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To: jose.sepulveda@dot.gov; infor@no2bridgetolls.org
Cc: "Cindy Kowalski"; david_blank; jsacksteder@ctsgec.com; Tyler Allen; [JC Stites](mailto:JC_Stites); denisrhc@yahoo.com; Steve Shaw; mgreen@courier-journal.com; acopic@ridetarc.org
Subject: My Citizens comments were mailed to the CTS in timely fashion on 01/06/12
Date: Tuesday, January 10, 2012 12:24:25 PM

January 10, 2012

To Jose Sepulveda
Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort, KY 40601

jose.sepulveda@dot.gov.

Dear Mr. Sepulveda:

My citizen's inputs on the SDEIS for LSIORBP and particularly on the introduction of tolling, were mailed in timely fashion and the document arrived at the CTS office on January 9, 2012.

In fact, I had a most pleasant conversation with Ms. Cindy Kowalski of the CTS yesterday -01/09/12 - about 2:00pm.

The reasons I am now emailing you is that, in response to an email from the "No2BridgeTolls.org," I sensed that emailing you would be most appropriate at this time:

1. Firstly, I should state - as I did at the oral presentation phase of seeking public input on December 19, 2011, I support the introduction of tolling on the Ohio River Bridges under the stipulations that:

A. The toll revenue go exclusively to servicing the debt on funding the new construction and maintenance of all - I repeat all- Ohio River Bridges in Metro Louisville, and that includes the Sherman Minton Bridge and the 1920s Clark Memorial Bridge, and no toll revenue goes to assure profits to any private. for-profit investor consortium - especially if this consortium includes foreign investors.,

B. That a specified per cent [about 2-5 %] of this toll revenue be designated to subsidize all 21st century forms of public transit such as TARC buses, TARC-KIPDA "Ticket-To-Ride" carpools

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and vanpools, and jitney service that cross the Ohio River.,

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C. That all Ohio River Interstate Highway bridges, -existing and proposed -that means including the Sherman Minton Bridge be tolled at the same rate, and

That this Bi-State Authority - again modeled after the Port of NY & NJ Authority- also have domain over potential ferry. and rail crossings, and part of its toll revenue goes to support innovative transit facilities in all counties of the KIPDA Bi-State area.

D. That a Bi-State Public Authority modeled after the venerable Port of NY & NJ Authority - created in 1921- be charged with all aspects of building and managing - all Ohio River crossings and that includes - not only all bridges designed for vehicle crossing, but also the Big Four bike and pedestraian crossing. and that this Bi-State authority be assigned a designated Territory - most likely the KIPDA counties to which it will be accountable to Metro Councils, City Councils, and County legislative bodies as well as to the two Governors [Indiana and Kentucky and state legislatures] . I further request that a small per cent of toll revenues go to projects that are transportation -oriented such as the Waterfront park in metro Louisville.

2. The second reason for emailing you today, is that without a meaningful public transit component already built in as a significant component of the SDEIS, it is fatally flawed, and should not be allowed to proceed into a SFEIS until such a 21st century Public Sector public transit component is made an inherent part of the project. Given the urbanized reality of the Bi-State Metropolitan Area of Louisville, not to have made a public transit - and by this I mean one that "marries" transit to highways and not some stupid, back-ward thinking rigid and costly - light-rail fantasy- the SDEIS needs to be rejected!

A. The above citizen's request is that the FHWA' sister agency, the FTA be immediately made a "Joint Lead Agency" for the project.And

B. That a 180 day time-out be declared to allow for the drafting of this public sector component.

3. This leads me to the third reason for emailing you at your Frankfort office, in writing to John Sackstaeder of the CTS, I decided that I would need to include a letter I shall

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be sending to the Honorable Ray LaHood, U.S. DOT Secretary and to your boss at the FHWA , as well as to the head of the FTA. This means that I need - out of common courtesy - to first mail the document to you.

4. What stirred me finally to email you is that in the most recent email from No2BridgeTolls.org - there is both a statement attributed to a GOP state legislator saying that the Sherman Minton Bridge must be tolled, and a statement attributed to a EARL GOODE, Gov. Daniels [Indiana] Chief of Staff, [01/05/12] - that "tolling on the Sherman Minton is not back on the table."

That is absolute nonsense - If Gov. Mitch Daniels thinks that he owns the Ohio River project and can impose his absurd vision on it - it is the duty of both the US DOT and FHWA to insist that a national perspective and a national need come first!

Happy New Year, looking forward to your response.

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