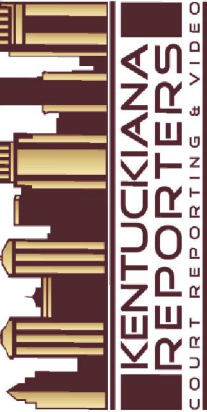


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## OHIO RIVER BRIDGES PROJECT HEARING

DATE:

DECEMBER 20, 2011

REPORTER:

REBEKAH BALLARD TURNER

## **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.

## COMMENTS

**THOM CRIMANS:** Hello. My name's Thom

Crimans. I live in Corydon, Indiana. I've lived there since 1987 and I have always worked in Kentucky.

For the first five years of my residence there, I worked in Brandenburg and took a bridge across the Ohio River that for many years, was a toll bridge. So toll bridges are nothing new in the area. I am

definitely in favor of the Bridges Project as it's laid C.9

out. In fact, any any form, just build them. Decide, go build them. And I know that people are emotional

about tolls, but tolls are very common and it's the C.13

only practical way to pay for this. If folks would simply think about the amount of money it costs them to drive their automobile, \$55 -- 55 cents a mile, according to the IRS.

Paying \$1 or \$2 toll for the mile or two to cross the bridge really doesn't make that much difference in the cost, and it's certainly an equitable way to -- for the cost of a bridge to be built. It

has to be paid for by somebody. Who better to pay for it than the people who are using it. So, I feel, as a C.13

person that would use the bridges at least once a day

and sometimes a couple or maybe three times a day, that I'm certainly in a position to say, hey, it's all right with me if the bridges have tolls and certainly we need the bridges. Thank you.

C.13

**COURT REPORTER:** And can I have your name and address?

**THOM CRIMANS:** Yeah. It's Thom, T-H-O-M, C-R-I-M-A-N-S. Address is 1975 Aquarius Drive, Corydon, Indiana.

**COURT REPORTER:** That's it. Thank you.

**THOM CRIMANS:** All right. Well, thank you very much.

**COURT REPORTER:** No problem.

**COURT REPORTER:** Go ahead.

**DANIEL ANDES:** My comments are that we need to build two bridges in southern Indiana. We've been talking about this for 30 years to build bridges. They said to determine where we need to put it, just give a two year old a map and have them complete the circle around Louisville and they can very easily determine where we need an East End Bridge. And also if we can't get a bridge built now with the Sherman Minton Bridge being closed, you'll never get a build -- bridge built because I think the pressure on the public to push them to the place that they express their real

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B.1

need to have a bridge. Is that good?

**COURT REPORTER:** That's good. Do you want your name and address attached?

**DANIEL ANDES:** I don't know. My name is Daniel Andes. I don't know.

**COURT REPORTER:** And can you spell that? Is Daniel E-L?

**DANIEL ANDES:** I-E-L.

**COURT REPORTER:** Okay. And then Andes is A-N-D-E-S.

**COURT REPORTER:** Okay.

**DANIEL ANDES:** Local business owner in Sellersburg, Indiana.

**COURT REPORTER:** Okay. Got it. Thank you.

**JOHN SACKSTEDER:** If there are additional people that want to sign up to speak, you can go ahead and do so. We are going to do a random Drawing right now of the speaker order so we'll go ahead and start that process right now. First person is Ken Rush. Next person is Vaughn Scott. Next one is Bob Barnes, David Paris, Jim Keith, Jody Wassmer, Paul Falkenstein, Paul Fetter, Bob Steiner, Denis Frankenberger, James Allen. Looks like I have one name left in here and that's John Gilkey. Once again, if there is anybody

else who wants to sign up to speak, please continue to do so. They'll bring the names up and we'll just add them to the list. We'll go ahead and get started with our session. I'm John Sacksteder. I'm the consultant project manager for Community Transportation Solutions. We are going to show just a brief video, it runs about 10 minutes, to begin the session and we'll move immediately from that session into the comment period. The other room will continue to remain open. If at any time you have questions that you're wanting a one on one answer, there's people over there that will be able to talk to you about those. Obviously, our discussion tonight is very heavily tonight towards the environmental document which was approved by the Federal Highway Administration on November the 10th of this year. So that's the major new material that we're presenting. So with that, I would like to move on into the video at this time. So if you would, please.

**(VIDEO PLAYING.)**

We'll now start our comment session. Again, recognize that some opinions that will be stated may be different from your own. We do ask that everybody treat each speaker civilly. Treat them as you would, yourself, would like to be treated as you get up here. Each speaker will be given three minutes. There's a clock

behind me. There's a clock at the speaker podium that they can see, as well. I will remind people at 30 seconds so that they can kind of gather their thoughts to finish their -- their speech. So with that, we'll start with our speaker, and number one is Ken Rush.

**KEN RUSH:** Thank you and good evening. My name is Kenny Rush. I'm the vice president of Sellersburg Stone Company. Last night, I was at the meeting in Louisville and the fact that was given out, there's 60 percent of the people oppose tolls, and that really doesn't surprise me. It's not a very popular thing to bring up, but when it was announced, we were concerned. You know, we send about 300,000 ton of stone south across the river to Louisville, and -- and it will effect our bottom line. But the unpopular fact is, I don't believe these bridges will be built unless it is tolled. There is options. You can chose to go across the Second Street Bridge or the Sherman Minton. Without a doubt, Sellersburg Stone is going to be the largest payers of tolls. It's -- it's really going to affect our business. I did some research. Bear with me as I go through some numbers. We'll send 300,000 ton of stone to Louisville, stone and asphalt to our Louisville customers.

That's 20 tons at a time. That's 15,000

loads, 15,000 tolls going, 15,000 tolls returning.  
That's 30,000 tolls per year. Multiply that times \$6,  
that's the current proposed toll. That's -- that's  
\$180,000 we're going to pay in tolls. So the point I'd  
like to make is, currently, let's talk about this --  
the trucks we're sending south. That's about 15,000.  
We've estimated -- since 1985 we've -- we've owned  
Sellersburg Stone. We waste a lot of time sitting in  
traffic on I-65, on an average of 15 minutes per trip  
we figure. You take that 15 minutes times 15,000,  
that's 225,000 minutes. You divide that by 60, that's  
one hour. That's 3,750 wasted hours sitting in  
traffic. Take that times \$75, which is the current  
rate for a tri-axle truck, that's \$281,000 in wasted  
time sitting in traffic. That makes the \$180,000 tolls  
look pretty good to us. That's about \$101,000 savings  
in the current economy. In closing, you know, our  
current system of gas -- of gas tax revenues going into  
the highway trust fund is broke.

**JOHN SACKSTEDER:** Thirty seconds.

**KEN RUSH:** The -- the highway trust fund is  
expended and our infrastructure is crumbling. I feel  
we have three choices. You can call your congressman,  
tell him to increase the gas tax. You can build a  
current -- build the bridges with the current tolling,

or we can do nothing. I believe we can't afford to do nothing. I say we build the bridges with the tolls as it is -- as it's planned. Thank you.

C.9

**JOHN SACKSTEDER:** Thank you. Next speaker is Vaughn Scott.

**VAUGHN SCOTT:** Good evening. I want to say first and foremost, thank you to everybody who bothered to come out tonight. Obviously, there's hundreds of thousands of folks in the community over the last couple of nights that haven't chosen to -- to make the effort and I applaud each and everyone of you that are here because you care enough to be here. For those commuters who got sticker shocked when -- when Ken was talking, \$6 is the anticipated cost for trucks, large trucks crossing the bridge. Commuters, it's still somewhere between \$1 and \$1.50, I think is the estimate that they're working with. But the important thing, I agree with -- with Ken that -- that, you know, we do have to take responsibility for our region. We have to take responsibility for the fact that we live in a world and we live in a country where we have an aging infrastructure. There's been very little investment over -- over probably over the last 50 years in major interstates. The places where you see interstates and where you see infrastructure that we can be envious of,

nine times out of 10, that infrastructure today has tolls associated with it. That's just part of the package today.

Fortunately for us, we're actually in front of the line. We are -- we are probably -- we are certainly further ahead than -- than most other major projects in the country. You'll probably hear people talk tonight about alternative transportation, you know, including light rail, things that -- sure, I agree. I would love to have that opportunity in the future. I think we should look for alternative forms of transportation to help us cross the bridge. But unfortunately, we spend too much time in this region kicking the can down the road another 10, another 15 years, and the time is now to really stop that habit. We have to really take responsibility. We have to make a good decision going forward. I wish that the project costs were lower. I we wish that we could explore 100 different alternatives, but the fact of the matter is, is that we really need to act now. The fix on the Sherman Minton is only a 20 year fix. When you drive across the Kennedy Bridge today, first and foremost, we know how long it takes, because -- because we don't have access to another bridge. But secondly, the -- the real issue is that you can actually literally look

C.7

through parts of the Kennedy bridge and see the river through the cement. I mean, it's -- it's -- we've got a -- we've got an infrastructure that was designed to carry about half the cars every day that it's carrying today. So again, we need -- we need to take a step back, and we need to accept the fact that we really don't have a lot of options that we can pursue.

**JOHN SACKSTEDER:** Thirty seconds.

We have a projects that's -- that's supported by two governors and that's supported by the -- by the B.1 mayor of the City of Louisville. We, fortunately, myself having groan up on this side of the river, you know, we need access probably more than anyone. And the way I look at it and I hope we all can, is that C.13 these tolls are really premiums on ensuring our future. They're not taxes. Thank you.

**JOHN SACKSTEDER:** Thank you. Next speaker is Bob Barnes.

**BOB BARNES:** Hello. Guess my experience with this bridge system situation goes back a long, long ways. I attended the Ford plant when they opened and at that attendance, I was -- I was playing music. Actually, Dix -- Dixieland music for the new Ford plant new employees coming in. But I'll make -- try to make it shorter than that. One of the things that was said

by the new president of Ford was that not soon, but we will have a bridge go -- going, it's crossing around the Indiana side. It's not even through the West End, yet, but it's on its way and it will come out in this side of town. So you people from Indiana, you'll have a bridge to go -- to come to work. Thirty, 40 years had passed. I think 55 maybe. I think it was about 1955. Anyway, you know when Ford plant open so I won't have to go into that. But that was only part of the idea that -- and we all watched the road go around into 260, the Sherman Minton. Made Sherman Minton all the way around Indiana, all the way around to a stopping point. And at that stopping point, when people -- when River Fields started getting up in the air, I believe, they really realized this thing is going to happen. What are we going to do, you know? So you know the rest about River Fields. And we don't need that kind of interruptions in this bridge. We need to get it done. We need the East End Bridge because it will take enormous amounts of traffic from other areas of the city. Even some people come from Cincinnati -- from St. Louis, might be going to Cincinnati. They don't even have to look at downtown Louisville. All they have to do is just follow their nose, and they're coming across the East End Bridge downtown with a lot

of traffic, won't ever get there to begin with. Take my word for that. And I've been watching and I stood out on -- out near Sellersburg, watched the cars all the way almost out to about that far, bumper to bumper trying to get through downtown Louisville. But that's amazing. There's no other alternative. And that's when the -- when the Sherman Minton was still in progress. So we still need to get -- I'm sorry. I'm taking longer than I thought. But anyway, we know the diff -- we don't need anything.

**JOHN SACKSTEDER:** You are at thirty seconds.

**BOB BARNES:** If it comes up, do something downtown. But not -- only if it's an emergency. East End first.

C.11

**JOHN SACKSTEDER:** Thank you. David Paris, please.

**DAVID PARIS:** I want to thank you very, very much for giving me this time, and I'm David Paris, and I live in Clarksville. I've lived in southern Indiana for 63 years. I'll be brief. There's not much I can add to what has been said about this projects for years. Now, it's our time. Louisville and southern Indiana must multiply the reliable connections in order for the area to thrive economically. We can no longer count on the Federal Government to do it all. That's

C.13

why we need to proceed now, even if those that use the bridge must share the cost. That you very much.

**JOHN SACKSTEDER:** Thank you. Jim Keith, please.

**JIM KEITH:** I'm Jim Keith, executive director for the Clark-Floyd Counties Convention and Tourism Bureau. I've been employed there for 30 years and we've been talking about the bridge, basically -- the East End Bridge longer than that. I had lunch with rotary today with some one, just by accident sat beside me, and said his father was involved with the developing of the Watterson Expressway, an engineer, and showed a bridge crossing the Ohio River, East End, in the '50s. In the '90s, it was thought that the bridge would be built. In fact, my organization passed a resolution in 1989 basically supporting an East End Bridge, which at that point in time, we thought was pretty much a done deal. However, there have been influences, apparently, of people who, as we generally say from the East End of Louisville, who have been opposed to bridge going through that part of the neighborhood and the project has escalated, taking on new life of its own, which some people call diversion, and that's the building another bridge downtown, building -- redoing Spaghetti Junction, and whatever

C.24

else comes to mind that should be done. So we find ourselves, again, in this room talking about bridges. We've been here before and we've been here many times. We've written many year letters. Nothing changes. So now we've added another dimension. It's that, oh, gee, from the Federal Government or the State Government standpoint, if you want a bridge, you're going to have to pay for it. So that's either interpreted as a toll, a tax, a fee, a burden, but any way you look at it, people who live in Louisville metropolitan area, earn their living crossing the bridge and more from southern Indiana cross the bridge than from Louisville into the bridge. About 20 percent of the metropolitan area population lives from southern Indiana, so that makes sense. But that means a disproportionate portion of the fees or the charges, the tax, whatever you call it, is a burden for people who earn their living. I asked an employer in southern Indiana what the tolls would do for their business and he said, "Well, we'll happy to pay the toll for a customer to come do business with us." I said, "Well, how about your employees who live in Louisville?" "Oh, no, no, no, wouldn't do that. You pay your employees more in southern Indiana than they would earn in Louisville?" Well, no. Well, then you're increasing their cost to them to work for you.

D.21

**JOHN SACKSTEDER:** Thirty seconds.

**JIM KEITH:** If you want to impact to what tolls would mean to southern Indiana, right now we have the Sherman Minton Bridge down and that can become our new norm. A toll creates a barrier, divides a community, makes it a burden for many people to try to continue to earn their living. From a tourism perspective, I can't think of any positive aspect of having tolls to visitors to our community to travel back and forth the river to visit the metropolitan area. Thank you.

D.21

**JOHN SACKSTEDER:** Thank you. Jody Wassmer.

**JODY WASSMER:** Good evening. I'm Joe Wassmer. I'm president and CEO of One Southern Indiana. As the economic development organization and Chamber of Commerce for Clark and Floyd Counties, we are big supporters of the Ohio River Bridges Project. The time to build it is now.

B.1  
C.13

The Sherman Brid -- the Sherman Minton Bridge will reopen soon, but state engineers have said that the repairs will extend its life 20 years. That's not a very long time. The window to build new bridges is open now. If we continue to delay, study, and deliberate, we could easily miss the window and be in the same situation we are now for years to come.

Folks, we are a few cracks in the Kennedy Bridge right now from having this entire region shut down. We must learn from this year's closing of the Minton Bridge that we can no longer wait to build new bridges. There was an article recently, some of you may have seen it, that reminded us that 11 bridges in this region crossing the Ohio River have opened with tolls and these bridges stretch from Illinois, Kentucky, all the way to Ohio.

Eleven in all. Tolls have been used for many years to pay for bridges. A lot of younger people C.13 driving today simply don't remember paying bridge tolls in this region, but they were there. Tolling the East End, the new I-65 bridge is not a novel concept. Travel the countries, I'm sure most of you have, and you'll find many bridges and highways that are tolled.

Kentucky's extensive parkway system was opened with tolls. No one likes to pay them, including those in the room here tonight that are supporters of the bridges, but they are the price we pay for accessibility, commerce, and leisure. Tolling is not new to this region. As a region, we can move forward, or we can fall behind. We have a plan in front of us to move forward. We've waited long enough and waiting B.1 longer is both dangerous and more expensive. Let's

break ground in 2012. Thank you.

**JOHN SACKSTEDER:** Thank you. Paul Falkenstein.

**PAUL FALKENSTEIN:** Good evening. I appreciate the comments that the other speakers have made, those I agree with and those I disagree with. But let's understand why we're here in the first place. The original design of the local Spaghetti Junction and interstate system called for the Kennedy Bridge and its tributaries, followed in a few short years by an East End bridge and its incumbent highway links. There was no question about need, intention or location. Enter River Fields, and their pet politician Jerry Abramson and decades long -- decades long battle to replace special interests -- or place special interests above those of the entire region began. When it began to look like the bridge might finally come to fruition, River Fields in Jeff did a brilliant straw man. An unnecessary, new downtown bridge to force the whole process to begin a new and add years and years of delay. Now, a downtown bridge would be -- be great. A rebuilt Spaghetti Junction would be nice, and an extra car for everybody in the region as a Christmas gift would be great, too. But what we need is an East End Bridge, not a scaled down monstrosity that it will be

C.24

C.8

obsolete when the first tire hits it, but the original design of an East End Bridge that serves the purpose.

C.13

And we can further save money by delaying anything downtown until we have paid for the East End Bridge. Someone said that we should avoid an increasingly high tolls. Well, that's a way to do it. Just build the East End Bridge. And you don't have to worry about tunnels, because River Fields has long ago forfeited any right they had to protect their special interests by adding cost to the project. Let's get the job done and do it right.

C.26

As far as taking responsibility for our infrastructure, instead of adding tons of money to the cost with the rebuild and the additional downtown bridge, which eventually we'll need, and at that time, we can pay for it, but we can't now.

C.24

But the way we can take responsibility is to put the money that's been avoided for so many years into repairing and maintaining our infrastructure so we don't have the occurrences that we're currently experiencing with the Sherman Minton and the problems -

**JOHN SACKSTEDER:** Thirty seconds. -- and the problems with the Kennedy. So, yeah, all these things are nice, but what we need is what was originally

committed to and what was planned, an East End bridge.  
That's all we need. And we don't need the tolls if we  
don't add all the other falderal and tinsel to it.  
Let's build the East End Bridge and get it done. Thank **C.24**  
you.

**JOHN SACKSTEDER:** Thank you. Paul Fetter,  
please.

**PAUL FETTER:** Hello. My name is Paul Fetter,  
co-founder for -- of no2bridge.org, an organization for  
Better Southern Indiana, Incorporated. We are a pro  
bridges project. We do believe in this modified  
alternative as long as tolls are not included. We are  
opposed to tolling our existing infrastructure or **C.11**  
transportation routes, and we represent the views of  
our citizens, our business community and our local  
government. We began our involvement because we knew  
tolling would be a dividing factor in our river city. **D.19**  
We asked for the opinion of our community, and it was  
opposed to tolling and it was strong. In a period of  
12 weeks last year, 11,000 citizens signed petitions  
opposed to tolling, along with 200 businesses. The  
Southern Indiana Tourism Bureau and the Jeffersonville  
Main Street Association passed resolutions that were  
opposed to tolling. Nine of our local elected  
governmental counseling bodies passed resolutions that

were opposed to tolling: The New Albany City Council, Jeffersonville Council, Charlestown Council, Sellersburg Council, Utica Town Board, Clark County Council, the Clark County Commissioners, the Louisville Metro Council. Our community and business -- our businesses in southern Indiana have spoken and our -- our local governments has spoken. We do not want tolls on this project. This is not just an emotion. Tolling will create hardship for southern Indiana families and D.19 businesses that will affect our community. We live in a metropolitan area that's divided by a river. Toll will create a financial divide in our community greatly affecting our smaller portion of the community, southern Indiana. We rely on Louisville for jobs, our everyday needs, and their consumer dollars. Kentucky needs very little in southern Indiana. When tolls are put in place, Indiana will have to continue to go to Kentucky and Kentucky will find Indiana far less attractive. This makes it unfair for southern Indiana residents and businesses. We will pay a D.19 disproportionate amount of the tolls and our businesses will lose income, similar to how we have with the loss of the Sherman Minton Bridge. It's unfair that over half of our residents will pay tolls for using the bridges for this project and only a small percentage of

Louisville residents will pay tolls, while they will be -- will be the biggest users of the Spaghetti Junction, which is a third of the price of the project. That being said, we are pro Bridges Project, but you have to find a way to make it work, and we believe we've been C.11 there trying to make it work. It's time to quit saying that we don't -- if we don't want tolls, we don't want bridges. That's not true. We have spent the last year meeting with our pr -- with the project leaders, politicians --

**JOHN SACKSTEDER:** Thirty seconds. --

discussing alternatives and solutions that will make C.11 this thing work and we've got \$1.2 billion in reductions they said that couldn't be made. More reductions need to be made. The East End approach is a quarter billion dollars more than the East End Bridge and the Indiana approach combined. That's -- that's ridiculous. Governor Daniels originally pledged \$1.15 billion to the project, and now Indiana is only paying \$500 million. There's 600 more million dollars there. If you get three to \$400 million in savings building the project --

**JOHN SACKSTEDER:** Time.

**PAUL FETTER:** -- in six years instead of four. We need to put our heads together and build this

project with the money we got and make the reductions necessary. We need to build a project that the community can support in full. Thank you.

C.11

**JOHN SACKSTEDER:** Thank you. Bob Steiner.

**BOB STEINER:** Well, thanks for the opportunity to speak with you to tonight. I'm a citizen of southern Indiana, born and raised 60 years on this side of the river. I've worked 38 years in Louisville and I drive the bridge probably -- one of the bridges -- several times a day. Actually, I was 45 minutes getting here from the the Meidinger Tower tonight, so I can tell you I experience the traffic without the Sherman Minton Bridge as a real pain in the neck and certainly beyond that, it's certainly a -- an impact to our community that I've been fearing for quite a long time. We sit here tonight thinking about these two bridges, and I think they both need to be built. One of the greater concerns that I've had for several years, standing at the the top of the National City Tower and looking down on the bridges thinking, you know, another one of those goes out and what is going to happen to this community. And as we all know, the Kennedy Bridge is not -- not in very good shape. For 60 years, my -- my father was impacting the design of I-65 as it came through southern Indiana, and

B.1

actually the bridge on the East End of town was on paper when I was five years old. That's 55 years ago. So this is a project that is long overdue. I was glad to see that tolling was mentioned in the -- in the film earlier because as a kid, I remember my folks paying a toll to go to Louisville.

C.13

It didn't stop them from going. And certainly, we have benefited from their willingness to pay those tolls in the past. It's probably time for us to stand up and make sure that we can have this opportunity for our kids, which means that we're going to have to pay the price for tolling if that's what it's going to take to get the project done. We certainly need both of those bridges and we need the project to begin just as soon as possible. So as a citizen, I thank you all for being involved in this effort that has taken 50 years to get to this point.

B.1  
C.13

I hope that in the next 12 months, we can see some dirt turned and the project moving along. Thank you very much.

**JOHN SACKSTEDER:** Thank you. Denis Frankenberger.

**DENIS FRANKENBERGER:** I'm Denis Frankenberger. I attended the meeting last night. I announced that I had recently filed a petition to

delist the Drumanard Estate, the 55 acres. There's absolutely no basis at all for that property, the 55 acres, to be on the national register. And that is supported by a host. Actually, 20 separate historic documents found through the open -- an open records request that two researchers that I hired found.

C.26  
E.3

And beyond that, I was a little surprised last night, John, after you were gracious enough to show me in the new EIS study, the SE -- EIS section D-5 in the appendices which shows construction options at US 42 and the Drumanard Estate. And specifically, those construction options listed in D-5, a board shaft tunnel is one, costing \$255 million to go under the Drumanard Estate, which really is not, I repeat, a historic property. A cut-and-cover tunnel method which would save \$82 million over and above that \$255 million estimate. And an open-cut method that would save \$203.7 million. Also, as indicated in this document that's in the EIS, that method of open-cut would save a million dollars a year over and above the other two methods, a board shaft tunnel and a cover -- a cut-and-cover in terms of annual maintenance. A million dollars a year.

C.26  
E.3

But what I was surprised, John, was when I woke up this morning after reading these options you

pointed out to me, I read in the paper, and maybe it was misquoted, I don't know, Brayden, if you misquoted or not, but it said in the paper, "Sacksteder said removing a tunnel is not an option." I don't understand that. If the Drumanard property is delisted from the national register, my question is why would not the tunnel -- removing a tunnel be an option as indicated in the EIS that this meeting is about. As stated in the EIS --

C.26  
E.3

**JOHN SACKSTEDER:** Thirty seconds. -- as stated in the EIS, there are options. Beyond that, I take my hat off to CTS for doing this revised EIS study in nine months as opposed to two or three years as reported today. And again, I don't understand why if the Drumanard property is not a historic property, why taking one of these other options would require two or three years to revise the study. I think it would be a couple of months. Thank you.

C.26  
E.3

**JOHN SACKSTEDER:** Thank you. James Allen.

**JAMES ALLEN:** Good evening. My name is James Allen, as you can tell. I'm against tolls. I'm another retired Ford worker. I went out to the Kentucky truck plant in 1972, and they said they were going to build a bridge. Ten years later, my friends were saying, "Well, I'll never live to see the the

C.11

bridge built." They were right. And now, that's been what, 40 years ago. And now, we had high productivity, making all kind of money and all kind of revenue just like was stated. Now, we've got a decreased revenue and we've got rising costs. Why wasn't the bridge -- I know this is just a question. Why wasn't the bridge just built then? I'll tell you why. Because of River Field, because of the Courier Journal editorial department, and because of Mayor Jerry Abramson. That's the reason the bridge wasn't built. And now, we've elected him as -- as the lieutenant governor of Kentucky. So where does he stand now? Where does the governors of both states stand now? Where was the money that our mayor here in Indiana promised us that would go to the bridge department? It's not there.

I have lived the tolls and worked in poor areas of Kentucky. I'm from the eastern part of Kentucky. I think Melanex (phonetic) -- Mountain Parkway was expressed here. Those people couldn't afford to get on the toll bridge. They've been -- or toll road. They've been waiting for tolls for our road for years through Mountain Parkway. And so what they did was cut fences and drove onto the toll road anyway. But still, that's not an option here. We've got people here that's not making enough money to pay a toll. I

work for a bus company right now. It's a small mom and pop bus company and another extra toll that we're going to have to raise the prices to the customers, which is going to drive, you know, the price to where it's going to make it unaffordable right now.

Fuel -- fuel has got up to where other people are putting the surcharges on the trips, and the seniors can't even afford to go on the trips. Every state that we go into, we have to pay a road tax whether we buy fuel there or not, a fuel tax, every state. And it's putting price ranges out of everybody's field -- of everybody's line. People that's working for minimum wage that has to cross this bridge, they can't afford a \$2 a day toll which would be \$4.

D.19

They definitely can't afford a \$5 toll, and so it should be off the table. You should need to find revenue --

**JOHN SACKSTEDER:** Thirty seconds.

**JAMES ALLEN:** -- somewhere else to come up with to build these bridges. And if it's to stop the bridge over here going across 65, stop it. Build the East End Bridge because there's no sense in a person driving five mile to get on the Kennedy Bridge and then 10 to 15 mile to get to the Ford plant. It's crazy. That's all I need to say. Thank you very much.

C.24

**JOHN SACKSTEDER:** Thank you. John Gilkey,

please.

**JOHN GILKEY:** Good evening. I'm a newly

elected councilman here in the town of Clarksville, and

I wanted to express some serious concerns I have over

the bridge project. I never cease to be amazed at the

attitude we have of proceeding with the two bridge

tolled project at any cost. I don't think we're

adequately looking at the impact this project is going

to have on businesses in particular, in southern

D.19

Indiana that. We have businesses who are operating

right at the edge of profitability right now, and we're

talking about putting a barrier to business coming over

into southern Indiana. And to me, that's wrong. We

need to look seriously at what this community has said,

and you've heard it at hearing after hearing. The

project we're talking about here tonight is not the

project this community wants. This community wants a

one bridge East End project without tolls. And for

C.11  
C.24

whatever reason, we're going full steam ahead with

something that nobody really wants. I think it's time

to take a step back and look at the realities of what

things are. Build the East End bridge. Look at the

C.24

impact it has. Then if we need to build a downtown

bridge, let's go ahead and do it. But moving ahead at

this project simply because it looks nice on paper or some consultant somewhere has come up with a concept that this is what we really need, is not the way to go. This is not what this community wants. We need to focus on moving forward with one bridge in the East End and no tolls. The potential impact here in southern Indiana of tolls is going to be immense. If you talk to the business people in this community, they're scared to death of the impact of tolls. Restaurants down on the Ohio River are probably one of the one of the first ones here are going to impacted --

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**JOHN SACKSTEDER:** Thirty seconds.

**JOHN GILKEY:** -- but it goes across the entire community. We're talking about putting a barrier to people coming into southern Indiana and not to people who are traveling in Kentucky through Spaghetti Junction, which incidentally would not be tolled. Thank you very much.

D.19

**JOHN SACKSTEDER:** Thank you. Chuck Moore, please.

**CHUCK MOORE:** My name is Chuck Moore, and I'm president of Eagle Steel and Ohio River Metals. I guess I'm a businessman in this community. I think that it's two things that are very important. Safety is the most important thing, and the other thing is the

B.1

economic conditions that we're facing. I don't need to tell any of you why we need another bridge or two more bridges. It's a must. It must happen. I think if I use the economic part of it, do you think that UPS would have built a river port with one bridge or two bridges? Do you think that Fed Ex would have built a facility down at river -- our -- at the port of Indiana if they had this kind of transportation problems? The answer is no. Let me draw you a picture. Whether you're in the economic department in Louisville or in Kentucky or in Indiana and you get a call from somebody that's got a client, they want to come down and look at your community to build a business and your answer would be, "Well, we'd love to have you come down, but could you wait until March or April." And they say, "Why?" "Well, we've got a bridge problem." "Well, what's your plan?" "Well, we don't have a plan."

Well, I would say that we better get a plan. Whether it takes tolls or not, we have to have a plan or this community is going to die. Businesses on the river with restaurants, you don't have to worry about it. You're not going to have to worry about somebody coming across the river. They're going to have to worry about employees that we have now that we're losing because we can't get across the river to deliver our goods. It's

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C.13

serious. When you think about the economics of it, we've done the studies. We would save an awful lot of money. We -- we ship about a hundred truckloads a day to the Ford plant and to GE from this community. It would cost us -- it -- we've done the math, \$6 a day back and forth. We'd save money. The other side of it is we would pay the bridge tee -- fee for our employees. We would save money because they would get there on time whether they had one bridge or two bridges. It's enormous. Once again, your community will die without two bridges, and it's starting to die as I speak. Thank you. C.13

**JOHN SACKSTEDER:** Thank you. Steve Wiser.

**STEVE WISER:** Hello. My name is Steve Wiser. I've addressed the Bridge Authority on numerous previous meetings, but for those not familiar with me, I'm a local architect and historian. I want to thank all Bridge Authority members for their investment of time and energy for this important urgent community issue. And you've listened previously by downsizing this project. I ask you to keep listening and responding to the civic voices as expressed here today.

As noted at past hearings, I am not totally opposed to tolls, but I am opposed to unnecessary expense and improper design. As to unnecessary

expense, the tunnel below the non-historic

C.26

Drumanard Estate needs to be taken out of this project and the taxpayers save the hundreds of millions of dollars that will be wasted on this inappropriate construction.

As to inappropriate design, the tunnel is also a major concern from a safety standpoint. One prominent fire fighting official in 2007 called it perhaps Kentucky's most dangerous 2,000 feet of roadway. So if safety is a priority, why build this hazardous tunnel?

C.38

Also, on the Kennedy redesign, why converge all the interstates at the southern end as presently proposed? This does not improve the current chaotic hazardous merging condition.

C.23

They should be separated beginning on the Indiana side. And why delete the future safety lanes on the new East End bridge when safety lanes are a priority for the new downtown bridge? This does not seem logical. If we spend \$3 billion and end up with a less safe, less desirable situation than we have today, then this process will have failed this community.

C.8

From an overall logical viewpoint, I feel most in the community would prefer to build an East End Bridge first, remove the tunnel, and as far as downtown

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C.26

congestion is concerned, build several local access bridges. We can do all of this by 2017 without tolls, while strengthening economic development, and having a much better Metro Louisville area for all of us in which to live. Thank you for listening to these comments.

C.20  
D.22

**JOHN SACKSTEDER:** Thank you. Tyler Allen, please.

**TYLER ALLEN:** I favor building an East End Bridge without tolls. I've said my opinion and like 500 people this summer out of 1300 who weighed in, that was the opinion they expressed, and they were completely tossed out. What I have told you just now means nothing because it does not meet the purpose and need. It is thrown out, the will of the community in that regard. And I would venture to say if I took a poll in this room, if you had your druthers, you would want an an East End Bridge now and you would wait for the rest of the stuff. Unfortunately, we have been put, as a community, in a very precarious position. We have responsible business people standing in front of you saying, we absolutely have to do this, knowing full well what we have to do and what really would improve the community by building an East End Bridge, but we have now been placed over a barrel. So if you're

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concerned about the future economic development of this city, it's important that we get this project right.

Putting a burden on our entire community to build things that we do not need will be an extreme expense for generations to come while not improving the traffic flow is exactly what we have on the table. And

D.19

basically we're supposed to take it because we are all so darn fed up, okay? And I'm as fed up as any of you are with this circumstance. But let's look at the downtown part of the project. We're going to build a new Kennedy Bridge -- or a new bridge next to the Kennedy Bridge. We've had people come up and tell you we have to do this because the Sher -- the Kennedy Bridge is going to fall down, yet we have a project that keeps the Kennedy Bridge as a critical piece of the infrastructure for generations to come. How is that remotely logical? We have a hospital curve.

Literally, I've had people at the Transportation Department say after we spend \$3 billion downtown, we will will have a bottleneck at hospital curve. It cannot change. It is irrational. The Cochran Hill tunnels, the exact same thing applies. The only thing we will do by spending all of that money downtown, is perhaps improve getting from one bottleneck to the next. The East End Bridge, in fact, does satisfy in

C.24

huge part of the purpose and need of this project. The only reason it doesn't imply and satisfy all the purpose and need is because in the purpose and need, for some reason, we allowed them to build the statement in we have to have to have two bridges. That the federal purpose and needs for this project. It makes no sense. On the East End corridor, one of my biggest concerns not only are we going to allow that to happen downtown and we're going to be paying it for tolls, which we shouldn't have to be doing.

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**JOHN SACKSTEDER:** Thirty seconds.

**TYLER ALLEN:** In the East end, we have a project now. The Kentucky approach is still \$800 million. We cut 100 million -- less than \$100 million out of the Kentucky approach and yet we cut 33 percent of the capacity. The one thing that poll after poll after poll tells us this community supports. We are not -- not going to get and yet we still will be putting the burden of paying for something we don't want on the backs of all sorts people in this city. Thank you.

C.11

**JOHN SACKSTEDER:** Is there anyone else who would care to speak? If you would, just give your name and address and at the end, there's a sign-in sheet at the back, if you would sign there.

**DARRELL VELKER:** I'm sorry. I'm Darrell

Velker. I'm the economic development director in Harrison County. And I remember about 10 years ago, I was taking a very old man, our county historian, to a place where we went down into New Albany. When we got to Main Street, he looked up and saw the span of the Sherman Minton and said, "That is a nice looking bridge." You know, one day a chemical truck is going to turn over or a barge is going to hit that and it will be closed for a year and this city will be paralyzed, and then the people that have been fighting the bridges might say, "That may not have been a good idea." Fred died a few years ago, but I thought he'd like for me to come and say that. And I'd also like to say that those -- that we are reviewing the impact statement for two bridges, and I don't -- I don't think we can wait any longer. The comments about the East only and saving costs, you know, they're probably great ideas. I don't have any technical data or any other factual statement except please don't start doing another Environmental Impact Statement. Thank you.

B.1

**JOHN SACKSTEDER:** Thank you, sir. Are there any -- is there anyone else who would care to speak? All right. Seeing no further show of hands, we'll show the record that everyone was granted the opportunity

for public comment during this session. We will continue to have court reporters across the hall. You can make comments over there. There are -- our comment card is out that you can fill out and leave on the table tonight. You can also go on our website: [www.kyinbridges.com](http://www.kyinbridges.com). There are forms there that you can fill out and will be sent to me that will go into the public record. You can send directly to me. Again, the information is in your folder of where you can send information in. As was said at the beginning, our comment period ends January 9th, so there's ample opportunity for you to get comments in. Every comment will be considered in the public record and a response will be provided in the finalization of the supplementary Environmental Impact Statement. Our group will be staying over there until 8:00. So, again, if you have individual questions or comments, feel free to talk to our staff over there. And again, I thank everybody for your attention and we will continue the rest of our session across the hall. 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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