | 21% | => | 28% |
| Somewhat Oppose            | 19% | => | 67% |
| Strongly Oppose            | 48% |    |     |
| (Need More Info/Undecided) | 4%  |    |     |
| (Refused)                  | 1%  |    |     |
39. How likely do you think it is that variable tolling would reduce traffic congestion – very likely, somewhat likely, not that likely, not at all likely?
- |                   |     |    |     |
|-------------------|-----|----|-----|
| Very likely       | 22% |    |     |
| Somewhat likely   | 45% | => | 68% |
| Not that likely   | 16% | => | 30% |
| Not at all likely | 14% |    |     |
| (Don't know)      | 2%  |    |     |

40. The five twenty floating bridge has been rated by state engineers as forty four out of one hundred on a recent structural integrity test. For comparison, the bridge that collapsed in Minnesota this year was rated a fifty. Given this, do you strongly agree, somewhat agree, somewhat disagree, or strongly disagree that the five twenty bridge needs to be replaced?

|                   |     |    |     |
|-------------------|-----|----|-----|
| Strongly Agree    | 54% |    |     |
| Somewhat Agree    | 30% | => | 84% |
| Somewhat Disagree | 7%  | => | 12% |
| Strongly Disagree | 5%  |    |     |
| No Opinion/DK     | 4%  |    |     |

- 40A. Do you think the legislature should  
 A take action next year on a five twenty funding proposal that includes tolling  
 OR B. defer action on a five twenty funding proposal until two thousand nine or two thousand ten

SCALE: 1. A 2. (Lean A) 3. B 4. (Lean B) 5. (Neither) 6. (Both) 7. (Refused)  
 (AFTER EACH UNTIL UNDERSTOOD: Do you prefer A or B? (IF UNDECIDED) Well, which way do you lean, towards A or B?

|           |     |    |     |
|-----------|-----|----|-----|
| A         | 71% |    |     |
| (Lean A)  | 1%  | => | 71% |
| B         | 24% |    |     |
| (Lean B)  | 0%  | => | 24% |
| (Neither) | 3%  |    |     |
| (Refused) | 2%  |    |     |

Now, I'd like to ask you some questions for statistical purposes only.

41. How often do you travel to work or appointments outside your home in an average week? Is it
- |                      |     |
|----------------------|-----|
| Every day            | 31% |
| Five days a week     | 32% |
| A few days a week    | 18% |
| Only occasionally    | 17% |
| (Don't Know/Refused) | 2%  |
42. When you go outside the home, are you always driving a car, mostly driving a car, mostly taking public transit, or always taking public transit?
- |                              |     |
|------------------------------|-----|
| Always driving a car         | 57% |
| Mostly driving a car         | 29% |
| Mostly taking public transit | 9%  |
| Always taking public transit | 3%  |
| (Don't Know)                 | 2%  |
| (Refused)                    | 1%  |

43. How often do you or someone in your household ride public transit – never, less than once a week, once a week, two or more times per week, or daily?

|                       |     |
|-----------------------|-----|
| Never                 | 44% |
| Less than once a week | 22% |
| Once a week           | 7%  |
| Two or more/week      | 13% |
| Daily                 | 13% |
| (DK)                  | 0%  |
| (Refused)             | 1%  |

How many times in an average week do you use the following roads:

|                                     | Never | A few days a week | 5 days a week | Every Day | (Don't Know) | (Refused) |
|-------------------------------------|-------|-------------------|---------------|-----------|--------------|-----------|
| 44. the five twenty floating bridge | 67%   | 26%               | 3%            | 1%        | 2%           | 1%        |
| 45. the eye ninety floating bridge  | 59%   | 31%               | 3%            | 2%        | 4%           | 1%        |
| 46. the Alaskan Way Viaduct         | 59%   | 30%               | 2%            | 4%        | 3%           | 1%        |
| 47. Eye four oh five                | 43%   | 35%               | 7%            | 12%       | 2%           | 1%        |
| 48. Eye five                        | 21%   | 51%               | 10%           | 14%       | 3%           | 1%        |

49. What is your age? (READ CODES IF NECESSARY)

|           |        |     |
|-----------|--------|-----|
| 18-24     | 4%     |     |
| 25-29     | 5%     |     |
| 30-34     | 7%     |     |
| 35-39     | 7%     |     |
| 40-44     | 10%    |     |
| 45-49     | 13% => | 46% |
| 50-54     | 12% => | 54% |
| 55-59     | 11%    |     |
| 60-64     | 11%    |     |
| Over 65   | 17%    |     |
| (Refused) | 2%     |     |

50. Please stop me when I read the category that includes your annual household income before taxes: less than \$30,000, at least 30,000 but less than 45,000, at least 45,000 but less than 65,000, at least 65,000 but less than 80,000, at least 80,000 but less than 100,000, at least 100,000 but less than 129,000, at least 130,000 but less than 150,000, or more than 150,000?

|                     |     |    |     |
|---------------------|-----|----|-----|
| <\$30,000           | 9%  |    |     |
| \$30,000-44,999     | 11% |    |     |
| \$45,000-64,999     | 15% | => | 35% |
| \$65,000-79,999     | 13% |    |     |
| \$80,000-99,999     | 11% | => | 23% |
| \$100,000-129,999   | 13% |    |     |
| \$130,000-\$149,999 | 4%  |    |     |
| >\$150,000          | 7%  | => | 24% |
| (Refused/DK)        | 18% | => | 18% |

**King County**  
**Eastside Variable Tolling**  
n=200 each in the 1<sup>st</sup>, 41<sup>st</sup>, 45<sup>th</sup> & 48<sup>th</sup> LDs  
**LD Margin of Error ±6.9 points**  
**February 15 – 19, 2008**

Hello, my name is \_\_\_\_\_ and I'm taking a survey for \_\_\_\_\_. We're trying to find out how the people in King County feel about some of the issues facing them. This is not a sales or telemarketing call. Your answers are strictly confidential and will be used for research purposes only. May I speak to **(NAME ON LIST)**; (IF NECESSARY: "Did I pronounce that correctly?") (REPEAT INTRO IF NECESSARY) I'd like to ask your opinion on some issues on a strictly confidential basis.

-----

3. Are you registered to vote at this address?  
Yes----->CONTINUE  
No-----> (TERMINATE)

4. Thinking about the five twenty bridge, do you strongly agree, somewhat agree, somewhat disagree, or strongly disagree that the five twenty bridge needs to be replaced?

|                   | 1 <sup>st</sup> | 41 <sup>st</sup> | 45 <sup>th</sup> | 48 <sup>th</sup> |
|-------------------|-----------------|------------------|------------------|------------------|
| Strongly Agree    | 41              | 45               | 54               | 61               |
| Somewhat Agree    | 36=>77          | 28=>73           | 25=>79           | 26=>87           |
| Somewhat Disagree | 8               | 7                | 7                | 4                |
| Strongly Disagree | 4=>12           | 6=>13            | 4=>11            | 5=>9             |
| (No Opinion/DK)   | 11              | 13               | 10               | 5                |

5. The five twenty bridge was built in nineteen sixty three as a four lane toll bridge and is now forty four years old. According to the Washington State Department of Transportation, the bridge carries an average of one hundred and fifteen thousand cars a day but was only designed to carry sixty five thousand. Knowing this, do you strongly agree, somewhat agree, somewhat disagree, or strongly disagree that the five twenty bridge needs to be replaced?

|                   | 1 <sup>st</sup> | 41 <sup>st</sup> | 45 <sup>th</sup> | 48 <sup>th</sup> |
|-------------------|-----------------|------------------|------------------|------------------|
| Strongly Agree    | 50              | 51               | 62               | 67               |
| Somewhat Agree    | 33=>83          | 30=>81           | 23=>85           | 25=>92           |
| Somewhat Disagree | 8               | 12               | 7                | 3                |
| Strongly Disagree | 5=>13           | 6=>18            | 4=>11            | 4=>7             |
| (No Opinion/DK)   | 4               | 2                | 3                | 1                |

I'm going to read you a series of statements. Please choose the statement that comes closest to your opinion.

SCALE: 1. A 2. (Lean A) 3. B 4. (Lean B) 5. (Neither) 6. (Both) 7. (Refused)  
 (AFTER EACH UNTIL UNDERSTOOD: Do you prefer A or B? (IF UNDECIDED) Well, which way do you lean, towards A or B?)

|   | <u>1<sup>st</sup></u> | <u>41<sup>st</sup></u> | <u>45<sup>th</sup></u> | <u>48<sup>th</sup></u> |
|---|-----------------------|------------------------|------------------------|------------------------|
| 6. If the five twenty bridge were to be replaced, is it better to fund the replacement  |                       |                        |                        |                        |
| A. by increasing general taxes like the sales tax   | 21                    | 17                     | 25                     | 25                     |
| OR  |                       |                        |                        |                        |
| B. by charging electronic tolls on the 520 bridge   | 76                    | 71                     | 66                     | 68                     |
| 7. If the five twenty bridge were to be replaced, is it better to fund the replacement  |                       |                        |                        |                        |
| A. by charging electronic tolls on the 520 bridge   | 79                    | 68                     | 67                     | 69                     |
| OR  |                       |                        |                        |                        |
| B. by increasing vehicle-related charges like the gas tax and car tab tax   | 17                    | 24                     | 24                     | 23                     |
| 8. Do you think <u>your state legislators</u> should  |                       |                        |                        |                        |
| A. vote to approve a 520 funding proposal that includes tolling this year   | 57                    | 53                     | 61                     | 59                     |
| OR  |                       |                        |                        |                        |
| B. defer action on a 520 funding proposal until 2009 or 2010  | 40                    | 39                     | 34                     | 34                     |
| 9. One proposal would introduce a four dollar toll on the lake Washington floating bridges to pay for replacement of the five twenty bridge, maintenance on eye ninety, increased transit and bike investments, and new technology to improve traffic flow. Under this plan, the new bridge would be finished in ten years, and would be paid for without any new taxes. The toll would be collected electronically so it would not slow down traffic. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose this proposal? |                       |                        |                        |                        |
| Strongly Support  | 35                    | 28                     | 37                     | 31                     |
| Somewhat Support  | 42=>77                | 39=>67                 | 34=>71                 | 37=>68                 |
| Somewhat Oppose   | 10                    | 11                     | 11                     | 12                     |
| Strongly Oppose   | 12=>22                | 18=>29                 | 17=>28                 | 16=>28                 |
| (Need More Info/Undecided)  | 0                     | 3                      | 0                      | 2                      |

10. Another option is a two dollar and fifty cent toll on the lake Washington floating bridges that would just fund replacement of the five twenty floating bridge, and would not provide any money for additional transit services. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose this proposal?

|                            | 1 <sup>st</sup> | 41 <sup>st</sup> | 45 <sup>th</sup> | 48 <sup>th</sup> |
|----------------------------|-----------------|------------------|------------------|------------------|
| Strongly Support           | 31              | 21               | 28               | 28               |
| Somewhat Support           | 38=>69          | 37=>58           | 40=>68           | 41=>69           |
| Somewhat Oppose            | 14              | 21               | 13               | 14               |
| Strongly Oppose            | 15=>29          | 19=>40           | 16=>29           | 13=>27           |
| (Need More Info/Undecided) | 1               | 1                | 1                | 4                |

11. I'm going to read you two statements, and I'd like you to tell me which one is closer to your opinion, even if neither one is exactly right.

Statement A. Some people say that tolls to replace the 520 should not be on the I90 floating bridge, because people would be paying for a bridge they're not using.

|   | 1 <sup>st</sup> | 41 <sup>st</sup> | 45 <sup>th</sup> | 48 <sup>th</sup> |
|---|-----------------|------------------|------------------|------------------|
| Statement A. Some people say that tolls to replace the 520 should not be on the I90 floating bridge, because people would be paying for a bridge they're not using. | 31              | 39               | 35               | 28               |

Statement B. Some people say both 520 and I-90 need a toll if there are any tolls at all. If there aren't tolls on both, people will just use I-90 to avoid the toll

|  | 1 <sup>st</sup> | 41 <sup>st</sup> | 45 <sup>th</sup> | 48 <sup>th</sup> |
|--|-----------------|------------------|------------------|------------------|
| Statement B. Some people say both 520 and I-90 need a toll if there are any tolls at all. If there aren't tolls on both, people will just use I-90 to avoid the toll | 66              | 61               | 61               | 70               |

12. "Congestion pricing", also known as variable tolling, sets tolls based on how heavy traffic is. The idea is similar to the way movie theaters charge less for matinees when fewer people come to the theater. The purpose of variable tolling is to reduce congestion by giving drivers more options and encouraging them to combine trips, drive at off-peak times, carpool, or take transit. Having heard this, in general, do you strongly support, somewhat support, somewhat oppose, or strongly oppose the idea of variable tolling?

|                            | 1 <sup>st</sup> | 41 <sup>st</sup> | 45 <sup>th</sup> | 48 <sup>th</sup> |
|----------------------------|-----------------|------------------|------------------|------------------|
| Strongly Support           | 32              | 34               | 39               | 37               |
| Somewhat Support           | 37=>69          | 40=>74           | 38=>77           | 40=>77           |
| Somewhat Oppose            | 17              | 13               | 7                | 10               |
| Strongly Oppose            | 12=>29          | 11=>24           | 16=>23           | 11=>21           |
| (Need More Info/Undecided) | 1               | 2                | 1                | 2                |

13. How likely do you think it is that variable tolling would reduce traffic congestion – very likely, somewhat likely, not that likely, not at all likely?

|                   | 1 <sup>st</sup> | 41 <sup>st</sup> | 45 <sup>th</sup> | 48 <sup>th</sup> |
|-------------------|-----------------|------------------|------------------|------------------|
| very likely       | 13              | 16               | 17               | 15               |
| somewhat likely   | 45=>58          | 49=>65           | 44=>61           | 46=>61           |
| not that likely   | 23              | 19               | 21               | 18               |
| not at all likely | 17=>40          | 14=>33           | 16=>37           | 18=>36           |
| (Don't know)      | 2               | 2                | 2                | 2                |

14. A different five twenty proposal would use a variable toll instead of a fixed toll. A variable toll would help reduce congestion by spreading traffic throughout the day. The toll would range from one to seven dollars according to a fixed schedule with higher tolls during peak times and lower tolls during off-peak times. The average toll would still be four dollars, which would pay for replacement of the five twenty bridge, maintenance on eye ninety, increased transit and bike investments, and new technology to improve traffic flow. Under this plan, the new bridge would be finished in ten years, and would be paid for without any new taxes. Given what you have just heard, do you strongly support, somewhat support, somewhat oppose or strongly oppose this variable tolling proposal?

|                            | <u>1<sup>st</sup></u> | <u>41<sup>st</sup></u> | <u>45<sup>th</sup></u> | <u>48<sup>th</sup></u> |
|----------------------------|-----------------------|------------------------|------------------------|------------------------|
| Strongly Support           | 22                    | 21                     | 23                     | 23                     |
| Somewhat Support           | 41=>63                | 36=>57                 | 37=>60                 | 36=>59                 |
| Somewhat Oppose            | 18                    | 19                     | 17                     | 19                     |
| Strongly Oppose            | 18=>36                | 23=>42                 | 23=>40                 | 19=>38                 |
| (Need More Info/Undecided) | 0                     | 0                      | 0                      | 2                      |

Now I'm going to tell you what some people have said about variable tolling. After each, please tell me if that reasons makes you much more likely, somewhat more likely, somewhat less likely or much less likely to support variable tolling.

**SCALE:** 1. Much more likely                      2. Somewhat more likely  
 3. Somewhat less likely                      4. Much less likely  
 5. (Don't know)                                  6. (No difference)

Much more    Some more    Some less    Much less                      Don't know    No diff

15. This plan dramatically increases bus service in both directions across lake Washington. At rush hour, buses would be easy to catch. That way, people who don't want to pay the toll will have a cheaper choice

|      |    |    |    |    |   |   |
|------|----|----|----|----|---|---|
| 1st  | 31 | 44 | 11 | 10 | 2 | 1 |
| 41st | 41 | 35 | 11 | 9  | 2 | 2 |
| 45th | 42 | 38 | 6  | 12 | 1 | 1 |
| 48th | 34 | 40 | 13 | 8  | 2 | 4 |

16. This plan increases bus service throughout the eastside and Seattle so that more people can get where they are going without using their cars

|      |    |    |    |    |   |   |
|------|----|----|----|----|---|---|
| 1st  | 30 | 35 | 14 | 16 | 3 | 2 |
| 41st | 31 | 34 | 19 | 12 | 2 | 1 |
| 45th | 43 | 30 | 14 | 10 | 1 | 1 |
| 48th | 33 | 38 | 12 | 10 | 3 | 4 |

17. This plan uses electronic tolling so traffic does not have to stop at a toll booth

|      |    |    |    |   |   |   |
|------|----|----|----|---|---|---|
| 1st  | 45 | 34 | 11 | 6 | 3 | 1 |
| 41st | 44 | 32 | 9  | 9 | 3 | 3 |
| 45th | 46 | 31 | 10 | 9 | 1 | 3 |
| 48th | 47 | 33 | 8  | 8 | 2 | 3 |

|      | <u>Much more</u>   | <u>Some more</u> | <u>Some less</u> | <u>Much less</u> | <u>Don't know</u> | <u>No diff</u> |
|------|--|------------------|------------------|------------------|-------------------|----------------|
| 18.  | Studies show variable tolling can reduce average round trip commutes on a five mile freeway segment by about thirty minutes a day, or about three weeks a year.  |                  |                  |                  |                   |                |
| 1st  | 27   | 44               | 11               | 14               | 3                 | 1              |
| 41st | 28   | 35               | 19               | 12               | 4                 | 2              |
| 45th | 28   | 41               | 8                | 14               | 2                 | 7              |
| 48th | 28   | 42               | 13               | 11               | 3                 | 4              |
| 19.  | Variable tolling reduces traffic congestion. By putting a cost on driving, people are encouraged to use transit, or carpool or combine trips or drive at off-peak hours. This reduces the burden on the entire system.   |                  |                  |                  |                   |                |
| 1st  | 31   | 40               | 14               | 12               | 2                 | 1              |
| 41st | 32   | 38               | 15               | 12               | 1                 | 2              |
| 45th | 37   | 40               | 9                | 11               | 0                 | 2              |
| 48th | 30   | 38               | 15               | 13               | 0                 | 4              |
| 20.  | On average over half of peak period drivers in metropolitan areas are not commuting. Variable tolling encourages these drivers to shift discretionary trips. Moving a small percentage of drivers from a congested roadway can dramatically increase traffic flow. |                  |                  |                  |                   |                |
| 1st  | 23   | 44               | 16               | 13               | 2                 | 2              |
| 41st | 26   | 37               | 18               | 14               | 2                 | 2              |
| 45th | 28   | 38               | 15               | 13               | 2                 | 4              |
| 48th | 23   | 43               | 14               | 12               | 4                 | 3              |
| 21.  | Variable tolling helps us get the most out of what we already have. By shifting trips to other times of day highway usage becomes more spread out and efficient.   |                  |                  |                  |                   |                |
| 1st  | 27   | 40               | 16               | 12               | 2                 | 2              |
| 41st | 24   | 44               | 14               | 12               | 2                 | 3              |
| 45th | 30   | 43               | 8                | 13               | 2                 | 5              |
| 48th | 26   | 40               | 18               | 12               | 1                 | 3              |
| 22.  | Because cars aren't idling on gridlocked roads, variable tolling reduces fuel consumption and vehicle emissions which helps reduce global warming. In Stockholm exhaust emissions decreased fourteen percent.  |                  |                  |                  |                   |                |
| 1st  | 32   | 38               | 11               | 14               | 2                 | 3              |
| 41st | 30   | 36               | 16               | 12               | 4                 | 2              |
| 45th | 36   | 35               | 12               | 12               | 2                 | 3              |
| 48th | 30   | 38               | 14               | 12               | 2                 | 5              |

Much more    Some more    Some less    Much less    Don't know    No diff

23. The tolls used for variable tolling provide an accountable and dedicated revenue source, that will go straight to funding road and transit improvements in the areas where the tolls are collected. They will not go to the general fund.

|      |    |    |    |    |   |   |
|------|----|----|----|----|---|---|
| 1st  | 37 | 37 | 10 | 11 | 3 | 1 |
| 41st | 36 | 36 | 13 | 11 | 2 | 2 |
| 45th | 42 | 32 | 10 | 11 | 1 | 4 |
| 48th | 34 | 38 | 13 | 11 | 1 | 4 |

24. Studies have shown that variable tolling is popular regardless of income. In San Diego, seventy percent of low income users support variable tolling. Low-income bus riders benefit substantially from faster and more reliable bus trips.

|      |    |    |    |    |   |   |
|------|----|----|----|----|---|---|
| 1st  | 29 | 43 | 14 | 9  | 3 | 2 |
| 41st | 30 | 44 | 13 | 9  | 3 | 1 |
| 45th | 32 | 39 | 10 | 14 | 1 | 3 |
| 48th | 28 | 38 | 15 | 12 | 3 | 4 |

25. Given what you have just heard, would you strongly support, somewhat support, somewhat oppose or strongly oppose a variable toll of one to seven dollars on the five twenty and eye ninety floating bridges to pay for replacement of the five twenty bridge, maintenance on eye ninety, increased transit and bike investments, and new technology to improve traffic flow. The toll schedule would be fixed with higher tolls during peak times and lower tolls during off-peak times.

|                            | <u>1<sup>st</sup></u> | <u>41<sup>st</sup></u> | <u>45<sup>th</sup></u> | <u>48<sup>th</sup></u> |
|----------------------------|-----------------------|------------------------|------------------------|------------------------|
| Strongly Support           | 33                    | 25                     | 35                     | 28                     |
| Somewhat Support           | 35=>68                | 33=>58                 | 36=>71                 | 36=>64                 |
| Somewhat Oppose            | 14                    | 15                     | 7                      | 12                     |
| Strongly Oppose            | 16=>30                | 25=>40                 | 21=>28                 | 22=>34                 |
| (Need More Info/Undecided) | 1                     | 1                      | 0                      | 1                      |

SCALE: 1. A    2. (Lean A)    3. B    4. (Lean B)    5. (Neither)    6. (Both)    7. (Refused)  
 (AFTER EACH UNTIL UNDERSTOOD: Do you prefer A or B? (IF UNDECIDED) Well, which way do you lean, towards A or B?)

26. And again, do you think your state legislators should

|   |    |    |    |    |
|---|----|----|----|----|
| A. vote to approve a 520 funding proposal that includes tolling this year | 54 | 50 | 66 | 61 |
| OR  |    |    |    |    |
| B. defer action on a 520 funding proposal until 2009 or 2010              | 40 | 43 | 30 | 31 |

Now, I'd like to ask you some questions for statistical purposes only.

27. About how many times in an average week do you use the five twenty floating bridge: every day, five days a week, a few days a week, a few days a month, or never?

|                    |    |    |    |    |
|--------------------|----|----|----|----|
| every day          | 1  | 1  | 7  | 3  |
| five days a week   | 2  | 3  | 10 | 10 |
| a few days a week  | 12 | 12 | 14 | 29 |
| a few days a month | 51 | 49 | 55 | 45 |
| never              | 32 | 33 | 13 | 12 |
| (Don't Know)       | 2  | 2  | 1  | 0  |

28. About how many times in an average week do you use the eye ninety floating bridge: every day, five days a week, a few days a week, a few days a month, or never?

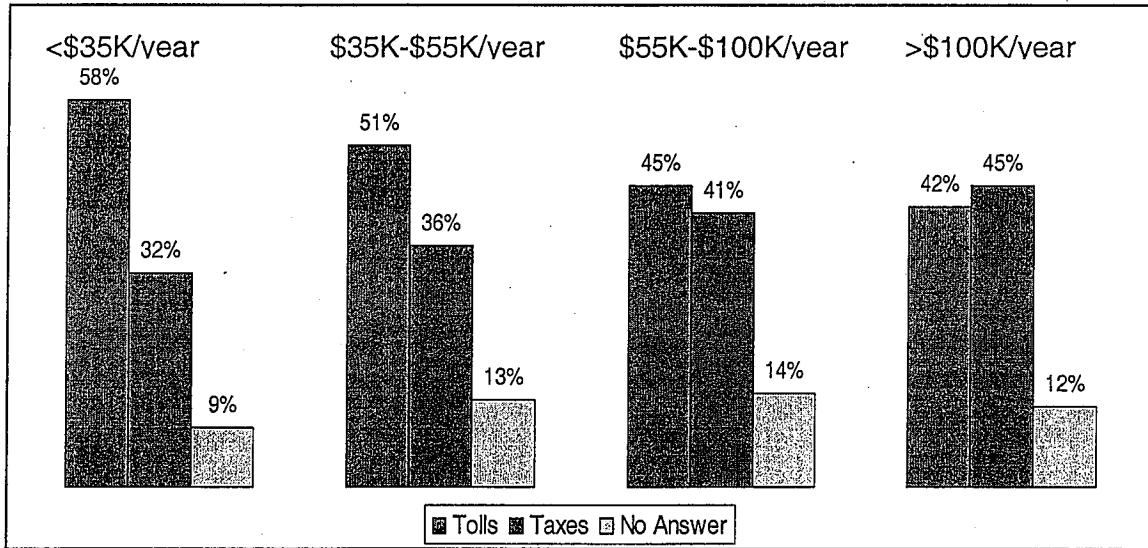
|                    |    |    |    |    |
|--------------------|----|----|----|----|
| every day          | 1  | 14 | 0  | 4  |
| five days a week   | 2  | 14 | 4  | 5  |
| a few days a week  | 8  | 25 | 13 | 19 |
| a few days a month | 47 | 34 | 49 | 44 |
| never              | 40 | 11 | 32 | 26 |
| (Don't Know)       | 2  | 2  | 2  | 2  |

29. What is your age?

|       |    |    |    |    |
|-------|----|----|----|----|
| 18-24 | 4  | 3  | 4  | 3  |
| 25-34 | 10 | 9  | 11 | 11 |
| 35-44 | 19 | 15 | 19 | 16 |
| 45-59 | 40 | 37 | 42 | 34 |
| 60+   | 27 | 36 | 25 | 37 |



## 2007 Gilmore Research Results Tolling vs. Taxes



*Low income households prefer tolls over taxes.*

