

FATALLY FLAWED- 2011

Public Statement of Dr. David Eugene Blank, Ph. D. © Copyright, David Eugene Blank, 2011

Regarding the SDEIS – Supplemental Draft Environmental Impact Statement]

December 19, 2011

Brown and Williamson Club at Papa John's Stadium at 2800 S. Floyd Street,
Louisville, KY at 4:00pm to 8:00pm

THE SDEIS [Supplemental Draft Environmental Statement] IS FATALLY FLAWED AND
MUST BE RADICALLY ALTERED – BECAUSE IT FAILED TO DEAL WITH THE REALITY
THAT THE BI-STATE METROPOLITAN AREA OF LOUISVILLE IS HEAVILY
URBANIZED AND HAS HAD SINCE 1970 A PUBLIC SECTOR TRANSIT AGENCY [TARC].

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I. Introduction:

Before discussing the central point of this citizen's public comments, I wish all to know that in a democracy – this sham of a fraudulent public airing is NOT going to be the public's final say concerning the fatally flawed Bridges scheme and senseless Tolling structure. In the words of the Revolutionary War hero, "We Have Only Just Begun to Fight," for a truly sustainable and equitable cross-river transportation system.

Those who think that they can control and contain legitimate public concerns about a fatally flawed scheme to fragmented "3 Minutes" personal interventions had better reread their history books. For one thing, the year 2012 is an election year, and that fact will make a certain Congressman or two rather receptive to public concerns. There is already a Federal Court challenge to the work of the proponents, and others may follow.

II. Reasons Why the SDEIS is Fatally Flawed:

1. Firstly, it is an outrage that in 2011, those who drafted the SDEIS only promised a future coordination with TARC [Transit Authority of River City] to 'enhance bus service,' when TARC has already developed a capable cross river bus service that following the closing of the Sherman Minton Bridges in August has handled over 2,000 daily riders and that has a net work of cleverly placed PARK and TARC lots in Southern Indiana.

A. There are no less than six [6] TARC bus routes that are cross-river; 65X, 22, 71, 72, and 73. In fact INDOT is supporting this service with a grant of \$1.2 million according to TARC.

THIS ALREADY INSTALLED TARC PUBLIC SECTOR BUS INFRASTRUCTURE
CAN EASILY AND INEXPENSIVELY BE EXPANDED ONCE TOLLING IS
INSTALLED TO HANDLE OVER 5,000 DAILY CROSS-RIVER COMMUTERS.

B. TARC 3 – which is the agency's paratransit system for the elderly and handicapped also makes regular cross-river travel for medical attention, shopping and other necessities.

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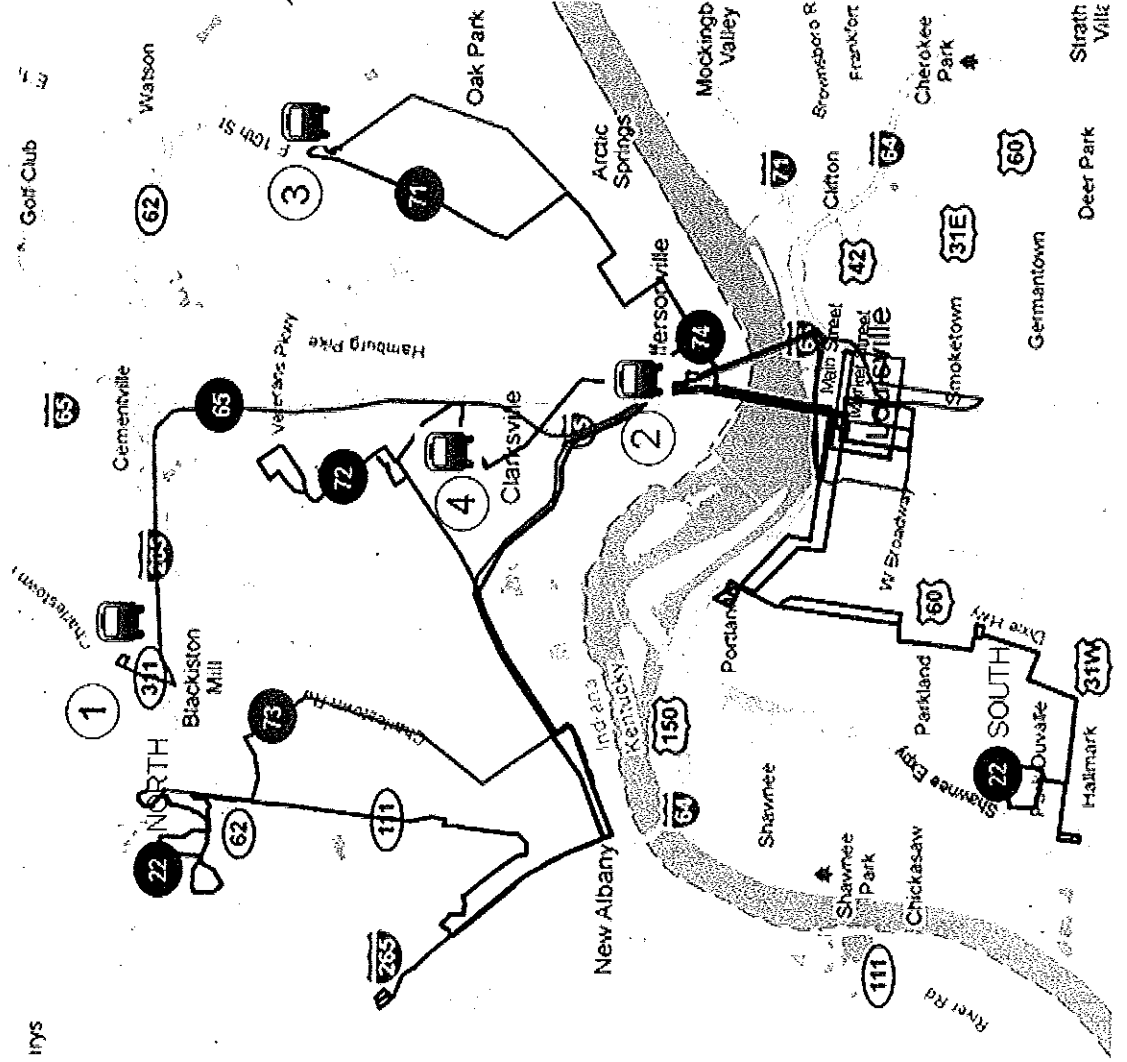
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ORAL PRESENTATION
STATEMENT

TARC

Park and Ride Options

- ①  **Park and Ride**
Meijer Store, Charlestown Road
4206 Charlestown Road, New Albany
TARC Route #65X
- ②  **Park and Ride**
Ninth Street at VFW Blvd
TARC Route #74
- ③  **Park and Ride**
Meijer Store, Allison Ln & Highway 62
2750 Allison Lane, Jeffersonville
TARC Route #71
- ④  **Park and Ride**
Eastern Blvd & Little League Blvd
(formerly Value City/Hallmark Blvd)
700 Eastern Blvd, Clarksville
TARC Route #72



C. TARC –KIPDA “Ticket-To-Ride” Van pools and Carpools are also moving between 100 to 300 people per day in cross river commutation, and this public sector run vanpool and carpool service can also be expanded once tolling is installed on the bridges.

D. The internet and/or cyber revolution as it impacts on transportation has also already come to Louisville. I refer to the Courier-Journal of November 21, 2011 and the Sheldon S. Shafer news story, “TARC on GOOGLE Maps.” Using smart phones and other strange devices of the 21st century; prospective riders can literally access TARC schedules, and may in the not-to-distant future actually make reservations on TARC to travel cross-river for entertainment, shopping and etc. The program also has a 40 language capability and can show street locations.

AGAIN, THE REALITY IS THAT THERE IS A TARC CAPABILITY TO HANDLE A SIGNIFICANT NUMBER OF CROSS-RIVER RIDERS THAT COULD EASILY HANDLE 5,000 OR OVER PEOPLE /DAY – AND THAT WAS ABLE TO RESPOND TO THE CLOSING OF THE SHERMAN MINTON BRIDGE, ... YET THERE IS NO RECOGNITION OF THIS REALITY IN THE SDEIS.

AGAIN THIS OVERSIGHT OF TARC’S [PUBLIC SECTOR TRANSIT ROLE] IS ABSOLUTELY CRAZY GIVEN THAT THE BI-STATE Metropolitan Area of Louisville is HEAVILY URBANIZED ON BOTH SIDES OF THE OHIO RIVER!

III: How to Marry the Reality of TARC’s Public Sector Cross-River Bus Transit To Tolling?

The fatally flawed SDEIS – that strangely ignores the reality of Public Transit - has the following baseline toll rates:

Cars	\$1.50
Small Trucks	\$3.00
Large Trucks	\$6.00

This toll schedule totally fails to explain how it would “enhance bus service.” My alternative is based on the reality that once Tolls are in place, the use of TARC’s cross- river bus service will increase:

Cars [single person occupancy during peak hours]	\$3.00
Cars [single person occupancy off peak hours]	\$2.00
Small trucks	\$3.00
Large Trucks [during peak hours]	\$8.00
Large Trucks [off peak hours]	\$6.00

The Alternative Baseline Toll Rates firstly accepts market-forces that during peak hours of demand, those using the people’s bridges should pay more, or TARC it.

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Also note that large trucks engaged in long-range transit are encouraged to avoid the bridges during the rush hours.

More importantly, the Alternative Baseline Toll Rates formally marries installing a tolling system to enhancing use of TARC's bus service.

IV: CONCLUSION: WHY IS THE SDEIS SO FATALLY FLAWED?

Based on my reading of all the documents produced by those who drafted the fatally flawed SDEIS and the Governor Mitch Daniels speech in Louisville, those who drafted the document want to see private for-profit foreign investment control over the Ohio River Bridges.

It is vital that those who wish to see a sustainable and equitable transportation **MUST** insist that only a Public-sponsored and managed tolling agency is created. -- as given as an alternative in the SDEIS and the earlier IFP [Initial Financial Plan].

WHY HAS THE BI-STATE AUTHORITY ONLY USED PRIVATE CONSULTANTS – NOTORIOUS FOR BEING BOTH WRONG AND COMPROMISED BY PROVEN CONFLICTS OF INTERESTS – When – SINCE 1921, THERE HAS BEEN A MODEL OF A REASONABLY SUCCESSFUL BI-STATE PUBLIC AUTHORITY ----

I am referring to the PORT OF NEW YORK AND NEW JERSEY AUTHORITY THAT HAS BEEN AROUND FOR ALMOST 90 YEARS.

How difficult would it have been for our Bi-State Authority to consult with the PORT AUTHORITY rather than with the failed and compromised private consultants?

The Port Authority has long years experience on how revenue from its tolls can enhance public transit.

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