

ONLINE APPENDIX (NOT FOR PUBLICATION IN JOURNAL)

Table A1: Bivariate Probit of Opinion Responses and Reactions to Road Pricing With Demographics and Session 4 Interactions

	<i>ATLANTA</i>	<i>ORLANDO</i>		<i>ATLANTA</i>	<i>ORLANDO</i>
N	78195	56978			
rho	0.0526	-.029			
	(0.558)	(-.634)			
<i>ROUTE</i>			<i>OPINIONS</i>		
cons	-2.088**	0.657	cons	-0.012	-0.528***
	(0.030)	(0.215)		(0.959)	(0.009)
P-Q1	0.154	0.278	Q1	-0.626***	-0.545***
	(0.513)	(0.150)		(0.000)	(0.000)
P-Q2	-0.038	0.041	Q3	-0.180**	-0.024
	(0.806)	(0.737)		(0.023)	(0.843)
P-Q3	-0.036	0.208	Q4	-0.018	0.127
	(0.822)	(0.108)		(0.872)	(0.350)
P-Q4	-0.053	0.032	Q5	-0.099	-0.211**
	(0.720)	(0.775)		(0.186)	(0.050)
P-Q5	-0.053	0.244*	Sess4	0.022	-0.049
	(0.718)	(0.055)		(0.531)	(0.161)
TTdiff	0.041	-0.024	OpinionOrder	0.115	0.206*
	(0.387)	(0.483)		(0.151)	(0.052)
Drivepay	0.052	-0.002	Nosurvey	-0.040	0.598***
	(0.409)	(0.976)		(0.833)	(0.000)
Exprprice	3.331***	-0.723	Q1-S4	-0.094*	0.071
	(0.024)	(0.241)		(0.069)	(0.204)
Dearnings	-0.004***	-0.001	Q3-S4	-0.020	0.057
	(0.035)	(0.381)		(0.690)	(0.191)
Drivererecord	-0.0032	0.005	Q4-S4	-0.016	0.051
	(0.477)	(0.387)		(0.752)	(0.371)
tTE	-0.030	-0.439*	Q5-S4	-0.001	0.035
	(0.879)	(0.072)		(0.989)	(0.281)
tTL	0.023	0.358*			
	(0.880)	(0.087)			
P-Education	-0.332	0.054			
	(0.422)	(0.739)			
P-Female	-0.606*	-0.811***			
	(0.070)	(0.001)			

<i>Table A1 cont'd</i>					
	<i>ATLANTA</i>	<i>ORLANDO</i>		<i>ATLANTA</i>	<i>ORLANDO</i>
<i>ROUTE</i>			<i>OPINIONS</i>		
P-Age	0.065 (0.833)	0.740*** (0.001)			
P-African-american	-0.581* (0.056)	-0.861** (0.020)			
P-TTdiff	-0.033 (0.558)	0.021 (0.635)			
Female	0.544* (0.083)	0.564** (0.015)	Female	0.037 (0.633)	0.044 (0.634)
Age_2	-0.784** (0.016)	-0.762*** (0.003)	Age_2	0.160 (0.136)	0.172 (0.143)
Age_3	-0.929 (0.108)	-1.268*** (0.005)	Age_3	0.074 (0.581)	0.306 (0.131)
African-american	0.226 (0.467)	0.152 (0.718)	African-american	-0.165* (0.089)	-0.074 (0.652)
Income_2	0.485 (0.112)	0.029 (0.908)	Income_2	-0.019 (0.901)	0.010 (0.952)
Income_3	0.314 (0.283)	0.536** (0.035)	Income_3	0.084 (0.573)	0.063 (0.735)
Income_4	0.522* (0.092)	1.002*** (0.001)	Income_4	-0.023 (0.881)	0.049 (0.804)
Education_2	0.957* (0.077)	0.111 (0.725)	Education_2	0.035 (0.876)	0.111 (0.447)
Education_3	1.282 (0.112)	-0.553 (0.107)	Education_3	0.059 (0.756)	0.231* (0.078)
Cohort_2	0.086 (0.645)	0.289 (0.259)	Cohort_2	-0.044 (0.659)	0.083 (0.483)
Cohort_3	-0.088 (0.689)	0.238 (0.423)	Cohort_3	-0.116 (0.343)	-0.086 (0.577)
Cohort_4	0.125 (0.554)		Cohort_4	-0.261** (0.018)	

*Significant at 10%, ** Significant at 5%, *** Significant at 1%, p-values in parentheses. P-Q1-Q5 are interaction variables between Exprprice and Q1-Q5, P-educ/female/age/black/TTdiff are interactions between Exprprice and demographics. Sess4 is a dummy variable for responses in the last meeting, OpinionOrder is a dummy variable for whether subject was in treatment with opinion questions presented in order Q1-Q5 rather than the inverse order Q5-Q1, Nosurvey is a dummy variable for subjects who did not receive opinion questions in the first meeting but only in the last.

Table A2: Including Income Interactions for Orlando

	Model 1	Model 2		Model 1	Model 2
N	56978	56978			
rho	-0.0770	-0.0764			
	(0.247)	(0.252)			
<i>ROUTE</i>			<i>OPINIONS</i>		
cons	0.384	0.386	cons	-0.129	-0.129
	(0.395)	(0.392)		(0.224)	(0.224)
P-Q1	0.362	0.385	Q1	-0.518***	-0.518***
	(0.071)	(0.433)		(0.000)	(0.000)
P-Q2	0.102	0.075	Q3	-0.008	-0.008
	(0.457)	(0.804)		(0.944)	(0.944)
P-Q3	0.277**	0.126	Q4	0.143	0.143
	(0.046)	(0.703)		(0.291)	(0.291)
P-Q4	0.103	0.032	Q5	-0.197*	-0.197*
	(0.393)	(0.902)		(0.068)	(0.068)
P-Q5	0.325**	0.383	Sess4	-0.004	-0.004
	(0.026)	(0.307)		(0.819)	(0.818)
TTdiff	0.031	0.031	OpinionOrder	0.183*	0.183*
	(0.486)	(0.487)		(0.064)	(0.064)
Drivepay	0.005	0.005	Nosurvey	0.477***	0.476***
	(0.944)	(0.949)		(0.000)	(0.000)
Exprprice	0.252	0.270			
	(0.659)	(0.637)			
Dearnings	-0.003	-0.003			
	(0.132)	(0.132)			
Driverecord	0.003	0.003			
	(0.580)	(0.580)			
tTE	-0.430*	-0.431*			
	(0.060)	(0.059)			
tTL	0.332*	0.331*			
	(0.086)	(0.086)			
P-Education	-0.297**	-0.297**			
	(0.038)	(0.038)			
P-Female	-0.204	-0.203			
	(0.330)	(0.331)			
P-Age	-0.057	-0.056			
	(0.762)	(0.763)			
P-African american	-0.775***	-0.776***			

	(0.001)	(0.001)			
Table A2 cont'd					
	Model 1	Model 2		Model 1	Model 2
<i>ROUTE</i>			<i>OPINIONS</i>		
P-TTdiff	-0.003	-0.003			
	(0.951)	(0.949)			
P-Income	0.408***	0.401***			
	(0.000)	(0.000)			
P-Q1-Income		-0.009			
		(0.954)			
P-Q2-Income		0.011			
		(0.918)			
P-Q3-Income		0.061			
		(0.578)			
P-Q4-Income		0.029			
		(0.751)			
P-Q5-Income		-0.023			
		(0.859)			

*Significant at 10%, ** Significant at 5%, *** Significant at 1%, p-values in parentheses. P-Q1-Q5 are interaction variables between Exprprice and Q1-Q5, P-educ/female/age/black/TTdiff are interactions between Exprprice and demographics. Sess4 is a dummy variable for responses in the last meeting, OpinionOrder is a dummy variable for whether subject was in treatment with opinion questions presented in order Q1-Q5 rather than the inverse order Q5-Q1, Nosurvey is a dummy variable for subjects who did not receive opinion questions in the first meeting but only in the last. P-income is a twoway interaction between Exprprice and Income (treated here as a continuous variable), and P-Q_income1/2/3/4/5 are threeway interactions between Exprprice, Income and the five opinion responses.

Sample instructions for route choice experiment using GPS recorders.

These instructions were used in the Atlanta East region.

Now we will tell you what you will do during the next couple of weeks, until your next session. During this period you will have a GPS unit in your vehicle. It will be plugged into your cigarette lighter the entire time. As long as it stays plugged into the cigarette lighter there is nothing else you need to do. Just leave it there until you return.

The GPS unit will record all the roads you drive on and at what times you drive. This unit is not connected to any other devices in your vehicle. It does not transmit any signals so nobody can see where you are going while you drive. It is only recording, not sending any information.

When you return we will download this data to our computer. However, we are only interested in your driving on select routes. Thus as we download the data we will destroy any other driving information, except those routes. Therefore we will not save any information about the location of your home, your work place, or other places you visited.

The routes we are interested in are Roswell Road (SR9), between I-285 and Northridge Road, and SR400, also between I-285 and Northridge Road. We will save your driving records from some distance beyond these points. Just far enough so that we can identify in our records which way you came from when you entered these route. But not so far that we can identify your home, work or school locations.

How will you get paid for your driving during this time?

First, you will only get paid when you drive during weekdays 7 am – 9:30 am in a southbound direction, or 4 pm – 8 pm in a northbound direction, plus Saturdays between 2 pm and 8 pm in either direction. Each week we will select your first 10 drives on these routes during these times and pay you for those. For example, if you drive every day during a standard Monday through Friday work week driving to downtown Atlanta in the morning and back in the evening you will be paid for your drives Monday – Friday morning and evening. You will then not be paid for any Saturday driving since you already completed the 10 paid drives that week. If you only drive during four of the week days, but travel the route on Saturday as well, you will be paid for the Saturday drive because you only fulfilled 8 of the 10 paid drives during the week. However, if you are a commercial driver and you drive multiple times on the route each day. You may fill your quota of 10 drives much quicker. If so, we will not pay you for any more drives that week, but you will be paid again the following week for an additional 10 drives.

You will have to drive the entire distance from I-285 to Northridge Road Parkway without stopping for any other reasons than traffic congestion. If you stop for other reasons it will not count as a drive we will pay for. For example, if you start on SR400 at I-285 driving away from Atlanta but you

get off at Abernathy Road, the drive does not count as one of your 10 drives. Similarly, if you were to pull over to a shopping area to do some shopping the drive would not count as one we pay for.

You will be paid \$_____ for each of these drives. The maximum number of drives you can get paid for is 20, so the most you can earn is \$_____.

In the weeks following your next session with us we will change how you get paid. We will explain to you at that session exactly how the new payments will be determined. For now, however, you get \$_____ for each of the 20 drives.

When you return we will download your GPS data. We will remove all the driving records that are beyond our routes. Then we will calculate how many drives you did that we pay for. You will be paid that money at the second session.

At the end of the session we will go with you to your vehicle and help you find a good way to keep the GPS unit plugged in. If at any time you have questions about how you are getting paid or problems with your GPS unit just email us at traffic@gsu.edu and we will get back with you as soon as possible.

If there are problems with your GPS unit, either because you had to unplug it or for other reasons, and it does not record your drives we cannot pay you for those drives. We will show you how you can see that it is getting power and operating properly.

Although the GPS unit is state of the art, the GPS technology has limitations that will affect the recording of your drives. Under some circumstances you will find that your drives may not be recorded. These circumstances include, but are not limited to, the type of garages you park in, the weather conditions while driving or the GPS signal strength at the location where you park. Under such circumstances the GPS unit will not find a satellite signal. In such cases your drives will not be recorded and you cannot be paid for those drives. If this were to happen so frequently that there are no valid records for you at all then you may choose not to continue in the study. In our experience it is almost impossible to predict for which participants this will happen.

The memory capacity of the unit also depends on a number of circumstances, not just the miles you drive. If the unit fills up with records then it erases everything and starts from scratch and all the drive records from your drives before then would be erased.

It is therefore important that you let us know of any problems you are having as soon as possible so that we can help you correct them.

For your own safety, and for the safety of other drivers around you, you should not attempt to plug the GPS unit in or out while driving, and you should also refrain from looking at it to verify if it is working while driving. You can easily verify that it operates properly while parked.

Station T1: Short Questionnaire About Your Opinions on Reducing Congestion

We are interested in how you think you would vote in a referendum to reduce traffic congestion. We want to know if you would be *more likely* to vote for the referendum, *less likely* to vote for it, or *would not care*.

Please circle the option that best matches your opinion. What would be the effect on your voting if congestion was to be reduced by

Financing enhanced road capacity through increased gas and property taxes?

MORE LIKELY TO VOTE LESS LIKELY TO VOTE DON'T CARE

Financing enhanced road capacity through toll lanes with a fixed toll charge?

MORE LIKELY TO VOTE LESS LIKELY TO VOTE DON'T CARE

Financing enhanced road capacity through toll lanes with toll charges that vary by the time of day or by the traffic volume?

MORE LIKELY TO VOTE LESS LIKELY TO VOTE DON'T CARE

Converting more lanes into carpool lanes with no additional taxes or tolls?

MORE LIKELY TO VOTE LESS LIKELY TO VOTE DON'T CARE

Converting more lanes into toll lanes with no additional taxes?

MORE LIKELY TO VOTE LESS LIKELY TO VOTE DON'T CARE