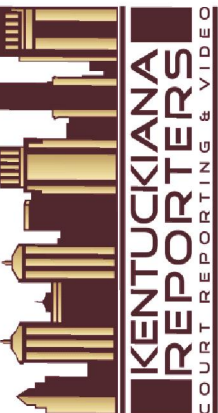


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OHIO RIVER BRIDGES PROJECT HEARING

DATE:

DECEMBER 20, 2011

REPORTER:

MONICA ARMES HOEHN

STIPULATION

Comments made by the public regarding the Ohio River
Bridges Project taken at Holiday Inn Lakeview, 505
Marriott Drive, Clarksville, Indiana on Tuesday the
20th day of December, 2011 beginning at approximately
3:59 p.m.

PROCEEDINGS

BOB BARNES: Starts out, I want to take this opportunity to talk about the East End Bridge. I worked at the Ford plant when they opened. I went there for a reason. I was going to play music, Dixieland music, for the Ford plant. It wasn't opened yet. One of the big statements was -- they were talking to Louisville people and Indiana people. One of the big statements was to the Indiana people: "We'll soon have a bridge out here." We have to go back -- all the way around Louisville, and then it will become -- but this -- we'll be able to come right across the river to get to work. 1955, I guess it was. Anyway, when Ford first opened -- and I did my little job, I played music for them and got refreshments, and all the people just -- they weren't working yet. But that was the first statement. That was the first president of the Ford plant out there. And I think the big -- one of the big people from Ford was there, too. And that's gone on, and on, and on. Finally, these meetings started about 15 years ago -- 13 years ago. I've been going to meetings all along, and trying to convince people, but these people in the East End just

continuously get in the way of the East End Bridge.

And they got lawyers and doctors, and they've got a lot of rich people out there, and lawyers, too. Judges.

You name it. They -- so, that's why it's dragging for on so many years, and it needs to stop. The build -- they don't need to build -- they don't really -- don't really need to make tunnels or anything else. Just C.26

widen the road, take a little of the farm land, and go right on down 42, right on down to where it's supposed to be built. It's about time this happens, before we get involved in too much of the downtown thing that

they're saying they have to do along with this. They need to build the East End Bridge right after they C.25 finish the Sherman Minton. Get it built, then do all

they want to do downtown. That -- that's -- you know, emergencies, or course -- you have to take care of

those as they come. But -- but then they're -- the people in the East End, they -- they want -- they've

got this lawsuit, you know. They're trying their best to keep this from happening. They're pretty good at doing so. That's what I've been telling them. For too many years, too much water's gone under the bridge, and the bridge is not there for the water to go under.

It's not just for Ford plant; it's for all these people that are going from -- well, from St. Louis to

Cincinnati. You don't need to touch downtown at all.

You just get off -- you just stay on -- on the

interstate, cross Indiana, and you go right on down the

way. They East End Bridge, you know? The amount of

traffic that could be saved going downtown. They don't C.25

need this -- to go downtown. They don't need to go,

you know? That includes some of these trucks. A lot

of -- a lot of these truck drivers would rather not go

through downtown Louisville really though.

Especially when things like this come along and you

need the East End Bridge worse than ever. It needs to C.25

be there. And that's right down the road, too. There

will be other things happening. But they should have -

- every city our size has east, west, and downtown, if

they're right on the Ohio. Cincinnati's probably got

double -- twice as many as we've got. They got at

least six. I think seven. So -- they're not that much

bigger that they need that many bridges. Am I wearing

you out?

COURT REPORTER: No. Keep going if you --

keep going.

BOB BARNES: Well, that's -- that's a few of

the things they need to know. And they're amplifying

the downtown things they want to do. It's all to throw

the East Bridge off, and delay it, and do anything,

because those East End people have influence downtown in the courts. And they're in court with the East End people right now. They're trying to -- they've got a lawsuit to -- to try to win, so they won't have to do that bridge in the East End. I'll get on in there, I guess, because I'll be just saying the same -- mostly the same thing.

COURT REPORTER: Well, thank you for your comment.

BOB BARNES: I thank you for doing this.

STEVE MCDANIEL: I'd like to -- I'd like for you to build the bridges, please. Start tomorrow, if B.1 you could. That's it.

COURT REPORTER: That's it? All right.

STEVE MCDANIEL: That's it. Short and sweet.

JAMES NEAL: I just want them to build the bridges because my union brothers need the carpentry B.1 work. That's all I want to say.

COURT REPORTER: Okay. Thank you.

JIM KEITH: Tolling a major thoroughway to the community, I-65 -- putting tolls on a 49 year old bridge seems a bit ridiculous and will serve as a C.12
D.21 barrier to commerce, visitor spending, and create an added burden to the local community -- and I mean both sides of the community. It's the people traveling back

and forth for their work, their jobs. It becomes an unreasonable tax. For over 50 years, we've talked about building an East End Bridge. That bridge needs to be built. It's questionable whether another bridge downtown -- as there are no additional roads serving the bridges, and hospital curve remains the same. The second bridge would probably serve the community better, being in the West End connecting I-64 to another river crossing. With my tourism hat on, I can't think of any benefit -- the tolls on I-65 -- as a positive for jobs, those keeping jobs; subtracting jobs, and of course subtracting visitors to our community, and the visitor spending they contribute to our economy.

C.24

COURT REPORTER: Anything else?

JIM KEITH: You probably don't even work -- I guess it's to know my opinion. As if it makes any difference.

COURT REPORTER: Thank you.

TIM GAHAN: I want to take note of the definition of "receivers" of Type 1 Projects for noise abatement. I believe that the residents of New Albany, Indiana are -- should be considered receivers in this Type 1 Project, as defined by the Federal Highway Projects -- what is this called? Hold on a second.

G.2

The State of Indiana Department of Transportation Traffic Noise Policy. It states five different projects that include one or more of the following: one is construction of a highway on a new location; or physical alteration of an existing highway with significant changes in either the horizontal or vertical alignment; three, an increase in the number of through traffic lanes; four, construction of a new interchange or ramp; and five, construction of high occupancy vehicles or truck climbing ramp -- of which New Albany doesn't qualify under any of those. But it does qualify under the exception clause: Type 1 Projects with potential receivers nearby will be considered for noise abatement. And I believe we're considered the "nearby".

COURT REPORTER: Anything else?

TIM GAHAN: That's it.

COURT REPORTER: All right. Thank you, sir.

TIM GAHAN: Thank you so much.

BRIAN LEWIS: I would like to express my displeasure on the tolls. I somewhat understand the toll on the new East End Bridge, but for the I-65, I am totally against that. I'm afraid it's going to be a burden on my community of Clarksville, Indiana. I'm going to pay a toll to go on the -- the newly built

C.12
D.19

bridge, but I don't think it's right that we have to pay on 65. If you go on that bridge right now, the potholes and the -- the structure of it, anyway, is in disrepair. And I think that's about all.

COURT REPORTER: Okay.

BRIAN LEWIS: I thank you very much.

COURT REPORTER: All right. Thank you.

RICHARD DOBSON: In the 1970s, the River Fields Organization began sending little postcards to Southern Indiana residents concerning the Marble Hill Nuclear Power Plant. I was in my teens at the time, but I read everything that came in the mailbox. They were trying their best to stop the Marble Hill Nuclear Power Plant. In the 1980s -- this is a Kentucky organization. In the 1980s, they sent similar material to try to stop the Clark Maritime Center. They said it would disturb archaeological treasures and be bad for the environment. In the '90s, they started sending brochures about the Caesars Indiana Riverboat Casino. Would disturb archaeological treasures, be bad for the environment, just not a very good idea. The literature that came on the Clark Maritime Center included the former Kentucky governor's photograph, John Y. Brown, Jr., and his signature, saying it would be bad economically for Hoosiers to build the river port. So,

anyway, all this goes back to my feelings that the Commonwealth of Kentucky -- and I've lived in both states -- is resistant to building the bridges and has delayed the process as much as possible because they do not want to lose business or citizens who currently pay taxes to Frankfort. They do not want to lose those citizens and businesses to Indiana. And bridges would speed up that process. Okay, now, since 1975, the same Commonwealth of Kentucky has aided, assisted, and helped pay for five brand new Ohio River bridges in the greater Cincinnati area since 1975, okay? Meanwhile, in the last 50 years, they have not built one bridge here, and the reason for that is that the -- Kentucky had everything to -- absolutely everything to gain from that relationship, building those bridges with Ohio, because Ohio is where all the people live. And if you build bridges, you could get more of their -- their people and more of their businesses into Kentucky. So, absolutely. They were for those bridges. They also built them an international airport in nearby Florence. So -- which would be unheard of here. They would never build the Louisville International Airport in Sellersburg. It's just not going to happen. So, it's been my understanding also that Kentucky has signed an agreement with Ohio that there will not be tolls on any

replacement bridges in the future. They're talking about replacing the I-75 bridge downtown. They -- they supposedly set an agreement, there will not be no tolls with that. To me, the real issue here isn't about money or tolls; it's about controlling migration. The Kentucky officials have dragged -- have -- have delayed this as much as possible in order to delay migration that occurs in any metropolitan area when you build a new bridge. If they built this here 30 years ago, there would be more people living over here. But the entire metropolitan area would be stronger now, as a whole, and we wouldn't be facing this bridge crisis that we have now. Instead, because of the -- the raise, we have run up the cost of the project astronomically to where it's almost prohib -- prohibited to even build it now. Several intercity bridges could be built at a fraction of the cost that were not interstate connected, and alleviate the embarrassing problem we have here by a large scale -- by a large amount. To echo the sentiments of the last speaker, he talked about the bridge parallel to the Kennedy, as part of the project, required that the Kennedy be there as well. The Kennedy is in extreme bad shape, and to build any long term project that has to include the Kennedy, to me is a bad idea because I

C.20

C.10

see that the Kennedy itself will have to be replaced.

C.10

So why build a long term project if you know that

bridge has to come out? If you -- if you allow more

bridges being parallel, and one going north and one

going south. So, to sum up my comments -- and I'm

probably not doing as good a job as I did down there

talking to him, but I would like the -- I would like it

to be known that I feel very strongly that there has

been a political agenda, maybe -- maybe even by both

states, to delay this as long as possible because they

do -- Kentucky does not want the migration of people

and business that would occur over here, and Indiana

does not want the competition up there in the State

House, with their city in Indianapolis. That is

Indiana's stance on it. They -- if you put toll

bridges up, period, you will put a -- what I would call

a tourniquet around the commerce, the free-flowing

C.12

commerce between the two states, that would put

Louisville Metro at an economic disadvantage to Indy,

to Cincy, and financially. So, I think there's

political agendas. Daniels spoke in favor of the

tolls. Obviously, it's going to put a commerce

tourniquet around his nearest competitor to the south.

Of course he wants that, and he can continue moving on

into the future, while they wonder what went wrong down

here. And Louisville thinks of it like, "Well, we stopped any more people from moving over there, and we stopped any more businesses, and there -- the people that live over there, we're going to sock it to them with the tolls. They're going to wish they never saw the -- saw the day that they saw Hoosier soil." So, I just -- I think everybody's got answers, and none of the answers are favorable for the long term, whole future of the greater Louisville area. That's all I've to go say.

COURT REPORTER: Okay. Thank you very much.

RICHARD DOBSON: Thank you for listening to all that.

COURT REPORTER: No problem. Thanks for your comment.

RICHARD DOBSON: Appreciate it very much.

(COMMENTS CONCLUDED AT APPROXIMATELY 7:52 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.

MONICA HOEHN

NOTARY

MY COMMISSION EXPIRES ON: 09/30/2015

SUBMITTED ON: 01/04/2012

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