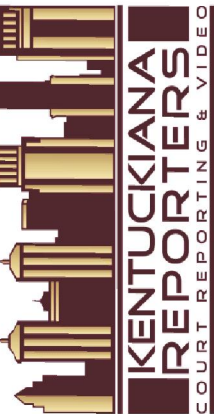


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OHIO RIVER BRIDGES PROJECT HEARING

DATE:

DECEMBER 19, 2011

REPORTER:

REBEKAH BALLARD TURNER

STIPULATION

Comments made by the public regarding the Ohio River
Bridges Project taken at Papa John's Cardinal Stadium,
Brown & Williamson Club, 2800 South Floyd Street,
Louisville, Kentucky on Monday the 19th day of
December, 2011 beginning at approximately 6:00 p.m.

COMMENTS

JOHN SACKSTEDER: Okay. Thank you for your attention for that. We'll now move into our comment period, and our first speaker is Stu Noland.

STU NOLAND: Hello. The only scientific poll ever conducted on public opinion regarding the Ohio River Bridges Project showed that greater than 60 percent of the population opposed tolls to fund a two-bridges project. The vast majority of public comments that the Ohio River Bridges Project team took were opposed to tolls to fund the two-bridges project. The vast majority prioritized only an East End Bridge if it required tolls to fund the entire project. Now, sometimes it's necessary in a representatives democracy for the leaders to -- to override the majority, even a super majority. But, for that to happen, there must be some semblance of equity in the budgeting priorities of that project, and honesty in the -- in the information that they release regarding toll rates and all the other information. This project fails on both accounts. The East End portion of the project, where the wealthy people live, where people give political donations, where people have the resources to add

C.11

C.24

C.14

things to the National Register of Historic Places

under false pretenses, that -- that portion of the

E.3

project received this \$795 million -- it might be 750,

I've heard different numbers -- 1.4 mile luxury highway that includes a quarter billion dollar tunnel.

Downtown has virtually no aesthetic considerations on our city's image defining gateway, our central business dis -- district riverfront, and the historical heart of our city, and we are building 100 year infrastructure,

L.2

and the ramps that connect to our expressway that mean that our city will be defined by 1950s style elevated waterfront expressway for the next 100 years. For

those of us that want to raise our family in a Louisville with a vibrant, diverse, and growing

economy, that's nothing short of civic suicide. We are going to complain, and complain, and when you are tired of hearing us complain, we will complain some more.

The -- the regressive and backwards priority of this project are flat out unacceptable. Also, the degree to which the data had been manipulated throughout the process has been unacceptable. In 2007, they -- the Bridges Authority floated a toll rate of \$3, when their own toll study said that toll revenue start dropping at

C.14

about \$2.10. The reason they do that is because they -- if -- if you want to prepare people for \$2, you tell

them \$3. So, you say \$3, and then they bring it back to \$1, and then --

JOHN SACKSTEDER: 20 seconds.

STU NOLAND: -- they're slowly creeping it up, and they're saying a -- a buck 75 downtown, and 2.25 in the East End, or whatever. If -- if the East End Bridge is more expensive, more people will use the downtown portion of the project, what's -- which is exactly what River Fields wants. River Fields wants a luxury highway, and they're getting that --

C.14

JOHN SACKSTEDER: Your -- you time's up.

STU NOLAND: -- and that's not acceptable.

JOHN SACKSTEDER: Your time's up. David Blank, please.

DAVID BLANK: I -- thank you. I advocate tolling, but on certain conditions: one, that the operation of all the bridges that cross the Ohio River that impact the metropolitan Louisville be a public authority that will be accountable to the people of Indiana and Kentucky, and will not be in the hands of private foreign investors, which have been the case elsewhere. We want the toll money to go not only to retire the debt on new bridges and maintenance of the old bridges, but also the subsidized public transit. My big beef with the SDEIS is it has three words about

D.28

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D.28

transit: enhanced bus service. I called TARC and they were very helpful. TARC is a significant element in cross-river transit now and travel. This is an enlargement of the map -- they have Park & TARC lots throughout southern Indiana. They have six routes. And in response to the closing of the Sherman Minton Bridge, daily TARC travel has been over 2,000. In addition, they have the TARC kip -- Ticket to Ride, which are van-pools and carpools. That could total another three to 400. No one has really counted. The point is, public transit is a significant factor and deserves more than three words in a draft statement for a \$2.9 billion project. The second point -- and by the way, on the public authority, in 1921 during a Republican administration, the United States created the model bi-state public authority. Port of New York and New Jersey Authority. Not perfect, but it's been around 90 years. Why are you guys spending 100,000 here and 100,000 there on private consultants, good people, when for \$50,000 you'd probably get the Port Authority to do everything in a package. You cannot isolate tolls from encouragement of public transit. Tolling, yes, should pay for the debt, but tolling should also make certain that public transit is subsidized, as it is in New York, as it is in

C.2

C.7

California, as it is throughout Europe. And the toll structures have to reflect --

JOHN SACKSTEDER: 30 seconds.

DAVID BLANK: -- the need to manage traffic over the bridges. A \$1.50 toll doesn't do anything to a person to discourage him from driving a single occupant car. We need at least a \$3 toll during peak rush hours to encourage that person to use TARC. Thank you.

JOHN SACKSTEDER: Thank you.

DAVID BLANK: Is this --

JOHN SACKSTEDER: Pete -- Pete Kirven, please.

DAVID BLANK Is this someone's? Is this someone's? Anyone? I just noticed it. No? No one's losing a -- okay.

JOHN SACKSTEDER: Denis -- Denis Frankenberger, I'm sorry. Sorry, called you too soon.

DENIS FRANKENBERGER: Hi, I'm Denis Frankenberger. I agree with the fact, and I -- very few people would disagree that the Kentucky approach to the East End Bridge is extraordinarily costly. 795 million. About one third of that cost is, right now, C.26 the tunnel. Because of that, and because four months ago I read an article in the -- in a news -- in the

news media that the original owner of the Drumanard Estate, that the tunnel is planned to go under, had back in 1988 issued an objection -- a written objection to having her property listed on the National Register.

E.3

That was the additional 55 acres because her house was on the National Register at that time on .8 acres. So I set out to -- to do some research because that was unbelievable to me. I hired several researchers and culminating the last four months of work, today I issued a petition to the National Register of Historic Places in Washington, D.C., to the Kentucky Heritage Council, with a copy to Governor Beshear, requesting that the Drumanard 55 acre property be de-listed from the National Register. My reasons were, primarily, that the 1988 nomination for the 55 acre property to be listed on the National Register is wrought with errors, and -- and falsifications of fact. To substantiate that, I included 20 sets of documents. All of these -- the petition and 20 sets of documents to support the exhibits that are pointed at in my petition -- are listed on a website that I just created -- went live today. And although there's some negative connotation to one of the words in the domain name of my website, if it looks like a duck and it walks like a duck, you got to call it a duck. So, the name of my website that

E.3

contains the petition and all the supporting historic documents -- copies of them, is called EastEndBridgeConspiracy.com. And that's exactly what it was. Officials of the then Jefferson County Office of Historic Preservation --

JOHN SACKSTEDER: 30 seconds.

DENIS FRANKENBERGER: -- in conjunction with the Kentucky Heritage Council conspired to falsify the -- the nomination in order to -- and I quote, "Stop the progress of the -- of the continuation of I-265 to E.3 Indiana," and their term was, "We can make this -- Mrs. Fitzhugh, if you just recant your objection, we can make this so expensive, it will never happen." Thank you.

JOHN SACKSTEDER: Thank you. Now, Pete Kirven.

PETE KIRVEN: Hi. I want to thank all the people that have helped pull this together today. There's been a lot of work that went on. I want to thank, particularly, two guys I met this evening: Paul Boone and Lee Walker, who are ombudsmen, I think, for the project. One's -- Paul is Indiana, and Lee is Kentucky side. A fascinating bunch of information. I've just wandered around the room and asked people questions, you know, "Tell me more. How do you -- how

do you know about this? This is interesting about the Drumanard Estate." I take a different perspective. My mom was a children's librarian, so I probably got exposed to Hans Christian Anderson as a kid, and you know the Ugly Duckling story, but this is about the emperor and his clothes story. A quick recap of that is that a bunch of people got together and talked to the emperor and he said, "That's a good idea," and end of the story, he's walking down the street naked, and a little boy raises his hand and goes, "That guy's got no clothes on." So, I've been following this project for a long time, and it's been good, what's happened. I mean, you know, at first there was no way to change a record of decision, and now we've changed it and knocked a bunch of costs off of it. This is phenomenal. Really good progress. And I'm -- I'm very encouraged, and Lee particularly said, "Pete, get up and talk tonight." You know, I -- I looked and there's only 10 people talking, and I said, "Well, okay, I'll get up and talk." I drew a little picture. This is what we have today. There's no bridge here on the East End, then all the other interstates. Then, I said, you know, what's really driving this program is -- is the -- sort of the historic thinking has been, "Gee, we've got big interstates and they all kind of point right

into the heart of our city." I-64, I-71, I-65. And -- and if we're going to invest in the new downtown bridge, we're -- we're still indorsing that kind of thinking. I mean, we're going to throw a phenomenal amount of money to keep pushing cars at each other at C.11 70 miles an hour or 45 miles an hour, or whatever it is. That's just -- I -- I think we can move beyond that. That's -- that's my emperor and he's got no clothes on. Instead, we can do something like -- the East End Bridge will help. Then, maybe one day, we -- this is, you know, going around the East End Bridge -- maybe one day we do put in a West End Bridge way down C.31 on the Gene Snyder, and we run traffic around our city instead of right into the heart and try and figure out how to create the mess that results from that. So -- so that's that's my main idea. Another idea that, you know -- so I -- so I've talked to the guys about it here, and if we build just an East End and don't build downtown, downtown's still a problem. It's less of a problem. Steve Weiser (phonetic) had an idea of a C.20 local access bridge --

JOHN SACKSTEDER: 30 seconds.

RON SCHNEIDER: -- thank you -- about

parallel to the Clark Bridge, and way less expensive to do that. So -- so there's been a lot of good ideas C.20

that have been floated around in this project, and -- and I'm -- I'm thanking you guys for -- for listening to the ideas, and I encourage us to keep listening and keep changing this project until we can get it one, affordable, and two, so it's -- it's endorsed by more of the community than it is now. Thanks a lot.

JOHN SACKSTEDER: Ron Schneider.

RON SCHNEIDER: It's quite strange to continue to see such a vigorous push for a sprawl inducing project such as this at a time of record numbers of vacant properties and drops in property values. Traffic volumes have also dropped in the last decade for the three existing bridges, yet project B.4 proponents continue to use increases from the 1990s to justify this extremely expensive project, when such increases are highly unlikely in the next decade and beyond. Louisville should, in fact, take its lead from more progressive cities and focus more on transit, and particularly rail transit. Charlotte and Salt Lake C.7
D.12 City are two examples of cities, both, by the way, located in counties with a lower population density than Jefferson, which have put in light rail lines, and whose leaders wish to put in additional lines after their great success. Charlotte has seen \$2 billion in private investment adjacent to its light rail line

since its opening. These are the kinds of cities that see young professionals want to locate there, just as young people have flocked to Portland, Oregon, a city which has in recent decades grown significantly in population, in part because of its great atmosphere -- for transit, biking, and walking. Closer to home, when Procter and Gamble of Cincinnati acquired Gillette of Boston, they reportedly had a difficult time getting Gillette employees to relocate to Cincy. Many citing the lack of necessity to have a -- to drive everywhere in Boston because of its superior transit. The effects of tolls, both on the local economy and the projected volumes for the proposed bridges have not been documented here either. This is significant because if you underestimate the volumes that are going to occur at a particular toll level, you're going to underestimate your revenues you're going to need to pay off the debt, too. And -- let's see. So, also, is the need for additional transit in the wake of the additional sprawl. This project only assumes that, in the wake of two major service cuts and losses of at least 60 permanent jobs by TARC in the last three years, that TARC will have plenty of money to expand service, but provides absolutely no particulars on how that will be accomplished. In this past week's LEO,

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Steve Shaw writes the following: "In July of last year, former Louisville --"

JOHN SACKSTEDER: 30 seconds.

RON SCHNEIDER: "-- Magazine editor Bruce Allar wrote: 'Has anyone asked how people and products will be transported in 14 years? Will we still be sucking oil from hard to reach deposits and filling a tank for everyone who qualifies for a driver's license? The assorties -- the authorities that be obviously think so. They're betting boatloads of our money on it, which is symbolic in what Einstein said, 'Everything has changed except our way of thinking.'"

JOHN SACKSTEDER: Thank you. Larry Hu-jo.

LARRY HU-JO: I'm Larry Hu-jo. I represent the Indiana Kentucky Re -- and Ohio, now -- Regional Council of Carpenters and Millwrights. Let me quote Einstein, since you've opened that door. Einstein also said, "The significant problems we face cannot be changed at the same level of thinking we were at when we created them." Now, I think that's a significant message, because we created the problem of the Kennedy Bridge, and the lack of an East End Bridge, years -- I was in -- I was a little kid. I was born in 1957, and actually, someone had this great idea about an interstate system a little bit before I was born. And

we're still talking about bridges. I think -- my friend Joe Wise came in and he reminded me that the venue for this meeting is absolutely wrong. We should be conducting this meeting in rush hour traffic on Interstate 65. Pete, great map, but it's a world history lesson. It's not a local history lesson, it's world history. In Europe, all roads lead to Rome. In this region, all roads lead to the Kennedy Bridge. And that's a problem. That's a problem to -- to attract -- you talk about economic development, and people coming in here, and young people moving into the community. There's no growth in this community, and there will be no growth in this community until manufacturers, until business understand that they have the infrastructure, the proper infrastructure to move their product to market. We don't have that. If there's anything we should have learned this holiday season, the gift we were given was the closing of the Sherman Minton Bridge, because it gave us the ability to see the impact that those bridges and that river has on this region. Everybody talked about it. "Oh, what if, what if, what if?" Well, it happened. One of our bridges went down. We've got to change that. We've got to ensure that our children and our grandchildren do not grow up in a community that stifled its growth and its

C.25

B.1

ability for them to succeed as we have done, simply because we couldn't get our head in the right place --

JOHN SACKSTEDER: 30 seconds.

LARRY HU-JO: -- and decide to do what needed to be done many years ago. The project used to cost a billion dollars, but we waited until it was a \$4 billion project. I agree about the estate and the tunnels, okay? Over 3,000 working families packed up and moved. It was called eminent domain then. I guess in the East End where people have wealth, you can't use that term, you know. But the bottom line is, if that is hindering the growth and the ability of this community to grow --

JOHN SACKSTEDER: Time.

LARRY HU-JO: -- they've got to move.

JOHN SACKSTEDER: Thank you. Bill Samuels.

BILL SAMUELS: Well, I'm going to spare you all some pain, because I agree with everything Larry said. I've been involved with this in -- since the mid '80s, and in the last two years, have been involved with talking with our manufacturers, with our workers. And it is clear that anybody that has just in time manufacturing, anybody that has to cross the river bringing materials, is not going to be in business very long, or they certainly won't be in business here very

C.25

long, if we don't get off of it. This has to be done and I -- I -- I guess I'd like to compliment the Authority on how disciplined and professional they've been through this process. I'd like to compliment both highway departments, and my grandfather was Kentucky's first Commissioner of -- of Highways. And I really would like to compliment all the people that have a differing point of view. It's been a really constructive discussion. I think a lot of the ideas that I've heard in these hearings might even have gotten a better hearing if they would have come up at the proper time, which would have been back in the '80s and '90s, as all of those matters were being considered. I -- I don't know about that. And since we all have special interests, I would like to make one constructive suggestion: Our distillers met today, and we not only would like to see tolls, we would like to C.13 see toll booths that have vending machines, so we can sell our products. Thank you all very much.

JOHN SACKSTEDER: Thank you. Alan DeLisle, please.

ALAN DELISLE: Well, I'm not sure how to follow that act, Bill. But, good evening. Thank you for the opportunity to address this important issue. My name is Alan DeLisle. I'm the executive director of

the Downtown Development Corporation for Louisville.

As I think you know, the Louisville Downtown Development Corporation has 32 board members that primarily come from the private sector. And the -- and the corporation drives development downtown to stimulate metro-wide economic growth. We do this through real estate and business development, quality long term planning, and public realm project management that stimulates private investment. In short, we have a lot in common with this project. As such, we fully support the process developed by Kentucky and Indiana to establish the critical task of developing a sound financial plan for the Bridges Project. We urge these efforts to explore all funding options, including high-speed electronic tolling and public-private partnerships, to finance and construct a comprehensive economic development solution that we all benefit from. Simply put, as some speakers have mentioned earlier, this project represents our economic development lifeline, as the Sherman Minton Bridge closure has demonstrated. LDDC is convinced that the Bridges Project, two bridges, and the improvements to junct -- Spaghetti Junction will provide essential access to downtown, the region, and the state in the future. Only the existing project can resolve the long term

C.13

C.25

problems that have worsened over time and will continue a negative trend into the future. Traffic congestion, safety issues, air quality problems represent an economic drag on downtown, the region, and the state. Building the existing project is the only answer to the mitigating the lost work hours due to con -- traffic congestion, and to the possible relocation of countless businesses due to transportation uncertainty. With 147,000 jobs that rely on transportation, manufacturing, and logistics, our region cannot defer network improvements that will retain and grow these and other job sectors. In short, we don't want our economic strengths to become economic weaknesses. We don't want other areas of the country to better facilitate transportation and business. We don't want future projects like UPS to locate elsewhere. And this matters a lot to downtown --

JOHN SACKSTEDER: 30 seconds.

ALAN DELISLE: -- Louisville. 31 percent of the state's gross state product is generated in Louisville. Downtown represents about 16 percent of all employment in Jefferson County. Approximately 70,000 jobs are located in downtown Louisville, representing the largest business park in the state. Some 14 million people visit downtown annually. Many

of our key downtown industries, healthcare, finance, hospitality, and professional services rely on the industry clusters most affected by the bridges -- Bridges Project.

JOHN SACKSTEDER: Time.

ALAN DELISLE: Thank you very much.

JOHN SACKSTEDER: Vaughn Scott, please.

VAUGHN SCOTT: Good evening. I share many of the sentiments that -- that others have shared tonight. I think one of the things -- one of the few things that I would like to add is that -- that we need to recognize when we talk about economic development, that we're actually now competing not just nationally, but C.13 internationally for jobs, and it's amazing to me. I have the good fortune about every six to eight weeks to spend time with people from about 14 different countries, and we talk about the challenges in our own respective cities, and we don't have the market cornered in the world on the challenges and the need to grow our populations in our cities. It's a problem throughout Europe, many parts of Asia, even though there are areas where -- where populations are exploding, there are also areas where populations are shrinking, and they're looking for people to fill jobs. They're looking for ways to preserve their economy.

And so, if we don't think that we need to be proactive in this regard, I think we're really kidding ourselves. I agree completely that we need to look for other alternative forms of transportation, including light rail. However, we don't have the luxury of time on our side to be able to spend the time that we need right this minute to figure out how we can make this part of this plan. We have a plan that's supported by two governors. We have a plan that's supported by a mayor. We have a plan that -- that has -- that has already gone through eight years or more of reflection, adjustment, changes. We have a plan that can be implemented in a much shorter time frame, and we need to make sure that we give that the opportunity that it deserves. You know, when we think about the -- the -- the Shermageddon and what -- what the closure of the Sherman Minton did, a lot of times people don't think about the fact that this is only a 20 year fix. This is not a fix that's going to be forever. And so, while I would like to see other forms of transportation brought to the floor, we really need to eliminate the threat that we have today. I mean, we have -- we have this threat, not only for this bridge, but the Kennedy obviously now, for anyone that travels it daily, it's in much worse shape than it was before all of this

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occurred. I mean, it is truly, now, a matter of public safety that we actually get bridges we can travel across safely. There was a lot more discussion I know at the last series of public meetings about tolls. I think we can all agree that we are all paying tolls now. We're paying tolls in our time, we're paying tolls in not being able to get product across the river. We're all paying tolls everyday. I just look forward and welcome the opportunity to pay tolls that actually help us make progress.

C.13

JOHN SACKSTEDER: Thank you. Keith Henderson.

KEITH HENDERSON: Hello, everybody. These hearings, I think, are supposedly to just comment on the supplemental EIAS. Although I appreciate everyone else's comments, it's probably a done deal at this point, isn't it? Just for the record, if it's worth anything, the East End Bridge, obviously, I mean, obviously. I mean, that's enough of that, right? The tunnel remains unbelievable to me. How that's even going to happen is unbelievable. But, there you go. That's \$200 million sitting there. There's some money to save. And of course it can be done. So, enough of that. 8664 isn't even here, you know. I guess they've just said, "You know, enough of that, so..." And

C.26

incredible opportunity missed, I think. You can argue the functional merits of it, the aesthetic impact on the city is -- would have been unbelievable, so. In my opinion. Spaghetti Junction -- let's -- let's not go there, so...I think the 8664 problem was a -- an initial misunderstanding with them is they wanted the East End Bridge, and they didn't want the downtown bridge. That really wasn't part of their plan, or it had no id -- you know, it didn't have much to do with it, but they were -- I think they were misunderstood from the start, so. Anyway, without -- with having said my comment, there you go. I've got another idea here, that is in absolute complete keeping with what's on the table right now, and that's the downtown bridge, which I think is -- is another opportunity potentially lost. It's current design is just -- it's just awful. It's terrible. And it was -- again, I was talking to several gentlemen earlier. There -- there were 31 choices given for this thing, and I don't think the actual problem was properly identified to come up with a solution to that. Sure, you can pick up 31 bridges, pick one that you like the best. Well, that kind of ignored the main problem here. I've -- I've given several talks about this. One was at the last PechaKucha at 21C. Hence my lack of notes. My last

L.3

rehearsed speech didn't turn out so well, so I'm just winging this one. Bear with me. But anyway, my notion has to do with that. It is a way to build the downtown bridge, which I think has been ignored here, to certain extent. It's an -- a major front door to Louisville, which was mentioned at some point. It's an incredible potentially iconic structure. What is being proposed does not solve that problem for -- for many reasons, which I'm not going to bother to get into, because I've got 44 seconds left. I also have a website set up. Not as clever a name as Mr. Frankenberger's, but it's called TheKentuckianaCrossing.us. I have some cards I'll pass out later if you're -- if that can't stick in your mind, but that is a way to further --

JOHN SACKSTEDER: 30 seconds.

KEITH HENDERSON: -- save money -- further save money, and -- it further saves money, yeah. Maybe somebody will listen to that. And it's considerably better than what's being proposed. It has potential iconic graphic. It -- it -- it's a good idea. I wish you'd check it out. Again, I think it doesn't impact this whatsoever. It can be absolutely added to your current program, and all for the better, so, there you go. It's constructive as I can make it. There you go. Trying to help.

L.3

JOHN SACKSTEDER: Thank you. Rex Vest,

please.

REX VEST: Hi. It's not too late for the politicians to do the right thing and listen to the people and the common sense. It's not too late for a one bridge project. We don't need a -- it's obvious C.24 that anyone that drives the bridges like I do throughout the week during rush hour, the Kennedy, that we do not need the problems that the 64/71 split lane, the far southwest lane of the Kennedy, downriver lane - - we do not need 14 with shoulders, 15 full interstate lanes without shoulders, if the Kennedy could become six lanes at hospital curve. We don't need the poison C.26 pill of the Drumanard Tunnel, which the government, the State of Kentucky, has no plans to have any public use of the ground above it. The only point of it is -- is preserving the ground above it. The -- it's not too late for the politicians to listen to what the public on both sides have said all along. We need the East End Bridge. We don't need to bundle two or even, C.24 really, three projects into one finance -- one, to finance them all at once. That makes no common sense, especially in this economy with the st -- the State of Kentucky in the shape it is financially. The project should have never happened. It was a -- a dumb idea, a

boondoggle to begin with. It should be, at the very least, split into at least two projects. The -- the -- and, if it comes down to it, the federal government should do the right thing by its taxpayers, its citizens who it represents, and deny tolling of 65's existing -- existing bridge, the JFK. Mr. Reagan -- or Reag -- Reagan, the outgoing Greater Louisville Chamber head, who's on his way out of town, has said on a local media outlet that what -- when he was asked about the Bridges Project that what's needed is an impenetrable wall against who? The public, who didn't even bother to show up at this meeting, because they'd been given so much short trip for years. This project was an official project in '03, and there's been plenty of good ideas put forward years ago --

JOHN SACKSTEDER: 30 seconds.

REX VEST: -- unlike this -- unlike the distiller millionaire here, the ideas were put forward years and years ago, much better than the current project, and they've been given short trip. That's why there's all the empty seats here, and that's what the politicians rely on. They rely on people tuning out because they're treated this way. It's not democratic. They don't care about the best for the public or the public interest. It's -- it's about making a deal.

C.12

They're power brokers. They aren't --

JOHN SACKSTEDER: Time.

REX VEST: -- leaders. It's about divvying up the different pow -- keeping, retaining power --

JOHN SACKSTEDER: Ti -- time, Rex.

REX VEST: From the very -- from the very powerful wealthy interest.

JOHN SACKSTEDER: Thank you. Is there anyone else who -- who has not signed up that would seek the opportunity to speak? Hearing none, we'll place on the record that everybody was given the opportunity to speak tonight. We do seek your comments. Again, the court reporter will remain out there. Our -- our various experts are going to be available till 8:00, if you want to still have some one-on-one conversation with them about any of the items that you'd like to discuss. You can send us comments via the web page that was mentioned, www.kyinbridges.com. You can go on there and you can see a form that you can send in. You can mail it directly to me, John Sacksteder, at 305 North Hurstbourne Parkway, Suite 100, Louisville 40223. Any way you want to get it to us. The comments we receive will become part of the public record. There will be responses directly offered to each comment in the environmental document as we move into the final

stages of this supplemental EIS. And, again, I thank everybody for their attention that they gave during this session. Thank you.

(COMMENTS CONCLUDED AT APPROXIMATELY 7:00 P.M.)

CERTIFICATE OF REPORTER

COMMONWEALTH OF KENTUCKY AT LARGE

I do hereby certify that the witness in the foregoing transcript was taken on the date, and at the time and place set out on the Title page hereof by me after first being duly sworn to testify the truth, the whole truth, and nothing but the truth; and that the said matter was recorded stenographically and mechanically by me and then reduced to typewritten form under my direction, and constitutes a true record of the transcript as taken, all to the best of my skill and ability. I certify that I am not a relative or employee of either counsel, and that I am in no way interested financially, directly or indirectly, in this action.

REBEKAH BALLARD TURNER

COURT REPORTER/ NOTARY

MY COMMISSION EXPIRES ON: 10/08/2014

SUBMITTED ON: 01/04/2012

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