

From: [John Sacksteder](#)
To: ["Cindy Kowalski"; seis@ctsgec.com](#)
Subject: FW: More on Tolls
Date: Tuesday, January 10, 2012 8:46:11 AM

From: Janice.Osadczyk@dot.gov [mailto:Janice.Osadczyk@dot.gov]
Sent: Tuesday, January 10, 2012 8:45 AM
To: paul@clarkcountyyaa.com
Cc: jsacksteder@ctsgec.com; Gary.Valentine@ky.gov; khetrick@indot.in.gov
Subject: FW: More on Tolls

Dear Paul,

Thank you for your comments concerning the Ohio River Bridges project's DEIS. Your comments are important to us and will be addressed in the FEIS. They will also be added to the project record.

-----Original Message-----

From: Paul Fetter [\[mailto:paul@clarkcountyyaa.com\]](mailto:paul@clarkcountyyaa.com)
Sent: Monday, January 09, 2012 3:48 PM
To: Sepulveda, Jose (FHWA)
Subject: comment

January4, 2012

Ohio River Bridges Project Team
Federal Highway Administration

I am Paul Fetter, Clarksville Town Council, also co-founder of Organization for a Better Southern Indiana Inc., and No2bridgetolls.org.

We are opposed to tolling. The Authority's escalating aggressive intent to toll our existing bridges including the I-65 bridges is why we formally organized OBSI in December 2010. We found it necessary to engage in our pursuit to keep our existing bridges including I-65 toll free because of the immeasurable negative financial harm tolls will have on southern Indiana families, businesses, and community.

C.11
D.19

Tolls will equally be financially detrimental to Southern Indiana residents that use our bridges to go to work, school, attend to medical and family needs, on a daily basis, at a rate of better than 5-1 over Kentucky residents. With this ratio, there is no possible tolling scenario that will be fair to Southern Indiana, but most Hoosiers are willing to accept tolls on the East End Bridge.

D.19

All Hoosier commuters will be paying tolls on the new bridges while less than 2% of Louisville commuters will be. All Louisville commuters will be using

the new Kennedy Interchange. This means 98% of their commuters will be using new infrastructure and not paying any tolls. Hoosier tolls collected on I-65 will be paying for the new Kennedy Interchange, while Kentucky residents will be using it for free. If any existing highways, bridges, or transportation routes to be improved are tolled, then they all must be tolled. Tolling the Kennedy Interchange is a problem politically for Kentucky, and because some politicians are uncomfortable with it, the Kennedy Interchange will not be tolled. Where is the logic in this? The Kennedy Interchange is not tolled because of political ramifications, while I-65 will be tolled, which is not fair for Southern Indiana residents and businesses, also causing undo economic hardship on our Southern Indiana community.

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Furthermore, our economic vitality hinges on consumerism from Louisville, which will be greatly reduced when there is a “cover charge” or additional tax to do business in Southern Indiana. Why will Kentucky residents pay a toll to come to Indiana when they can get most of the same goods and services on their side? How will our contractors fare when they have to build in tolls to their bids when competing for regional business? There are countless similar questions that all indicate our economy will be forever changed if tolls are introduced.

D.19

The only part of the whole Ohio River Bridges Project that will address traffic issues is the East End Bridge. The Downtown Bridge and Kennedy Interchange cost of nearly \$1.6 Billion do not fix the bottleneck that lies beyond them on Kentucky’s side on all three of the major interstates that they connect.

I-65 south cannot be widened because of Hospital curves and the airport right of way, and I-64 east bound cannot be widened because of the Cochran Tunnels. The head of Kentucky’s Department of Transportation, Gary Valentine, will verify this.

I-71 can be widened, but there are no plans or money in the foreseen future to do so also verifiable by Mr. Valentine.

By far, the I-65 and I-64 corridors are the heaviest traveled, and without capacity improvement, the Downtown Bridge and Kennedy Interchange become a \$1.6 Billion parking facility.

These local governmental bodies have passed “No Toll resolutions”:

New Albany City Council
Jeffersonville City Council
Clarksville Town Council
Sellersburg Town Council
Georgetown Town Council
Utica Town Board
Clark County Council
Clark County Commissioners
Louisville Metro Council (Kentucky)

C.11

2 government business associations have also passed resolutions opposed to tolling I-65

The Jeffersonville Main Street Association
The Southern Indiana Tourism Bureau

Jeffersonville's new Mayor, Mike Moore, and Clarksville Town Councils President (Clarksville's equivalent of mayor), John Gilkey, both believe only the East End Bridge is needed, and are opposed to tolling I-65.

Over 200 businesses and over 11,000 citizens have signed petitions opposing tolls to tolling I-65. 85% of people polled locally are opposed to tolls.

Please know we are not opposed to improving our roads and bridges. However, we are adamantly opposed to doing so by levying new tolls on the I-65 corridor bridges.

Tolling must not be allowed on I-65.

-It is unfair for the Southern Indiana portion of our river city region.
-The local citizens, businesses, and governmental bodies have spoken and are against the tolling I-65.

It is overwhelmingly obvious that the Downtown portion of the project with its lane limitations exiting it in every direction on the Kentucky side, cannot answer to the transportation needs it is purportedly designed to handle. The community has enforce came out against tolling this existing transportation corridor, and it is unfair for a significant portion or our region and it cannot properly serve the transportation needs of our river city it will divide. This clearly does not answer to the needs of our community and must not be allowed to happen.

Sincerely,

Paul Fetter
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