



Public Outreach and Comments
Tolling Impacts On and Mitigation for EJ Residents

Submitted by Doe-Anderson
August 1, 2013

Summary

On June 27, the Louisville-Southern Indiana Ohio River Bridges Project released a 21-page study called the *DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations* (referred to in this document as *The Report*).

On that same day, an extensive outreach plan was launched to:

- Announce *The Report* and make it accessible to the public
- Announce public meetings on July 22 and 23
- Announce the 30-day public comment period, beginning immediately and ending July 26
- Issue a news release resulting in extensive coverage
- Make the report easier to understand by publishing a five-minute video (in English and Spanish) and posting it on the Project website and YouTube
- Begin the process of publicizing *The Report*, public meetings and public-comment period through advertising and the distribution of flyers and posters at nearly 50 area public libraries, community centers and churches located primarily in EJ neighborhoods

During the comment period, 237 submissions were made: 148 online, 81 at the public meetings, 8 mailed in. More than 100 people attended each public meeting.

At the Indiana public meeting, 119 people signed-in, while 101 registered their attendance at the Kentucky meeting. An estimated 10-20 people attended each meeting without signing in.

All public comments, except for one, came from people within the metro area: The sole submission from outside the area came from Maryland.

The most popular sentiment expressed in online comments is that *everyone should pay the same rate with no breaks provided to anyone*. However at the public meetings, the most-frequently-heard comment was that *low-income residents should be given a reduced rate or be exempt from tolls*. Overall, the number of comments supporting each of these positions was relatively balanced, with 42 supporting breaks for low-income residents and 40 advocating no price concessions for anyone.

It's also worth noting that a recurring theme in the public comments involved grouping low-income and minorities together. Many of the comments questioned why these two groups belong together.

The following shows a summary of comments:

Total comments	Total				
Theme	IN & KY	KY	KY-EJ	IN	IN-EJ
Don't toll anything	46	19	17	16	10
No toll or lower toll for low-income, but not minorities	42	21	17	13	3
Everyone should pay the same	40	26	19	12	5
No toll or lower toll for low-income and minorities	22	13	7	5	4
Low-income and minorities should not be considered together	13	7	7	5	3
TARC should not pay tolls	2	0	0	2	2
Other	117	28	21	55	43
Total	282	114	88	108	70

Note: The total number of comments is more than the number of people who submitted comments. This is because comments from one person may fit in more than one of the categories listed above. EJ in the above charts means these are the number of comments from residents who live in a zip code with EJ neighborhoods. It does not necessarily mean the person fits the EJ profile of being low-income or minority.

In addition, a resolution was submitted from TARC, the local mass-transit company, requesting that TARC buses be exempt from tolls. Also, a petition was submitted showing support for House Bill 129, which calls for exempting TARC from tolls and allowing low-income wage earners to be reimbursed for toll expenses.

News coverage leading up to the public meetings was extensive. The project issued two news releases which prompted substantial coverage. More than 100 news stories on this topic ran creating more than 12 million impressions. Anyone exposed to news likely heard about *The Report* and public meetings multiple times.

Local elected officials also held news conferences. The day before the first public hearing, several Louisville Metro Council members held a news conference on the riverfront next to the Lincoln Memorial statue urging residents to attend the public meetings and request breaks for low-income residents. During the second public meeting, a news conference was held in an adjacent room, organized by several Kentucky state legislators, showing support for House Bill 129. Several low-income residents spoke at the news conference. The Bridges Project had no involvement in these news conferences.

Public Comments

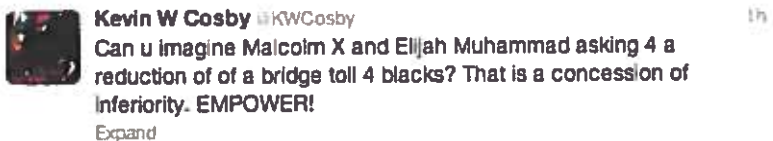
The 30-day comment period kicked off June 27 and concluded at the close of business on July 26. A total of 237 submissions were made. Comments were received in the following ways:

- Online using a form from the project’s website (148 submissions)
- At public meetings held July 22 and 23 where attendees could:
 - Speak to a court reporter (40 submissions)
 - Provide written comments (41 submissions)
- In the mail (8 submissions, including one walk-in who hand delivered his comments)

The most common comment was *don’t toll anyone*. While this is not germane to reaction we sought, it’s included in our count because it was so prevalent. This is also not surprising. We believed from the outset that inviting open-ended public comment would give no-toll advocates the opportunity to present their points of view – which they did, but still not in great numbers.

The most common comment submitted online was *everyone should pay the same rate with no concessions based on income level or minority status*. On the other hand, the most common comment submitted at the public meetings was *give low-income residents a break*. Overall, comments were somewhat evenly divided between providing breaks for the poor and providing no breaks for anyone.

Another comment that was repeated frequently questioned why low-income residents and minorities are grouped together. There were very few submissions that said both low-income and minorities should get a break on toll prices. This line of thinking was expressed by the Rev. Kevin Cosby, pastor of St. Stephen Baptist Church, and one of the most revered African American leaders in the metro area, in a Tweet he sent during the comment period.



Dr. Cosby did not submit a public comment. He is one of the EJ leaders with whom we scheduled an interview (as part of the IQS study). His busy schedule prevented him from being interviewed.

The following charts show the common themes that were repeated and how many submissions pertained to each theme. The charts also show from where the comments originated. The columns listed as KY-EJ and IN-EJ, indicate the number of submissions from people who live in ZIP codes where there are EJ populations. It doesn’t necessarily mean the person fits an EJ profile.

Note: The total number of comments in the following charts shows more than the number of people who submitted comments. This is because comments from one person may fit more than one theme.

Total comments	IN or KY				
Theme	Total	KY	KY-EJ	IN	IN-EJ
Don't toll anything	46	19	17	16	10
No toll or lower toll for low-income, but not minorities	42	21	17	13	3
Everyone should pay the same	40	26	19	12	5
No toll or lower toll for low-income and minorities	22	13	7	5	4
Low-income and minorities should not be considered together	13	7	7	5	3
TARC should not pay tolls	2	0	0	2	2
Other	117	28	21	55	43
Total	282	114	88	108	70

Online comments	Total				
Theme	IN & KY	KY	KY-EJ	IN	IN-EJ
Everyone should pay the same	33	24	17	10	4
Don't toll anything	31	17	15	13	7
No toll or lower toll for low-income, but not minorities	20	11	7	10	7
Low-income and minorities should not be considered together	19	11	5	5	4
TARC should not pay tolls	9	6	6	5	3
No toll or lower toll for low-income and minorities	2	0	0	2	2
Other - not germane mitigation for low income and minorities	43	15	10	27	16

Kentucky public meeting comments	Total				
Theme	IN & KY	KY	KY-EJ	IN	IN-EJ
No toll or lower toll for low-income, but not minorities	13	9	9	0	0
Don't toll anything	4	2	2	0	0
TARC should not pay tolls	3	1	1	0	0
Everyone should pay the same	1	1	1	0	0
No toll or lower toll for low-income and minorities	0	0	0	0	0
Low-income and minorities should not be considered together	0	0	0	0	0
Other	19	10	9	1	1

Indiana public meeting comments	Total				
Theme	IN & KY	KY	KY-EJ	IN	IN-EJ
Don't toll anything	11	0	0	3	2
No toll or lower toll for low-income, but not minorities	8	0	0	3	3
Everyone should pay the same	4	0	0	1	1
Low-income and minorities should not be considered together	1	0	0	0	0
No toll or lower toll for low-income and minorities	0	0	0	0	0
TARC should not pay tolls	0	0	0	0	0
Other	51	1	0	25	25

Mail-in comments	IN or KY				
Theme	Total	KY	KY-EJ	IN	IN-EJ
Everyone should pay the same	2	1	1	1	0
Low-income and minorities should not be considered together	2	2	2	0	0
No toll or lower toll for low-income, but not minorities	1	1	1	0	0
TARC should not pay tolls	1	0	0	0	0
Don't toll anything	0	0	0	0	0
No toll or lower toll for low-income and minorities	0	0	0	0	0
Other	4	2	2	2	1

All comments are included in Appendix A

One topic discussed often at the open houses pertained to the frequency rate – i.e., how often does a motorist need to cross the bridge to qualify for the lowest rate. When explained that the current proposal calls for the \$1 toll rate to apply to those who cross the bridge twice a day, five days a week, four weeks a month (40x per month), some people responded that this does take into account people who work full-time, four days a week – something that is common in the medical profession.

Public Meetings

Two public meetings were held, one on each side of the river. The one in Indiana was adjacent to EJ neighborhoods while the one in Kentucky was in an EJ neighborhood. Here are the locations, dates and times of each meeting:

July 22, 2013, 4:00 p.m.–7 p.m.

Holiday Inn Lakeview

505 Marriott Dr.

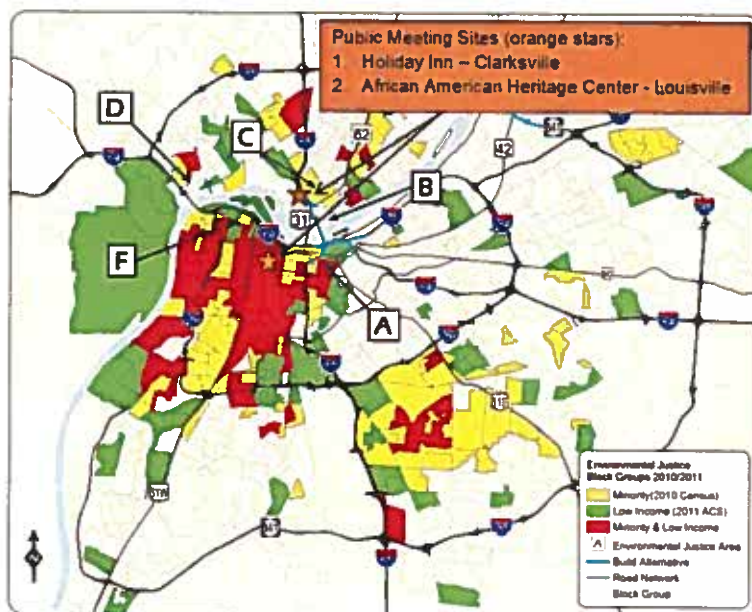
Clarksville, IN 47129

July 23, 2013, 4:00 p.m.–7 p.m.

Center for African American Heritage/Trolley Barn

1701 W. Muhammad Ali Blvd.

Louisville, KY 40203



The map above shows that public meetings were held in or adjacent to EJ neighborhoods.

Purpose of meetings:

- To provide the public with information about:
 - Tolling
 - The economic assessment of tolling's impacts on low-income and minority motorists
 - Mitigation measures being taken and considered
- To receive input/feedback/comments from the public on mitigation measures

Material provided at check-in

- Info sheet explaining the purpose of the meeting and how to participate
- Informational flyer explaining the project, tolling and opportunity to comment
- *The Report*
- Comment form

Displays/Areas

- Project Overview
 - Theater area (see image below)
 - 8-foot wide screen with seating for approximately 75
 - Video was played in both English and Spanish on a continuous loop (same video posted on website and YouTube, only slightly modified at end to provide instructions on how to submit comments at public meeting)



- Downtown Crossing
 - Map – board
 - Kennedy Interchange – boards
 - Downtown Bridge – boards
 - Kennedy Bridge next to new bridge – board (see sample on right)
 - Video animation (on 52-inch TV) of new bridges and Kennedy Interchange



- East End Crossing
 - East End Kentucky – boards
 - East End Bridge – boards (see sample on right)
 - East End Indiana – boards
 - Video animation (on 52-inch TV) – bridge drive thru, bridge construction, tunnel construction



- Tolling
 - Gantry & transponder – display board (see sample on right)
 - Proposed rates w/transponder – display board
 - Map of bridges tolled and not tolled – display board
 - Video (on 52" TV)
 - B-roll of open-road tolling
 - Animation of open road tolling from North Carolina (clearly labeled this is from NC and would likely be similar to the way it's handled in Kentucky and Indiana)
 - Table with samples of transponders
 - Mitigation measures – display board
 - Enhanced TARC
 - Easy access to transponders
 - Easy pay options



(clearly labeled this is from NC and would likely be similar to the way it's handled in Kentucky and Indiana)

To view all the display boards, see Appendix B

Numerous representatives from KYTC and INDOT were on hand to interact with the public, provide more information about the project and tolling and answer questions. Key persons in attendance were:



- David Waldner, KYTC and others from KYTC on tolling
- Lauren Hilden, INDOT and others from INDOT on tolling
- Andy Barber, KYTC and others from KYTC on design and construction of the Downtown Crossing
- Ron Heustis & Paul Boone, INDOT and others from INDOT on design and construction of the East End Crossing

Three court reporters were stationed in various areas to accept public comment. Tables and chairs were provided for people to fill out forms and write comments.



At the Indiana meeting, 119 people signed in. An estimated 10-20 people attended but did not sign in. At the Kentucky meeting, 101 people signed. Again, an estimated 10-20 people attended but did not sign in. The sign-in sheets do include project officials and are available in Appendix B.

At the Indiana meeting 25 people submitted written comments, while 31 people submitted comments by talking to a court reporter.

At the Kentucky meeting, 21 people submitted written comments, while seven spoke to court reporters. In addition, a petition was submitted with 67 signatures pledging support for House Bill 129, which calls for reimbursing low-wage workers and exempting TARC vehicles from tolls.



During the Kentucky meeting, a news conference was held in an adjacent room. The news conference was organized by Ky. State Representative Jim Wayne. Several low-income residents and advocates for the poor spoke at the meeting in support of House Bill 129. The Project was not involved in this news conference.

Some concern had been raised about public transportation to one of the locations, the Holiday Inn in Clarksville. It's important to note that Jeffersonville and Clarksville have few venues capable of accommodating a large public meeting. None of the locations we considered suitable for this event had a nearby bus stop. The Holiday Inn Lakeview, which is the closest to EJ neighborhoods in Southern Indiana, is about six blocks (1/2 mile) from the nearest bus stop. We made arrangements, and advertised in the News & Tribune (Southern Indiana's daily newspaper), that anyone using the Spring Street bus route to 14th or 15th Streets would be provided free shuttle service to and from the Holiday Inn. Signage was placed at these bus stops along with a greeter to make sure people getting off the bus were aware of the shuttle. TARC put a sign on each bus (see image on right) along the route to let riders know of the shuttle service. No one used the shuttle service.

BRIDGES

Public Meeting/Open House
Tolling Impacts on Low-Income &
Minority Residents

Monday, July 22
4:00-7:00 p.m.
Holiday Inn Lakeview
505 Marriott Drive
Clarksville, Indiana

If you are interested in attending, please
take TARC bus 72 to Spring & 14th or 15th
Streets. From there, free shuttle service
will be provided to and from the hotel.

Outreach Efforts

During the 30-day comment period, extensive efforts were made to reach the public-at-large with extra attention given to targeting EJ populations in order to make them aware of *The Report* and opportunities to comment. The outreach plan had both grassroots and grass-tops components. The grassroots portion reached out to EJ residents in the metro area while the grass-tops effort involved interviewing leaders who represent EJ communities.

IQS Research conducted interviews with 38 EJ leaders. IQS also conducted approximately 250 interviews with low-income and minority residents at grocery stores in EJ neighborhoods. The results are contained in two separate reports prepared by IQS Research (EJ Community Survey August 2014; and EJ Community Leader Survey August 2014).

Video: As mentioned previously in this report, a five-minute video was produced in order to explain in layman's terms the Project, *The Report*, open-road tolling and the chance to comment. The video, which was produced in both English and Spanish, was posted on the project website on several pages. Here's a link to one such page (scroll to bottom of website page): <http://kyinbridges.com/bridges-project-seeks-input-on-potential-measures-to-mitigate-toll-impacts-on-low-income-minority-drivers-open-house-meetings-set-for-july-22-and-23/>



Here's the link to the YouTube video in English:

<http://www.youtube.com/watch?v=n0YExngFjL8&feature=youtu.be>

Here's the link to the Spanish version: <http://www.youtube.com/watch?v=ZYAB-cACpQo>

Flyers & Posters at Libraries, Community Centers & Churches: Part of the grassroots effort involved distributing flyers, posters and *The Report* throughout EJ communities. The flyer and poster provide a summary of the project, an overview of the mitigation report and information on how to submit input: online, through the mail, and by attending public meetings.

Flyers, posters and copies of *The Report* were distributed to public libraries, community centers and churches located either in EJ neighborhoods or adjacent to them. Each location was provided two posters, 100-200 flyers and two hard-copies of *The Report* with the latter to remain at each location. Overall, communications materials were distributed in 47 places. More than 100 posters and more than 5,000 flyers were distributed. We stayed in regular contact with each location to see if more flyers or

posters were needed. Three locations needed to be restocked: the main branch of the Louisville Free Public Library, the Clarksville Library and the Portland Community Center.

Here are the criteria used for targeting locations:

Research conducted for the Bridges Project’s SFEIS, shows the following zip codes/neighborhoods have the heaviest concentrations of EJ residents who also are more likely to use the bridge:

- 40211 West Louisville to include Shawnee and Park Duvall neighborhoods (adjacent to the Portland neighborhood)
- 40214 Churchill Downs area south to Iroquois Park
- 40216 Shively and Rubbertown areas
- 40272 Valley Station (Southwest Jefferson County along Dixie Hwy)
- 42179 I-65 area of Clarksville & Jeffersonville just north of SR62

Here are the locations where material was distributed (the Louisville libraries marked with an asterisk below are in the EJ areas):

Louisville	Southern Indiana
Main Library* 301 York Street – Zip 40203	Jeffersonville Library 211 E. Court Ave
Portland Library* 3305 Northwestern Pkwy – Zip 40212	Clarksville Library 1312 Eastern Blvd
Shawnee Library* 3912 West Broadway – Zip 40211	
Shively Library* 3920 Dixie Hwy – Zip 40216	
Southwest Library* 10375 Dixie Hwy – Zip 40272	
Western Library* 604 South 10 th Street – Zip 40203	
Newburg Library* 4800 Exeter Ave – Zip 40218	
Bon Air Library 2816 Del Rio Place – Zip 40220	
Crescent Hill Library 2762 Frankfort Ave – Zip 40206	
Fairdale Library 10620 W. Manslick Rd – Zip 40118	

Fern Creek Library 6786 Bardstown Rd – Zip 40291	
Highlands-Shelby Park Library 1250 Bardstown Rd – Zip 40204	
Iroquois Library 601 W. Woodlawn Ave – Zip 40215	
Jeffersontown Library 10635 Watterson Trail – Zip 40299	
Middletown Library 200 N. Juneau Dr – Zip 40243	
Okolona Library 7709 Preston Hwy – Zip 40219	
St. Matthews Library 3940 Grandview Ave – Zip 40207	
Westport Library 8100 Westport Rd – Zip 40222	

Posters, flyers and copies of *The Report* were also distributed in the following places, located in or adjacent to EJ neighborhoods:

Community Development Bank
2901 West Broadway, Louisville

St. Stephen's Baptist Church
1018 S. 15th Street, Louisville
948 Dixie Hwy, Louisville
2701 Veterans Pkwy, Jeffersonville

Portland Community Center
640 North 27th Street, Louisville

California Community Center
1600 West St. Catherine Street, Louisville

Beechmont Community Center
205 West Wellington Avenue, Louisville

Parkhill Community Center
1703 South 13th Street, Louisville

Sun Valley Community Center
6505 Bethany Lane, Valley Station

South Louisville Community Center
2911 Taylor Boulevard, Louisville

Elim Baptist Church
3114 Greenwood Avenue, Valley Station

Urban League
1535 West Broadway, Louisville

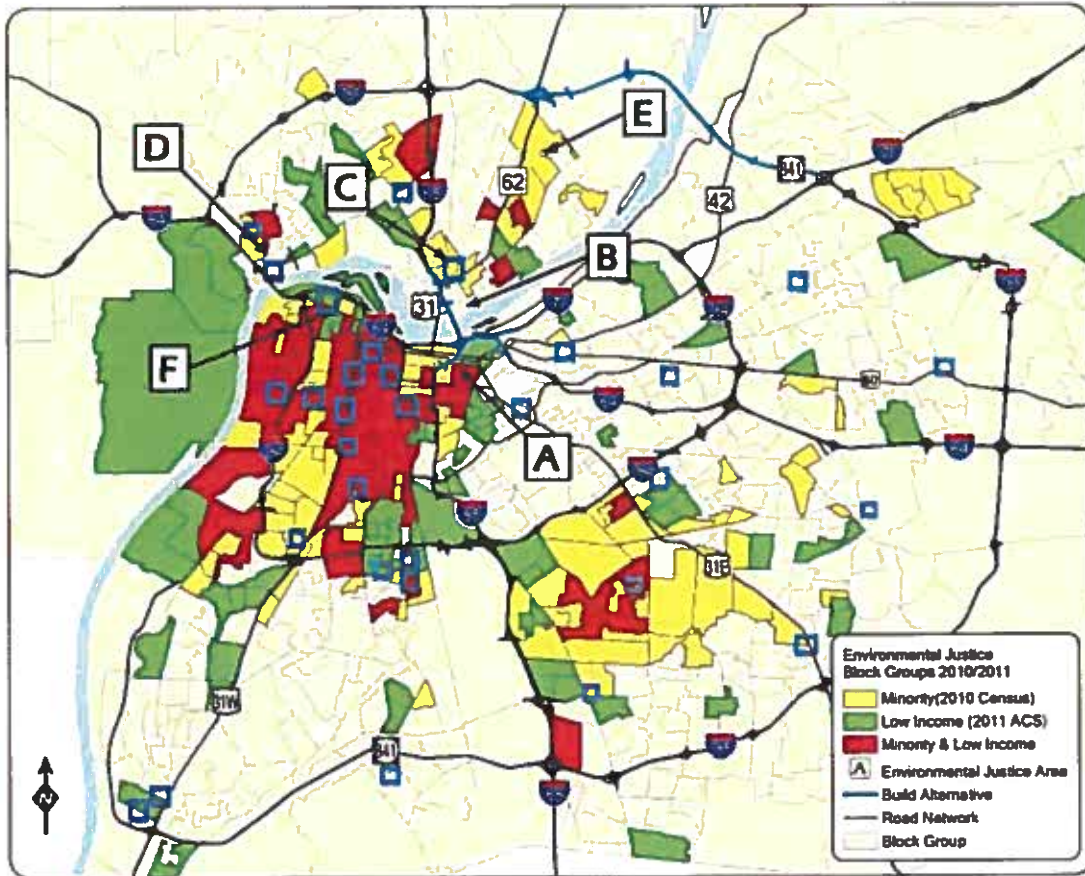
Americana Community Center
4801 Southside Drive, Louisville

Portland Avenue Presbyterian Church
3201 Portland Avenue, Louisville

NAACP
201 National Avenue, Jeffersonville
Northwest Neighborhood Place
4018 West Market Street, Louisville

Shawnee Golf Course
460 Northwester Pkwy, Louisville

Griffin Street Community Center
1140 Griffin Street, New Albany



The map above shows the distribution of communications material. The blue boxes are locations where we distributed material.

Advertising ran in local newspapers and on radio stations with formats that target minority audiences.

The radio stations are WLOU, an African American station, and WTUV, a Hispanic station broadcasting in Spanish (these are the only area stations that solely target minority listeners). Here's the breakdown of the broadcast schedule:

Station	Flight Dates	Spots Bought	Bonus Spots
WLOU	July 8-23	28	Based on availability
WTUV	July 8-23	28	14

To listen to WLOU spot, go to: <http://kyinbridges.com/wp-content/uploads/Radio-Ad-WLOU.mp3>

To listen to WTUV spot, go to: <http://kyinbridges.com/wp-content/uploads/Radio-Ad-WTUV-Spanish.mp3>

The print advertising schedule involved the two daily newspapers and two weekly papers targeted toward minority audiences. Here are the papers and the ad schedule:

Publication	Type	Size of Ad	Dates
Courier-Journal (Louisville)	Daily	3 column classified	July 7
News & Tribune (Southern Indiana)	Daily	¼ page ad	July 3 & 17
News & Tribune	Daily	Classified/legal ad	July 6
Louisville Defender (African American)	Weekly	¼ page ad	July 4 & 18
Al Dia (Hispanic)	Weekly	Full page (tabloid)	July 11

Greenwood Cemetery Abandoned

A former cemetery is left to decay in the heart of the city. The site is now a parking lot for a new development. The cemetery was established in 1850 and was used until the 1920s. It was abandoned because of the city's expansion and the need for more parking space. The site is now a parking lot for a new development. The cemetery was established in 1850 and was used until the 1920s. It was abandoned because of the city's expansion and the need for more parking space.

Photo by Bob Green

BRIDGES

La Construcción de las Puentes avanza

La ciudad continúa con el desarrollo de los puentes de los ríos Ohio y de las Fallas. En esta ocasión se avanza con la construcción de los puentes de los ríos Ohio y de las Fallas. En esta ocasión se avanza con la construcción de los puentes de los ríos Ohio y de las Fallas.

Puentes con y sin peaje

Cuando puentes sin peaje se construyen, los puentes con peaje pueden ser una opción para algunos conductores.

Puentes con peaje

- 1 El Nuevo Puente del Centro (Intersección I-65 y Main Street)
- 2 El Nuevo Puente del Este (Intersección I-65 y Main Street)
- 3 El Nuevo Puente del Oeste (Intersección I-65 y Main Street)

Puentes sin peaje

- 1 El Puente Clark Memorial, también conocido como Puente de la Paz, en la Zona Centro.
- 2 El Puente Sherman, también conocido como Puente de la Paz, en la Zona Centro.

Avance de la Ingeniería de los puentes

El diseño de los puentes de los ríos Ohio y de las Fallas ha avanzado significativamente. Los ingenieros han diseñado los puentes de los ríos Ohio y de las Fallas. Los ingenieros han diseñado los puentes de los ríos Ohio y de las Fallas.

El Reporte

Avance notable en la construcción de los puentes de los ríos Ohio y de las Fallas. Los ingenieros han diseñado los puentes de los ríos Ohio y de las Fallas. Los ingenieros han diseñado los puentes de los ríos Ohio y de las Fallas.

Oportunidad para opinar

Los ciudadanos tienen la oportunidad de opinar sobre el diseño de los puentes de los ríos Ohio y de las Fallas. Los ciudadanos tienen la oportunidad de opinar sobre el diseño de los puentes de los ríos Ohio y de las Fallas.

Reuniones Públicas

Se han programado reuniones públicas para discutir el diseño de los puentes de los ríos Ohio y de las Fallas. Se han programado reuniones públicas para discutir el diseño de los puentes de los ríos Ohio y de las Fallas.

22 DE JULIO, 2013
4:00 p.m. - 7:00 p.m.
Holiday Inn Clarksville
500 Main Street
Clarksville, TN 37040

23 DE JULIO, 2013
4:00 p.m. - 7:00 p.m.
Tipton Barn / African American Heritage Center
1701 West Main Street
Louisville, KY 40204

Comentarios de los ciudadanos serán bienvenidos por correo electrónico a: bridges@cityoflouisville.gov

630 W Main Street 4th floor • Louisville, KY 40202

Sample Ads: Above left is a ¼ page ad (5½" x 11") that appeared in the Louisville Defender, the area's weekly African American newspaper. Above right is a full page ad, tabloid size (11" x 11") that appeared in Al Dia, the area's bi-monthly Hispanic newspaper.

SEE APPENDIX C TO VIEW ALL ADS

News Coverage

News coverage on *The Report* and request for public input was extensive. Our monitoring shows more than 100 news stories ran on this topic, creating more than 12-million impressions. Impressions are a measurement of potential audience. With Louisville's metro area having a population of approximately 1-million, the amount of coverage was strong. In other words, anyone who reads the newspaper, watches TV news or listens to radio news broadcasts was likely exposed to our message more than 10 times. And that's a conservative number.

The Project sent out two news releases, which were also posted on the website.

The first news release went out June 27. The headline read: "*Bridge Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers – Open House Meetings Set for July 22 and 23.*" ([CLICK HERE](#) to link to news release or view it in Appendix D.) Coverage resulting from this news release was extensive. In the week that followed, news coverage included nearly 30 placements resulting in more than 3-million impressions.

The second news release was sent July 18. This four-page news release urged public input and provided extensive information on how to find *The Report*, how to submit public comments, etc. The opening sentence of the news release says: "*If you have opinions about lessening the impacts of bridge tolls on low-income and minority populations, the Ohio River Bridges Project wants to hear from you.*" (A sample of coverage is in the image on the right. [CLICK HERE](#) to see this news release or view it in Appendix D.)



Below is a listing of news outlets that covered the story during the 30-day comment period:

Media Outlet	Type of Media	Market
The Courier-Journal	Newspaper	Louisville, KY
WFPL	Radio news	Louisville, KY
WHAS 11	TV news	Louisville, KY
WHAS Moral Side of the News	TV public affairs	Louisville, KY
WAVE 3	TV news	Louisville, KY
WLKY 32	TV news	Louisville, KY
Al Dia	Hispanic Newspaper	Louisville, KY
WFPL	Radio news	Louisville, KY
Kentucky.com	Online	Lexington, KY
WKYT	TV news online	Lexington, KY
Kentucky Ag Connection	Online trade	Kentucky
BG Daily News	Online	Bowling Green, KY
WLKY 33	TV news	Bowling Green, KY
News & Tribune	Newspaper	Jeffersonville, IN
Indiana Economic Digest	Online	Indianapolis, IN
Inside Edge	Online	Indianapolis, IN
WXIX	TV news online	Cincinnati, OH
BG Daily News	Online	Chillicothe, OH
WKRN	TV news online	Nashville, TN
WTVF	TV news online	Nashville, TN
WOWK	TV news online	Hunington, WV
KFVS	TV news online	Cape Girardeau, MO
Kansas City Star	Newspaper online	Kansas City, MO
Enquirer-Herald	Newspaper online	York, SC
Fort Mill Times	Newspaper online	Fort Mills, SC
The Telegraph	Newspaper online	Macon, GA
Wichita Eagle	Newspaper online	Wichita, KS
Miami Herald	Newspaper online	Miami, FL
Fort Worth Star	Newspaper online	Fort Worth, TX
Beaumont Enterprise	Newspaper online	Beaumont, TX
Markets.financialcontent.com	Newspaper	Glendale, CA
The Salinas Californian	Online	Salinas, CA
Big News Network	TV news	National

Two news conferences were called by elected officials in connection with *The Report* and public meetings. On Sunday, July 21, several members of the Louisville Metro Council held a news conference in front of the Lincoln Memorial Statue at Louisville’s Waterfront Park (see image on next page).

On Tuesday, July 23, a news conference was held during the Project's open house meeting. The news conference took place in the same building, the Trolley Barn (Kentucky Center for African American Heritage) in an adjacent room. Organized by several state legislators, including Rep. Jim Wayne, the topic of this news conference was about House Bill 129, which calls for low-wage workers to be reimbursed for toll expenses and for TARC buses and vehicles to be exempt from tolls. Several low-income residents spoke. A copy of Representative Wayne's news release is in Appendix D. The project had no involvement in either news conference.

Metro The Courier-Journal **MONDAY** JULY 22, 2013

TOLLS: Public is urged to weigh in

Continued from Page B1

come Tax Credit. Fowler, whose 14th District covers much of southwest Louisville, said she's especially concerned about people whose daily lives could be affected by having to pay tolls — those who might not be able to afford an extra gallon of milk in a week as a result.

"A lot of people don't have a few extra dollars to get across the river," she said.



Louisville Metro Councilman Rick Blackwell talks at Waterfront Park on Sunday about upcoming meetings on bridge tolls, flanked by fellow council members, from left, Ciril Fowler, Attila Scott and David James. MARINA ELSON/THE COURIER-JOURNAL

Group pushes for relief on tolls for low income drivers

Filed: Jul 23, 2013 9:53 PM EDT
Updated: Jul 23, 2013 11:52 AM EDT
By: Katie Bauer - (606) 878-6121



Clark County

July 23, 2013

First of two open houses held on tolling

By **BRADEN LAMMERS**
braden.lammers@newsandtribune.com

CLARKSVILLE —

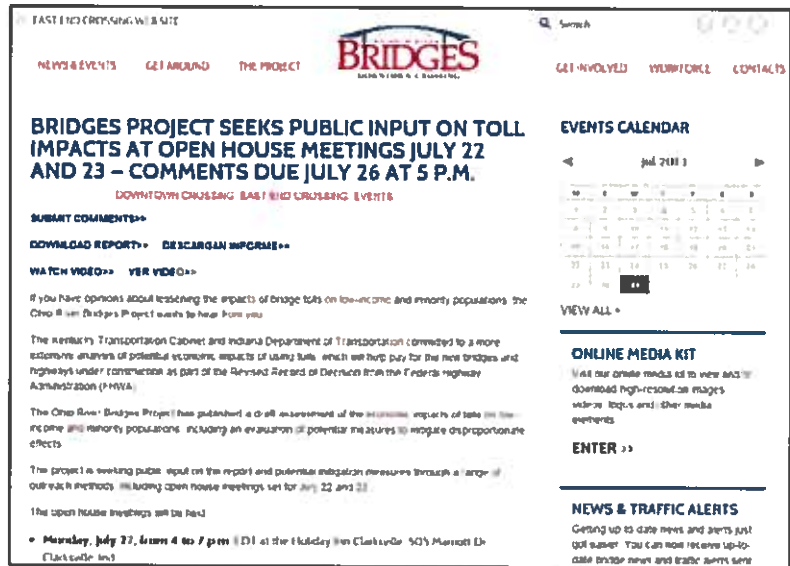
Residents again came out to voice their opinions at a meeting to collect public comments on the Ohio River Bridges Project, but few believe anything will change.

More than 120 people attended the public open house held to gather comments on the economic impacts of tolling for the bridges project on low-income and minority users.

Online communications

The project website, www.kyinbridges.com, prominently displayed information about *The Report* since it was released June 27. From the start, there was the ability to:

- Download *The Report*
- Watch a brief video in either English or Spanish (also on YouTube) that:
 - Gives an overview of the project
 - Explains the need for tolling
 - Explains how open-road, no-stop tolling works with transponders and cameras
 - Gives summary of *The Report*
 - Tells how to submit comments
- Read news releases
- Make comments using online form or to mail in

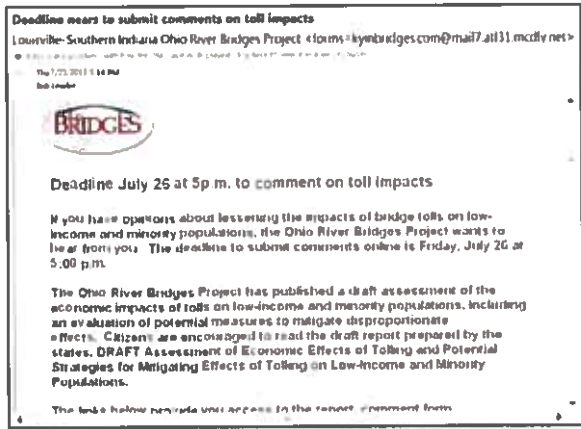
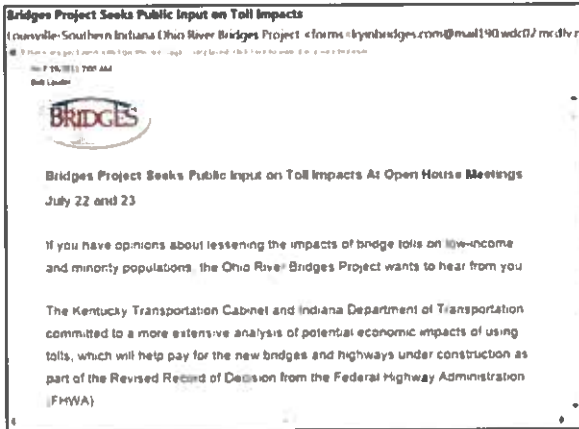


Above is a screen grab of a news release posted on the Project's website.

Two separate news releases were written about *The Report* and the opportunity to make public comments and attend public meetings. They were posted respectively on June 27 and July 18.

Separate email blasts were sent on July 19 and July 25. The main topic of both was about the Project seeking public input on *The Report*. The first email blast provided detailed information about *The Report* and how to access it. It also promoted the upcoming public meetings.

The second email blast was sent after the public meetings and was a reminder that the deadline was approaching for submitting comments. The email blast went to approximately 3,000 recipients in the Bridge Project's database of people who have opted to receive updates on the Project.



Above are screen grabs of email blasts soliciting public comments. To view the entire email blasts, see Appendix E

As mentioned previously, the website had an online comment which was used by 148 people to submit comments. Below is a screen grab of the form.

BRIDGES

Toll Impacts on Low-Income and Minority Residents

The Ohio River Bridges Project has published a draft assessment of the economic impacts of tolls on low-income and minority populations, including an evaluation of potential measures to mitigate disproportionate effects. The project is seeking public input on the report and potential mitigation strategies. The public is invited to comment online by filling out the form below by July 26, 2015, 5 p.m. eastern time. To review the report or to find out about public meeting dates, locations, visit www.kyinabridges.com

Name *

City State

Address *

Street Address

Address Line 2

City State Province Region

Phone (24-Care) Country

Business Or Other

Organization/Firm

Email *

Please enter your comments in this section. If you need more space, you may need a file to upload before we'll load this.

Maximum Allowed: 10000 characters. Existing user: 0 characters

Please Upload

Upload

This appendix contains all the public comments submitted

Comments submitted online Pages 2-23

Comments submitted in writing at Indiana public meeting/open house..... Pages 24-49

Comments submitted to court reporter at Indiana public meeting/open house Pages 50-139

Comments submitted in writing at Kentucky public meeting/open house..... Pages 140-173

Comments submitted to court reporter at Kentucky public meeting/open house..... Pages 174-201

Comments mailed in or hand delivered Pages 202-222

Online comments are contained in the following matrix, pages 2-23.
 149 online comments were submitted. They are sorted based on date received.

#	Name	Last	Address	City	St	Zip	Biz Zip	Organization or Firm	Email	Phone	Date Created
1	Karen	Roberts	2953 Corydon Pike	New Albany	IN		0		kjrobertsfam@aol.com		2011-06-28 04:43:45
I agree that there should not be an exception for any group or class to receive a reduce toll rate. This toll is going to cause a great impact on all classes that have to cross the bridge daily. It would be too costly and hard to manage and there could be possible fraud.											
2	Stacie	Hewitt	2306 Sycamore Ave.	Louisville	KY	40206	0		stacie.hewitt@gmail.com	6155006157	2011-06-28 05:19:25
I have no idea how I will be able to afford tolls once they are in place. I'm trying to find a job in Louisville, but currently I commute every morning to Indiana. That's a minimum of 60 miles a day driving for me. I am already paying a ridiculous amount for gas. My income is also very low, at \$14,000 a year. I can barely afford the gas and my other living expenses as it is. Adding a new daily payment will be crippling, no matter how small. I really hope I can find something in Louisville before all of this begins, but even if I do, there are thousands more facing the same problem as me. I'm not commuting across the river and driving this much out of choice or for a higher income. I'm doing this because there is no job for me right now closer to home and a new grad sometimes has no choice but to accept a deplorably low income.											
3	Stephen	Griffin	258 Jefferson St	Charlestown	IN	47111	0		stephen.griffin40@gmail.com		2011-06-28 09:37:59
I make 24000 year and have 4 kids that live in Kentucky and I live in Indiana. So I have to cross the bridges all the time. So to be hit with a toll everytime is draining. It would be nice to have a pass that allows for the regular commute into Kentucky from Indiana and back. Please help. Thanks.											
4	John	doe	1111 e. main	lou.	ky	40202	0		noemail@att.net	502000000	2011-06-28 10:24:18
I will NEVER use the new bridges as long as they have tolls. taxpayers have paid billions to the govt. over the years & if there is not enough money to build them without tolling, then they SHOULD NOT be built. I am a low income working taxpayer!											
5	sam	just	11821 nansemond circle	louisville	ky	40245	0		sjust@tvc.com		2011-06-28 10:25:57
With all the news of the government spying on us, you expect the public to purchase a tracking device to put in our cars. I don't think so. For myself, I will never use the toll bridges, as I consider what I have paid in state taxes (which Kentucky has some of the highest state taxes in the nation) should have already paid for it. As for the non toll bridges, you better be ready for a large increase in traffic on these bridges not only from the local population but from commercial traffic as well. Why would anyone want to pay to cross when a free bridge is just up the road. The idea that people will be willing to pay instead of using a non-toll bridge is idiotic at best. I know if I was running a commercial transport company, I would be looking for alternate routes around the toll bridges or even around the whole area if possible, which there is. Anyway I hope the non-toll bridges can handle the greater work load because it will happen. As I have no reason to go across the river, I will not have to worry about being tracked if I do as I will drive 50 miles out of the way if I have to, to avoid these toll bridges. As my state taxes have paid for them many times over.											
6	Scott	Richmer	7788 Four Leaf Dr.	Greenville	IN	47124	0		scottj@therichmers.com	8129237574	2011-06-28 11:58:02
Low income/poverty level residence of Northern Kentucky and Southern Indiana should be able to apply for a deferment from the toll, but being a minority doesn't make you poor. The very idea that these two separate groups are both referred to in the same context is an insult to all minorities. The bottom line is that race should not be discussed during this process. We all know that's true, but those that make a living by playing the system of soft bigotry through low expectations will always try to take advantage of those that are afraid to confront them. Be strong and be fair.											
7	Randy	Hartley	3506 Macon Ct.	Jeffersonville	IN	47130	0		WarEagle@insightbb.com		2011-06-28 14:29:03
I'm of the opinion that if you live in a county within 50 miles of the bridges you should have a pass that is extremely discounted or free, and distributed with your license renewal (which would include minorities and other low-income groups). There will be enough traffic from out of the area to pay for the bridges...											
8	Teresa	Gibson	1200 shady Ln NE	New Salisbury	IN	47161	0		Teresaagibson@gmail.com	8122673964	2011-06-28 20:54:43

<p>What about employees that work across the river? Gas is freaking high enough as it is. Hope you all are going to discount it for us who cross it every day! That's not fair if some only cross a couple times a month and others have to cross it every day! I guess I will have to move to ky!!!</p>												
9	Richard	Leslie	819 E Muhammad Ali Blvd		Louisville	KY	40204	0		RickL1963@aol.com		2013-06-29 01:13:05
<p>PLEASE find another way to fund the bridges besides tolls.</p>												
10	Tony	Burns	621 E Maple St.		Jeffersonville	IN	47130	0		b1taxnt@att.net	SQ2322504 1	2013-06-29 13:22:52
<p>I think the people that live in Clark County should get a free ride to Louisville, because the people in Floyd County will get a free ride via the Sherman Minton Bridge. This is not fair to the people of Clark County because there is twice as many people going to Kentucky from Indiana as you have people going to Indiana from Kentucky. I am just guessing, on this issue, it's probably 3 to 4 times as many. So please don't make the residents of Indiana pay for Kentucky's part of this project, let them pay their own way.</p>												
11	Ryan	Kane	6809 Michael Dr.		Crestwood	KY	40014	0		ryakane27@gmail.com	812989119 5	2013-06-29 20:24:42
<p>I would like to see a discounted rate for drivers who own and operate a hybrid vehicle. I know other states, such as Florida, provide free tolling or reduced tolling to help promote helping the environment.</p>												
12	Theresa	Shrewsbury	2140 Lombardy Drive, #201		Clarksville	IN	47129	0		lmocha1981@yahoo.com		2013-06-29 21:41:42
<p>Please know that I don't know much about tolling. So, here I go... To keep things simple, I believe it would be a good idea to allow the low-income individuals to purchase the devices from social agencies that they already come in contact with. For example, the two prominent food pantries: Center for Lay Ministries (Clark County) and Hope Southern Indiana (Floyd County) could administer the devices. Residents would have to prove income in paper forms like pay stubs, paychecks, or social security printouts by the month. I hope that I addressed this issue. Thanks, Theresa Shrewsbury Clark County Resident</p>												
13	Tari	Bradshaw	609 E Chestnut Street		Jeffersonville	IN	47130	0		Tari.bradshaw@gmail.com		2013-06-29 21:45:52
<p>I understand providing toll assistance to the low income local drivers, however, I do not understand why it is necessary to provide assistance to minorities. How fair is it to me, a white female to have to pay more to cross the bridge than my minority co-worker whose income is higher than mine. You need to base the decision of assistance on income, not on skin color.</p>												
14	Maureen	Harrington	3143 Wooded Way		Jeffersonville	IN	47130	0		webkitten2@hotmail.com	812283451 4	2013-06-30 01:47:41
<p>I am 64 yrs. old, retired, living on a fixed income and most of my physicians are in Louisville, KY. My significant other also lives in Louisville and he helps me take care of my home, takes care of me after surgery, drives me to hospital visits when I'm having surgery and visits me for companionship several times a week. I worked for the federal government for 31 yrs. and am living on 1/2 my salary. What small increase in annuity for cost of living was eaten up by an increase in my condo fees from \$100 to \$130/month. The impact that the bridge tolls on me will be significant. Has anyone even considered how much the cost of all products traveling in semi trucks will go up as a result of your poorly thought out plan? If Indiana can use the Hoosier Lottery to pay for half of the property taxes for all of its drivers who register vehicles, maybe there could be a bridge lottery. Obviously lotteries bring in more money than they pay out and people love the chance to win millions of dollars. It would be a very popular lottery because no one wants to have to pay to travel back and forth between states. I lived in Indiana and worked in Louisville for the 31 yrs. I worked for the VA Medical Center in Louisville. Elderly citizens are treated horribly in this country and this is just another insult to my limited annuity I earn monthly. With all the brilliant minds at work in our government, surely someone can come up with a more equitable and even voluntary solution to the payment of the bridges project. I pray that you will reconsider having hard working citizens pay the entire bill for generations to come. My next door neighbor is approximately 70 yrs. old and still works at Jewish Hospital, but she will have to retire if you put the tolls into effect. The idea of the TARC buses and parking for our vehicles on one side of the river as an option is ridiculous. I can't climb up the steps of a TARC bus with two artificial knees. What can you be thinking? Seriously. You with the deep pockets, please consider those of us with shallow pockets. I support several cats I rescued from the woods behind my condominium, and they provide me with a comforting life. Between them and my significant other, they are all I have that make my life worth living. Having to see my significant other fewer times a week and having less assistance from him will affect the quality of my life. Think of the poor for a change and not just about your bottom lines. We are people here. Not just numbers.</p>												
15	Steve	Freeman	1790 N 180 E		Brownstown	IN		0		Steve@CountyRealty.com		2013-06-30 13:16:27

This makes me furious! The geniuses that "developed" this toll bridge should have figured a price for a car, box truck, and semi. Then, if you own one of those classes you can buy a monthly pass. It makes me angry that some people might get "bridge stamps" because they are poor, a minority, or double dip if they are both. If they can't figure out the price on a per vehicle basis and NOT on a per driver demographic basis, then don't make the "cussword- bridge a toll bridge in the first place!! I am a german-american decendant, (25% german blooded) I wonder what my discount should be? I'll take the "I am an American" discount of zero, just like everyone else who lives in America should take! Enough of this politically correct pandering - set a price and get on with it!

16	Nicholas	Lutz	317 W. Hill St	Ap t 2	Louisville	KY	40208	0		nicholas.j.lutz@gmail.com	502767027 0	2013-06-30 09:12:11
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Page 5, section III A. "The analysis of the economic impacts of tolling took into account both the actual cost of the toll and the non-toll costs incurred by vehicle users in making cross-river trips, including vehicle operating costs and the cost of time spent in traffic" "The analysis of average user costs found that non-EJ community cars would experience an 11% (\$0.98) increase in average cost per trip for Ohio River bridge crossings (from \$9.15 to \$10.13), while EJ community cars would experience a 21% (\$1.41) increase in the average cost per trip for bridge crossings (from \$6.75 to \$8.16)." This seems to suggest that there is a negative net benefit to implementing this alternative. If the benefits of the project (reduced time spent in traffic and reduced vehicle operating costs) exceeded the toll cost, we should expect a reduction in the average cost per trip, but instead the text speaks of an incremental increase in average costs. Please explore this issue. Are other benefits, such as an increase in safety, not included? Is this because appreciable safety benefits arise from remodeling Spaghetti Junction and not the construction of the bridges themselves? If other benefit categories were included in a later analysis would we expect to see net benefits? Page 14-18, Section III H There seems to be two rationales for why EJ populations would face a disproportionate impact, 1) EJ populations would be less likely to enroll in the transponder program and would therefore be more likely to face higher prices under the video tolling system, 2) even under the same tolling system, tolls would consume a greater percentage of EJ populations' income than more affluent populations (this is essentially a problem of regressivity). Many of the mitigation measures described seem to address issue-1. Outreach to low-income communities is essential to ensure robust enrollment rates. This is an important step. However, despite best efforts, it seems unlikely that EJ populations would enroll in transponder system at the same rates as more affluent populations. Therefore, additional mitigation measures should be considered. Regardless, even if we grant that all households will enroll in the transponder system and face the same sticker price, issue-2 remains. It seems necessary to implement a sliding scale payment. For frequent commuters, low-income households should pay a reduced price. For example, a household living below the poverty line might pay \$0.50 rather than the full \$1.00. But ideally, there should not be a sharp income threshold at which households would be forced to pay the higher rate (the discount should be pro-rated). There are numerous ways this may be implemented. It could be rebate system, where low-income households have a portion of their tolls paid each year returned to them at a particular date, or, the discount could be established when renewing enrollment each year by providing proof of gross-income from the previous year's tax return, etc. Such a measure could effectively eliminate disproportionate impact to EJ populations and would further encourage enrollment in the transponder system. Administrative costs of confirming eligibility for the discount might be partially offset by decreased cost of outreach to encourage enrollment (they will have a greater incentive to enroll). That said, Section III H.2 dismisses the option described above; however, I believe the premises that support the conclusion are either incorrect or not sufficiently described. In order to avoid an "enforcement problem" and the administrative headache of designing and implementing such a discount, the assessment essentially disregards the worthiness of avoiding disproportionate harm on EJ populations. The report mentions that a large cost would be necessitated in order to staff admin personnel to review applications for the discount. However, no specific cost is mentioned. The Louisville Metro community may be willing to incur a \$1M annual cost in order to avoid harm to EJ populations, but it would be unlikely to support a \$50M annual cost to do so. Which is more likely in our case? Please provide a relative order of magnitude cost estimate for administering the discount. An administrative system to allow for the discount could take many forms and its cost may vary depending on our allowance for a certain degree of fraud that may unfortunately occur. The report seems to suggest that low-income households may obtain a transponder that provides a discount only to then sell that discount-enabled transponder to an ineligible household. This is an interesting guess and I think you're right, some people probably would. However, it's not clear how widespread such a practice would be (movie tickets are discounted for elderly, but few senior-citizens stand outside theaters trying to arbitrage tickets). There would be a limited supply of discount-enabled-transponders and it seems like there would be many options to detect such fraud (video cameras could cross-reference the vehicle's discount-registered license plate with the vehicle's license plate transiting the tolled area, etc.). Regardless, the fact remains that we may be willing to accept a small degree of households abusing the system if the discount achieves the goal of mitigating harm to EJ populations. Next, the draft assessment cites legal concerns over granting minority groups the discounted rate. There is a simple solution: don't offer the discounted rate based on racial status. The discounted rate is only intended to mitigate disproportionate impact based on income status. Minority populations may still receive disproportionate amelioration due the correlation between income and race, but this is a moot issue. The draft assessment offers no reason that racial minorities would be disproportionately impacted other than due to the correlation between race and income. Regardless even if racial minorities were disproportionately impacted and even if this mitigation measure does not in fact mitigate harm to this particular EJ group (racial minorities), that doesn't mean it shouldn't be implemented, as it could still mitigate impacts to another EJ group (low-income populations). Finally, the report cites a concern of lost revenue. One could dismiss this concern if they valued mitigation of harm to EJ groups greater than the foregone revenue. However, valuing the welfare of EJ populations is not necessary; the discount may actually aid the goal of collecting revenue as the discount provides a means of "price discrimination". As the report notes, low-income populations may be unwilling to transit tolled routes at the standard rate and would detour to non-tolled routes. This phenomenon represents lost revenue. By pricing tolls for low-income households at the discounted rate, you are more likely to charge the price they are willing to pay. In other words, the discount would increase the use of the tolled routes among low-income populations and may increase revenue obtained from this group. However, say you are not convinced, and you believe that an increase from \$1.00 to \$1.00+x would be necessary for more affluent populations to offset the lost revenue. It is not reasonable to assume that a significant portion of higher-income populations would avoid the tolls due to this incremental cost and instead transit via non-tolled roads. For starters, low-income populations represent a minority of bridge users, and "x" would not need to be particularly high to offset any lost revenue caused by the discount. But more importantly, higher-income populations are the least likely to value their time so little and their income so highly that they would sacrifice their time in order to avoid "x". I'm basically saying, low-income households may spend an extra 10 minutes driving to avoid an extra \$0.25 in tolls, but the typical household would rather pay the \$0.25 and save 10 minutes (if an economist is reviewing this comment, I'm basically talking about the relative price elasticity of demand for the different groups). If your models do not incorporate such concerns, they are fundamentally flawed and are not suitable for dismissing this particular mitigation measure. If your models do incorporate such assumptions, please conduct an analysis of implementing a discounted toll; the community should be able to decide how it values any tradeoff between efficiency and environmental justice. Thank you, Nicholas Lutz

17	Amanda	Mendez	3406 E Indian Trail		Louisville	Ky	40213	4020 2		amendez519@me.com	502751927 7	2013-07-01 09:41:11
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Why is the word "minority" even included in this study??? If you are talking about tolls creating a financial hardship, the color of your skin shouldn't matter. The ONLY thing you should be considering is the person income in this study. Charging people more or less because of the color of their skin is racist.

18	Steve	Freeman	1790 N 180 E		Brownstown	IN		0		Steve@CountyRealty.com		2013-07-01 10:20:05
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This makes me furious! The geniuses that "developed" this toll bridge should have figured a price for a car, box truck, and semi. Then, if you own one of those classes you can buy a monthly pass. It makes me angry that some people might get "bridge stamps" because they are poor, a minority, or double dip if they are both. If they can't figure out the price on a per vehicle basis and NOT on a per driver demographic basis, then don't make the cussword- bridge a toll bridge in the first place!! I am a German-American descendant, (25% German blooded) I wonder what my discount should be? I'll take the "I am an American" discount of zero, just like everyone else who lives in America should take! Enough of this politically correct pandering - set a price and get on with it!

19	Mark	Radell	10933 Old Harrods Woods Cir		Louisville	KY	40223	0		Mradell@aol.com		2013-07-01 17:17:31
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The entire concept of evaluating impact of tolling based on income and racial makeup is ridiculous and using the term EJ makes it even more so. This study done showed that the majority of the Cross River traffic using TARC was from these groups and that makes sense considering if they've income that low they can't or at least shouldn't be afford a car. Using incentives to lower the costs of Cross River transportation for these groups will just encourage them to make more trips of being counterproductive. If the numbers that have been proposed so far for the tolls are true the total annual cost for tolls will be minimal compared to other costs for maintaining a vehicle. The cost of tolls would be far less than the increased costs of fuel that has occurred over the last few years. While the donation of additional funding to TARC sounds too high compared to any potential increase in ridership it at least makes sense since it improves and encourages the use of public transportation. Any other measures to reduce tolls for members of the EJ community sound ridiculous and not beneficial to those people nor to the community as a whole. Additionally, if incentives are given (which I don't think should happen) they should purely be based on the household income, not where a person lives nor ethnicity! Incentives should only be given based on need, no other criteria should be used.

20	Elizabeth	Bentley	1702 Tartan Way		Louisville	Ky	40205	4712 9	Providence High School	eamontz@yahoo.com	407712436 5	2013-07-02 08:01:01
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I am a teacher at a Catholic high school. I don't consider myself poor, however I do not make enough money to be able to sacrifice more of my income. I had to do a short sale on my condo in Florida, and moved here looking for a better life. I already have to contend with constant closings on the bridge, accidents, and long lines of traffic. I love my job, and do not want to be forced to look in Ky where they laid teachers off this year.

21	Barbara	Cambron	2308 Carlton Ter		Louisville	KY	40205	0		bcambron@twc.com	502459465 1	2013-07-02 10:44:37
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I totally agree with the letter to the Courier Journal this morning from the five representatives to the KY legislature, including, I'm proud to say, my representative, Mary Lou Marzian. Low-income workers and TARC buses need and deserve a break from bridge tolls. It's not fair to make a low-income person pay daily to cross the river to work and back home again. It's ridiculous that TARC is also required to pay tolls. Aren't both the low-wage workers and TARC strapped enough already? Let's require the haves to pay tolls. Let's give the have-nots a much-needed break. Please read the letter (CJ, 7-2-13). They make a really good case. And I'm with them, the low-wage workers, and TARC. Thankyou.

22	Marlon	Cummings	5911 Chenoweth Run Rd.		Louisville	ky	40299	0		jamtown@insightbb.com	502267105 5	2013-07-02 12:21:18
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Low income individuals live in all parts of Louisville Metro. Louisville Metro has supported scattered housing for low income and the bridges report seems to indicate that if you are low income and want to cross the river to work you should live downtown. The government should provide equal access regardless of home address. The Bridges Project has too much maybe's and not enough of "sure things".

23	Steve	Waddell	6510 Five Forks Dr.		Pewee Valley	KY	40056	0		steve.Waddell@ky.gov		2013-07-01 09:24:17
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Obviously the first, best option would be to eliminate Tolls altogether. That said, here are some other thoughts: Sell a pass, good for a specific number of crossings, at a discount to Southern Indiana drivers. Link it to an Indiana license plate number and receiving Government assistance. Same as the cell phone companies do for "Life Line" phones. Maybe give a lesser discount for proof of Indiana residency and a Kentucky job but no government assistance. Or, perhaps a window sticker (bar code?) that qualifies for a discount; easier to verify eligibility, especially if automated. Sticker needs to expire often, if not re-qualified. People on Government Assistance are used to re-qualifying, but maybe not often enough to control fraud in this situation. Time limited pass (monthly pass, etc.) won't help low income folks who only occasionally cross. Automatic payments will have problems; many of the low income folks don't have a checking account, and their credit cards often don't work. Tokens or tickets would become a fraudulent trade item if the discount was steep. Low income folks will also be resistant to single large cash outlays. \$30 is a lot of money, and advance planning often isn't in their skill set. If you are using an automated toll collection (I.E. OnePass) it becomes easier to register a link between a car and a discount. Cash drivers could receive a lesser discount for Indiana Tags with the necessary camera technology to read the license plate. Discounts could apply only for the rush-hour, but many (most?) low income workers work non-standard hours; restaurants, janitorial, UPS. Discounts could be based on employer programs, some of which would subsidize the cost. But many low income jobs are at small to very small business that might be resistant paperwork and requirements. A general weekend discounts would take in a great number of the Southern Indiana Non-Work related crossings and standard workers could buy a Pass, maybe discounted further for Indiana Residency. Weekend discount would miss much vacation traffic; maybe, again, tied to the license plates or residency stickers.

24	Chris	Zimmerer	1924 buechel bank rd	Louisville	Ky	40218	0		czimmerer@yahoo.com	5024584009	2015-07-03 12:22:36
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If poor can't afford toll, let them stay home go old route. Don't tax me to help poor anymore! Obama doing that enough already. Socialism is not the best!!!

25	AMY	LYNCH	6320 Brinley Ferry Rd	elizabeth	in	471178	0		alynch513@gmail.com	8129875960	2015-07-03 12:43:27
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Will there be a discount for middle income families that live on one side and work on the other?? Our average use per week for the downtown crossing is 2-4 times a week depending on location of work job sites. Will we be able to pay the \$1 toll with the transponders?? How will the traffic be controlled for the non toll bridges when everyone is trying to avoid the tolls??

26	Monique	Kuykendoll	3272 Wooded Way Apartment 2	Jeffersonville	IN	47130	0		mmkuyk01@louisville.edu	5028516620	2015-07-03 13:40:48
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The tolling of these bridges will drastically affect minority and low-income motorists. The target toll rate is simply unacceptable and would stifle minorities significantly. One must consider that the average Kentucky median household income, according to the Census Bureau is \$42,248 (<http://quickfacts.census.gov/qfd/states/21000.html>). Assuming two persons work to produce that income, the average household cost would be \$4 per day and \$1460 per year. That's a loss of 3.46 percent of that household's income per year to tolls. Now consider the African American median household income in Kentucky, estimated by the Census bureau at \$27,739 (using the spreadsheet: MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2011 INFLATION-ADJUSTED DOLLARS) (BLACK OR AFRICAN AMERICAN ALONE HOUSEHOLDER.) For two adults in the average African American household in Kentucky, spending \$4 dollars a day to tolls would produce the same \$1460 tolling cost as the average Kentucky household, except it would eat up a ridiculous 5.26 percent of their annual household income. That 5.26 percentage of minority income loss to tolls is the equivalent of the average, minority-aside Kentucky household paying \$2,222.24 per year in tolls. That \$1.50 per way per adult; \$6 dollars per day for the household. In conclusion, to impose a toll fee of \$1 per way to minorities based on what the average Kentucky income is considered would be equivalent to charging \$1.50 to persons who are majority race. Would it be fair to charge a Caucasian person \$1.50 to cross because of they are different from the "observed" population? Absolutely not. So why target the tolling charges to be acceptable based on what the authorities consider average income, ignoring the economic disparity of minorities? For solutions, there are many ways to go about it. I'd really like to see the authorities making it possible to own a pass for free for low-income and/or minority motorists of certain income levels. However, at the very minimum, set the annual minority household income loss equivalent to that of the average Kentucky household. If the average minority household was charged the equal expense of 3.46 percent of annual income, then the toll rate would run about \$0.66 cents per way as a minority rate. Any one-time credit ignores the aspect of time, and is unacceptable. My Census Specs: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_1YR_B19013B&prodType=table

27	Samantha	Norgren	1620 Bonnycastle Ave	Louisville	KY	40205	0		starcfusion42@gmail.com		2015-07-03 17:51:10
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Tolls are very dis-inviting. An all-around bad idea, they of course will fall even harder on less well-off people. Please don't institute tolls. This is a perfect situation to apply a good progressive tax system.

28	Stephen	Whiteside	570 Wainwright Ave.	Louisville	KY	40217	0		stephen.whiteside@mac.com	5027979904	2015-07-03 20:57:10
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Tolls are a non-starter for several reasons. Most certainly this toll is a regressive tax imposing harsh limits on the poor, those with fixed incomes and small businesses using the bridge. A bridge is more than two access points, it is a symbol. It needs to be beautiful architecturally to inspire people of all walks of life and make a statement to those traveling through. This symbol needs to make even a larger statement about the values of the communities it serves. Taxing those who are poor and living on a fixed income does not speak well of us. Taxing small businesses to utilize the benefits of the greater connectivity is small and wrong headed. The tax will create a drag on profitability and job creation. The sole purpose of this tax is to burnish the resumes of certain firms and politicians by taxing the very people who don't have the money to use the bridge. I can not and will not accept this solution.

29	Larry	Robinson	1200 S Park Ave		Bloomington	IN	47401	0		m4magic@sbcglobal.net		2011-07-05 08:30:07
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Tolls and HOV are never a good idea. No toll unless over 5 tons.

30	Greg	McAtee	6438 N. State Road 101		Milan	IN	47031	0		gmac332002@yahoo.com	8126213111	2011-07-05 20:44:56
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Minorities and low income get enough breaks. I can easily boycott your tollbooths by going across Madison's nice new shiny bridge! I'm sure many other will do the same. Madison would love the traffic. So, keep the tolls a standard fee and don't make any special exclusions. You're just going to piss the working folks off.

31	Karen	Stearman	356 Arlington Ave		Clarksville	IN	47129	0		kstearma@umail.iu.edu		2011-07-06 16:34:37
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I think it is unfair for the people that work in Louisville, due to a lack of jobs in Southern Indiana should be charged a toll on the bridge. It is also unfair that Tarc buses will not be exempt, or will they?

32	KL	Riehm	6309 Lime Road		Louisville	KY	40222	0		kinehm@mac.com	5022902144	2011-07-06 17:21:46
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It is unconscionable that the lowest-income populace bear such a heavy burden on this ... (fill in your most undesirable noun). Hard to figure out? Ridiculous response. And TARC buses paying tolls? Even more absurd. And don't talk about a tax rebate at the end of the year-get a system that lets them keep their money now. Surely the collective intelligence of this committee can resolve this.

33	Rick	Riesen	704 Bell Rock		Louisville	KY	40243	0	Small Business	rie89n@hotmail.com		2011-07-08 15:44:37
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Enough already with carve outs for groups of people. ONE PAY ALL PAY!!!! Rent subs, energy assistance, food stamps, welfare and on and on. NO CARVE OUTS!!!!!!!!!!!!!!!!!!!!11

34	tahne	flaherty	3007 brookhill ct		georgetown	in	47122	40223		tahnet@yahoo.com		2011-07-09 09:39:07
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By charging \$10 for semi's and \$2 per less frequent car you are pushing a lot of traffic to the Sherman Minton which is not equipped for it. I worry that will make the Sherman Minton bridge less safe. 64 backs up every morning at the Floyd Knobs entrance to 64, if you force people to use 64 because they can't afford to go 65 it will back up traffic before the bridge even more. Commuters should have a monthly pass. \$20 to cross unlimited.

35	Allison	Harris	5360 Cedar Grove Rd		Shepherdsville	KY	40165	0		amhams@AMWamerinsurance.com	5027424979	2011-07-09 13:19:37
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I think to have support for minorities and poor people is a very poor choice of words. If there is any sort of support for people with limited resources, it should not also say minorities. Just because someone is a minority does not mean they are limited in resources. I was disturbed to see that minorities were added just because they are a minority. It should all be based on need if there is even any sort of subsidy. I also feel there will be a lot of misuse of toll boxes that are subsidized. I know there will be people selling their's or getting one just to sell it for extra cash.

36	Carolyn	King	615 E. Maple Street		Jeffersonville	IN	47130	0		ca#aby@aol.com	8125903893	2011-07-12 12:22:07
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Tolls are an unacceptable solution to funding the bridges project in southern Indiana for many reasons. The adverse affect will not be only on the EJ population based on the absurdly low estimate of income of \$11,000 or per year. The adverse affect will be felt on low moderate and middle income families as well. Negative effects will be felt for years to come on many sub-groups and negatively effect the culture in Southern Indiana. Impact on senior citizens: By the time the bridges open, I will be a retired senior living on a fixed income. Like many in Southern Indiana, I have family in Louisville, medical providers, attend church in Louisville and shop in Louisville. My personal well-being and health outcomes will be affected by the cost of the tolls by limiting my access and freedom of choice to the regional services in the Kentuckiana area. Impact on veterans: Veterans in southern Indiana rely on Veterans Hospital and clinics in Louisville. The hospital is being rebuilt further away from its current location, so gas costs for Southern Indiana vets are already increased by that action. Tolls will decrease access to health care and create hardships on family members wanting to visit with their loved ones in the hospital. Impact on business: Southern Indiana relies on professionals from Louisville to fill many jobs, especially in rural areas due to low college outcomes in Southern Indiana counties. It is already difficult to recruit professionals to come across the river. Adding a bridge tax to their commute will provide a dearth of qualified staff in many professions. Hourly wage businesses in Southern Indiana will increasingly find a dwindling pool of workers and will need to recruit heavily from Louisville as River Ridge develops further. They will need to pay incentives for workers to take a reduction in take home pay due to tolls. Retail shops, restaurants and tourist attractions, such as Huber Farms, in Southern Indiana depend on the greater Louisville area for customers. They will be adversely affected by bridge tolls, making sales tax income lower in Indiana. College Students: Students on both sides of the river have benefited by reciprocity of tuition between U of L and IUS, increasing enrollment and access to education options. This will decrease as students have yet another fee added to their educational costs. Regionalization: For decades, business and community leaders have tried to promote regionalization as a value in the Louisville MSA. Bridge tolls make a mockery of this. We are no longer one community, but divided by economic factors, if the cost of a bridge crossing is factored into every transaction. What else can be done? Perhaps as the economic outlook increases in this country, there will be adequate dollars in the current tax system. If not, transportation and infrastructure is a valid use of tax payers money for the general good and each of us can afford a small increase to pay to maintain our highways. Eliminate the tax/toll for any resident within a 50 mile radius of the bridges, recognizing we are all one region. Sell naming rights to the bridge. I could live with driving over the "Amazon" bridge if it meant, I was free to attend church and visit family without paying a tax/toll. Ask Indiana to use some of their surplus to pay for those on the "Sunnyside" to cross free, even if Kentucky cannot. Tap into the federal surplus that is resulting from dollars saved from the sequester. The poor have already been hit hard. At least use the benefit from the reduction of safety nets to allow free crossings. Brainstorm other ideas, surely some of the highly paid consultants can come up with creative financing ideas that will not cause such a distressing and depressing effect on Kentuckiana!

37	deborah	henderson	222 east maple street		jeffersonville	IN	47130	0		debandbrett@insightbb.com		2013-07-14 09:21:18
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Apparently all citizens of Kentucky and Indiana have until 2016 to determine in which state they, for economical purposes, need to reside. Those of us who now live in Southern Indiana but who have family members in Louisville, children and grandchildren who we'd like to see on a regular basis will be strongly considering a move from what will no longer be such a "sunny side". What about the non profit food pantries that must drive their box truck across the river, one day a week to Dare to Care's food bank? Will they need to budget in an additional \$480.00 or more per year for travel, rather than using that money to purchase peanut butter? Will Dare to Care, also having to budget travel expenses to reach the food pantries they serve in Southern Indiana, have to cut back even more on the food they can deliver? The Clark Bridge won't be tolled. One doesn't need to be a rocket scientist to foresee the congestion and structural damage such a decision will bring forth. Tolling anything but the east end bridge is a plan guaranteed to divide "Kentuckiana" and bring hardship to all citizens.

38	Richard	Glass	5523 Brinson Dr		Lou	Ky	40216	0		glasman0258@msn.com		2013-07-18 10:19:14
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The toll will take its toll on my budget. I have a hard time affording travel as it is..

39	Maddie	Kampfraat	315 Schafer Street		Henryville	IN	47126	40218		maddiekampfraat@unitedelec.com	5623560539	2013-07-18 12:08:07
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Placing a toll on the Kennedy bridge would be a major impact on my income. I'm barely getting by as it is and charging \$1.00 for a one way trip is just too much. I need to work and you are making this impossible. When will you people stop. Where is the logic. What we are paying for is the cameras and the staff to provide the maintenance and billing. You are nothing short of being greedy. You know it as well as everyone else.

40	Sarah	Grant	8105 Florist Rd.		Louisville	KY	40228	0		rscanoe@bellsouth.net	5022391927	2013-07-18 21:05:08
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I am very concerned about the impact bridge tolls will have on people crossing the bridges daily for their jobs - especially low income individuals. If one of the goals is to increase the economies on both sides of the river, a way needs to be found to eliminate (for low income) or at least reduce the tolls for those who must cross daily for work. I remember years ago when my grandmother crossed on the K and I bridge in the 40s and 50s, she had a booklet that reduced tolls. Also frequent bus riders could purchase booklets of tickets to reduce cost. Some similar program could be available for daily users of the bridges - perhaps using credits that could be read by monitors where tolls are collected.

41	Gerald	Achor	1190 Dove Drive North		Franklin	IN	46131	0		jerry_achor@comcast.net		2013-07-18 21:33:37
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Tolls are fine. However, I question such tolling for vacationers who pass through Louisville infrequently. I think that it would be poor PR for vacationers. Such persons would have little regard for Louisville if they were to receive an unexpected bill in the mail for unannounced tolls triggered via passing through Louisville. At least, a toll booth would make an out-of-state traveler aware that there is a toll to be paid. Thank you. Being from Franklin, IN (near Indianapolis), I like the idea of electronically being tolled; where I could eventually pay through a Web Site. Keep up the good work. Jerry

42	Gilbert	Newman	705 E. Main St.		New Albany	IN	47150	4715 1		gilbertn@macconstruction.com	812941585 3	2013-07-19 07:25:56
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The use of public highways, ergo their costs, capacities, maintenance requirements and functions are completely independent of the ethnicity or economic circumstances of the vehicle owner/driver. Why would tolls need to be subsidized if the costs of ownership of the vehicles including purchase/lease costs, fuel, oil, tires, maintenance and taxes are not subsidized? Mitigation of impacts are not prudent in this case. Another governmental agency needs to absorb this effort.

43	Steven	Whitehouse	2419 S. Highway 53		La Grange	KY	40031	4003 1		stevecherryhouse@prodigy.net	502649262 2	2013-07-19 10:07:12
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My thought was that TARC needs to expand routes to include more routes across the bridges in conjunction with park and ride lots relatively close to the access points to the bridges.

44	Mitch	Zebrun	114 Orchard Hills Drive	Ap t 30 3	Jeffersonville	IN	47130	0		mzebrus5@outlook.com		2013-07-19 10:48:05
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I watched the video on tolling. The reason specified for tolling the bridges is to make up for the construction funding gap. Therefore, I think a great solution is that the tolling on the bridges should stop after the construction funding gap has been filled - the tolling should not go on indefinitely as a source of additional government revenue. This approach has two benefits. First, it lessens the financial impact to lower income and minority citizens because the cost will be temporary and has a predetermined end. Second, voluntary charitable contributions could be sought from the broader public utilizing the changing 'payoff amount' on the bridges project as incentive for toll removal and relief for those less fortunate. Friends, family members, and churches could buy 'gift cards' and deposit into a bridge toll account for those whom they know are down on their luck and need a hand. The key, however, is that it must be a temporary situation with a defined end and marketed as such. If it is, then I think there will be very broad public participation.

45	David	Davis	5114 Wolf Pen Woods Drive		Prospect	KY	40059	0		rgrdavis7@gmail.com	502719031	2013-07-19 11:30:22
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I believe that 'free' transponders should be provided to EJ drivers who live here and demonstrate an economic need for the assistance. Qualifying could be as simple as providing proof of residency and that he/she is in receipt of state/federal economic assistance (food stamps, welfare, etc.). Decide if this assistance program is on a per person, per vehicle, or per family basis. Controls should be in place to ensure that the recipients don't simply sell the transponder and come in for another, repeatedly. Thus turning the program into a money making opportunity for the EJ recipient. I can think of ways to do this, but I'm sure you can too. This benefit (reduced or free tolls) should only be for local residence, not minorities or lower income people who are simply traveling through the area, visiting, vacationing, or otherwise here for just a short time. Thanks

46	Janet	Gruenberg	10515 Championship Ct.		Prospect	KY	40059	0		sgruenberg@aol.com		2013-07-19 10:19:57
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We have lived in several communities where tolls have been a normal part of everyday driving. Not one provided a reduced rate for low-income individuals. A toll is a user fee. If you want to drive on that road, you pay for it. If you don't want to pay the toll, find another road. Offering a reduce rate for low-income drivers opens up the system for fraud. Ensuring the transponder stays only in the vehicle/with the person it is assigned to is not easy. In communities where we have lived before, they were easily removable from the front window of any vehicle. If a reduce rate were tied to specific transponders, they could be bought/sold, or bartered by those who are truly not low-income. Additionally, all the benefits listed in the report draft - less fuel used, time saved, less wear and tear on vehicles, etc - benefits us all. The increase in bus routes by TARC will provide yet another option for anyone who wants to cross the bridge. Everyone will have a choice. If I don't want to pay a toll, I can take the bridge that does not have a toll. If I want to save time and gas, I'll gladly pay the toll associated with crossing the bridge. I applaud the work completed up to this point in order to very thoroughly evaluate all aspects of the bridges project and I look forward to the completion of this project in a few years. Keep up the excellent work!

47	Debbie	Riley	17610 Fisherville woods drive		Fisherville	KY	40023	4002 3		cdksnley@att.net		2013-07-20 11:37:12
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I totally understand making tolls cheaper for low income residents, but why minorities?

48	Janet	Walsh	1310 Cedar Drive		Georgetown	IN	47122	0		janel3248@hotmail.com		2013-07-20 12:23:49
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Would like to know if there will be an estimated stop date on the toll for the bridges? The estimated price of the toll is a bit high compared to other tolls on bridges in the United States. For example, the Boulevard Toll Bridge in Richmond, VA is only 35 cents. Will there be weight limit placed on the bridges for the larger vehicles? I do not like having a transponder on my car. Tolling booths would be more appropriate. I personally think it is wrong to place a toll on the bridge. Each state can contribute funds to complete the project.

49	Flora	Childers	4503 Brandon Circle		Sellersburg	IN	47172	0		childersflora@hotmail.com		2011-07-30 11:41:47
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I remember the tolls on the Clark Bridge for all that passed over. I believe it should be the same for the new bridges, excepting mass transportation vehicles (buses) should be exempted, and other commercial vehicles could be charged by axles. I like the transponders for vehicles rather than toll booths. Tolls should not be excessive for commuters sake--50 cents per crossing would be more acceptable. Don't be greedy with tolls.

50	mary	duffy	4123 scottsville rd		floyds knobs	IN	47119	47119	None	nchardduffy4123@yahoo.com	8129230244	2011-07-30 12:09:45
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low income should be offered half-rate as should students. free crossing would be abused and unfair to those poor working above the poverty level. employers can help their low-income with toll stipends and Horseshoe, restruants and shops will no doubt offer their incentives, most will accept it as they do their to-work coffee stop. exempt: mass transit and school buses. always paid road tolls in IL in the 60's & 70's as struggling young family. if we didn't have the toll, we took another route. there will be two toll-free to be accesed with little or no inconvenience. yea bridges!!!!!!!

51	john	bryant	3015 sherbrooke rd		louisville	ky	40205	0		wolfyone@bellsouth.net		2011-07-30 16:13:11
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Charge all the same but if someone crosses daily for work and work only then allow the employer to verify this and allow a means of discount with continued proof of employment.

52	joy	martin	203 kewanna dr		jeff	IN	47130	47150		jdc2009@ive.com		2011-07-30 21:30:34
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No toll booths? out of state travelers will not have transponders as well as many in-state residents. you will spend more mailing out bills then you will collect. I now cross the bridge at least 10 times a week. My Husband crosses 10 times a week. I will be taking a differant route to New Albany IN. when the tolls begin. This will be of great cost to the envlroment because I will have to go through about thiry stop lights and 8 stop signs to get to work.

53	Marc	Schuler	5502 Cambridge Court		Charlestown	IN	47111	0		redschuier@aol.com		2011-07-30 21:54:16
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I am tired of hearing about the burden tolls will have on the low income and minorities. These tolls are a burden on all but the higher earners. My daughter only earns about \$35,000 per year. She has to pay \$60.00 a month for parking. Now she will be tolled possibly \$40 to \$60 to get to work and home per month. Maybe \$100 to \$120 per month coming out of your salary just to park and get to work is not a lot of money but coming out of her salary it is substantial. She may not be considered low income but trying to raise two children on this income and now taking this additional cut in pay WILL hurt.

54	Steve	Henry	3951 Gilman Ave.		Louisville	KY	40207	0		daddytcbb@bellsouth.net	5028948029	2011-07-31 09:00:11
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Thank you for soliciting and considering comments on tolling policies and their impact on low income and minority residents. It is clear that bridge tolls will most heavily affect those least able to afford another transportation cost. As your draft assessment notes, low income residents will comprise a significant portion of bridge usage. It is critical that appropriate strategies and remediations be put in place well before bridge completion. I believe that public transit services, such as TARC, should be toll exempt. Their rider population contains a high percentage of low income residents, who already deal with rising fares and limited routes. Public transit is an excellent community service that should be encouraged and supported. Burdening citizens with limited transportation options, as well as income, is unjustified and punitive. An added advantage for establishing public transit as toll free is that this economic benefit could very well encourage more public transportation usage and remove vehicles with single or low occupancy from the bridges, a major plus. A systematic protocol should be constructed that enables low income residents to receive free or reduced bridge vouchers. This would be coordinated with state and local agencies. The voucher could be purchased on a weekly, monthly, or annual basis providing necessary flexibility. A related cost consideration should be given to students, children, and the elderly. Clearly, these are limited or no-income populations and their mobility needs should not be impeded by tolling costs. Finally, transponders should be free of charge. It's clear that this is the preferred technology for tolling. High transponder usage facilitates a smooth tolling process and this cost should not be borne by low income users. Thank you for your efforts to assist low income and minority citizens in our community. Sincerely, Steve Henry

55	REGINA	LAND	PO Box 1674		Nrw Albany	IN	47151	0	Our Chosen Way	regnaland@email.phoenix.edu	5026448003	2011-07-31 11:34:15
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One way to ensure the lower-income to the extreme low-income persons are not hurt by the toll bridges cost is by the use of their Food Stamp card, it reduces or cancels any toll that he or she would had to pay. It is that simple as anyone that is low-income has a Food Stamp card, one per family.

56	john	bryant	sherbrooke rd		lou	ky	40205	0		wolfyone@bellsouth.net	502458124 8	2013-07-21 19:14.2 5
Keep the tolls the same for everyone unless we lower it for American Indians, Veterans, disabled, elderly, students, minority truck drivers, what the heck, just drop the project because no one wants to pay for using it.												
57	david	fessler	8501 hunting stock place		louisville	ky	40291	0		resume227@aol.com		2013-07-21 19:26.2 0
From the newspaper the normal person (rich) will pay about \$480 a yr which is hard on the lower income people. It's going to cost me \$960 a yr, but that's ok I work and I'm rich!!!! I guess the next thing will be to give them free gasoline!!!!												
58	Bronson	Barth	9507 Tunnel Mill Rd		Marysville	IN	47141	0		barth1994@aol.com	812289139 2	2013-07-21 23:19.5 9
Personally, I do not think there should be tolls at all. Projects like this should be covered by fuel road taxes. That being said, my concern is for folks like myself that have to use the bridges on a daily basis to and from work. The tolls represent additional taxes against our incomes. Daily users should have to pay no more than \$1 per day. If you figure 20 working days per month for 12 months, daily users would pay \$240 per year. That would be acceptable since I already have to pay tax to Louisville just for the "privilege" of working there.												
59	Sally	DiGiovanni	1810 Harvard Dr		Louisville	KY	40205	0		sallydcounseling@bellsouth.net	502454757 5	2013-07-21 07:11.5 6
I recommend a discounted fee for low income persons who must cross the bridge on a regular basis for work or to keep contact with family. Persons wanting the discount fare would need to apply and show proof of income. It should not be free. We need to get accustomed to paying tolls. Most cities charge toll. What have other cities done to address this issue?												
60	jerry	mays	11212 bearcamp rd		louisville	ky	40272	0		jmays021@yahoo.com		2013-07-22 07:11.2 0
Just another classic case of the hard working people who make a decent salary but still live paycheck to paycheck paying for the people who refuse to work because it is so easy to live on government assistance. if we cant afford the tolls how can we afford to drive in the first place?												
61	David	Aebersold	1217 Silver Street		New Albany	IN	47150	4715 0	Aebersold Florist	davida@aebersoldflorist.com	812945254 4	2013-07-22 09:11.9 8
Billions of our tax dollars are sent overseas every year. How about spending a few billion in our own country. Toll is not a good idea. The time/fuel/money spent going out of our way to bypass tolls would be tremendous. Energy waste would be great. Inconvenience and efficiency would be astronomical. Whether you are black or white, rich or poor or whatever, if you proceed to have tolls on the bridges they should be 1. only on the bridges that are new. 2. everybody pay for use of the new bridge, trucks, cars, motorcycles, buses, motor homes, etc. no exceptions. 3. frequent users may get discount. You should have built the EAST END BRIDGE FIRST, and reworked the South bound I-65 EXIT lane to East bound I-64 lane. That is where the only problem is. The Kennedy bridge can handle the traffic all day long with ease. The problem is you CANNOT get off the bridge to I-64 EAST. You have to STOP and MERGE in to east bound traffic from downtown. You have plenty of room to add two or three more lanes for EASTBOUND traffic so you would not have to stop. Once a truck stops to try to merge into the east bound traffic the exit lane backs up. This problem should have been addressed ten years ago. It doesn't take a rocket scientist to figure out the problem. It is very simple, you cannot get off the Kennedy Bridge going East onto I-64 to Cincinnati or Lexington. You never want to have two interstate lanes having to stop to merge, that's why they invented a four-leaf clover intersection. Engineers could figure a way to expand the exit lane to go straight on to Cincinnati on the left side and expand the right side to accommodate the Lexington traffic. You could have various ways to solve this problem with a lot less expense than building another bridge and the expense of rearranging the roads to enter and exit the bridge. What a waste of time, money and energy. Bridge tolls is out. Stupid and a waste of our tax dollars. 1. If you do proceed with tolls, you can count on the economy in this area to slow for years. 2. You can count on all businesses to not accept the cost of the tolls, this will be passed on in higher prices. 3. Everyone pays for the use of the bridge, no exceptions. 4. Toll will effect everyone. What makes you think it will only effect the area's low-income and minority residents? This is really a stupid assumption. 5. Are we going to have low-income people and minority people pay less in tolls and those who can afford it pay more? Wow, wonder where we have heard that before. Let's face it, I have, you will do whatever you want to do and our say so has nothing to do with your decision. The working people and businesses will get screwed in the end like always. Local government, state government and definitely the federal government have for years had their own agenda for self-serving interests only, not America. My thoughts.												
62	Jeff	Gardner	7312 Highview Dr		Louisville	Ky	40228	4022 2		jeff.gardner@insightbb.com	502231267 8	2013-07-22 09:22.2 0
The tolls should be the SAME for everyone..Fair is Fair, when I cross the bridge the toll should be no more or no less for anyone I work just as hard for my money as anyone else..I am fed up with the handouts..if you cross you pay..whether you go once a day or once a week..... Everybody has an excuse for not carrying their share of the Cost Stop the Handouts !!!!!!!!!!!!!												
63	Sharon	Dreher	7709 Hall Farm Dr.		Louisville	KY	40291	0		go4ulcards@aol.com		2013-07-22 09:22.4 6

I am neither considered low income or minority but working to make ends meet as we struggle to support college tuition and the rising cost of living. My husband works in IN so he has to travel across the bridge in order to support our family. I don't feel its fair to have to pay a toll in order to earn a living. It seem very unfair to keep having middle class income pay for everything. We need a break before we are broke.

64	Jeffrey	Scott	1713 Northaven Drive		Jeffersonville	IN	47130	0		ty1295@gmail.com		2018-07-22 09:43:5
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Our society is continuing to go downhill in a hurry. First off, it boggles my mind how our own government can't get budgets in order, and learn how to efficiently manage the taxes that are being recieved. As a tax payer that every year sees more and more ways of taxing us as citizens, for services we are already taxed for already is frustrating. A bridge toll is just another TAX. Call it what you want, it is a tax. I do understand this project is above and beyond a "normal" road project. It does not change the frustration factor. Once the bridge is paid for do you plan to reduce the tolls to only maintenance cost? Or even eliminate it? I doubt it. It also baffles my mind how as a society we are always helping the poor, giving them breaks and in most cases just plan giving them free food/money. Reduced tolls/tax on this bridge is just another way of rewarding people of lower income status to stay in the low income status. I am all for helping someone improve their lives, and everybody at times in life could use some help. I strongly feel that any adult that is of lower income is there due to choices THEY made. I also believe handing them money or discounts is not the best way to improve the situation. I would rather see a percentage of tolls go toward education programs to help the poor improve skills and jobs, not a pure and simple handout of more money. The country as a whole is continuing to have debt issues, and rely on those people determined to not be "poor" status, at the same time we keep rewarding people to stay "poor" and punishing those that have moved out of that status.

65	John	Elston	11207 Sewell Drive		Louisville	KY	40291	0		je222@twc.com		2018-07-22 10:00:4
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I see no reason to make anyone pay more than anyone else for use of the bridge for a standard vehicle. I don't see any reason for anyone to pay less than anyone else. The toll is based on the cost of the bridge and maintenance costs. The cost per trip is a set amount, e.g. a \$1. Does the trip by someone who only uses the bridge once a month incur more wear and tear than someone's daily trip?? Why charge more for me to visit family once a month, than for someone who crosses the bridge daily to make a salary?? Use by anyone is part of their cost to operate a vehicle just like gasoline or oil or tires. I don't feel it is appropriate for others to buy their gas to go over the bridge, nor is it appropriate for others to their toll. Maybe they should take a bus if they can't afford the cost to operate a vehicle.

66	Ken	Smith	1252 Firwood Ct		Jeffersonville	IN	47130	0		kscards624@aol.com		2018-07-22 10:12:5
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While am opposed to all tolls on roadways, I can understand that these new bridges will have to be tolled. I can also understand that the poor may need a break on the tolls. These breaks include the 2nd street bridge and Sherman Minton bridge. Also if Tarc was not to pay tolls that would be another avenue for these people to get across the river and not have to pay tolls. The part I dont understand is a break because someone is a minority. This makes no sense, just because someone is a minority they shouldnt get a break on tolls. This is discrimination in my eyes. I am by no means "working poor", but lots of minorities make more than me, so why should they get a break on tolls.

67	Steve	Rogers	8500 Pine Valley Trail		Louisville	KY	40229	0		czion@aol.com		2018-07-22 10:12:2
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Regarding tolls, I am adamantly opposed to any welfare to anybody. Go over a differnt bridge just like everywhere else in the world if you do not want to pay a toll!

68	Ruth Ann	Street	3206 Indian Lake Drive		Louisville	KY	40241	0		rastre02@bellsouth.net	502426309 6	2018-07-22 11:22:3
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TARC busses (or any others with regular daily routes across the bridges) should be exempt from tolls. This should ease the impact on low-income residents. Whether they are minority or not should not even come into the conversation. A design to determine the income level of bridge users would be too difficult to use and the opportunities for cheating too prevalent. The FL toll roads offer pre-paid stickers that can be sold to tourists at a discounted rate. These can be re-filled on line and are read as vehicles pass through ingress and egress points without slowing traffic. These are sold at rest stops along the highways. A similar system could be established for crossing the bridges so a one-time purchase of a sticker could be refilled with minimum inconvenience to travelers, commuters.

69	Patrick	Hoehn	300 Missouri Ave., Suite 102		Jeffersonville	IN	47130	4713 0	Cornerstone Group	pat.hoehn@csgrealestate.com	812288905 7	2018-07-22 11:22:4
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July 22, 2013 Re: Bridges tolling plan It has been established that a tolling plan needs to be in place to fund the bridges construction. That the "bridges" budget includes a substantial amount for non-bridge related construction (re-doing Spaghetti Junction) places an unfair burden into the numerator of the tolling equation. That being said, the myopic method of determining tolls in which the denominator is determined by using only cross-river trips creates two classes: 1) those that will use the new infrastructure and pay for it through tolls, and 2) those that will use the new infrastructure and will not pay for it through tolls. Certainly one way of keeping the tolls as low possible would be to expand the base of the denominator by including that class of users that will not pay tolls due to only tolling cross-river trips. Further study of additional possible tolling locations on other areas of this new infrastructure needs to be undertaken to broaden the base of users paying for these improvements so as to not unfairly burden only one class of users. G. Patrick Hoehn, President Cornerstone Group

70	Jay	Ekart	12470 North Tobacco Landing Rd SE		Laconia	IN	47135	4021	0		jekart@scprod.com	502772441	2013-07-22 13:45:37
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I cannot image that the tolls will not affect the poor and businesses. For myself I know that I will discontinue to go to lunch in Clarksville when the tolls are in place. Unless there is an emergency I will never go Louisville from Clarksville or from Clarksville to Louisville. It already costs a small fortune in gas and I will do everything in my power to avoid any extra expenditures.

71	Chris	Brawner	3308 Castlewood Ln.		Jeffersonville	IN	47130	0			Riggeruwz@gmail.com	502807197	2013-07-22 13:59:44
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After reading this article I am left with some confusion. I see numerous times "low-income and minority populations". I can understand that tolls may be a burden for some low income families, but there are other options for example, the Clark Memorial Bridge, Sherman Minton Bridge and TARC. I fail to see how being a minority has any bearing on the toll rate. If citizens want to use these new bridges, we will have to bear some of the financial-burden no matter what our income level or race.

72	Pat	M	324 Port William Lane		Carrollton	Ky	41008	0			pmontg4@yahoo.com		2013-07-22 13:00:48
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Bridges should not have tolls. If that is last resort everyone should be treated equal and pay the same. If you are rich or poor, black or white, working or non working, legal or illegal, everyone uses the road the same.

73	Harold	Grubs	1021 Plum Ridge Dr		Sellersburg	IN	47172	0			budgrubs@twc.com	812987630	2013-07-22 13:25:30
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From the beginning of this project I saw how unfair the financing for this project was. If tolls are forced on the public, the majority of the tolled users will be Indiana residents who work in Louisville. Southern Indiana businesses will suffer because Kentuckians will be less willing to come to establishments because of the tolls. The two bridges, and their approaches, would have cost a much lower amount if additional cost factors such as the Drumanard Tunnel had not been added to satisfy the demands of the Kentucky citizens worried about preserving their pristine area. To be fair, these Kentucky citizens should be paying for this tunnel themselves and not force this expense on the low wage citizens who can't afford this burden. I just recently saw on the news that the State of Kentucky had a surplus of funds for transportation. Why are these funds not going to this project? I am sure these funds would go a long way to reduce the tolls.

74	Vicki	Lococo	502 Hillside Lane		Louisville	KY	40207	0			vlacoco@twc.com	502897327	2013-07-22 13:47:44
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I think a toll is necessary, should be effective now and the toll no more the \$1 each way. Regular commuters pay a monthly toll similar to a parking space in downtown Louisville.

75	steve	woeste	7805 Creekbottom road		Louisville	KY	40241	0			steve@woeste.net		2013-07-22 14:37:03
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The justification to build the bridges was centered on the promise that the cost of commuting would go down, so every one's cost of commuting would DECREASE after the bridges, not increase - thus no need for anyone to get a free pass on paying tolls. If the cost of driving is not going to decrease after the bridges, then why in the world are we building them in the first place?? NO to another tax break (toll rebate) for only certain people! If the cost of the toll is too high, one can easily move to a home closer to work - and think of the gas savings. Didn't every one of our ancestors have to move here in search of a job and a way of life? It's been a fact of human existence for thousands of years. I've had to do it several times; most likely you have also. I also think that hybrid and electric cars should have to pay a toll surcharge to use the bridge since gasoline taxes are paying most of the cost of the bridge, and those types of cars have not been paying their share of the gasoline tax. You can't keep giving away other people's money - sooner or later you run out.

76	William	Kirkpatrick	5825 Devils Elbow Rd NW		Corydon	IN	47112	0			wpkirk812@aol.com		2013-07-22 14:57:40
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I personally believe everyone needs to pay the same toll. I am tired of having to pay for various subsidies for "groups". I for one do not plan to use any of the toll bridges due to the "toll". I pay enough in gas without having to pay for a way across the river.

77	William	McNulty	26 Lake Avenue		Louisville	KY	40206	0		mcnulty918@gmail.com	502669809 5	2013-07-22 15:21:11
<p>The entire history of this project has been characterized by ineptitude and ignorance. A project this massive should have been voted on by local residents. Everybody I know believes that only an East End bridge is necessary, but we are having a downtown bridge foisted upon us, and we're told at the last minute that tolls will be levied. No one in this town should be asked to pay for the idiocy of those who planned this construction, but certainly those of low income should be completely exempt. If you had any sense, which you don't, you would stop construction downtown immediately and use all available funds to build in the East End.</p>												
78	John	Stigler	4307 Cloverleaf Dr		Louisville	KY	40216	0		stiglerthomas@gmail.com	502807703 2	2013-07-22 15:47:34
<p>I have a problem with you lumping together low income and minorities for lower tolls. I have no problem with low income people getting a brake on the tolls but minorities should not be included unless they are low income. Not all minorities are low income and there are some non minorities that are low income.</p>												
79	John	Smith	2810 S Winchester Acres Rd		Louisville	KY	40223	0		atlatt@gmail.com		2013-07-22 17:53:27
<p>I believe everyone using the bridges should pay the same toll. Any other arrangement will surely be unfair and fraught with fraud. Everyone has to pay the same for a gallon of gas, and everyone should have to pay equal toll to use a bridge.</p>												
80	Lisa	Frantz	2108 East Elm Street		New Albany	IN	47150	0		frantzisa@yahoo.com	812287386 9	2013-07-22 17:08:41
<p>I oppose tolls on the bridges, especially the Kennedy and new downtown bridges. In my opinion, tolls would place an undue burden on people with low incomes on both sides of the river. I receive Social Security Disability and have a fixed income. Personally, tolls on the bridges would be a hardship. I have Multiple Sclerosis and I often go to Louisville for doctors appointments. Toll on the bridges would be a hardship. I also like have family members and friends in Louisville and tolls would negatively impact my ability to see them. I understand that the 2nd Street and Sherman Minton would not have tolls. However, I anticipate that those bridges would be extra congested because many drivers would use them to avoid the tolls. Travel on those bridges could become a nightmare. Even a toll of \$1.00 each way would be difficult for me to afford. If tolls cannot be avoided, the rates for individuals with low incomes should be greatly reduced. Thank you for your consideration. Lisa Frantz</p>												
81	Stephen	Steilberg	PO Box 5635		Louisville	KY	40255	0		steve7749@aol.com		2013-07-22 17:11:15
<p>Hello. I am appalled at the suggestion that ALL RACES excluding the majority race (of which there can only be one race over 50%, by definition) get a discount or free passage across these planned bridges. This is BLATANT RACISM!!!!!!!. I have NO problem with offering a discount to the truly VERIFIED POOR. This would probably have to be verified by a government system, not just a possible "Iai'r's claim", like the "LIAR'S LOANS" for housing in the last two decades. I also have no problem with offering the discount to SENIORS 65 AND OLDER, which should be easily verifiable. This idea of offering the discount to ALL MINORITIES (or is it just the favorite ones?) is an INSULT to hard-working minorities who WANT TO PAY THEIR WAY AND HAVE SOME PRIDE IN THEMSELVES! This suggestion paints the picture that "all minorities will never be able to measure up" to and pay their way through life. This premise simply is not true! This reduced toll rate also insinuates the minorities are "not smart enough to take the FREE bridges", which I plan to do because I am unemployed and in my middle sixties. I know minorities are PLENTY SMART ENOUGH to take the free bridges, find the best rates on groceries and gas, etc., just like everyone else. Minorities do not ask for discounts on cigarettes, liquor or lottery tickets and quite a few of them go to "The Boat" to gamble in IN across from Louisville. So they must be doing just fine! From my own experience, I have personally known an African American (AA) family who were multimillionaires in the fast food and trucking businesses. I also was very good friends with an AA woman whose daughter was a nurse/attorney and was married to an AA gentleman who was a Harvard trained neurosurgeon. By the ridiculous suggestion being offered by the KY an IN bridge people, these AA multimillionaires would qualify for REDUCED TOLLS. So would all the minorities driving nice cars with jacked up suspensions and booming stereos. If one can afford \$3000-\$5000 wheels, one can afford to pay their fair and EQUAL shares of the tolls. I also have an ASIAN acquaintance who drives a new Mercedes 420 SEL and has a home worth \$350K and her house is paid off. She would also qualify for reduced tolls under your FLAWED PREMISE. I DETEST RACISM OF ANY KIND, and this is a clear-cut example of RACISM when all races but one gets the discount. Even though I am sure I would qualify as a minority, I WANT TO PAY MY WAY and support the United States and Louisville. I believe in equal rights for minorities, but NOT SUPERIOR RIGHTS! If the "KY and IN bridges people" are truly concerned about affordability of the bridge users, it does not take a rocket scientist to figure out that the easiest way to do this is to just reduce the proposed tolls for EVERYONE. I am not an attorney and my health has been on the decline for a decade due to age. But I have to believe that your group is likely to cause either a private or class action or even a Federal lawsuit if you try to discriminate against the majority race in this toll situation, and I believe it will be with merit. Please accept my remarks and suggestions in a kind spirit but EVERY RACE SHOULD BE TREATED EQUALLY, INCLUDING THE MAJORITY RACE!! Long live OBAMA and Greg Fischer!!! Thank you.</p>												
82	Susan	Williams	3822 Zaring Mill Cir		Louisville	KY	40241	0		sueme101@yahoo.com		2013-07-22 17:38:46

1. since you don't know what amount needs to be generated by bond sales to fund the bridge and thus the amount of the toll (no investment grade traffic/revenue study has been done) - how can we determine the effect on minorities or the poor? 2. On both bridges the toll needs to be higher during rush hour and lower at all other hours of the day. This way the poor and minorities using the bridge can attempt to at least schedule hours/transportation at a less costly amount. This is being done in Seattle on a new bridge - the cost fluctuates depending on the time of day and amount of congestion. 3. Finally, give a substantially reduced cost to the first two uses each day. This would cover commuters who will pay the majority of all tolls and who will suffer a disproportionate impact, and not penalize them for going to and from a job. Those with minimum and lower paying jobs cant afford the tolls plus gas and Louisville's bus system takes well over an hour to get across the bridge and to the other side of town, and cant be relied upon as a reasonable alternative.

83	Laura	Larimore	16 Riding Ridge Rd		Prospect	Ky	40059	0		ll16rr@yahoo.com		2013-07-22 17:41:09
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I have no problem with reducing tolls for low income folks, but have no idea how that will be validated or enforced. I strongly object to a reduction merely because someone is a minority! That is blatant discrimination!!!

84	Dennis	Balla	12212 Ridgeview Drive		Goshen	KY	40026	0		shesaysitbest@yahoo.com	5023762374	2013-07-22 18:31:29
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I feel that the tolls should be the same for everyone. In the case of low-income, minority citizens, the amount of fuel savings which will result from the new bridges will more than off-set the cost of the proposed tolls. If "special" treatment is extended to one group of individuals, what is going to be done for other groups like retirees?? Consideration must be given to the amount of decreased fuel usage, wear and tear on vehicles, increased safety and the saving of valuable time. Thanks!

85	Jane	Morgan	5224 Moccasin Trail		Louisville	KY	40207	0		jabumor@yahoo.com	5028972170	2013-07-22 18:42:08
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I just don't understand why entitlements are now the common way to go. A comment was made in the paper (CJ) that IN was the closet shopping and that the toll would affect shopping there; the solution is rather than spend dollars on the toll, use that money to stay in Louisville and shop locally, one could use a bus to go to a mall, or to buy gas for the car and go to a mall. It was also mentioned that it makes it hard to dine in IN due to the tolls; then again, don't use the bridge and use the toll money to have more dinners in Louisville. When are we going to make everyone be responsible for taking care of themselves? The more we give the more is taken and/or is expected. We are creating this kind of attitude for those whose incomes are low and actually hurt them by not educating them that where there is a will there is a way and it is called "jobs." We make individuals lazy and dependent by doing this rather than teaching them that hard work does pay off and to keep them independent.

86	DC	Salot	1408 Mirimar Road		Louisville	KY	40222	0		csalot1@yahoo.com	5023276890	2013-07-22 18:59:43
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With two "free" bridges to cross, why would either KY or IN want to add more government process to administer a reduced toll program for minority/low-income travelers? Who will decide what "low income" is and how will the taxpayers be assured of reduced toll administration oversight? Minority? How is the camera going to discern that classification? Will Coach Charlie Strong be charged a lesser toll charge when goes on a recruiting trip to Indianapolis? Given todays diverse society, aren't we beyond giving preferential treatment to anyone using public thoroughfares? Do the powers that be really want to get into that argument? You are opening yourself to several state and federal lawsuits. We need no more government entities to oversee another "entitlement". Poor and minority travelers have three free ways to cross; two bridges and TARC. That is a pretty good set of options. What's next? Special parking fee treatment for low-income and minority parkers at any parking lot? Different clothing, gas, food prices for people deemed poor and minority? IF you want to cross the new bridges, pay the toll like any other person with a stake in our community. Any other special treatment is racist and affront to our national motto of "E pluribus Unum". P.S. How can Missouri and Illinois build two bridges across the Mississippi River in the past 15 years without tolls, and our transportation departments and Congressmen can't?

87	John	Coots	7512 Glen Arbor Road		Lou	KY	40222	0		threecools3@att.net		2013-07-22 20:22:11
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I am opposed to any reduction in tolls for any users. As a Louisville resident it is my belief that any reduction in tolls would limit future economic development in Louisville (east, west and south) if we encourage residents to travel to southern Indiana for their goods and services.

88	Bryan	Scott	616 E Daisy Ln		New Albany	IN	47150	0		bryankentonscott@gmail.com	8129457280	2013-07-22 20:29:37
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I've noticed that the current bridges project does not exempt public transit from tolling. I believe that exempting buses from the tolls (or significantly reducing the tolls for buses) would be an important way to give lower income persons another option for transit across the river at a reasonable cost. Since tolls are a regressive tax (persons with lower income will pay more as a percentage of their income, than will higher income persons), I also believe that some toll revenues should be redistributed in a way that is beneficial to the community (especially lower income and minorities.) One means for reducing the regressive impacts of tolls would be to use a portion of tolls to fund the expansion and operational expenses of cross-river public transit (e.g., buses). Transit options should be reasonably expanded with cross-river routes connecting major employment and residential areas, especially for underserved communities (low income, minorities). For example, new routes could be introduced, connecting minority/low income areas in southern Indiana with east end Louisville, via the new east end bridge. I (although not a minority) personally commute each weekday between New Albany and downtown Louisville, and this is a valuable service for mobility within the metro area. Transit also allows more density in downtown Louisville (less parking) and reduces carbon emissions and pollution. The bridges will induce more travel demand in private vehicles. Improved transit alone will not counter the powerful demand inducing impact of the new bridges. But, tolls (especially higher time of day tolls) with public transit exempt from tolls would encourage transit usage and counter some of the newly induced demand. Personally, I believe tolls should be introduced as soon as possible (even before the bridges' completion), if public transit is exempt. The tolls would encourage public transit usage, and part of the tolls could even be used to fund ongoing operational funds for transit.

89	Ronald	Straight	5726 Lentzler Trace		Jeffersonville	IN	47130	0		straight@tvc.com	502396368	2013-07-23 07:41:46
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What does being minority have to do with reduced tolls? So an NBA star that makes millions would get reduced tolls because their skin is black? Stop including minorities with reduced tolls, it makes no sense and only angers whites. To even consider reduced tolls for minorities is basically saying only whites to pay the full fee. This is not only ludicrous, but insulting to minorities that have succeeded. It should ONLY be considered on a "needs based" determination, not skin color.....

90	Carlos	Malave	12104 Meadow Ln		Louisville	KY	40243	0		revmalave@aol.com		2013-07-23 09:08:11
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Poor people, nor middle class people should pay a bridge toll. If this fee is unavoidable we should ALL pay it by a tax.

91	Marilyn	Edwards	145 Mills Lane		New Albany	IN	47150	0		efishpair@att.net		2013-07-23 08:45:19
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People already have to pay to work in Jefferson Co who do not live in Jefferson Co. They should not have to pay additionally to get to work. In addition, many people use medical facilities in Jefferson County. Healthcare is already unaffordable to many and this would increase the cost of such. It is a no brainer in as far as the affect on low income individuals. Perhaps we could get corporations and politicians to contribute as they do to fund/promote for so many things i.e. football stadiums, summer jobs for "cream of the crop" teens, funding to keep specific groups of folks happy, entertainment venues, etc. No easy answers, but surely those in power can do better than build these bridges using what in essence is another tax - call it a toll if you want, but....

92	paul	fravert	9500 blue ribbon court		louisville	ky	40291	0		harley8nra@outlook.com		2013-07-23 09:57:27
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You are only concerned about how the cost of tolls on the bridges will impact "low income and minority residents" as if to say all minorities are low income. On the other hand, you assume there will be no impact on able bodied working white people. With all the abuse and fraud that is out there now with food stamps, welfare, handicap parking permits, etc., why even think about another program to add to the list. It should be plain and simple, if you want to use the bridge, pay the toll.

93	Terry	Brooks	11001 Bluegrass Pkwy		Jeffersontown	KY	40299	40299	Kentucky Youth Advocates	tbrooks@kyyouth.org		2013-07-23 09:16:17
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Already on their commute to work, low-income workers in Kentucky are more likely to pay above average rates for auto loans and car insurance, and pay a higher sticker price for their cars than higher-income earners. It doesn't stop there: low-income workers also tend to pay higher fees for nontraditional financial services and mortgages. It costs more to be poor in Kentucky. Now, the commute for many low-income workers will cost even more. Paying tolls just to get to work will make it harder for low-income parents who are already struggling to make ends meet and support their children.

94	Stephen	Hill	903 Windsong Place		Louisville	KY	40207	40218	UPS	stevehill2662@gmail.com	502485246	2013-07-23 09:38:28
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Kentucky Fishermen must cross the bridge to fish the Falls of Ohio. During good peak fishing periods we can cross the bridge 3 times or more per day. We should not have to pay toll to fish KY waters when IN fishermen do not. Can we allow fisherman to 1st exit Falls of Ohio without paying toll. Otherwise we will be forced downtown to 2nd street bridge. Fishing is expensive enough without toll. Thank you

95	Stacy	Deck	1508 Stone Ridge Drive		Georgetown	IN	47122	40203		stacydeck08@gmail.com	502767141	2013-07-23 09:11:11
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<p>I am a professor of social work who works in Louisville and lives in Southern Indiana. The temporary closure of the Sherman Minton Bridge clearly demonstrated that these two regions are economically and socially interdependent. Please reconsider your decision to NOT mitigate the impact of tolls on those who who will commute to work across the river and those who use public transportation. I ask this consideration not for myself... I am willing to make a fair share contribution to community improvements that will benefit me and my family. My concern is for low-income persons who will be disproportionately impacted by a flat-rate toll. As I understand it, the Bridges Project is intended to promote and develop our regional economy. Failure to consider mitigation or exemption from the tolls for those who will be disproportionately affected is contrary to this goal and will limit our ability to succeed and compete in the global marketplace.</p>													
96	Bernard	Horvath	2902 Perimeter Dr.		Jeffersonville	IN	47130	0	Citizen	bgrizwald@aol.com			2013-07-23 10:31:02
<p>I strongly object to minorities being mentioned for reduced tolls. Low income people, yes. I personally know minority people that could buy me out of their wallet. What about retired people like me who are on fixed incomes? Look at any other state including the Indiana toll road there is no distinction, everyone pays the same toll. By suggesting this idea you are opening a can of worms that will lead to more controversy, which we do not need. The fact that the idea has been brought up is already stirring up enough. Leave well enough alone. The repercussions of this whole idea is going to stir up enough trouble. In my opinion we should not have tolls in the first place due to all the money spent on numerous surveys and lawsuits. These delays have probably tripled the cost of the bridges at least. We really just need one bridge in the East end and make all big trucks go that route.</p>													
97	Michael	Pesko Jr	320 Kentucky Hills Rd		Vine Grove	KY	40175	40121	SAIC	make_pesko@us.army.mil		2702222040	2013-07-23 11:40:06
<p>There should be no toll on a bridge that has already been built. Tolls on the new downtown bridge should not be more than \$0.25.</p>													
98	Craig	Young	3765 E. Dutch Creek Ct.		Pekin	IN	47165	40209		kecc@sbcglobal.net			2013-07-23 16:40:19
<p>I do not feel that ANY of the current bridges should have a toll. Just like in our personal lives, if the bridges can't be paid for with current money, then we shouldn't build them and save until we can afford them. Why should we have to pay for the extra bridges? I currently live in Indiana and work in Louisville. If I have to start paying tolls, then I will look for employment closer to where I live so I don't have to cross the bridge. I will also not cross the bridge for leisure. I am sure that many others feel the same way and will cost both states a lot of money.</p>													
99	William	Dellinger	8430 Villa Circle		Sellersburg	IN	47172	0		w.dellinger@twc.com		8122464963	2013-07-23 15:16:25
<p>Rich, poor or minority simply avoid the new bridges by taking either the 2nd Street or the Sherman Minton bridge! I lived off of Blackiston Mill Road in Clarksville. When I worked on East Main Street, in Louisville, I took the 2nd Street bridge. When I later worked on West Main Street, I took the Sherman Minton bridge. After I moved to the Hamburg, IN area and still worked on West Main, I took the Sherman Minton bridge. Avoid the new bridges to save your money!</p>													
100	Barry	Stoess	7600 Cantrell Dr		Crestwood	KY	40014	0		barrystoess@bellsouth.net		5022413086	2013-07-23 16:15:02
<p>I agree any tolls should be kept as low as possible for all users. Low income persons meeting the federal income qualifications should receive a discounted rate (ie. \$0.25/ trip). Frequent users such as daily commuters should also receive a reduced rate (ie.\$1.00/trip). TARC and van pooling should be encouraged and should receive discounted rates (ie. \$1.00/trip.) If this creates a documented hardship the carriers can raise the fare to or from Southern Indiana by \$0.05/ rider. This will generate more than enough additional income to pay the tolls and will not be a significant hardship for riders. The concept of eliminating the tolls for minorities simply because they are a minority is absurd! I believe in equal rights. Equal should mean equal. No one should be exempt from tolls no matter their sex, religion or ethnicity. Discounts are appropriate not handouts.</p>													
101	rustie	miller	greeryjverivcdddc		Jeffersonville	IN	47150			millerustie@gmail.com		8126976637	2013-07-23 16:53:31
<p>I think tarc should do 5 dollar day passes. You have the system for it and people will like it cause they can buy the day pass and ride tarc on all the bus lines for 24 hr period from the time of the first swipe Rustie Ann Miller</p>													
102	Maralind	Hess	5913 W Luther Road		Floyds Knobs	IN	47119	0		sunset@otherside.com		8129237232	2013-07-23 16:57:27
<p>I feel \$1 toll should be places on all 5 bridges. Then more traffic and stress will not be placed on the Clark and Sherman Minton Bridges(they are old). A \$2-4 toll would be too pricey for a movie, dinner, shopping or entertainment in Louisville.</p>													
103	Greg	Zahradnik	1239 Royal Ave		Louisville	KY	40204	0		zengr@juno.com			2013-07-23 22:50:24

Response to report, DRAFT Assessment of Economic Effects of Tolling Page 1 last paragraph. "Regional traffic forecasts indicate travel demand will increase nearly as fast or faster than population and employment: cross-river travel demand is expected to increase 29% by 2030." Question: Are you saying population will increase by 29%? (And please show us the data.) Question: Even if the above assumption were to be viewed as possibly correct – if this 29% is projected on the 3 current bridges, 29% is less than one third or 33% so that is less than the load of one bridge. (Given that all 3 bridges do not carry equal traffic, but just for simplicity dividing them by thirds.) Therefore, do your numbers prove that there is no need to build 2 bridges at the same time and we could meet the demands of the next decade or 2 with just one bridge? Page 2. "... additional funding is required to meet the Project cost." Question: What is the funding gap? I do not see any numbers or percents. But let us say the gap is as big as 50%. Then you could close this gap by building just one bridge at a time. This would eliminate the need for tolls. Page 7. "...anticipate that bridge users who do not have transponders would be charged a higher rate (a video rate)." Question: What is the anticipated video rate? You must have some idea and this data should be shared. General Comments. TARC buses and light rail lines should not be tolled. It makes no sense to bear the administrative costs of taking money from one government entity and giving it to another. And public transit should be encouraged, not taxed. Transponders would be individual's property, and it is much too complicated and costly to have all of the proposed rules. It does not seem moral, if not legal, to tax out of town people more than local residents, however they would be defined. You would not like it if you were charged a higher rate when you visited somewhere else. This will make us seem unwelcoming and hurt commerce. Plus, this has been pushed as a way to alleviate some kind of congestion problems which are local problems. We must be fair.

104	Jane	McNamara	8623 Running Fox Circle		Louisville	KY	40291	0		mcnamaraj36@yahoo.com	502231318 4	2013-07-23 11:00:44
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I want to share my thoughts on the subject of bridge tolls, they will affect folks of all income levels & businesses of all sizes. I don't understand who/how the toll charges were/are to be determined. A question I have is why would someone be charged more to cross a bridge over the Ohio River then to travel within the Chicago area or Ohio turnpike? I realize tolls can help to pay for & maintain the bridges, so why can't the tolls be in the \$.25 to \$.50 range? Considering the distance one would travel over a bridge vs. the turnpike or in Chicago the proposed tolls seem way out of wack to me. I really hope that after reviewing the feedback from the public, the tolls will be set at a more commuter friendly rate. Please take the impact it will have on everyone (businesses, commuters, & even tourists)

105	mark	whitlock	1924 Goldsmith Lane #49		Louisville	KY	40218	0		mew9853@yahoo.com		2013-07-24 01:08:07
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Please do not put a perpetual toll on the bridges. Place an immediate tax on the 5 or 6 counties that will greatly benefit from the bridge. Before the 1st car crosses the bridges a large portion of the cost will be collected. At that point assess the amount and duration of tax that will be necessary to pay for the bridges. We will all benefit from the bridges and we should all pay for the bridges. Every worker and every business should pay for this project. With full and immediate participation the tax will be minor and the results will remove the boondoggle that is a lifetime of tolls. Thank you. Mark Whitlock

106	Kelley	Johnston	4098 viewcrest loop		Floyds knobs	IN	47119	0		kelley.johnston@insightbb.com		2013-07-24 07:47:46
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Everyone using the bridges should pay the same regardless of income level.

107	PJ	Harrison	8110 Autumn Drive		Georgetown	IN	47122	0		phamson@nwsview.com		2013-07-24 08:22:25
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One issue re: tolling that I've not seen is the fact that we who live in Ind. & work in Ky. must pay City of Louis. occupational tax that is not refunded. We get a small credit on our Ind. taxes but the full amt. (approx. \$700 per yr. for me) is never refunded. I believe Ind. residents should get an exemption/waiver either on tolls or City of Louis. tax if we must pay a daily 2-way toll to get to/from work.

108	Julie	Lau	1234 Sportsman Drive		Jeffersonville	IN	47130	40206	Robley Rex VAMC	j.c.lau@sbcglobal.net	812283526 2	2013-07-24 09:59:14
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My sister lives in Maryland and commutes through the Harbor tunnel every day, two times a day. The transponder is only charged .75 cents each way, not \$1.00. Besides that, it seems to me that the Indiana residents are the ones who will be paying a majority of the tolls, not the Kentucky residents. It seems to me that there are many more Indiana residents that work in Kentucky than Kentucky residents that work in Indiana. It seems a little unbalanced and unfair to place tolls on the bridges when only one state's citizens will be paying a majority of the tolls who are frequent commuters.

109	Dawn	Cooley	2201 Woodford Pl		Louisville	KY	40205	40203	First Unitarian Church	revdcooley@gmail.com	502585511 0	2013-07-24 11:16:34
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There are two pieces of data that I hope will be seriously looked at (together) in this discussion of tolls. 1) The recent report that it takes over 61k for a family of four in Louisville to just get by. This was reported by WFPL and is online at <http://wfpl.org/post/study-louisville-family-four-needs-61171-year-get> 2) "The analysis shows tolling the East End Bridge, the new I-65 bridge and the current Kennedy Bridge would disproportionately affect low-income commuters." There needs to be a plan in place so that these tolls do not burden low-income commuters. I suggest a subsidy based on this \$61k amount. If you are in a family of four and make that amount or less, your electronic toll pass would automatically get credited for a specified number of trips each month. This number would be graduated based on family size and income. If not this method, then some other method needs to be used to not burden the poor with yet another required fee. I am in support of use tolls, but they must be implemented in a fair and just manner. Sincerely, The Rev. Dawn Cooley Louisville, KY

110	Ceil	Sperzel	1829 Arctic Springs		Jeffersonville	IN	47150	47150	Retired Senior Volunteer Program	rsvp@hopesi.org	8129481815	2013-07-24 11:44:07
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The report I read, dated 6.23.2013, quotes a stat saying that the average cost per trip for an EJ community car will go up 1.41 but only increase .98 for a non-EJ community car, with no explanation of how those figures were generated. (It does reference the study but I don't know how to find it.) A study also indicated the percentages of EJ and minority populations that currently cross the bridge frequently but did not give the percentage of the non-EJ population that crosses the bridge daily. Is it higher or lower?? My nephew lives in the eastern end of Jeffersonville and works in the eastern end of Louisville. His commute time and distance will decrease sufficiently to more than make up for a \$2 daily toll, so he expects to save money when the eastern bridge is open. But there are no EJ communities near the east end bridge so they're mostly going to cross downtown or on the Sherman Minton. Hopefully, the new bridges, with or without tolls, will reduce congestion and commute times sufficiently to reduce costs for both the EJ and the non-EJ populations but that is not what the study predicted. I am very concerned about the increased usage of the Clark Memorial Bridge and surrounding areas that will invariably occur as occasional users (which, by definition, seems to be everyone who does not cross daily) divert to avoid the toll. The report is unclear about whether occasional users will be able to use a transponder and pay lower fees or if that's only for daily commuters. Please DO NOT use the strategies listed on page 22 to make it harder or slower to get to the Clark Memorial Bridge in an effort to force people to use the toll bridges. Those of us who use the roads around the bridge daily but do not cross are already inconvenienced by bridge users who block traffic. Please don't do anything to make it worse. It will not discourage them. It will only add to congestion for the rest of us.

111	chris	allman	2212 E. Oak St.		New Albany	IN	47150	0		chris.allman@sbcglobal.net	8129482114	2013-07-24 16:08:00
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How about \$1 per day toll for unlimited crossing for frequent users?

112	Dave	Robinson	1892 Ivanhoe Court		Louisville	KY	40205	0		drobins@bellarmine.edu		2013-07-24 16:54:07
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I agree with Representative Jim Wayne on his suggestion below: Apply "a modest increase in the state gasoline tax. Just a penny increase generates \$32 million a year. A nickel increase could finance not only our bridges, but also other worthy road projects such as the badly needed new bridge to Cincinnati, a four lane highway to Pikeville and the new interstate in Western Kentucky. The gas tax spreads the cost to all drivers in a fashion that is more just than targeted toll. Instead of \$500 a year, the working poor would pay about \$10 a year more in taxes with a nickel gas tax increase." Thank you for considering this method of paying for the bridges. Tolls are unfair to low-income families and working people, as well as small businesses on both sides of the river. Plus, 'drive through' automatic toll-booths require the driver to slow down as they pass through the monitoring station. This will slow traffic, increase congestion and result in more air pollution.

113	Laura	Clifford	13304 Peach Tree Lane		Prospect	Ky	40059	0		tabatanga@twc.com	5022289394	2013-07-24 19:02:50
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Tolls for anyone on Interstates is outrageous. It is the opposite of the Eisenhower idea. Charging the many people to come to work in these times is a hardship, even if they are not poor. The traffic implication is unacceptable. Using Orlando or Ft. Lauderdale in FL as an example, driving there is an expensive and traffic nightmare due to tolls. They should be nationally forbidden on all Interstates. Small businesses will be destroyed. Many of us will avoid toll crossings. There is no acceptable number or plan for tolls. If we want bridges we should pay for them through taxes.

114	Sarah	Wurtz	508 Jefferson St.		Madison	IN	47250	0		magnuder44@gmail.com		2013-07-24 23:05:59
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I believe that "user fees" are the most appropriate way to pay for the bridges. If you use the bridge, then you should help pay for it. As for the low income driver, the Sherman Minton bridge will be toll free, so that is an easy alternative for those who cannot afford to pay or who choose not to pay.

115	Tiffany	Bowman	538 Shumaker Drive		Simpsonville	KY	40067	0		BowmanEsquire@yahoo.com	5028073146	2013-07-24 08:05:15
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On the issue of the bills to be sent to car owners for toll costs generated (based on license planet number), the Tolling body should address the following issues when it issue the Final Toll Rate Outline:

1. How will non-toll transponder care owners be able to formally dispute any bills issued to them for tolls?
2. How many notices/bills will non-toll transponder car owners receive from either Kentucky or Indiana before having their licenses suspended or car registrations suspended?
3. What will be the timeline between when a final collection notice for a toll bill is sent to a non-toll transponder car owner until the time when the care owner's license ore registrations is suspended?
4. For non-toll transponder car owners living in states other than Kentucky or Indiana, will the toll bill collection process function in the same manner (i.e., owner will be sent bills by mail and failure to pay those bills may result in suspension of license or registration by the owner's home state)?
5. Will the state course to Kentucky and Indiana serve as the venue for bridge toll disputes and litigation?
6. Will the state legislatures of Kentucky or Indiana seek to specifically designate certain counties within Kentucky or Indiana to be the sole venues for any litigation related to toll fees/bills?
7. If certain counties are designated as the solve venues for any litigation related to toll fees/bills, will INDOT and KYTC recommend that their respective legislatures allocate additional funds for the court systems in those specific counties (for the administration of toll fee litigation cases)?
8. Will the data collection by the toll cameras also be used to cite drivers for other traffic violations (i.e. speeding across the tolled bridges)?
6. Will the state legislatures of Kentucky or Indiana seek to specifically designate certain counties within Kentucky or Indiana to be the sole venues for any litigation related to toll fees/bills?
7. If certain counties are designated as the solve venues for any litigation related to toll fees/bills, will INDOT and KYTC recommend that their respective legislatures allocate additional funds for the court systems in those specific counties (for the administration of toll fee litigation cases)?
8. Will the data collection by the toll cameras also be used to cite drivers for other traffic violations (i.e. speeding across the tolled bridges)?

116	William	Fritz	2303 Alice Kay Dr		Louisville	Ky	40214	0		fritzwi@hotmail.com	502368323 9	2011-07-25 10:35:14
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The toll should be the same for everyone, this will prevent fraud by selling transponders to frequent users. Those that can't afford or want to pay tolls could use the 2nd street bridge especially since all of the bridges are within a mile of each other & all end up in the same general direction. Just because a person is a minority does not mean they cannot afford to pay the same toll as everyone else. Who & how will it be determined those that get a free ride?

117	Melissa	Hutchins	127 S Oak St		Clarksville	IN	47129	0		melissa.hutchins@att.net		2011-07-25 15:25:14
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Low income and minorities should pay the same amount as any other human crossing the bridges which are tolled. Clark Memorial Bridge which will not be tolled is in close approximation to the new downtown bridge if anyone choses to use that route to save money. I, for one, intend to use Clark Memorial. Also, the federal government already gives a huge subsidy to low income people on their tax returns which will amply offset any toll costs. Public transportation is another viable option for all people.

118	Kathryn	Kempf	230 W Park Place		Jeffersonville	IN	47130	4713 1	TWK Properties	kathy-kempf@sbcglobal.net	812283861 3	2011-07-25 15:31:08
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I am in favor of lessening the impact of tolls on minority and low income folks to cross the bridges of Indiana and Kentucky. Additionally, I am curious as to how many folks have responded that are not from the United States... I mean do you really need that selection above?

119	Paul	Detwiler	2620 French Creek		New Albany	IN	47150	0		paul.detwiler@louisville.edu		2011-07-25 13:38:55
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My first thought is no discrimination. My second thought is that everyone needs to adjust to this new bridge toll expense like the increase in gasoline for their car. I am not aware of discounting gasoline due to one's income or lack of; therefore, no discounting of tolls for anyone. Even the Government Officials should pay without a discount.

120	Kelly	Robertson	826 Brooks Forest Road		Brooks	Ky	40109		Census Bureau	kellyrobertson@insightbb.com	502876950 0	2011-07-25 15:47:18
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I live in Ky and work in IN. I cross the bridge every day. I am not a minority nor would I be considered low-income. I believe that if concessions are made for minorities and low income then the rest of the working public who makes a decent wage will be once again have to carry the load. As a federal worker who has not had an increase in pay in the past 3 years due to budget constraints, I cannot afford to pay extra. Why should I have to pay more because I am not in the minority? Why would the fact that you are a minority weight in on whether or not you pay a toll? Income maybe should be considered but not my race. This is not fair! Everyone should pay their share. This exact concern was recently brought up on the Mandy O'Connell show. This should had been discussed and agreed upon BEFORE construction started.

121	JOSH	NEISLER	2108 BIJANA DR		LOUISVILLE	KY	40206	0		joshn2024@gmail.com		2011-07-25 15:57:45
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I believe that, despite any mitigation measures, the implementation of tolls will effectively seal off Southern Indiana from Louisville and vice versa for a large segment of the population who might otherwise engage in commerce on both sides of the river. As well, I believe the idea of tolls in general is a poor one, and, aside from the extraordinary inconvenience it will introduce for thousands of motorists, amounts to a double-tax for those of us whose dollars are funding the construction about to get underway. Our thanks for four years of hellacious construction traffic will be the privilege of paying to cross the bridges our tax dollars built. I would urge relevant authorities to scuttle the toll plan for good. Thank you.

122	Dean	Oser	6809 Lake of the Woods Court		Georgetown	IN	47122	0		d.oser@insightbb.com		2013-07-25 16:00:00
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Basing tolls on income level I can agree with, but it is surely unlawful and definitely racist to base tolls on majority/minority status (race I). Toll should not be based on race.

123	Nancy	Harris	15004 Brush Run Road		Louisville	KY	40299	40299	Harris Entertainment	nancy@harrisentertainment.com	502267014	2013-07-25 16:29:05
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TARC buses should not have to pay a toll which would naturally be passed on to riders. People who ride buses are generally: 1. too poor to own a car (the majority of riders); or 2. too environmentally conscious to own a car or use one on a daily basis. We should all be grateful that they use public transportation and not further penalize these people for the cost of the bridges. And please stop making "poor" and "minority" synonyms. They are not!

124	Michael	Nabicht	5542 Forest Lake Dr		Prospect	KY	40059	0		mike@cmlnetwork.com	502551661	2013-07-25 16:35:04
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Thank you for keeping up such good communications. I suggest you drop the term "minorities" when referring to lessening tolls. It is probably incorrect or at least redundant. I suggest simply "low income" or "hardship cases" does the trick. Implying that all minorities need help is not good for lots of reasons.

125	Ike	Thacker	1204 Bardstown Rd Apt 204		Louisville	KY	40204	0	Kentucky Alliance	ike.thacker@gmail.com	502240986	2013-07-25 16:43:02
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Dear Sirs: As regards tolls on the Ohio River bridges and the impact of those tolls on low-income and minority residents, which would be substantial, I want to say only a few things for now (I may comment further before tomorrow's 5:00 p.m. deadline). First, please set the tolls as low as possible. The lowest rate currently being considered, which I understand is \$1.00, is absolutely the highest that should be put into effect. Second, PLEASE reverse your field and DO let income be a factor, and a major one, in setting toll rates. This is especially critical since more than 1/3 of low-income folks and more than 1/2 of minorities (!) have reported frequent bridge use. Allowing income as a factor in setting toll rates has even been recommended in a bill passed by the Kentucky General Assembly, but you have rejected it. This is unconscionable and unacceptable! Third, as a means of proving low income, I suggest using Food Stamp and/or Medicaid cards, much as TARC already uses Medicare cards as a way to get a card for reduced-rate bus fares. This would be simple, cheap, and effective. Toll on the new bridges (and one existing one) will badly hurt the poor and minorities, unless they were to be totally exempted, regardless. Let's at least minimize that pain. Sincerely, Isaac Marlon Thacker IV (Ike Thacker) 1204 Bardstown Rd Apt 204 Louisville, KY 40204-1361 ike.thacker@gmail.com 502-240-9860

126	Simon	Rindy	200 E Carter Ave		Clarksville	IN	47129	0		simon.rindy@ipl.org		2013-07-25 16:50:27
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I live in Southern Indiana. My three low wage jobs are in Louisville. I love where I live, I love all my jobs. My personal solution to being charged a toll for crossing is simple: use only the Clark Memorial Bridge or the Sherman Minton. I plan to make do with what I have, to not extend myself by asking for vouchers, freebies, or reimbursement. Please continue to offer these crossings toll free. That is a fair and financially sound solution. Thank you for building new bridges--we need them for commerce and safety. They are both lovely, soaring designs.

127	Bob	Roos	3704 Ten Broeck Way		Louisville	Ky	40241	0		bullies@tvc.com		2013-07-25 17:00:52
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Those people that can not afford to pay bridge toll, can do like I will do, take the second street bridge. It's free! Retired people on fixed incomes can take the second street bridge too!

128	Kim	Jenkins	10514 Buckeye Trace		Goshen	Ky	40026	0		jenkins kiki@gmail.com		2013-07-25 17:06:50
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As a taxpayer, I am vehemently opposed to a "special rate" or subsidies for the lower income as long as there are options for crossing the river for free.

129	Thomas	McCarty	2913 Blackiston Mill Rd		Clarksville	IN	47129	40202	Mercer	tom.mccarty@mercercor.com		2013-07-25 17:29:41
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I believe more public transportation options would benefit all income levels. Most of the TARC routes I see are geared to the commuter, and there are very few options outside of rush hour that would work for your target group the low-income / minority users. Also having expanded service during construction would be greatly desired. Spending lots of money on TARC infrastructure (new buildings and other things in teh grant / budget) could be better used by obtaining the equipment and staff needed to expand schedules.												
130	Steve	Hargrave	1424 McCartin Dr		New Albany	IN	47150	0		kysteva1969@yahoo.com		2013-07-25 20:17:11
I think that if you live in Jefferson or Oldham county in Kentucky, or Clark or Floyd county in Indiana you should not have to pay the tolls. Also I think that if you are going to school (U of L, IUS) you should not pay tolls for living out of state.												
131	Patricia	DaRif	217 Don Allen Road		Louisville	KY	40207	0		patsal@bellsouth.net	502895396 0	2013-07-25 21:04:29
I am a resident of Louisville who worked in the area of social services for over 30 years in southern Indiana. I strongly support assisting low income and minority individuals with the expense of paying the new bridge tolls. Many people from west Louisville routinely travel to southern Indiana to work and shop and many residents of southern Indiana, of course, come to Louisville to do the same. Many, many of these folks cannot afford additional expenses in these economic times. I feel that many of the methods proposed to mitigate this problem have merit. I would simply encourage you to understand that the individuals who need this help are often those who have very little access to technology, whether that be Internet access or even reliable and constant telephone service. In addition, they often have difficulty maintaining minimum bank balances. I would therefore encourage you to implement very very low minimum balance requirements for toll accounts and to offer many low tech methods for managing these accounts.												
132	Carol	D	6499 marina dr		Prospect	Ky	40059	0		carold6499@gmail.com	502241425 3	2013-07-25 21:25:28
I think it is ridiculous to even think about lowering the rates when people have the option of buying a weekly/monthly pass and get a discounted pass that way. I have never heard of giving discounts to certain people. I came from Chicago and traveled the Dan Ryan express way every day and was never offered a discount. I paid like everybody else.												
133	Tony	Harlow	1361 Elm Street		Eminence	KY	40019	40019		Tonys24hrTowing@bellsouth.net	502845995 5	2013-07-25 21:26:49
The tolls should ONLY be on the new bridge or new bridges ONLY! If the none working poor or lazy none working people don't want to pay their share then they should either get a job and support our cities needs just do as I do or stay home! I'm a poor bastard also but when I need to use the toll bridge or bridges, I WILL PAY what toll money is required at that time just as I always have anywhere else. These lazy people need to get a life! If you can't afford it don't buy it. So don't try crossing the toll bridge for free to get free cheese. Pay your part if you want to use ANYTHING. I certainly hope the people complaining can at least spell their name the same way twice without a complaint! I require this comment be published in all the news papers possible for the people that can afford to "buy" a newspaper!												
134	Joe	Woosley	1838 Boone Trail		Louisville	Ky	40245	0		WOOMYSTER595@Yahoo.com	502387552 2	2013-07-26 09:11:10
When Outer Loop @ I-65 was built, we didn't have a choice then. Everybody paid no matter what, if you used it. Two bridges will remain free, use them. Check the low income & minority families to see how many have cell phones, cable TV, buy cigarettes/liquor & tattoos. Selective reasoning of expenses, if you have these then one can afford tolls. Selective, "I'm poor".												
135	Rick	Olson	51 Mill Springs		Coatesville	IN	46121	46121		rdo82@yahoo.com		2013-07-26 08:38:28
I am not sure why you would include minority residents in the conversation. If they are a minority and happen to be low-income as well that is one thing, but I think that this unfairly characterizes minority residents as low-income.												
136	Robert	Glenn	621 Montana Ave		Louisville	KY	40208	0		rglennr69@yahoo.com		2013-07-26 08:49:48
If both Indiana & Kentucky were able to secure funding for the bridges project from the taxes we as citizens have already paid. How then the powers that be dear to ask us to foot the bill twice with tolls.												
137	JAMIE	BROOKS	164 CRESCENT RIDGE DR		taylorville		40071	0		JAMIE BROOKS@NORTONHEALTHCARE.ORG		2013-07-26 07:29:51
Why not let low income (what difference does it make if you are a minority???) people use the 2nd street bridge-It is free? I have not seen where any other city/state that has constructed new bridges do anything different for people with low income-why are we? If those people have money for gas and other things then they should be able to cross the new bridges or use the FREE 2nd street bridge if they are low on funds.												

138	Larry	Montgomery	72 Lakeshore Dr.		Clarksville	IN	47129	0		nxtcbrby20@gmail.com		2013-07-26 07:44:16
<p>Based on my current usage of the Kennedy Bridge, proposed tolls will cost me between 5 and 10% of my net income. I can't afford this and I'm sure I am not alone. People like me who have lives designed, built and evolved over the past 50 years based on free access via the Kennedy to destinations all around our metro area should not be punished in this manner. If tolling is absolutely necessary it should be only on non local through traffic. This could be easily accomplished by exempting vehicles registered in local zip codes. As for the East End Bridge, no one has ever driven across the Ohio River from Utica to Kentucky. The new bridge will afford people in that area the opportunity to gain efficiency in their travel in a whole new way and the cost of tolls on that bridge could be factored into their decisions. Please reconsider the planned use of tolls in funding the project.</p>												
139	Karen	Graviss	72 Lakeshore Dr.		Clarksville	IN	47129	0		karengraviss@sbcglobal.net	8122842895	2013-07-26 08:17:54
<p>I attended the meeting at the Holiday Inn about the tolls for the bridge which focused on the low income and minority groups. My concern is about the tolls in general and here are my questions: How will you determine the low income people? How will you determine frequent users and infrequent users? How will often will the money be collected? What is the success rate of other toll roads collecting the money from its users? Why are you tolling the current Kennedy Bridge since it is already established? We are used to using the Kennedy without tolls. Don't you think that this is going to be a burden on the community? Please consider allowing the community users free access to all the bridges since they are now supporting the local businesses frequently. You put a toll for these people on the Kennedy and East End Bridges and you will see a drop in the amount of money spent on the local establishments which will cut the taxes accumulated for the states. I write my comments with skepticism as the powers that be have already made their decisions about the tolls. I do say if you have a toll rate for the low income and minority that you should have a lesser rate for Senior Citizens. My vote is to not toll the old part of the Kennedy Bridge and have a lesser tolls for the local community who will be the main financial support for the bridges. I would appreciate your consideration for my comments and the comments of other local people. Thank you.</p>												
140	Dan	Plain	PO Box 216		Georgetown	IN	47122	0		danplain@sysmatrx.net		2013-07-26 06:34:31
<p>I am a little concerned that Low-Income "and Minority" defines the groups for whom you are seeking to mitigate toll cost. Minority is not synonymous with low income. As long as there is something to be gained by ethnicity there will never be equality. The idea of providing free transponders has a flaw in that they can easily be sold. If instead you issued a credit to the registered user of the transponder for the numbers of tolls recorded either as a tax credit or periodic refund the transponder would have no value to anyone but the register user.</p>												
141	Linzie	Craig	1547 Old 7 Mile Pike		Shelbyville	KY	40065	40065	5	linzie_cparrothead@yahoo.com	5026312934	2013-07-26 09:29:06
<p>As just an "ordinary joe" who ventures back & forth the river for different events & to help 2 southern Indiana bands, I think the tolls are just another bureaucratic way of sucking the ability to live out of the common man! We can find ways to fund every other thing under the sun & pay those "beloved" college coaches a small fortune, but then you bleed the person who tries to make ends meet. I do not know the answer, but I am sure there is one out there. Please try to find it so that people like me can continue to enjoy the trips back & forth.</p>												
142	Mark	Cain	5811 Spring Meadows Dr		Georgetown	IN	47122	0		mcain13@aol.com		2013-07-26 09:25:12
<p>It takes over 30 years to build a bridge and now you are going to put a toll on it, so fewer people will use it! If you cross it twice a day it will cost \$10 per week and \$520 per year. This shouldn't be just about "how are low income people going to be affected". It should be about how everyone who wants to use the bridge will be affected. Why don't you try to be more creative and come up with a better way to finance. While I am at it, don't you think it would have made sense to separate the projects, and complete the East End bridge before starting the downtown bridge? That way drivers would have had an alternative to get around the traffic that will occur. Oh wait, how could you think of something like that, when it took you 30 years just to get started. And politicians wonder why we all think you are a bunch of overpaid underperforming people who can't survive in the real world.</p>												
143	Joe	Woosley	1838 Boone Trail		Louisville	Ky	40245	0		WOOMYSTER595@Yahoo.com	5023875522	2013-07-26 18:00:07
<p>Does being a minority make you poor or does a black Judge, Attorney, Politician, etc. give them the right for a break. Same apply to Women & Hispanics.</p>												
144	Emily	Sibley	3803 carriage pt dr		louisville	ky	40014	0	low metro occupational taxpayer	mssibley@iglou.com		2013-07-26 13:09:50

I do NOT support any toll mitigation measure/ subsidy/ credit program for low income residents/ consumers OR minority consumers. Also, I see no correlation between toll expense mitigation and MINORITY status. What does MINORITY status have to do with the ability to afford a toll??? That is an insult to minority consumers that can AFFORD a toll. It is ridiculous that a government entity (Bridges Authority) would consider MINORITY status in this "economic justice equation." Low income residents are eligible for MANY economic 'waivers' (benefits) from our government and private agencies: e.g. food, housing, childcare, tax credits, utility and healthcare assistance. Transportation expenses are a personal responsibility for all 'classes' of consumers. If consumers want to access the bridges, each consumer should pay the assigned fee. The Bridges Authority should NOT offer any toll mitigation program to low income/ minority consumers.

145	Tim	Gahan	1121 Eastridge Drive		New Albany	IN	47150	0		jtimothygahan@gmail.com	8129440613	2018-07-26 10:29:40
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As a resident of New Albany, IN that lives near enough to I-265 (Lee Hamilton), it strikes me as incredible to think that a "state-of-the-art" traffic model takes into account someone that has no money in their pocket and wants to travel from IN to KY or visa versa. I have already noticed the increase noise level on my bedroom window at night. I know how far I will go to save a few pennies at the gas pump, so I know if I can save a dollar by going across a non-toll bridge, I'm taking that exit ramp. It is not wise to create a model that predicts how people will want to spend their money because given a choice, I would not want to spend it on driving. The model should look at what \$1.00 dollar does to the average cost per gallon of gas on a commuter. It takes approximately a gallon of gas to commute so now you have just raised gas prices by \$1.00. With such a high concentration of concern on the new arteries, I believe the Sherman Minton will get the brunt of the collateral damage of commuters and my bedroom window will be better off bricked in.

146	Emily	Boone	102 Pope Street		Louisville	KY	40206	40206	Emily Boone, M.S.W., LCSW	emilyboone@aol.com	5024853430	2018-07-26 11:17:30
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I suggest we double public mass transit and become LESS car centric as many larger cities such as New York and the cities in Europe. I suggest that persons from zip codes documented to be within 200% of the Federal Poverty Guidelines be exempted from the tolls. I suggest also that anyone making minimum wage be exempted from the tolls.

147	timothy	burns	5469 fertig creek rd	po box 634	floyds knobs	in	47119	0		timothyburns97@yahoo.com	5024151898	2018-07-26 11:47:34
-----	---------	-------	----------------------	------------	--------------	----	-------	---	--	--------------------------	------------	---------------------

I believe that unless we find a better way to fund this project then the poor in this area will suffer. Why don't we do fund raising drives and ask people to donate and even get companies located here to chip in. Otherwise the poor will suffer and people will use the Sherman Minton and Clark memorial bridges to get to louisville. This will cause the amount of money collected to be less than projected. I know for a fact that I would rather use the two bridges that will not be tolled instead of the three that will be. We should have built these bridges 20 years ago.

148	Debbie	Woolsey	1408 Ridgeway Drive		Jeffersonville	IN	47130	0		debkwoolsey@gmail.com	8122188911	2018-07-26 17:04:53
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My husband works in Louisville. Not only do we pay a lot more in taxes for that, privilege, but now we also have to pay a toll? We can't afford that. This is so unfair to Indiana. More Indiana residents work in Kentucky than Kentucky residents work in Indiana. One dollar per trip means more than \$40 PER MONTH in additional expenses!

149	david	smith	100 w main		louisville	ky	40202	0		dsmith@mailinator.com		2018-07-27 10:18:53
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we pay tremendous amounts of gasoline taxes, why in the world are we going to have to pay tolls!!! RIDICULOUS!

The following pages (25-49) contain written comments from the July 22 public meeting/open house at the Clarksville Holiday Inn in Southern Indiana.



COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Philip Hendershot	2203 St Andrews Rd Jeffersonville, IN
Phone	Email
812-283-5949	hendershotpt@cdmsmith.com
Comments	

• #1 per crossing is fair for the frequent ~~passengers~~ commuters, but it should be capped at #2 per day. Otherwise, you are providing a strong disincentive to socialize/dine across the river after work.

• I am concerned the loss for unsuccessful collection of out-of-state user tolls will be staggering. Therefore, it will be IN to KY commuters who disproportionately absorb the project costs.

• IN residents will be more inclined to stay home for working (and gladly filing for

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Louisville Metro occupational tax refunds)



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Name	Address
Cindy Huntington	3705 W St. Rd. 256
Phone	Email
812-292 0830	
Comments	
<p>I <u>WORK</u> in Louisville, <u>live</u> in Madison, TN I commute to work - have been for 15 years I don't work <u>5</u> days a week, only if I am a full time employee. They will not pay these tolls. I don't make over 30,000 a year. This is a big expense for me. If its \$2 a trip or \$4 a day $4 \times 4 = 16$ a week.</p> <p>Not everyone works 5 days a week who crosses the bridges.</p> <p>So frequent commuter is not 40 trips a month for some - PLEASE consider this - thank you. Cindy H.</p>	

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Name	Address
DEBRA BLANTON	3082 WOODED WAY
Phone	Email
812-725-0194	
Comments	

I DON'T UNDERSTAND WHY WE WILL BE PENALLIZED FOR NOT USING THE BRIDGE REGULARLY. I BARELY PUT GAS IN MY CAR NOW, AND MANAGE TO EAT AND PAY THE BILLS. IF I'M CHARGED \$2.00 EACH WAY IT WILL FORCE ME TO HAVE TO THINK ABOUT WHETHER OR NOT I CAN AFFORD TO GO TO LOU. TO SEE MY FAMILY + FRIENDS. I GO BACK AND FORTH TO ALOT OF THE FREE EVENTS THAT LOU. HAS. FOR INSTANCE ALL THE DERBY EVENTS. THINGS AT WATER FRONT PARK. IF THEY GOING TO CHARGE ME \$2 OR MORE EA. WAY EVERY TIME I DECIDE TO GO IT MEANS I'LL BE FORCED TO STAY

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Have a graduated ^(reduced) usage rate for frequent / heavy users that could be on a scale when calculated. ^{the cost of the account, such as 50¢/mo is \$50¢/mo.}

Name	Address
Pam Krause	201 E Market St Suite Jeff. In 47130
Phone	Email
812-2821	pamkrause@att.net
Comments	

d) any Clark students road in all kinds of ways
 > Key because it's for personal use or not
 > or when it's used for business

① Resident Clark County (Possibly Floyd) TN should be discouraged even more than regular toll fees
 any are computers, regularly, for healthcare or entertainment downtown, 20¢/mo is "lifeline".
 could be regulated by their driver's license address or property tax.
 infrastructure is benefiting KY side - it is not a benefit.

EO/SD
 KY/TN

② As an employer, the effects resulting across states, it's know an added expense, it would be a little better if we are TN Corp doing business lower than \$1 per crossing
 in KY to have ourselves multiple trips (much more than 20/mo/TA)

③ Businesses should be given a break, especially if can verify dual state involvement, take returns can be used.
 we have minorities / low income employers and as long as there is bus ~~stations~~ ^{stations} there should be all that is needed to give them a break ~~that~~ they should not be future faces anymore than anyone riding a bus. You can not ~~charge~~ ^{charge} more or the ~~is~~ ^{is} already paying will have to pay ~~less~~ ^{less} than, unneeded times unfairly.

④ should be a separate fee for Business and not per employer - we are a family bus w/ to family members as others/operating on KY TN

③ Sure, ~~trans~~ ^{trans}porters will work for all 3 Toll Bridges.
 ④ ~~trans~~ ^{trans} it should not make a difference if a person is a minority ~~or~~ ^{or} all people have some common hardships - that is life of discrimination - all bus users should be treated

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Name	Jasmine Walston	Address	501 Spicewood Dr Clarks ville IN 47129
Phone	967-944-7516	Email	Jasmine.g.lal@aol.com
Comments	Continued from 2 other sheets (6) Make it possible to put multiple cars in same family on one account for "frequent commuter" determination. Spouse drives to work crosses bridge to work; we both cross bridge to church regularly. We might switch cars back and forth. Or one car might need service (7) Keep workers with 3.000 shifts in mind for "frequent" determination - nurses, UPS, etc.		

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Name	Address
RODNEY WALSTON	501 SPICELWOODS DR CLAYTONVILLE IN 47129-1237
Phone	Email
812 944-7517	FLYR0D52@AOL.COM
Comments	
INTEROPERABILITY - MAKE IT WHERE I CAN USE E-Z-PASS WHEN TRAVELING THROUGH AREAS THAT ALSO USE IT, IT WOULD MAKE THE SYSTEM MORE OF A CONVENIENCE THAN A BURDEN. MAKE THE TOLLING SYSTEM WHERE THE FEES UNUSED FEES ROLL OVER TO THE FOLLOWING PERIOD. INSTEAD OF GOING AWAY LIKE UNUSED CELL PHONE MINUTES.	

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Name	Address
Beka Childersen	405 MEIGS AVE
Phone	Email
502-244-9805	DKA604@f.h.n.com
Comments	

AS A small business owner I have great concerns for tolling downtown bridges. I have little trouble understanding the savings on the erlend crossing. As a florist delivering to downtown Metro Louisville, the great I can save gas mileage crossing at Union

Paying to cross 2 or 3 times a day for local delivering in the downtown area (where many hospitals & funeral homes exist) will hurt my ability to compete with the Louisville shops selling same places at a lower price because I will need to tack additional fees on my deliveries. It will encourage shoppers on a budget who shop closer to the delivery location instead of trying my florist. I secure this toll will

Hurt the INDIANA BUSINESS needing the huge Louisville population that times INDIANA Vendors.

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Name	Address
Linda Breeden	1120 Creek View Cir New Albany, IN 47150
Phone	Email
312-949-4321	
Comments	
<p>As a retiree on a fixed income I feel \$2.00 per Trip is excessive for those of us with Doctors in downtown or ^{the} east end that we must see on a regular basis.</p> <p>I feel some consideration should be given for Senior's over 65 yr for such trips or in general.</p> <p>Yes, I could use the Skermed Minton or Clark but these are either much further from the east end or not as close to Jewish/Norton medical facilities. The Skermed Minton is much further for me to drive and use expensive gas for my Doctors reg. in the east end.</p> <p style="text-align: right;"><i>Linda Breeden</i></p>	

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Name	Address
DAN CHRISTENSEN	405 MEIGS AV
Phone	Email
502 5487836	DAN 689 AT Yahoo.com
Comments	
<p>WE OWN A SMALL FLOREST IN DOWNTOWN JEFFERSONVILLE AND PRIDE OURSELVES ON THE FRESHEST FLOWERS POSSIBLE. WE HAVE 3 WHOLESALERS IN DOWNTOWN LOUISVILLE, AS A SMALL BUSINESS WE CAN'T STOCK EVERYTHING OUR CUSTOMERS WANT ALL THE TIME, BUT WE CAN GET MOST ANYTHING WITHIN 20 MINUTES BY COMING TO DOWNTOWN.</p> <p>WE ARE GOING TO START HAVING TO STOCK MORE OR LOOSE THE CUSTOMER BASE WE HAVE BECAUSE BETWEEN SOME DAYS 3 OR 4 TIMES TO THE WHOLESALER THEN THE DELIVERIES TO THE LOUISVILLE HOSPITALS + OFFICES THE PRICE AT 6 TO 7 TIMES A DAY IS GOING TO EFFECT THE BOTTOM LINE.</p> <p>I KNOW PEOPLE ARE TALKING ABOUT THE EFFECT ON MINORITIES AND I AGREE OFFICIALS NEED TO WORRY ABOUT SMALL BUSINESSES WE SEE THE BACKBONE OF THE ECONOMY. WE NEED HELP TO</p>	

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Name	Address
Rob WAIZ	500 Quartermaster Ct. Jeffersonville, IN
Phone	Email
812-285-6400	RWAIZ@CityofJeff.in
Comments	
would prefer that the toll gantry is placed outside the Jeffersonville Historic District Concerned about the aesthetics + lighting.	

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Name	Address
Lois Jansing	3607 Munk Rd. Henryville, In. 47626
Phone	Email
812-294-1654	
Comments	
The People's Bridges 1. "No tolls at all" 2. Donations from <u>all</u> 3. Fed. + States to help fund - 4. This project will be called and named " <u>The People's Bridges</u> "	

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Name	Address
DEB BULLITT	305 PRAD SW W/1
Phone	Email
502-544-9006	dbulleit@ius.edu
Comments	
<p>Wants to go through Chicago, I think much more - the tolls - part of the toll/mileage. Truck drivers (etc. ones who actually know their mileage) expect these expenses. However, this is a good investment for local business, & especially Jeffersonville small businesses - just when localities were beginning to frequent this side. Best practice would be to expand beyond from local concerns, if the expense on business travelers & businesses for an of kind, with some miles. If not possible, at least devise a way for payment of local business to get some kind of</p>	

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Voucher to not be changed for this time - via a pricing pass.
 (To many businesses decreasing, why would it cost less
 to get what a hour or by 5:00 a.m.?)



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Name	Address
Betty Cantrell	1 Riverpointe Plz #712 JEFF, IN 47130
Phone	Email
502-276-4344	bettycan@twc.com
Comments	
<p>I would like to see the noise abatement study done for the condo building "The Harbour" at 1 Riverpointe Plaza, Jeff, IN.</p> <p>This apartment residential Bldg. is close to the "bridges" and highly impacted by noise.</p>	

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COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Joe Rafferty	115 Clark St. Jeff IN. 47120
Phone	Email
814 283-9368	j.Rafferty01@insightbb.com
Comments	
<p>Prefer that the Toll system with lights structures ect. be placed outside the Jeffersonville Historic area and its residents</p>	

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Name	Address
Rob WAIZ	500 QUARTER MASTER CT. JEFFERSONVILLE, IN 47130
Phone	Email
502-592-2822	
Comments	
No Mono tube gantry toll	

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Name	Address
ROBERT E LEE	2315 TURNBERRY DR JEFF IN 47130
Phone	Email
(812) 950-2828	—
Comments	
EVERYBODY PAY SAME TOLL. (NO MINORITY) (NO MINORITY) TRUCK DRIVERS' ^{\$} 10 ⁰⁰ (TO HIGH) ← ← HOW ABOUT COLLEGO STUDENTS I.V.S. - U.O.F.L.	

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Name	Address
Kevin Hornung	511 Hollarly Dr; N.A.
Phone	Email
812-786-7734	Lkhornung@yahoo.com
Comments	
<p>Because of the inequalities that tolls impose on low income families and the "larger percent" of their income that is taken up from the cost of tolls, there should be some form of tax credit or rebate that reimburses them for their loss.</p> <p>We understand that administrators challenged, do exist, but we feel it should not stand in the way as poor need this financial relief... especially</p> <p>THE WORKING POOR...</p>	

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Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
TIM TILTON	264 Ridgeview Blvd. CLARKSVILLE TN. 37029
Phone	Email
612-537-0193	
Comments	
WHAT IS A PERSON TO DO, TO PAY THAT ONLY MAKES \$7.10 AMO THAT MAKE ALOTS OF TRIPS TO L.O.U. TO GO TO DR. APPTS.	

CONTINUE ON BACK OR ADDITIONAL PAPER IF NECESSARY



FORMULARIO PARA HACER COMENTARIOS
Sesión pública sobre como aliviar el impacto de los peajes
Julio 22 & 23, 2013, 4:00-7:00 p.m.

Por favor escriba sus comentarios. Entregue este formulario al salir o envíemelo por correo a mas tardar el 26 de Julio, 2013 a la siguiente dirección:

Bridges Project Research - 620 W Main St , 4th Floor - Louisville, KY 40202

Nombre	Dirección
Lisa Scott	1237 Harmony Ln # 61 JEFF, IN 47130
Teléfono	Email
(812) 218-1557	lscott4@chickane.com
Comentarios	
<p>My Thought: Existing Bridges Should not be tolled Toll New Bridges</p> <p>To charge people to cross over the Ohio River is unjust. Live in JEFF work and go to school in Louisville.</p> <p>Because there is no tax on the current Bridges has made life some what easier. I can chose on either side of the River venues to spend my money</p> <p>Please fully consider what this means and how this will affect the public at large.</p> <ul style="list-style-type: none">* Added cost to travel* life situation which leaves some the ability to pay fare to go to work, hospital and then what	

CONTINUE EN LA PARTE DE ATRAS DEL FORMULARIO SI NECESITA



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Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Jasmine Walton	501 Spicewood Dr Clarks ville IN 47129
Phone	Email
812-944-7517	jasmineglad@aol.com
Comments	
<p>① Interoperability of EZ Pass is <u>essential</u>. I hate having to pay tolls. If it HAS to happen, at least make it easy for my out-of-town children when they come home to visit to use their own EZ Pass AND for me to use mine when I go visit them on the East Coast. Interstate Hwys need to be TRULY Interstate, including toll passes across the entire country.</p> <p>② How frequent is "frequent"? Is a 4-day shift a "frequent" commuter? How many "misses" (illness, vacation, etc) bump a person out of "frequent" category?</p> <p>③ Can we move EZ Pass from one car to another - esp. if using a rental while car is in the shop?</p> <p>④ Please establish reduced rates for "frequent off peak." My spouse commutes at 10 p.m. to 3rd shift - very little traffic.</p>	

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 Bridges Project Research - 820 W. Main St., 4th Floor - Louisville, KY 40202
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Name	Address
Jasmine Walston	501 Spice wood Dr Clarksville
Phone	Email
812-944-7517	jasmineglad@aol.com
Comments	
<p>(continued from another sheet)</p> <p>⑤ Address privacy concerns, with E & Pass records my trips across the bridges</p> <ul style="list-style-type: none"> ✗ Who has access to this information? ✗ How long is it stored? ✗ How secure is the data? <p>I don't want anyone ^{using E & Pass to} learn my patterns of when my home is vacant or when I am home alone without my spouse at night (he works 3rd shift) because they had access to E & Pass data</p> <p>I don't want anyone using E & Pass to learn that we are out of town and our home is vulnerable</p>	

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 Bridges Project Research - 820 W. Main St., 4th Floor - Louisville, KY 40202
 Comments can also be submitted online by visiting kyinbridges.com.

Name	Address
Karen Bassett	
Phone	Email
	kbassett@mudx.net
Comments	
<p>I do not see enough done to mitigate tolls on anyone, much less low income residents. If toll collection is below expectations, local residents will see tolls and rise. This becomes a tax & a burden to people, largely workers crossing to go to work. Every dollar taken from them through tolls is a dollar less that is spent in the local economy. Hoosiers working in Louisville already pay a tax to work there - a tax specifically to pay for Jefferson Co. infrastructure. We have already paid our part! Increased buses will only go so far without continued operation funding. Thought needs to be given to how transponders are used in a family - a "frequent" user should cover all transponders in a family, not just 1. Cars break down or someone may need to use a different vehicle one day. Consideration should be given perhaps to extending a local rate discount to locals from several counties, not just frequent commuters, particularly with the potential issues of sharing cars / multiple cars in a family.</p>	

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 Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
 Comments can also be submitted online by visiting kyinbridges.com.

Name	Address
SCOTT WESTT	5521 SKY LAKE RD. 47111
Phone	Email
812-781-8128	scott_westt@hotmail.com
Comments	
<p>DRAFT REPORT:</p> <ul style="list-style-type: none"> • IT SHOULD BE THE BURDEN OF THE INDIVIDUAL TO PROVE THEY ARE "ES" AND NOT BE ASSUMED BASED ON AREA. • "ES" QUALIFICATIONS SHOULD NOT INCLUDE TIME ON UNEMPLOYMENT. • IT APPEARS THAT A MAJORITY OF "ES" COMMUNITIES ARE IN THE WEST AND SOUTH ENDS OF LOUISVILLE - PARTICULARLY WEST. THESE COMMUNITIES ARE CLOSEST TO THE SHERMAN HUNTER BRIDGE - WHICH IS NOT TOLLED. • NO PROVISIONS HAVE BEEN MADE FOR ANY OTHER MASS PUBLIC TRANSPORTATION OTHER THAN TARC. MOST LOW INCOME ARE "ES" QUALIFIERS, COULD USE MASS PUBLIC TRANSIT AT A REDUCED OR MODIFIED RATE. 	

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Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kyinbridges.com.

Name	Address
A.K. Bright	P.O. Box 136 Harrods Creek, KY 40027
Phone	Email
(502) 429-3678	ksbright@bellsouth.net
Comments	
<p>A <u>verbal</u> presentation is much <u>needed</u>!!</p> <p>There should be an opportunity for questions to be asked and addressed and have comments made to officials.</p>	

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Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kylnbridges.com.

Name	Address
MARCELINA MAW	301 west maple Jeffersonville, Indiana 47130
Phone	Email
502 675-7521	
Comments	
Can income tax from physicians and I have a year this time be used to fund bridge program for the tolls	

CONTINUE ON BACK OR ADDITIONAL PAPER IF NECESSARY

The following pages (51-139) contain comments spoken to court reporters at the July 22 public meeting/open house at the Clarksville Holiday Inn in Southern Indiana

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LOUISVILLE-SOUTHERN INDIANA

OHIO RIVER BRIDGES

PUBLIC COMMENT

HOLIDAY INN LAKEVIEW

505 MARRIOTT DRIVE

CLARKSVILLE, INDIANA

JULY 22, 2013

1 LOUISVILLE-SOUTHERN INDIANA OHIO RIVER
2 BRIDGES
3 PUBLIC COMMENT
4 HOLIDAY INN LAKEVIEW
5 505 MARRIOTT DRIVE
6 CLARKSVILLE, INDIANA
7 JULY 22, 2013

8 MR. LEE: Well, what I'm here for is to
9 help people out. I mean, the old bridges shouldn't
10 be tolled at all, because they're paid for. That's
11 my own -- don't get me wrong on that.

12 And truck drivers, they would charge \$10?
13 No, it's too much. They've got to make a living.
14 They want them things to go back and forth
15 through state to state.

16 And minorities, huh-uh, I'm tired of giving
17 people the breaks. How are they going to know if
18 you're a minority or not, because they've got a
19 card, they'll pass that card around. You know
20 that. Isn't that right?

21 That's how I feel about it. It's like food
22 stamps. They get a card and they -- forget it.
23 Everybody's the same. That's how I feel. 50
24 cents, \$1, that's good. Everybody be happy. The
25 old bridge is paid for, so . . . That's it. That's

1 what I'm here for.

2 I hate to be griping. I don't think I'm griping
3 too much. Just about right. Everybody's saying
4 about the same thing; aren't they? So they're
5 saying that minority.

6 THE REPORTER: Okay. You're --

7 MR. LEE: I'm off the record? Okay.

8 THE REPORTER: Whenever you -- you're
9 finished.

10 MR. LEE: Well --

11 THE REPORTER: You're finished?

12 MR. LEE: I can't talk about the Sherman
13 Minton, so --

14 THE REPORTER: No, no.

15 MR. LEE: That's what I'm here for.
16 Everybody ought to --

17 THE REPORTER: Right.

18 MR. LEE: The old bridges shouldn't be
19 charged, but -- I mean, they're paid for, but that's
20 what I'm saying right here. Fees. I gotcha.
21 Everybody's the same.

22 .

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1 THE REPORTER: Give me your name
2 again, and we'll -- you just tell me what -- how --
3 your feelings on the toll, and. . .

4 MR. GONDER: Well, that's -- I do have a
5 question on that. Can I talk about something
6 that's somewhat related to the toll?

7 THE REPORTER: Oh, sure.

8 MR. GONDER: Okay.

9 THE REPORTER: You -- you tell me
10 whatever.

11 MR. GONDER: Okay.

12 THE REPORTER: Give me your name
13 now.

14 MR. GONDER: It's John Gonder,
15 G-o-n-d-e-r. And one of the issues that I was
16 concerned about as far as it relates to New Albany
17 is the fact that, you know, the toll itself, I know
18 the attempt here and one of the main points of
19 discussion is to bring down the toll so that it's not
20 a burden on lower-income people, but the very
21 same thing, I think, applies not necessarily on a
22 tolling basis, but it applies to New Albany in the
23 sense that all of this traffic is going to be
24 funneled through New Albany, and it's going to
25 cause horrible noise pollution for the people that

1 live adjacent to the road, and that that was never
2 thought out in the -- in the planning process of
3 this.

4 So, while I'm in favor of doing whatever's
5 possible to mitigate the effect on people who
6 have -- you know, low-income people who are --
7 who need to have a -- a reduced toll or whatever
8 you want to call it that there are other people here
9 going to suffer from this, and it's going to be
10 diminishing of the value of their homes, the quality
11 of life just living in the -- surrounded by noise,
12 extra noise from the -- from the traffic being
13 funneled through the one bridge that's not tolled.

14 I would actually favor the Sherman Minton be
15 tolled to -- to even out the process. If we're going
16 to have tolls at all, I would prefer that they be
17 applied equally among all the bridges so that
18 the -- one place is not unfairly burdened by the
19 people seeking a -- you know, a good deal on
20 traffic.

21 One other thing is I had questioned
22 throughout this whole process is the reliance on
23 these transponders as a method of collecting the
24 toll, and in a situation we have today where people
25 are often unemployed, it seems silly to me that we

1 don't just build a tollbooth and put people in there
2 to actually collect the tolls.

3 It would be -- it would provide good jobs for
4 those people, it would accomplish the same
5 purpose of collecting the tolls, they could answer
6 questions for people as they -- I know they don't
7 do that very much. I've been on the New Jersey
8 Turnpike.

9 But I mean, you -- you do -- you can at least
10 say, "Am I going the right way," or, "Is this, you
11 know, going to the right city," or whatever. But --
12 but the main point would be that we're relying on
13 the technology of these transponders when, in
14 reality, many, many people still need jobs.

15 That's a good -- that would be a good job for
16 veterans, the people who have been displaced by
17 factory closings, handicapped people could work in
18 a tollbooth very easily, and I think that it's -- it's
19 short-sided on the part of the state, the tolling
20 authority, or whoever makes that final decision to
21 rely on the technology when we have plenty of
22 people who would benefit from that work and
23 accomplish the same purpose.

24 THE REPORTER: Very good.

25

1 MR. KHURI: My comment is the
2 downtown bridge is a waste of money, because
3 they've already got two bridges down there. How
4 many bridges do they need?

5 When the east end bridge is complete, it will
6 alleviate the traffic downtown. That two bridges
7 will certainly accommodate the traffic that's going
8 to be left after the east end takes what's going
9 through there [phonetic]. So it's a waste of
10 money, it's a complete waste of money doing the
11 downtown. That whole fiasco they're doing
12 downtown is not needed.

13 Now, they do need the east end bridge 100%
14 and have for a long time, but of course, they've
15 been fighting people over there, and the historic
16 site -- spot and all that. No, that's malarkey
17 that's not even true. Half the areas that they
18 claim are historic spots aren't, but anyway, it's a
19 waste of money. Just needs to be one bridge built
20 on the east end.

21 THE REPORTER: All right. What's your
22 comment about the tolls? You got any?

23 MR. KHURI: The tolls --

24 THE REPORTER: Yeah.

25 MR. KHURI: -- is, if you're going to build

1 a bridge, you're going to have to do some way to
2 p -- find some way to pay for it, the tolling, but
3 that's when I say it would, at least, cut it in half,
4 only build one of the bridges. The tolls wouldn't
5 be as bad if you cut the cost in half.

6 THE REPORTER: Okay.

7 MR. KHURI: That's about it.

8 THE REPORTER: Okay. Thank you.

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1 THE REPORTER: I'm Joe. And your first
2 name?

3 MS. RICCI: Karen.

4 THE REPORTER: Karen, now give me
5 your comment, please.

6 MS. RICCI: Okay. Well, my -- my
7 concern is people who are -- I -- I work for a
8 nonprofit organization, I volunteer, and the -- the
9 organization I work for is in Louisville. I live here
10 in Jeffersonville.

11 And I am concerned that organizations such
12 as the Metro United Way and other non-profit
13 organizations, even our hospitals who use
14 volunteers, and different organizations that use
15 volunteers on a daily basis and rely heavily on
16 them are going to be hurt in the long run from this,
17 because a lot of people who retire are either on
18 disability or they're retired or they don't -- or they
19 don't work, or, you know. . .

20 If -- if you're in any of those situations, then
21 \$60 a month to cross the bridge to go and -- and
22 volunteer and do a good deed for an organization
23 that much needs it is -- is going to be a real
24 hardship. That's not counting the gas that it costs
25 you or the -- or the insurance on your car that you

1 already have to pay.

2 Another group of people that I'm -- I'm very
3 concerned about are parents of kids who have
4 children with disabilities who are in the hospital
5 who have to frequently go back and forth between
6 Kosair and -- and home.

7 I mean, if you have a child in the hospital and
8 you have a spouse that works, and -- and say you
9 don't work and your spouse works, so your spouse
10 is -- and you -- your spouse works in Louisville,
11 and you live in Indiana; okay?

12 You have that -- that person's going back and
13 forth at least twice a day, and then you have your
14 child in the hospital, so that person comes over
15 and is at the hospital, also, and then you have to
16 send them home to either check on your other
17 children who are at home, or you have -- or you
18 have to go home and get something that you need
19 because your child's in the hospital for an
20 extended stay.

21 Then you also have people who have children
22 with disabilities who go to Louisville for different
23 kinds of therapies. You have speech therapy,
24 occupational therapy, developmental therapies, all
25 different kinds of therapies that these kids need to

1 have that -- and doctors, a lot of these kids who
2 have a lot of these medical issues have multiple
3 doctors, and most of them have, at least, one or
4 more doctors in Louisville.

5 When my daughter was alive, she had epilepsy
6 and autism, and she had, like, four doctors and --
7 three or four doctors, and almost every single one
8 of them was in Louisville.

9 For the first 6 months that she had epilepsy --
10 for the first year that she had epilepsy, we had 21
11 separate stays in the hospital that year. So, if
12 you average that out, it averages to be about 6
13 months out of her -- the first year that she had
14 epilepsy that we were in -- in and out of the
15 hospital.

16 So, needless to say, we -- and my parents, as
17 well, who came to help me with her were back and
18 forth a lot, because we all lived in Indiana. So
19 that's another concern that I have.

20 Then you have your unemployed people who
21 are trying to look for jobs. So, you know, you're
22 not generally just going to look on your side of the
23 river for a job, because you don't want to limit
24 yourself, because the job market is so scarce right
25 now. So you're going to go and you're going to --

1 you might have multiple interviews on a given day,
2 which means you might have to cross the bridge
3 more than once each way to do these interviews,
4 and so you're paying for your gas, your insurance,
5 and then you've got to pay for these tolls, and you
6 don't even have a job.

7 I mean, th -- this has not been well thought
8 out. I -- I believe that what they should have done
9 and what they should do is that they should have
10 just built the east end bridge for now and let that
11 get up and going, get that paid for, to some
12 degree, before they started this other bridge.

13 I'm not even totally convinced that another
14 bridge downtown is going to really help matters,
15 because you already have two bridges downtown,
16 and it's still nothing but a mess, you know.

17 I think if you got the east end bridge going, it
18 would eliminate a whole lot of your east end traffic
19 that -- that is on the other two bridges downtown.
20 I think that it would help matters considerably, and
21 I think that you would find that the -- the traffic
22 problems that we now have on the Kennedy bridge
23 and on the -- and on the Second Street bridge
24 would be much more lessened by an east end
25 bridge than they would another bridge downtown,

1 because I'm not even sure exactly how they're
2 going to route all the extra traffic from another
3 bridge into the roads that we already have. I
4 mean, you're going to have such a bottleneck on
5 the other side of the bridge, it's going to be crazy.

6 And, you know, so I'm -- I'm just really
7 concerned about that, but I'm -- I'm really
8 concerned about, you know -- and then -- I talked
9 to someone earlier, and they were talking about
10 they have kids in college who go back and forth
11 from -- from U of L and they live in southern
12 Indiana. I have nieces that just finished college
13 at -- and she went to Bellarmine, and she lived in
14 Indiana, you know.

15 So there's a lot of people who don't make a
16 lot of money that need to be considered here, and
17 \$1, even though it doesn't sound like a lot of
18 money, is still significant when you figure two
19 trips a day every -- every day of the month.

20 So that's basically what I have to say, and,
21 you know, I'm -- I'm just really concerned about --
22 especially -- I mean, a lot of people, but
23 especially the disabilities community is going to
24 be sharply affected by this.

25 THE REPORTER: Tolls?

1 MS. RICCI: Yes, by these tolls.
2 THE REPORTER: Okay.
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1 MR. MARTIN: Well, we're concerned
2 about the toll going on the bridge and what
3 frequently -- "frequent" means, how many times
4 you go across the bridge or whatever, and the
5 price of what it's going to cost to go across there.

6 I'm a -- retired, disabled, and on a fixed
7 income, and when it comes time, by gosh, to pay
8 that, that's an extra cost to me that I've got that I
9 don't have, and then how long it's going to take for
10 this toll to run out on this bridge that you're --
11 we're paying for, It's -- how long it's going to take
12 to go -- to --

13 THE REPORTER: Sure.

14 MR. MARTIN: -- to pay for it, because I
15 know they -- they overrun quite a few things
16 sometimes when they get that free money coming
17 in to them like that, that -- and also, I want to
18 know about the HazMat. If -- if we're going to
19 have this east bridge, we're going to use it for a
20 bypass for all our trucking, is the HazMat going to
21 be able to go through that br -- that tunnel.

22 I mean, we've got them going right down
23 through the middle of -- of Jeffersonville and
24 Louisville right now, by gosh, with everything, and
25 if they've got that over there to go through, that

1 would be great, but I haven't heard anything about
2 what they was going to do or if it was -- how long
3 the tunnel was going to be that they have to go
4 through.

5 THE REPORTER: Okay. Anything else?

6 MR. MARTIN: They should have started
7 on the bridge over on the east end before they
8 done the thing down here. They're tying up
9 commerce and traffic now, because they're
10 shutting down lanes on the bridge and shutting off
11 the exit/enter ramps on it.

12 I mean, I'm just an old country boy. By gosh,
13 it doesn't make sense to me to close one bridge
14 down to -- to -- to -- so you're making a bridge
15 beside it when you're supposed to be building a
16 bridge over here on the east end.

17 THE REPORTER: Very good.

18 MR. MARTIN: By the time they get this
19 all done, they're going to have to rebuild the
20 Sherman Minton Bridge, because they'll have their
21 ten years up on the -- on the construction they
22 done on it where they added all that steel to it.

23 THE REPORTER: That's it?

24 MR. MARTIN: That's it.

25 THE REPORTER: All right. Thank you,

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1 MS. WALSTON: I'm very interested in
2 interoperability of the E-ZPass system, because I
3 have children who live out of state where they
4 have tolls, and they'll come home to visit me, and
5 I'll go visit them, and I also travel in other places
6 across the country.

7 So it seems to me, if we're going to have an
8 interstate system, it ought to be truly interstate,
9 including the E-ZPass system, and if I'm going
10 to -- I -- I hate the idea of tolls, but if I'm going to
11 have to have them, I might as well be able to use
12 the E-ZPass system everywhere I go across the
13 country and make it eas -- easy for me when I
14 travel elsewhere, and easy for my kids when they
15 come home --

16 THE REPORTER: Sure.

17 MS. WALSTON: -- because they've
18 already got it.

19 THE REPORTER: Sure.

20 MS. WALSTON: I'm also interested in
21 what kind of privacy protections we have, because,
22 as we cross the bridge, it's recording when we
23 travel, and since my husband is working 3rd shift, I
24 would not like anybody to be able to use the
25 E-ZPass data to find out when I'm home alone or

1 when the both of us have gone out of town and our
2 house is vulnerable.

3 So, you know, I'd like to find out, what are the
4 safeguards, how long is the data kept, how
5 safely -- how securely is it stored, who has access
6 to it. They need to make that information public,
7 and I think there needs to be limits on how long
8 that information is stored, and it definitely -- we
9 need to know about that information.

10 I'm very interested in the idea of the multiple
11 cars on one account. We have two cars, and he
12 might drive one car one night, and it might break
13 down, he might drive the other car, and I don't
14 want to lose our frequent commuter designation
15 just because the car broke down.

16 Also, he may go to a 4-day shift, but we go to
17 church, so we may make 12 trips into town in a
18 week, or across the bridge in a week, but it will be
19 in different cars. So we're frequent commuters,
20 but I don't want to lose that designation because
21 we're using two different cars.

22 And along that line, I think there needs to be
23 some way to shift it to a rental car like if -- if we
24 have a major repair and we have to use a rental
25 car. I'd like to be able to -- some way to shift it to

1 a rental car temporarily.

2 Those are my big concerns. Was there
3 another one?

4 MR. WALSTON: I can't think of any

5 MS. WALSTON: Those are my big ones.

6 THE REPORTER: Okay. That's good.

7 Thank you.

8 MS. WALSTON: Thank you.

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1 MR. KEITH: I'm Jim Keith,
2 Jeffersonville, Indiana. My concern with tolls on
3 I-65, principally I-65, is it's a main interstate. It
4 would be the only place where it's tolled between
5 Chicago and Mobile, Alabama.

6 That's enough of a barrier to -- for people
7 traveling the interstate, because I don't believe
8 people are -- are accustomed to paying a toll to
9 travel the interstate, particularly in the midwest.
10 There's -- there are no tolls anyplace.

11 Second, locally putting tolls on I-65 is
12 counterintuitive to regionalism and the work of the
13 communities to try to work together. We're a very
14 mobile society, and people live in Louisville, work
15 in Indiana, people in Indiana work in Louisville.
16 We're very mobile, and people kind of go where
17 the jobs are.

18 Currently, at this hotel, we're -- we're at
19 Holiday Inn Lakeview, there are employees who
20 you would consider low-income employees, the
21 maids, people working the restaurant, the
22 landscapers, the housekeepers, the maintenance
23 crew, some of them live in Louisville. I don't think
24 this hotel pays any greater wage than the hotels in
25 Louisville, but people choose to work here, it's

1 where they found employment. So what you're
2 doing is putting a big wall up and saying, gee, I
3 have to pay an extra tax or toll to work there,
4 which means they'll probably go someplace else to
5 work.

6 On the employer side of the fence, those in
7 southern Indiana, it reduces the pool of applicants
8 from 100% of the Louisville Metropolitan area to,
9 approximately, 20% of the applicants, assuming
10 the 80% in Louisville would just as soon stay in
11 Louisville for the same economic benefit.

12 So, instead of bringing us together in
13 regionalism and saying we're one community, we're
14 putting a big barrier up by a toll on a bridge
15 dividing the community, which will have economic
16 repercussions for all of our lifetimes, including
17 people who probably are born today in -- in our
18 local hospitals, because the tolls would be there --
19 right now, there's -- as I understand it, there is no
20 ending date on the tolls. Kind of a reward for the
21 way that the bridges are financed.

22 THE REPORTER: Very good.

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1 MS. BLANTON: I do not understand why
2 I will be penalized for going less frequent, and
3 being charged \$2 each way instead of \$1 each
4 way. Also, I would think that they would be glad to
5 have less traffic, and to charge everyone an equal
6 amount, maybe \$1 each way.

7 I am of the opinion that we -- I can't think --
8 they would want us to be able to afford to go back
9 and forth, to continue to spend our money on that
10 side of the river. I live in Jeffersonville. I have
11 family over in Louisville. At the moment, I go to
12 church in Louisville. I grew up over there.

13 Ironically, when I moved over here in 1983, I
14 told everyone how much I loved it over here and
15 would not move back over there, but that -- as long
16 as they didn't take the bridge down and keep me
17 from getting back over there. So isn't it crazy?
18 I'm appalled, truthfully, that it's going to cost me
19 more if I go less frequent than it would if I drove
20 back and forth every day.

21 I don't understand having a tracker I put on
22 my car. I do not like that. I -- I don't like the
23 thought that I get a bill in the mail at the end of
24 the month. I would rather be -- if I have to pay it
25 and I'm forced to pay it, I would rather pay it as I

1 go over and back right then and there so that I
2 know that I just paid it, that it's not going to affect
3 me later when I go to get my car registered.

4 I'm -- I'm actually mad as hell about the whole
5 thing. I think it should be, though, one equal fee,
6 a low fee that people can afford if we do have to
7 pay, and it just seems that if they want us to shop
8 in Louisville, to go to the events, the Derby and all
9 that, that they would do something that's easier to
10 afford if we have to pay a fee.

11 I guess that's all I have.

12 THE REPORTER: Very good.

13 MS. BLANTON: Thank you.

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1 THE REPORTER: Okay, sir.

2 MR. FLAGGIT: Well, I think it should be
3 just put on the commercial vehicles and not the
4 residential vehicles. And one reason of that is
5 because according to local and -- zoning laws
6 throughout the United States, the minorities and
7 the poor are denied an equal opportunity in the
8 used car business. And what zoning has done is
9 pass zoning laws so that the minorities can't get
10 into business.

11 And I think in Jeffersonville, in order to have
12 a used car lot, you would have to have 21,000
13 square feet and C-2 property, which puts it out of
14 the hands of the minorities. So what we're paying
15 for as taxpayers, we're paying for roadways and --
16 for a business that we don't have an equal
17 opportunity to get in. Plain and simple.

18 THE REPORTER: Is that all?

19 MR. FLAGGIT: These zoning laws --
20 these zoning laws are what they call
21 "nonconforming uses" throughout the United
22 States.

23 And the research I've done in Ohio and
24 different states, all these zoning laws are just
25 about the same. Okay.

1 THE REPORTER: Okay.
2 MR. FLAGGIT: Thank you.
3 THE REPORTER: Thank you. You have a
4 nice night.

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1 THE REPORTER: One second. Okay.

2 MS. MCCARTHY: Okay. The first
3 thing -- first comment is, I think --

4 THE REPORTER: Oh, wait. I'm sorry.
5 You -- we need to -- can you state your name and
6 address --

7 MS. MCCARTHY: Okay.

8 THE REPORTER: -- on the record, also.

9 MS. MCCARTHY: Maggie McCarthy --

10 THE REPORTER: Thank you.

11 MS. MCCARTHY: -- 2900 Middle Road,
12 Number 1, Jeffersonville, 47130.

13 THE REPORTER: Okay.

14 MS. MCCARTHY: Okay.

15 THE REPORTER: Thank you.

16 MS. MCCARTHY: The first question or
17 comment is about toll -- or about the -- yeah, the
18 tolls. It seems to me that the Sherman Minton
19 Bridge should also have tolls on it.

20 Because we, as taxpayers, paid for that bridge
21 when it first was built. And it does not seem fair
22 to me that the people in Jeffersonville, in
23 Clarksville, on the east side, and coming through
24 the middle, should have to pay more than those
25 people coming from New Albany and from the

1 west.

2 If they had additional toll -- if they had tolls
3 also on the Sherman Minton Bridge, it would
4 reduce the basic cost of going across the other
5 two bridges, because you'd have three bridges
6 being tolled.

7 Now, I do not think that the Clark Memorial
8 should have a toll on it, because when it was first
9 built, it did have a toll, so it does not need to be
10 tolled.

11 But -- but the Sherman Minton Bridge, those
12 people coming across on that bridge should pay as
13 much toll as those of us that are using the
14 Kennedy and the west side -- or that east side
15 bridge out there.

16 Okay. The second comment is on the
17 frequency confu -- frequent commuters going
18 across the bridge. I do not work in Louisville. I'm
19 not working right now. I'm retired a number of
20 years. But I volunteer a lot, and I volunteer a lot
21 in Louisville.

22 So I go across that bridge very, very
23 frequently. And I'm not getting any kind of
24 reimbursement. I mean, I'm not making any money
25 from crossing that bridge because it's -- a lot of it

1 is volunteerism or I'm taking money across the
2 river and giving to the Kentucky Center or theater
3 over there.

4 And so this one man said that it might be 40
5 times a month might be the cut off point. Well, I
6 think that that should be reduced. And I think that
7 volunteers should be included in this low income
8 group because we're not making any benefits from
9 it either.

10 And the other thing is, I think the transponder
11 should be given free to anybody that has to --
12 they -- we shouldn't have to pay for that
13 transponder in order to pay tolls. I mean, that
14 should be given free to everybody, low income,
15 just general people that are going across.

16 Now, I know they can't if they're just coming
17 down from Canada or someplace and going across.
18 But I mean the frequent -- particularly the frequent
19 people should be able to get a free transpond --
20 ponder there.

21 Okay. Now, this is something that I know they
22 cannot do anything about. But I think that these
23 policy makers that we have are very -- don't have
24 much logic in their belief, because they should not
25 be wor -- building two bridges at the same time. If

1 they had built the east side bridge, then the
2 people that are coming on the Kennedy, we
3 wouldn't ha -- we wouldn't be wor -- I mean, we're
4 repairing a bridge right now so people can go
5 across it. And if they had built that east side
6 bridge first, then there would be another way of
7 people getting across.

8 I had a friend that came across the bridge last
9 week and it took her an hour and a half to get
10 across that Kennedy Bridge. She came across
11 from Louisville.

12 And there a lot -- and there's a lot of energy
13 being wasted, gas, money, time, with people
14 sitting on that bridge. And part of that would've
15 been eliminated if they had gone ahead and built
16 the east side bridge so that people could have a --
17 a -- a place to go. They would have an
18 alternative. Now they have no alternative in there.
19 So that -- I think that.

20 There's something else that goes a long with
21 that. I forgot what it was. It won't come to mind.
22 Something else in relationship to that.

23 Oh, I'd like to see these policy makers go
24 across that bridge five or six times a week and
25 know what it's actually like. Because I really

1 believe that they don't have any idea of what goes
2 on in that area in there.

3 And I don't totally understand why, you know,
4 having more buses going across that bridge is
5 going to help too much. Because if you can get
6 across coming either way, you have to have a car
7 once you get there to go anyplace. I mean, a bus
8 may get you across the bridge, but that's not going
9 to help you otherwise.

10 So, I guess I may -- I can't think of anything
11 else. Those are my most important things, but. . .

12 And it seems like we've had an awful lot of
13 meetings that people have not paid any attention
14 to either, so. . .

15 THE REPORTER: Is that all?

16 MS. MCCARTHY: I guess.

17 THE REPORTER: Okay.

18 MS. MCCARTHY: Okay. Basic -- I mean,
19 the -- it's this building two -- two bridges at the
20 same time. We're bringing in workers from out of
21 the state to work. So we're bringing those in, and
22 they're going to be here for three years.

23 Now, if we had done it over six years, for
24 instance, we wouldn't have had to bring in as many
25 people. But also, they would've had a longer time

1 span to work. Because, I mean, you're going to
2 bring in all these people in for three years. And
3 they're filling up all the houses and apartments
4 and what have you. And in three years they're
5 going to disappear and those jobs are no longer
6 going to be there.

7 Whereas if they had kind of scattered it out
8 and spread it out, they would've had -- like I say,
9 maybe they wouldn't have had the hi -- they
10 wouldn't have hired anymore employees, but at
11 least they would be employed for a longer period
12 of time and we wouldn't have the mass invasion of
13 people just for three years.

14 Nobody builds two -- takes -- builds one end
15 of your house and the other end of the house at
16 the same time. I just. . . Anyway, I mean, it
17 just -- I -- I -- it totally frustrates me. I think. . .
18 So. . .

19 THE REPORTER: Okay.

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1 THE REPORTER: State it on the record
2 also so we'll have it. And then --

3 MR. MACDONALD: Okay.

4 THE REPORTER: -- and then you just go
5 ahead with what you would like to say.

6 MR. MACDONALD: Okay. Well, my
7 comment regards tolls.

8 THE REPORTER: Oh, but state your
9 name and address for me.

10 MR. MACDONALD: Okay. My name is
11 Author MacDonald, 1306 Wall Street in
12 Jeffersonville, and my comment regards tolls.

13 The facility I'm living in is a low income. I
14 live on Social Security, and housing is
15 supplemented by HUD. And I have to go back and
16 forth to Louisville every day for the VA Hospital in
17 Louisville on Zorn or the aquatic center therapy
18 pool at the reservoir in Crescent Hill.

19 And that will be quite a burden for me. The
20 cost of gas rising, alone, has been very difficult
21 for me. And with the high price of toll that is are
22 being discussed, that will be an additional burden
23 that I don't know if I'll be able to get to my
24 prescribed therapy and healthcare as needed.

25 And so I would like to suggest that some

1 provisions are made for people who have to go
2 back and forth for health reasons and also are
3 burdened by low income to be able to pay the tolls
4 in addition to the high price of gas.

5 And that's what I wanted to go on the record
6 with.

7 THE REPORTER: Okay.

8 MR. MACDONALD: I thank you very
9 much.

10 THE REPORTER: You are welcome.
11 Have a nice evening.

12 MR. MACDONALD: You too.

13 THE REPORTER: Thanks.

14 MR. MACDONALD: It's nice of you to do
15 this.

16 THE REPORTER: Oh. No problem.

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1 THE REPORTER: Just state your name
2 and stuff on the record, also. That way I have it
3 on the record and then I have the spelling.

4 MR. CORBETT: It's Jeff Corbett, owner
5 of Classic Truss.

6 THE REPORTER: Trucks?

7 MR. CORBETT: Truss --

8 THE REPORTER: Truss.

9 MR. CORBETT: -- T-r-u-s-s.

10 THE REPORTER: Okay. Go ahead.

11 MR. CORBETT: All right. You know, my
12 biggest concern is about the tolls. I know it's --
13 it's a proposed \$10 per trip for semis. And we run
14 semis back and forth across the bridge all day, you
15 know, every day, business-days-wise. And, you
16 know, with roughly calculating, it's somewhere
17 between 100- and \$125,000 a year is what it would
18 cost.

19 And at that point, you know, we would be at
20 very unfair disadvantage from our Louisville
21 competitors. And at the cost of, you know, over
22 \$100,000 a year, it would be in our best interest to
23 move across the bridge to where we didn't have to
24 pay the tolls. Which, obviously, I'm from southern
25 Indiana and don't want to move. But there again,

1 you know, when you start talking them kind of
2 numbers, you have to make a -- you know, a
3 business decision, is what's best for your
4 business, because it would definitely, drastically
5 hurt our business, like I said, based from the
6 competitors from Louisville, that won't have them
7 expenses.

8 That's pretty much it. I mean, I could go on
9 all day, but, you know. . .

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1 THE REPORTER: Okay.

2 MS. KHURI: Ready?

3 THE REPORTER: M-hm.

4 MS. KHURI: Oh, okay. Kelly Khur --
5 darn it. Kelly Khuri, 4819 Salem Noble Road in
6 Jeffersonville, Indiana.

7 I am a cofounder of Clark County Tea Party
8 Patriots and I'm also city councilwom -- or county
9 councilwoman. Sorry. That was a nice --

10 THE REPORTER: Yeah.

11 MS. KHURI: -- nice faux pas. Erase
12 that.

13 But I just wanted to state that this particular
14 bridge tolling will highly affect the economy, the
15 citizens' pocketbooks. The people that are coming
16 from Louisville to our new River Ridge Commerce
17 Center, the employees will have to take into
18 account, if they go and get a job -- they're coming
19 from Louisville, and they go and take a job at the
20 River Ridge Center, they will have to take into
21 consideration the tolling fee before they come.
22 And I just think that's seriously going to hurt our
23 new development in the east end.

24 Plus, I think that it will hurt the development
25 that's already there, the businesses that are

1 already in our community. I think it's going to hurt
2 significantly the citizens that is do go to
3 Louisville, be it for shopping, you know, fun
4 activities, would -- be it for business, be it for
5 care, chi -- child care, hospital, healthcare. You
6 know, I -- schools; University of Louisville is over
7 there. I, myself, have two children that go over
8 there, and, you know, it's going to affect them, at
9 the cost of student loans already.

10 I think it's been a real disservice. The people
11 that were on the Bridges Project from southern
12 Indiana, I think they've done a great disservice by
13 even condoning this other bridge, when we have
14 three bridges that lead into Louisville now from
15 the downtown area. I think they've done a great
16 disservice to the citizens of southern Indiana, and
17 they should be ashamed.

18 I think the east end bridge is needed, has
19 been needed. Anybody with any sense at all would
20 know that the east end bridge is the only bridge we
21 need. We do not need a fourth bridge going to or
22 from downtown Louisville.

23 And that's all have I to say, and I don't
24 appreciate it, so. . .

25 THE REPORTER: Okay.

1 MS. KHURI: So mad. Thank you.
2 Kelly Khuri. When the Clark Memorial Bridge
3 was built, and you can review this in the archives,
4 Courier-Journal, that bridge was built to join our
5 two communities. You know, it joined the citizens
6 of southern Indiana to the Kentuckiana area, to the
7 Louisville. And this bridge -- these bridges, this
8 one in particular, though, the downtown, will do
9 nothing but divide our citizens. And it's a shame.
10 It's a daggone shame.

11 Sorry. Thanks.

12 THE REPORTER: Okay. Thank you.

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1 MR. JONES: I really don't know where to
2 start.

3 THE REPORTER: Well, at first, if you
4 would just state your name --

5 MR. JONES: My name is --

6 THE REPORTER: -- in -- on the record,
7 and then go from there.

8 MR. JONES: -- is J. Christopher Jones.
9 The period -- you know, I -- I go by my middle
10 name.

11 Okay. Where do I start. Okay. My big
12 concern is the -- penalizing tractor-trailers. And
13 basically, I'm going to say: Why penalize trucks?
14 They're the lifeblood of our economy.

15 With UPS, Amazon, and a countless list of
16 other warehouse and distribution centers located
17 in the Kentuckiana area, this unfair burden on the
18 tractor-trailers could easily drive businesses like
19 this away or keep others from moving in.

20 With -- and with the adverse effects on our
21 business, we must seriously consider -- that's my
22 business -- shutting down, moving to Kentucky,
23 freezing wages, reinve -- reinvestment and -- stop
24 reinvestment on new equipment, slowing the
25 growth -- growth of our business that will

1 inevitably cost jobs for us and in -- for our
2 community.

3 Okay. I started my business in 1972, when I
4 was 15 years old, with initial investment of \$50.
5 We currently operate -- tell me whe -- if I'm going
6 too fast.

7 THE REPORTER: Oh, no. You're fine.

8 MR. JONES: Okay. We currently operate
9 three locations; two in New Albany and one in
10 Clarksville. We manufacture and recycle wooden
11 pallets and specialty boxes.

12 I employ 105 full-time and three part-time
13 employees with a total of undred -- 108 people.
14 Our gross payroll in 2012 was \$3,035,000,
15 generating approximately \$780,000 in payroll taxes
16 a year. In -- in Floyd and Cark -- Clark County we
17 pay approximately \$62,000 a year in property
18 taxes.

19 We own seven semi-tractors, and six
20 semi-tractors we operate on a full-time basis. We
21 make approximately three to four crossings a day,
22 which equivalates [sic] to, I'm going to say, three
23 and a ha -- or six -- seven crossings, you know,
24 back and forth on a daily basis, which basically
25 calculates to 420 do -- fo -- \$420 a day for our

1 semi-truck tractor-trailers. We operate an
2 addition -- and we -- we own approximately 135
3 trailers in our fleet. We own fi -- or six straight
4 trucks with three full-time drivers. They make
5 approximately four crossings a day, which means
6 eight tolls, which equivalates out to \$120 a day.
7 Our total cost per day is ab -- approximately \$540,
8 which calculates to \$11,340 per month or \$136,080
9 a year. Our small business cannot survive with
10 this kind of unduly [sic] burden.

11 Local businesses must be granted some -- oh,
12 what is the word I'm looking for, because I'm
13 ad libbing this part. I'm sorry.

14 THE REPORTER: Oh. That's okay.

15 MR. JONES: Some --

16 THE REPORTER: I'm trying to listen to.
17 Granted some --

18 MR. JONES: I'm so sorry. Your fingers
19 are probably freezing.

20 THE REPORTER: No. No. No. You're
21 fine.

22 MR. JONES: Okay.

23 THE REPORTER: Must be granted
24 some. . .

25 MR. JONES: Some --

1 THE REPORTER: I know what you're
2 trying to --

3 MR. JONES: -- break or -- or --

4 THE REPORTER: I know.

5 MR. JONES: -- or -- or --

6 THE REPORTER: -- I know what --

7 MR. JONES: -- or concession --
8 concession in these tolls, else it could easily
9 stifle our economy and put small businesses
10 that -- that create middle income jobs in a horrible
11 situation. Okay?

12 THE REPORTER: Okay.

13 MR. JONES: It sucks.

14 THE REPORTER: I know.

15 MR. JONES: I -- I really didn't realize
16 how much it was until about a day or two ago.

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1 THE REPORTER: And then you can begin
2 whenever you're ready.

3 MR. WASHINGTON: Well, you know, I
4 have lots of questions. My name is name is David
5 H. Washington. And I'm really curious about how
6 these forums work.

7 [WHEREUPON, off-the-record remarks are
8 made.]

9 MR. WASHINGTON: So, anyway, what I
10 have, well, concerns with we see lots of interest in
11 about how poor people can pay the tolls and how
12 they would go about it and what mechanisms would
13 be. All right.

14 I have, also, concerns about minority
15 participation. Lots of minority participation is
16 consumed by white women addressing the issue as
17 minority participation and there's no black
18 participation. It's -- it's consumed by the minority
19 part of the equation.

20 For instance, I have a small trucking
21 company. I can't get the financing and things I
22 need to expand my trucking company to haul dirt
23 for the bridges, to haul concrete for the bridges.
24 But there are a lot of women who have contractor
25 husbands and et cetera, and they use that. I can't

1 compete with that if I can't get financing. I can't
2 provide the \$20 an hour jobs that I would like to
3 provide in the minority community without some
4 sort of financing available.

5 Now this financing I found, I've discovered to
6 be widespread. Look at that room out there. If
7 you look at that room out there, there's all kind
8 of -- those folks out there are all white and that's
9 it.

10 I mean, you know, they're white women and all
11 of that. They've never -- they've never driven a
12 truck before. I've driven a truck all my life. I
13 can't get financing. The banks won't finance me.
14 Or if they offer financing, it's with contingencies
15 upon how many trucks can you, how many this, how
16 many that, you know.

17 So I -- I stand in a room full of people like
18 this, who are talking about poor people with
19 bridges, and I can't get poor people jobs. I can't
20 get people jobs. \$20 an hour jobs. That's the
21 kind of stuff I'm looking at. And I don't find any
22 kind of a remedy for that.

23 We -- we -- we go through this exercise all the
24 time. Look at that room. We go through this
25 exercise all the time. Those folks have the

1 wherewithal. They've been contractors and the
2 highway thing. They -- they -- they've already
3 made -- we -- this -- these are billion dollars
4 projects.

5 And all we have to discu -- to, at this point,
6 discuss is, a toll for poor people, not -- not jobs,
7 not anything like that. It's all about, you know,
8 who's going to get the -- the contracts, who's --
9 who's doing the contracts. And that's what's going
10 on now.

11 So, at this point, I'm not sure what we're
12 doing. I'm not sure why we're doing what we're
13 doing. Except that, you know, those that have the
14 contracts are -- and have found a way to do that,
15 can't find those that don't have -- I -- you know,
16 I'm talking about minority, you know, participation.

17 If you take the Bridges Project on -- in -- in
18 its entirety, and say it -- 10% should be maj --
19 minority, then I don't even see that. I don't see
20 where there's 10% of the projects minority. I don't
21 see where 10% of the people that cross the back
22 and forth have any benefit. Everything goes out of
23 this community. So I'm not sure. I'm not sure
24 what this dog and pony show is supposed to do,
25 other than placate existing structures.

1 So anyway, that's where I am. I want to try to
2 address it. I want to try to follow it up. I want to
3 try to do something about it.

4 My name is David H. Washington, and I hope
5 to have some more to say about it in the near
6 future before everything is gone.

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1 THE REPORTER: Let me get situated
2 and you can begin. Oh, wait. That's not the way I
3 want it.

4 Okay, sir. Whenever you're ready.

5 MR. BUSCH: My name is Edward Busch,
6 B-u-s-c-h; I reside at 2303 Belmar Drive,
7 Jeffersonville, Indiana 47130. I work downtown
8 Louisville. I've worked downtown for about 25
9 years, and I've lived in Jeffersonville for a little
10 over ten years.

11 And I have to say, when I first arrived here, I
12 wasn't sure exactly what to expect, but it really
13 was not surprising that this public hearing is really
14 just for appearances only, really to give citizens
15 the illusion that what they say is going to
16 influence any government decision maker in any
17 meaningful way.

18 What I've said to some representatives here
19 of INDOT and Senator Grooms probably has made
20 some people mad or at least uncomfortable, and
21 for that, I'm glad.

22 I'm under no illusion that anything anybody is
23 going to say here is going to change a damn thing
24 or influence any decision. Anything that can be
25 said, any objection that is made or can be made, is

1 already known to the government officials that are
2 responsible for any decision to toll the roads or
3 bridges that are being build.

4 But as a personal observation, I just wish that
5 once, just once, the government officials that
6 make the decisions had to bear some of the
7 personal consequences of their actions. I'm
8 willing to bet -- wager that no government official
9 responsible for the final decision is going to have
10 to pay one penny in any toll, or if they do, it will
11 be minuscule.

12 If they did have to bear some of the
13 consequences of their decisions, maybe more
14 consideration would be made of the unfairness --
15 the absurdity and unfairness, especially of tolling
16 the Kennedy, a road that's already been paid for to
17 pay for those that aren't.

18 I've heard it said, and I've read in the paper,
19 on many occasions that this bridge project is going
20 to be a benefit, a boon, an economic boon to
21 everyone. But yet, only a few are going to be
22 paying for it:

23 The best part of all this is what political
24 cowards the government officials are. You just --
25 it's like grabbing fog You don't know who's

1 responsible. No one poli -- politically is
2 accountable. They hide. They've got great
3 political cover. You just don't know who it is.
4 Even Senator Grooms -- Grooms did not know. And
5 like I told him, that's great, none of you bear any
6 accountability, so it's perfect.

7 I could spend a lot of time here giving you
8 economic analysis of what the impact is going to
9 be on the local businesses here that depend on
10 cross river traffic, but it's not going to matter. It
11 won't matter.

12 The decision has been made that people with
13 no political power are going to be paying for this
14 commuter tax. And that's what it is. You can call
15 it whatever you want. But it's a simple commuter
16 tax, pure and simple.

17 Senator Grooms asked me, and I'm not sure if
18 the question was rhetorical, "Well, then how would
19 you do it?"

20 Well that's his job to state -- there's -- but
21 what they figured out is that there's no other way
22 than to make the few pay for the benefits that the
23 majority receive. Fortunately, for the government
24 officials, they'll not be the ones bearing the cost:

25 That's all I got.

1 THE REPORTER: And are you ready or
2 do you want to take a few minutes, or. . .

3 MR. FETTER: Yeah. I kind of have an
4 id -- I'm -- I'm -- if I get -- let's -- it's -- it's -- I
5 guess it's irrelevant if I wander a little bit.

6 THE REPORTER: No.

7 MR. FETTER: Okay.

8 THE REPORTER: You just say whatever
9 you want.

10 MR. FETTER: Paul -- Paul Fetter,
11 Councilman, Town of Clarksville.

12 Tolling on I-65 bridge will have severe
13 economic impact for residents, especially
14 low-income residents.

15 Does that punch a word for each -- how's that
16 work?

17 THE REPORTER: It is shorthand and
18 phonetic.

19 MR. FETTER: Okay. Forget it.

20 The low income residents are kind of in two
21 classifications; you have your Social Security and
22 disability recipients, who make on average around
23 \$11,000 a year, and then your working-class
24 families on the low income level, who make around
25 20- or \$21,000 a year. These -- these -- both of

1 these groups of people and the people in between
2 are -- can ill afford to pay for transportation
3 across 65 that they've traveled for free for years.

4 Tolling on in -- I-65, essentially, will put up a
5 financial barrier, dividing our community in half.
6 This will create plo -- problems where some of
7 these citizens will have to make elongated trips or
8 avoid going to work and being with family because
9 they can't fund their toll collector at times and
10 maybe do not have the extra fuel to make the
11 elongated trips.

12 They say, "Well, you can use the video
13 capture technology, where they mail you a bill."

14 It doesn't work when you're not -- we're not --
15 you're not budgeted for it. And they can't simply
16 use a toll collector that's out of money because
17 then you'll -- this will be shown in -- in the -- in
18 the -- in the future, like in other tolling
19 municipalities and areas. Fines and penalties for
20 unpaid toll collections are many times the original
21 amount.

22 The states will lien cars that have been vio --
23 that have violated the toll collections methods.
24 These -- these violators will have to pay exorbitant
25 fines and penalties to get their car -- to get their

1 car registered again because the state will not
2 allow them to re-register their cars if -- if they
3 have unpaid toll bills. And they won't just have to
4 pay the bill; they'll have to pay the fines and
5 penalties in addition.

6 And I'm not sure how they're going to
7 determine who is -- who is, and if they're going to
8 give special fees to, but, currently there's -- the
9 metro area has about 800,000 people that use the
10 bridges for one reason or the other.

11 Only about 1 in 20 people will get the
12 proposed \$1 rate. Some of your lower income
13 families don't necessarily work across the river,
14 but this is a river city community, and have family,
15 friends, maybe church, school, have to go to the
16 hospital on the other side of the river. If they
17 don't go 45 times a month, they may not get the \$1
18 rate; they may have to pay \$2 a -- a way, which
19 would even more impact them financially.

20 All these factors impact our low income. But
21 another one that will is -- is the fact that business
22 along the I-65 Corridor in Indiana could also have
23 a negative impact which could stymie future pay
24 raises, maybe it could cause hourly rate
25 reductions on -- in people's pay. In some cases,

1 businesses that don't make it could go out of
2 business and there could be job losses.

3 Tolling I-65 will last for generations, creating
4 one of the greatest negative economic --
5 socioeconomic impact the Louisville-Southern
6 Indiana metro area has ever seen.

7 There's lots of negatives. I could go on and
8 on.

9 But there -- there are ways it can be fixed.
10 It's -- it's up to our leaders to use those ways to
11 fix this, to help our low wage and underprivileged
12 and -- and just to help our community. We are a
13 river city that is on the verge of having an
14 economic barrier put in the middle of it.

15 One way, simply, is to get the federal
16 highways and our gover -- governors to fully fund
17 the downtown bridge. The deficiency is under
18 \$600 million now. I know it's a lot of money, but
19 it's far less than the original \$3 billion it started
20 at.

21 Alternatively, if -- if the states couldn't come
22 up with the \$600 million, there's another
23 possibility that's -- that's less expensive, and that
24 would be to exempt the five counties that use the
25 Bridges Project the most; that's Clark in Indiana,

1 Floyd in Indiana, Jefferson, Ken -- in Kentucky,
2 Bullitt in Kentucky and Oldham in Kentucky.
3 Those -- those counties, people that would get toll
4 transponder would be exempt from paying tolls.

5 The figure necessary to pay that money up
6 front could come from Indiana, Kentucky, maybe in
7 federal to fund that -- that money would be half of
8 the \$600 million, approximately. It would be a
9 good investment on the states to alleviate billions
10 of dollars in negative economic impact in tolls for
11 our citizens.

12 There's other cost factors that go into having
13 tolls on 65 and -- and also on the east end bridge,
14 but primarily on 65 because it's the center
15 thoroughfare in our river city region. One is the
16 mitigation attempts to east hauling [phonetic].
17 They'll be costly. I mean, they've already pledged
18 \$20 million to TARC. Incentives over the years
19 will snowball. There will be additional people
20 coming from money to help alleviate or mitigate
21 the cost of tolls.

22 Another -- another cost of -- of -- of tolling
23 that's -- I'm sure has been studied but is not a
24 dollar figured put on it and that's not the
25 necessary collection of tolling, that's going to be

1 in the billions of dollars, but the cost in
2 collections that weren't collected, where it's sent
3 to the court for collection or the state for
4 collection, the enforcement of unpaid tolls, where
5 the -- the police have to pull people over who've
6 had their registration taken away or people that
7 are ticketed who've lost their registration for not
8 paying tolls.

9 It -- it's going to put more people in the court
10 system, and monetarily it's -- it's going to -- and
11 administratively it's going to add a huge cost to
12 the local -- to the local government.

13 Am I going way over my limit?

14 THE REPORTER: No. You're fine.

15 MR. FETTER: There is no limit. Okay.

16 Well, I'm almost done.

17 There's two alternatives to try to mitigate a
18 negative impact. One is to either fully fund or
19 partially fund downtown bridge so the local people
20 are not impacted.

21 If -- there is one other way, and that would be
22 to -- let's back up. Let's not give them the other
23 way yet. I'm sorry. Can we erase?

24 THE REPORTER: Not right now.

25 MR. FETTER: Okay. That's fine. That's

1 fine.

2 The current project team, the Ohio River
3 Bridges Project Team, and the Bi-State Authority
4 have been receiving comments for three years.
5 Those comments were almost exclusively and
6 overwhelmingly stating that they -- that people did
7 not want tolling on 65 and that many didn't want
8 the downtown bridge, and some that were okay
9 with the downtown bridge weren't okay if it was
10 going to be tolled, if it was economically
11 unfeasible. These comments were forwarded to
12 the federal highway and our governors. The
13 comments were received but the comments weren't
14 heeded. They're still planning on tolling I-65.

15 There is an accountability problem. The
16 people that are appointed to oversee this have no
17 accountability to the citizens to answer. The
18 tolling authority -- Bi-State Tolling Authority was
19 somewhat away from the community. In southern
20 Indiana the members were from New Albany, who
21 weren't at risk of being tolled, in Jefferson County
22 there was only one person and didn't seem very
23 involved.

24 The new tolling body, which is different, has
25 no local representation in Kentucky. There's no

1 representation in Jefferson County. There is also
2 only one representative in southern Indiana, and
3 that's Kerry Stemler, who is the head of the
4 Bi-State Authority, that's going to be on the tolling
5 board. Not good representation for the businesses
6 and -- and citizens that are in southern Indiana
7 because of his connection to the project. The
8 tolling body is further away from the people than
9 tolling authority was.

10 That's it.

11 THE REPORTER: Okay.

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1 THE REPORTER: Go ahead.

2 MS. BREEDEN: It's Linda Breeden, and I
3 live at 1120 Creekview, it's all one word, Circle,
4 New Albany 47150.

5 THE REPORTER: Uh-huh.

6 MS. BREEDEN: Do you want my phone
7 number?

8 THE REPORTER: [shakes head]

9 MS. BREEDEN: Okay. I just am
10 concerned for senior citizens on a fixed income. I
11 feel that \$2 per trip -- I mean, one way, which is a
12 total of \$4, especially for doctors' appointments
13 with either downtown or in the east end.

14 Now, granted, I can take the Sherman-Minton
15 Bridge, but to get to the east end to my doctors,
16 that's really a lot further with the expense of cost
17 of gas. For many of us, I think that is very -- the
18 \$4 per trip is prohibitive.

19 I put some other comments in there. I -- I
20 think there should be -- for people over 65, I think
21 there should be some consideration. I think \$1 per
22 trip -- or per one way is very reasonable. And
23 that's all I want to say.

24 THE REPORTER: Okay. Thank you.

25 MR. MINOR: Charles Minor, Jr.,

1 M-i-n-o-r.

2 THE REPORTER: Uh-huh. Go ahead.

3 MR. MINOR: And -- and -- well, do you
4 want me to just tell you what's going on?

5 THE REPORTER: [nods head]

6 MR. MINOR: Okay. Like I say, I'm -- I'm
7 retired on a fixed income. I live right here in
8 Jeffersonville, right downtown Jeffersonville. And,
9 like I said, going across the river is, like, maybe
10 closer as going to -- I'm going to Clarksville
11 somewhere, you know.

12 And I've got relatives and, know, social
13 company. I might cross the bridge four or five or
14 six times a day, and be charging \$1 every time I
15 cross that bridge, you know, a day, and I might go
16 every day, that could add up to 100s of dollars a
17 month, you know, or. . .

18 You know, you figure you go across four times
19 a day, thirty -- that's 120 times I'm crossing that
20 bridge in a month's time. That's \$120 a month.
21 And that's a lot of money.

22 So that's what I'm saying. Like I say, I play --
23 I play senior softball, and the teams I play with is
24 over in Louisville. And we practice ball, and I --
25 and sometimes I play twice a day, in the morning

1 and the afternoon.

2 Like I say, I might -- I cross that bridge four
3 or five times a day, and that -- that gets to -- that
4 would get -- be real expensive. So that's all I'm
5 saying, you know. Yeah, that's all.

6 THE REPORTER: Is that it?

7 MR. MINOR: That's it.

8 THE REPORTER: Okay.

9 MR. MINOR: Yeah. So, I mean, you
10 know they've got to take that in to effect, because
11 people that live here in Jeff, going to Louisville is
12 just like, maybe, going to Clarksville or something.

13 And people -- a lot of people cross that bridge
14 more than twice a day or something, you know,
15 every day. So, you know, the -- they need to fake
16 that into consideration.

17 So maybe they can come up with a thing where
18 people that go that frequent may pay 15- or \$20 a
19 month or something or -- you know, or some -- just
20 a fixed -- fixed rate, because if you're crossing
21 that bridge 50, 60 times a month, that -- that can
22 get -- that can get real expensive; yes. So --
23 okay. All right.

24 THE REPORTER: Great. Thank you.

25 MR. MINOR: All right.

1 THE REPORTER: Go ahead.

2 MR. LORI: My name is Joseph Lori,
3 L-o-r-i, and for the past eight years I have been
4 paying at least \$250 extra in Indiana state income
5 taxes, whereas before I only used to pay no more
6 extra than \$20 ex -- per year in extra Indiana state
7 income taxes.

8 And I also have noticed that almost every
9 state in the union has a lottery, and there are now
10 two games that are nationwide, Powerball and
11 Mega Millions, and now the price of one play of
12 Powerball has doubled to \$2.

13 And every governor that you ask will
14 probably -- probably tell you that they can't do
15 without the lottery money. And the officials in
16 Clark County who sponsored a county income tax,
17 resulting in the higher income tax to be paid, will
18 say that they can't do without the money, either.

19 And the state government will also say that
20 they cannot do without county income tax programs
21 that cause your bill to expand when you pay your
22 Indiana income taxes.

23 And now they want us to pay extra money in
24 tolls to cross the Ohio River every day here in
25 southern Indiana after asking us for all this other

1 extra money to begin with. And when it comes to
2 where all this other extra money is going, I'd like
3 to refresh your memory as to where it has gone
4 already.

5 It's gone to millions of dollars worth of bridge
6 studies during the last 15 years. One of the
7 possibilities that was considered was -- was
8 turning the Big Four Bridge in a highway bridge,
9 which they said couldn't be done.

10 All you had to do was to build a second set of
11 piers next to the first original set of piers some
12 distance away from the original set of piers on the
13 Big Four Bridge; remove the old truss work, sell it
14 for scrap to help pay for the new bridge; connect
15 the two sets of piers for a wider bridge; build new
16 truss work, new ramps, new connections to the
17 existing highway system.

18 And there would never have been any need to
19 ask for more money in the form of tolls if someone
20 had simply had that much imagination to begin
21 with.

22 Lastly, when you stop to think about it, for 15
23 of the last 20 years we were told that we need --
24 need two bridges: One in the east end and one in
25 downtown. When you stop to think about it, if we

1 had only seen fit to make use of the Big Four
2 Bridge as a highway bridge, we would have had a
3 bridge that goes both to downtown and to the east
4 end. That's it.

5 THE REPORTER: Okay. Thank you.

6 MR. LORI: Thank you very much.

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1 THE REPORTER: Go ahead.

2 MR. TILTON: My question is: What's a
3 person supposed to do that's on a fixed income
4 that has to make multiple trips across the bridge,
5 Number 1?

6 Number 2, what's a person going to have to do
7 to come up with the money to get across that
8 bridge that's on a fixed income?

9 And my third is: Why are we being char -- why
10 are we going to have to start paying for the
11 Kennedy Bridge? That bridge is 60-something
12 years old. That bridge is bought and paid for. We
13 do not need to be charged. That road should be
14 kept up.

15 I understand that we need a new bridge. I
16 understand it's -- Spaghetti Junction needs to be
17 revamped. I have no problems with that, but don't
18 charge us for the Kennedy for southern Indiana or
19 Kentucky. That's why we -- people in both ends of
20 the bridge already pay taxes to keep that bridge
21 up.

22 All the bridges around here are being kept up,
23 all but one, and that's the Second Street Bridge.
24 And that bridge has been around since well before
25 the 30s.

1 And we put a slap of paint on it here towards
2 KFC Yum Center to make it look pretty. You get
3 across the rest of it, it needs to be painted. You
4 get new sidewalks and stuff for the bicyclists, but
5 that's all.

6 Are we going to have to wait and see if the
7 same thing happens that happened to
8 Sherman-Minton, or Sherman-Deadon that peoples
9 calls it, when it -- when it got finally tored up,
10 when they finally had to shut it down? That's
11 another bridge we don't need to be tolled for,
12 either, if they even think about it.

13 The bridges that are bought and paid for, we
14 don't need to be tolling. Maybe the new one if --
15 somehow -- I don't -- I still disagree with it being
16 tolled. I think we ought to come up with some type
17 of gas tax to pay for it.

18 That's all I have to say on it. And I'll add this
19 little tidbit to it. A person that is on a fixed
20 income, what are they going to have to do? Take a
21 choice of paying for their medicine, or keeping the
22 money back to go across the bridge to get to the
23 doctors? Because there's a lot of places around
24 here in southern Indiana that don't have the
25 specialty -- the specialists. We have to go to

1 Louisville to a specialist that's referred.

2 I mean, these are things that should have
3 been thought of. That's all I have to say:

4 THE REPORTER: Is that it?

5 MR. TILTON: I just wanted to put my
6 two -- two cents.

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1 THE REPORTER: Okay. Go ahead.

2 MS. LANHAM: My name is Renee
3 Lanham. I am a Jeffersonville resident for 18
4 years, and I oppose tolling for local residents on
5 either side of the bridge.

6 My daughter attends Spalding University in
7 Louisville. This will cost her an exorbitant amount
8 of money, and she's a poor, starving college
9 student already.

10 My husband is a Louisville Metro police
11 officer. His job is in Louisville, and he will be
12 over there quite frequently for his job. This also
13 is going to be a hardship on our family.

14 My children receive -- my other children
15 receive special help to be able to go to a private
16 Christian school in Louisville in which I have to
17 provide the transportation every single day, so I
18 will be going to Louisville two to three times a day
19 every day of the week.

20 We have relatives, because my husband is
21 from Louisville, that we visit on a regular basis.
22 Having to pay a toll every time that we go to
23 Louisville will hurt our family.

24 We're a lower-middle-class income family of
25 \$36,000 a year. Every dollar counts for us. We

1 don't receive any assistance from the government.
2 We're self-sufficient, and adding this additional
3 money both to tolls and to gas prices will be a
4 severe, difficult situation on our family.

5 I have suggestions that possibly there is a
6 one-time fee or something along the lines of a fee
7 that is -- every certain number of years that you
8 pay to renew the -- if you're local, you get to pass
9 through the bridge for free. That will free up our
10 income on a monthly basis to where we don't have
11 to worry about our travel back and forth.

12 I also feel that since there is enough
13 transportation from out-of-town visitors that are
14 passing on the highway, that should probably be
15 sufficient to cover the needs of the cost of this
16 bridge.

17 If you'd like to email me, my email is
18 t-rlanham@att.net. You can mail me something,
19 1004 Emily Circle, Jeffersonville, Indiana 47130.
20 My home number is (812) 284-2615.

21 I will be an active member if there's
22 something that I can do, help, make suggestions
23 for the community, but I do believe that, in
24 general, this will be a hardship to many, many
25 people in both Louisville and Jeffersonville.

1 Thank you.

2 THE REPORTER: Okay. Thank you.

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1 THE REPORTER: Go ahead.

2 MR. MINOR: My name is Marcellus
3 Minor. My comment was, as far as the Bridges
4 Project, I think we -- it'd be nice to have income
5 tax money a source of being from people's
6 paychecks, and also the once-a-year income tax
7 check to help pay for the Bridges Project and the
8 tolls.

9 And if we can do something like that to
10 hopefully not have any toll, it would help,
11 hopefully, as far as people's money out of pocket,
12 save them that time having that money out of their
13 pocket. That's it.

14 THE REPORTER: Okay.

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1 THE REPORTER: Go ahead.

2 MR. COYLE: Give me a second here. I'm
3 trying to think exactly what I want to word it.

4 All right. In regards to the tolls, one of my
5 biggest concerns is -- is killing interstate
6 commerce between Kentucky and Indiana. I want
7 to make sure that businesses that frequent or do a
8 lot of revenue in the opposite state have the
9 ability to have some type of a fixed cost to be able
10 to control the -- the cost versus the usage of the
11 bridge without being charged a one-way toll back
12 and forth the way it's proposed right now. So
13 that's pretty much it.

14 THE REPORTER: Okay. All right.

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1 THE REPORTER: State your name and
2 whatever you want to say.

3 MS. KNAUER: My name is Rebekah
4 Knauer, and I am not for the tolling at all; but if
5 they do have the toll, then I think it should be the
6 same for everyone. That's it.

7 THE REPORTER: Okay. Thank you.

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1 THE REPORTER: Go ahead.

2 MS. KIRN: Mary Kirn, K-i-r-n, and my
3 concern is -- I live at 338 West Maple. I'm the last
4 house on West Maple Street. And at the end of the
5 street there, I've been told that there's going to be
6 a -- a retaining wall.

7 And my concern is having people walk to the
8 end of West Maple, and then turning in my yard to
9 cut through to go to Thornton's. And -- because
10 that's a lot of the foot traffic that's, you know,
11 walking past my house now.

12 So I was wondering if there was going to be,
13 like, some kind of fence, like Thornton's is going
14 to be blocked off from the back so you can't get
15 through there.

16 That's -- other than me being so close, that's
17 my other question, about how -- my property
18 value's -- you know, I'm going to be right there at
19 the very end. If I want to move, how in the world
20 am I going to sell my house? I don't know.

21 You know, is my property value going to go
22 down, or is -- in the future, are they still going to
23 build -- consider that commercial in between the --
24 the walking bridge and the new bridge? You know,
25 are they going to turn it into commercial so they

1 can have a motel or. . .

2 We -- we feel isolated, in other words. I feel
3 like we're stuck in the middle of two projects and
4 don't know where we're going. That's -- that's
5 what I wanted to say.

6 THE REPORTER: Anything else?

7 MS. KIRN: No.

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1 THE REPORTER: Go ahead.

2 MS. NEVITT: My name is Kimberly
3 Nevitt. And as a southern Indiana resident, I've
4 worked at downtown Louisville for mo -- most of my
5 adult life.

6 As a single parent, although I was not at the
7 poverty level, I worked 30 years for a nonprofit
8 organization literally living paycheck to paycheck.
9 It was not unusual when my children were young
10 for me to cross back and forth four to six times a
11 day, taking lunch hours to take the kids to ball
12 practice, doctors' appointments, and after-school
13 activities.

14 My daughter-in-law, who lives in Jeff, goes to
15 U of L. She may have a class early morning, early
16 afternoon. She works at a restaurant in Louisville.
17 And some of their doctors are over here, as well.
18 So it's not unusual for her to go back and forth
19 four to six times or even more a day.

20 I don't think that our scenario is that unique,
21 because Louisville and southern Indiana is really
22 one large community. And we use each other's
23 services all the time.

24 My suggestion would be to give a free pass to
25 those who work on the other side of the river, and

1 to small businesses who make multiple deliveries
2 after one back and forth pass for that day. There
3 are times when the Clark and/or Sherman-Minton is
4 closed to traffic. On those days, everyone should
5 have free or reduced tolls, because there's no
6 other choice other than to use one of the tolling
7 bridges.

8 It irks me somewhat because, as an Indiana
9 resident, I feel that we are paying for the majority
10 of both bridges, including the changes to Spaghetti
11 Junction. There is more of us who travel back to
12 Louisville than there are Louisvillians who travel
13 to Jeffersonville multiple times a day.

14 I think that that should be taken into
15 consideration when they divvy up the money and
16 not make it so much 50/50, because the Indiana
17 residents are putting more into it. We don't have
18 a lot of choices over on this side of the river;
19 therefore, we're forced to go on that side. That's
20 all.

21 THE REPORTER: All right. Thank you.

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1 MS. SCOTT: My name is Lisa Scott. I
2 live in Jeffersonville, Indiana, and I travel to and
3 from Jeff to Louisville each and every day.

4 I have a child that also travels to Louisville in
5 order to go to school. And I -- and my process or
6 thoughts behind this whole bridge thing is that --
7 I -- I don't know if I'm thinking simply, the fact
8 that the bridges that are in existence now, I feel
9 that they shouldn't be tolled. The new bridges
10 should be, because they are an added expense.

11 I also want to -- them to consider that there's
12 been times in my life, and I know it's not just
13 myself, but others, where, for whatever reason, if
14 you don't have the availability of money, then
15 you're limited to how far or -- how do I say this.
16 You're only limited to what you're able to spend.

17 So I don't want to see a situation where I am
18 not able to go to work because I cannot cross that
19 bridge or pay to cross the bridge. And I strongly
20 feel that the bridges are being held in -- as a
21 hostage situation, because there's no other way
22 for us to get across the river. They don't expect
23 for us to swim over there, use a canoe, or boats.

24 So, therefore, if they do what they plan, how
25 does that help not necessarily the poor, but those

1 that will be affected? This thing really needs a lot
2 of consideration.

3 And I'm not just speaking for myself. I'm
4 speaking for people that live in reality, that deal
5 with reality, that have to buy gas, that have to pay
6 all the additional bills that they incur just for
7 being in existence. And this extra added unfair
8 toll will not -- I don't see how it helps us and -- is
9 that good? All right:

10 THE REPORTER: Thank you. Good luck
11 to you.

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1 THE REPORTER: Okay. Go ahead.

2 MS. BULLEIT: My name is Deb Bulleit.

3 And I'm just thinking that because the bridges are
4 really there for the truck drivers and businesses,
5 the new ones, that and the local businesses and
6 workers are going to suffer, there should be some
7 consideration that people in -- who live in these
8 counties be exempt from the tolls, and they be
9 placed on the business travelers and maybe
10 tourists.

11 Like when I'm in Chicago, I don't mind paying
12 a toll when I'm going through because it's part of
13 the trip. Business drivers are used to that
14 expense, but it's going to be a real hardship for
15 any low-income worker.

16 And especially Jeffersonville businesses,
17 because people in Louisville are already saying,
18 "Well, I'm not going to come over there to eat
19 when I can eat over here and I have to pay extra."
20 And they -- just when we were starting to get them
21 to come over here, and now we're going to
22 discourage them.

23 It's going to really hurt the economy, and its
24 trickle-down effect's going to hurt people who work
25 in the economy. So we have to get around this

1 somehow.
2 So consider making it exempt for people who
3 live around here and in the surrounding counties
4 and put the burden on the people who don't; or if
5 that can't happen, then figure out a way to have,
6 like, a -- a pass or a -- a voucher for people who
7 frequent -- or who come to one of the local
8 businesses on the Jeffersonville side, at least,
9 so -- so they won't be discouraged from coming
10 there and crash the local economy. That's it.

11 THE REPORTER: All right.

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1 MS. HILL: Okay. My name is Terrie Hill.
2 And I used to be assistant manager at the
3 Jeffersonville Licensing Branch. And we ran
4 across many things until Indiana changed their way
5 their license plates are printed out.

6 They used the same numbers for motorcycles,
7 trucks, and different vehicles; so, therefore, when
8 the transponders took a picture, they couldn't see
9 the fine print that it was a motorcycle versus that.

10 So even myself, I got a charge saying I was in
11 Illinois with my truck, that -- and I owed a toll --
12 toll money, you know. So that's what I -- my
13 concern is, the logistics that -- by using just
14 transponders and trying to take a picture, you
15 might not necessarily get the right license plate,
16 the right person, the right address, because if they
17 moved and haven't changed their driver's license
18 and things like that, it's going to be a logistic
19 nightmare to actually get all the funds needed to
20 just do it without having a cash booth that they
21 can pay and -- you know, and that nature.

22 So that's my biggest concern, that it's going
23 to be -- even though I'm going to be crossing it
24 every day, because I do work in Louisville, I just
25 think it's going to be -- you know, we're not going

1 to get the funding back that we think we're going
2 to get from it, because we'll be in logistic
3 nightmares trying to figure out whose vehicle was
4 whose and why we're not getting the money back
5 from them. So that's my concern.

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1 THE REPORTER: Okay.

2 MS. HUNTINGTON: Cindy Huntington.

3 My thoughts are, as far as tolls, I'm glad the
4 bridges are being built. I know we need them.

5 However, I work in Louisville. I commute from
6 Madison, Indiana. I've been doing it for 15 years.

7 And I don't cross the bridge every day of the
8 week. I only cross about four days a week. So a
9 frequent commuter, to me, should not equal 40
10 trips a month, because I probably won't make that.
11 And that -- you know, and because I don't, then
12 that would be more money.

13 So I think they need to really think out and
14 maybe get more input and weigh everybody's
15 circumstances before they decide what "frequent
16 commuter" means, because it's going to cost me
17 more money.

18 The other thing I was considering is -- is are
19 these tolls tax deductible, because it is part of my
20 job to cross the bridge. So that's it. Thank you.

21 THE REPORTER: Okay. Thank you.

22 [WHEREUPON, the Public Meeting ends at 7:00
23 p.m.]

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C A P T I O N

The Meeting in the matter, on the date,
and at the time and place set out on the title page
hereof.

It was requested that the Hearing be
taken by the reporter and that same be reduced to
typewritten form.

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CERTIFICATE OF REPORTER

STATE OF KENTUCKY AT LARGE:

I, JOSEPH A. SOERGEL, RPR, Notary
Public for the State of Kentucky at Large, do
hereby certify that the foregoing was reported by
stenographic and mechanical means, which matter
was held on the date, and at the time and place
set out in the caption hereof and that the
foregoing constitutes a true and accurate
transcript of same.

I further certify that I am not related to any of
the parties, nor am I an employee of or related to
any of the attorneys representing the parties, and
I have no financial interest in the outcome of this
matter.

GIVEN under my hand and Notarial seal this
_____ day of _____, 2013.

My Commission Expires: _____ Notary Public

DECEMBER 28, 2015 _____

Notary ID: 457105

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CERTIFICATE OF REPORTER

STATE OF KENTUCKY AT LARGE:

I, BARBIE A. HENNESSEY, Notary Public
for the State of Kentucky at Large, do hereby
certify that the foregoing was reported by
stenographic and mechanical means, which matter
was held on the date, and at the time and place
set out in the caption hereof and that the
foregoing constitutes a true and accurate
transcript of same.

I further certify that I am not related to any of
the parties, nor am I an employee of or related to
any of the attorneys representing the parties, and
I have no financial interest in the outcome of this
matter.

GIVEN under my hand and Notarial seal this
_____ day of _____, 2013.

My Commission Expires: _____ Notary Public

JANUARY 2, 2017 _____

Notary ID: 480672

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CERTIFICATE OF REPORTER

STATE OF KENTUCKY AT LARGE:

I, CAROLA G. STRIJEK, RPR, Notary

Public for the State of Kentucky at Large, do hereby certify that the foregoing was reported by stenographic and mechanical means, which matter was held on the date, and at the time and place set out in the caption hereof and that the foregoing constitutes a true and accurate transcript of same.

I further certify that I am not related to any of the parties, nor am I an employee of or related to any of the attorneys representing the parties, and I have no financial interest in the outcome of this matter.

GIVEN under my hand and Notarial seal this

_____ day of _____, 2013.

My Commission Expires: _____ Notary Public

SEPTEMBER 27, 2016 _____

Notary ID: 474950

The following pages (141-173) contain written comments from the July 23 public meeting/open house at the Kentucky Center for African American Heritage in Louisville



COMMENT FORM
 Open House on Tolling Mitigation
 July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
 Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
 Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Rick Tucker	KT Transport, Inc 1545 Progress Way Clarksville, IN
Phone	Email
502 439-7223	RTUX@5@gmail.com
Comments	
<p>As a small trucking company located in the So. Indiana, our drivers must cross into Louisville on almost every run only to cross back to deliver in Indianapolis where are business activity is centered for deliveries almost 100%. Return freight that afternoon requires this double crossing again as they return to our terminal nightly.</p> <p>We operate 3 semi-tractors with annual profits less than that of larger companies, Tolling which could easily total \$15,000 or more annually will take our small profit margin into the red.</p> <p>Hopefully if tolls are unavoidable, there will be a frequent travelling charge for</p>	

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local businesses who make multiple crossings not only weekly, but daily as well!

Please keep local companies in mind as multiple tolling will have negative influence on our ability to operate in the upcoming years.

One additional question is, "will there be a lesser charge for tractors bobtailing across the bridges?" This is a 40% reduction in axles on the pavement as well as ~~axles~~ up to 75% reduction in gross weight per unit per crossing.

i.e. tractor weighs 20,000 lbs

loaded tractor trailer can gross 80,000 lbs

Thank you for considering these concerns as you move into determining final tolling amounts.

Sincerely,

Rick Tucker



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 July 22 & 23, 2013, 4:00-7:00 p.m.

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 Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
 Comments can also be submitted online by visiting kynbridges.com.

Name	Address
CHRISTOPHER M. HARRELL	808 EAST MARKET STREET RENE UNIT #101 LOUISVILLE, KY 40206
Phone	Email
502.298.2832	HARRELL@LAZARUSLLC.COM
Comments	

Recognizing that the only way to finance a two bridge project, along with the upgrades to Spaghetti junction and Indiana approaches, etc. I recommend that the Bridges Project look to additional creative means to assist the communities of distress on both sides of the Ohio River. The best way to accomplish this will be to create a Community Connectivity Initiative and Fund. This fund will receive a small % of all toll crossings revenue from the I-65 new + Reconfigured bridges. These funds will be used for capital costs as well as Operation + maintenance costs for the Community Connectivity Initiative. The Fund will support all effort connected the downtown Louisville, and southern Indiana communities to each other.



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Bridges Project Research - 620 W Main St, 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Alice Zierer	219 Sage Road Louisville, KY 40207
Phone	Email
503-7854	azierer10@gmail.com
Comments	
<p>. I think the tolls are a heavy burden for someone making \$11.00/hr or less. Is there a way to reduce the toll for someone who shows valid employment and wages on either side of the bridge? Can they receive a state tax credit? Some people just do not have the extra money for Ohio fee. Some one needs to do the math.</p> <p>. If you have park & ride station, will the person have to also pay to park? Is there federal money available. I would take fare but their schedule does not meet mine.</p> <p>. What about car pool lanes? If there are 3 or more people in a car can we dedicate a lane for faster access during peak travel times?</p>	

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COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kyinbridges.com.

Name	Address
K.A. Owens	432 Knightsbridge Rd Louisville, Ky 40206
Phone	Email
(502) 896-0684	firstwave9@juno.com
Comments	
I do not support tolls on the bridges. If there are to be tolls there should be discounts for people in the Louisville, Southern Indiana area. There must be discounts for low income people.	

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July 22 & 23, 2013, 4:00-7:00 p.m.

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Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kyinbridges.com.

Name	Address
Joshua D. Moore	8212 Champion Ct. Pasadena, MD 21122
Phone	Email
443-791-8039	joshua.moore@dot.ct.gov
Comments	
<p>I would like to have had the opportunity to have voiced my opinion in a public forum setting. An open microphone would be ideal for voicing my comments concerning the project.</p> <p>If not an open microphone, an interactive presentation with a speaker, or several speakers would be appropriate.</p>	

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COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 28, 2013, to:
Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kyinbridges.com.

Name	Address
Rosalind Thorn	1525 Bicknell Ave. Louis, KY 40215
Phone	Email
876-4336	bunnyrosalind7@aol.com
Comments	
<p>After speaking with Mr. John, I now feel that the tolls will lessen the burden of raising taxes. Residents of Indiana and Louisville are aware of the other choices and will be able to offset the cost of crossing at the Kennedy on the East end. However it will be very convenient to cross the new downtown bridge or the Kennedy. I am looking forward to seeing the completion of the bridges project.</p>	

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COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Kathy Kremer	1606 Rosewood Ave
Phone	Email
454-4109	
Comments	
<p>I like the idea of people who file their taxes to and receive an earned income tax credit get credit credit for the tolls they pay, but what about the people who don't file taxes because they don't have earned wages because they live on disability or social security?</p> <p>Thank you.</p>	

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FORMULARIO PARA HACER COMENTARIOS
Sesión pública sobre como aliviar el impacto de los peajes
Julio 22 & 23, 2013, 4:00-7:00 p.m.

Por favor escriba sus comentarios. Entregue este formulario al salir o envíemelo por correo a mas tardar el 26 de Julio, 2013 a la siguiente dirección:

Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202

Nombre	Dirección
MARIA M. SANCHEZ	1225 Bates Ave. 40219
Teléfono	Email
502-290-3601	mms78769@yahoo.com
Comentarios	
<p>More Consideration of economic impact on Latino residents of both states. Especially those who are minimum wage, or less financially stable. Provide information in Spanish so that they understand the outcome of the project and how it will or may affect them.</p>	

CONTINUE EN LA PARTE DE ATRAS DEL FORMULARIO SI NECESSITA



COMMENT FORM
 Open House on Tolling Mitigation
 July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
 Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
 Comments can also be submitted online by visiting kynbridges.com.

Name Molara STARK'S 151571 Molara Medical Transport	Address 2417 W. Main St Louisville Ky 40212
Phone 502.295.3423	Email mls124@yahoo.com
Comments <p>I AM a vendor for workers comp. and I have several vehicles that crosses several times daily from Ky. To Indiana I am concerned how this is going to affect myself & my drivers as far as paying tolls and how much time this is going to take as far as crossing. Can I pay a flat fee or do I have to pay each time that I cross.</p> <p style="text-align: center;">Thank You</p>	

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COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Lynn F McCray	4514 Grand Ave Louis 40211
Phone	Email
502-776-5430	lfm.lucavds@gmail.com
Comments	
<p>1st rate = weekdays, not weekends; If weekends are not included how much will they be.</p> <p>Many of our residents are on a fix income. If we have to travel across these bridges \$2⁰⁰ Roundtrip or \$2⁰⁰ per crossing can be very hard on our pocketbooks.</p> <p>① How many women and minorities will be working on these bridges?</p> <p>② Are these transponder universal to those on the east coast?</p>	

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Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
Bridges Project Research - 820 W Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Avery Katers	1121 Deerwood Ave 40205
Phone	Email
502-451-8988	avery@louisvillecan.org
Comments	
<p>Tolls represent a regressive tax that hits the working poor hardest.</p> <p>You could then reduce that impact by providing free bus passes to every resident of the counties abutting the bridges. People should be able to use their public library card as a bus pass.</p> <p>Please see attached sheet</p>	

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Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Cheri B. Hamilton	903 So. Western Pkwy.
Phone	Email
Comments	
<p>There should be Tax and Ride spots for frequent travelers travelers across the bridge downtown to park and ride. Tax. should not have to pay tolls - that way riders could travel for free who are low and middle income residents and would be unable to afford tolls.</p> <p>So many folks are on fixed-income and this would be a financial burden. Can folks take tolls off their taxes?</p> <p>Employment goals for women and minorities should be advertised and info on job training.</p> <p>Mailing bills for people to pay tolls would be a waste of money.</p>	

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Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kyinbridges.com.

B93

Name	Address
Norma Taylor	925 South 26 St. ^{apt 729}
Phone	Email
618-3009	N/A
Comments	
what is it when you ride the bus, what do you see open up this account	

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 Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
 Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Tom Owen	METRO Council 8
Phone	Email
Comments	
<p>For:</p> <ol style="list-style-type: none"> 1. Free Pass For TARC + Care Yards of ALL KINDS 2. Free Transportation 3. Reimbursement of ^{Tolls} work ^{work} work Poor with (earned income) Tax Credit) who live on one side & work on other <p>Do NOT believe a region of the city should get a free pass because they are accustomed to staying on the other side of the river</p>	

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 Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
 Comments can also be submitted online by visiting kynbridges.com.

Name Thomas Pearce	Address 223 East Ormsby Ave Apt 2 Louisville 40203
Phone 484-4700	Email Biantky@gmail.com
Comments <p>This hearing is a sham. There was public comment allowed it is a joke</p> <p>I am a working class person who crosses the river almost every day I cannot afford to pay anything to go to Indiana. Especially when there already perfectly good bridges I have already paid for.</p>	

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Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
Bridges Project Research - 820 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
ROBERT GREEN	1013 ST PAUL CT 2 LOU, KY 40203
Phone	Email
(502) 568-1821	N/A
Comments	
<p>There should be another way to finance the new bridges. Also this should be brought to a <u>VOTE</u> for every Ky & Ind. tax payer. Our economy is so bad now that some low income residents are having to make a choice on whether to pay for auto insurance or pay rent & buy groceries. How much more are we going to have to bare. Also, why does the toll fees that's been proposed have to be so expensive. These fees are a luxury for low income residents & the elderly poor. I feel that 25¢ - 50¢ toll fees would be more acceptable.</p> <p>R. GREEN Louisville, Resident</p>	

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Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kyinbridges.com.

Name	Address
Kenneth Fife	PO Box 1233 Law Ky 40201
Phone	Email
502-551-6057	Kenneth.Fife@hollstetter.net
Comments	
TAX write off ? To be completed by ? Local time construction ? To avoid toll will other bridge use increase ?	

CONTINUE ON BACK OR ADDITIONAL PAPER IF NECESSARY



COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com

Name	Address
Chris Topham	3801 Green Field CT New Albany
Phone	Email
	CEK39132@yahoo.com
Comments	
<p>① No Tolls During Peak Rush Hour Traffic</p> <p>② Commercial Cars Pay A Monthly Monthly Fee Instead of Toll</p>	

CONTINUE ON BACK OR ADDITIONAL PAPER IF NECESSARY

News Release
July 24, 2013

Contact: Rep. Jim Wayne
(502) 456-4856 or (502) 303-3732

News Conference held on this topic during public meeting in an adjacent room.

Lawmakers ask for relief from tolls for poverty wage workers

LOUISVILLE – Louisville-area lawmakers gathered during a public meeting about the Ohio River Bridges project to express disapproval of a draft report released last month by the Kentucky Transportation Cabinet and Indiana Department of Transportation.

The report offered no relief from planned tolls for low-wage workers who would cross the new bridge for their jobs. It also proposed a \$10 toll be charged to TARC buses for each bridge crossing.

"We are calling on transportation officials to reverse course and ensure that these bridges aren't built on the backs of our poorest citizens," Rep. Joni Jenkins said at Tuesday's press conference.

Jenkins joined Sens. Perry Clark, Morgan McGarvey and Gerald Neal and Reps. Tom Burch, Derrick Graham, Mary Lou Marzian, Reginald Meeks, Darryl Owens, Tom Riner and Jim Wayne at the meeting. Louisville-Metro Council Members Rick Blackwell, Cherri Bryant-Hamilton, Cindi Fowler, David James, Tom Owen and Attica Scott were also in attendance to offer support.

"This is a blatant social injustice," Sen. Perry Clark said in reaction to the report. "Poverty-wage workers shouldn't have nearly two weeks of their paycheck each year to cross a bridge on the way to work."

There is widespread support for exempting low-income commuters from tolls from more than 20 area churches, organizations and agencies, including Kentucky Youth Advocates, Kentuckians for the Commonwealth, the Justice Resource Center and the Greater Louisville Central Labor Council.

Lawmakers have already proposed an alternative to forcing the poor to pay \$500 or more per year (at the currently suggested \$1 each way for 50 weeks a year) to commute to work. House Bill 129, legislation Wayne sponsored in the General Assembly's 2013 session and will reintroduce for consideration in next year's session, would offer an annual reimbursement of work-related toll costs to anyone eligible for the federal Earned Income Tax Credit (EITC). The EITC is designed to lift the tax burden from qualified low-wage workers. The proposal would also exempt TARC buses from tolls.

The fiscal impact of HB 129 would be \$1.9 million per year out of a \$5 billion biennial transportation budget and affect an estimated 3800 Kentuckians commuting to Indiana to work at poverty-wage jobs.

Supporters of toll relief say they hope the public outcry will ensure that the "flawed" report gets fixed before it's finalized by the Federal Highway Association.

Citizens have until July 26 to offer comments online on the draft report before it's submitted to the Federal Highway Association. Anyone who wishes to review the report or offer comments can visit www.kyinbridges.com.

The following churches and organizations support exemptions from tolls to low-wage commuters and public transportation: Kentuckians for the Commonwealth, Common Cause, Sierra Club, TARC Board, KY Youth Advocates, Sowers of Justice Network of Louisville Churches, Louisville Climate Action Network, James Lee Memorial Presbyterian Church, KY Job for Justice, Association of Community Ministries, Fairness Campaign, Coalition for the Homeless, Metropolitan Housing Coalition, Women in Transition, Louisville Central Labor Council, Indiana-KY Chapter of American Indian Movement, American Indian Movement, Good Shepherd Catholic Church, St. Agnes Catholic Church Men's Prayer Group, Douglass Boulevard Christian Church, St. Agnes Morris Prayer Group, Kent School for Social Work of the University of Louisville and the Justice Resource Center.

--END--



July 23, 2013

Kentucky Transportation Cabinet
Indiana Department of Transportation

Dear Kentucky Transportation Cabinet and Indiana Department of Transportation,

The Fairness Campaign, a two-decade old civil rights organization representing nearly 10,000 Kentucky members, joins state lawmakers Rep. Jim Wayne, Sen. Perry Clark, Sen. Gerald Neal, Rep. Darryl T. Owens, Rep. Joni Jenkins, and others calling for a \$500 toll subsidy to be made available to low-wage workers and residents eligible for the Federal Earned Income Tax Credit.

As an organization, we believe strongly in the intersections of all forms of oppression and see undue financial burdens to poor and low-wage working Indiana and Kentucky residents as an obstacle to our whole community's success.

We hope you will consider this request and the potential impact of not extending the recommended subsidy with the appropriate gravity necessary for a decision that will implicitly affect our entire region's ability to succeed and progress.

Please feel free to call me with any questions or concerns you may have.

In Fairness,

Chris Hartman
Director
502.640.1095

2263 Frankfort Ave, Louisville, KY 40206 ★ 502.893.0788 ★ Fairness.org ★ Twitter @FairnessCamp



Louisville Climate Action Network: Free Bus Passes for all Metro Residents

For Immediate Release – 7/23/13

Contact: Avery Kolers, LCAN board member 502-533-3106
Sarah Lynn Cunningham, Director, LCAN 502-451-COOL (2665)

Louisville: The Ohio River Bridges Authority, an unaccountable and opaque body charged with setting tolls on bridge crossings, has proposed a schedule of tolls that constitute a regressive tax increase on working people and an assault on public transit. The Louisville Climate Action Network calls on state legislators, Metro Council, and the Kentucky and Indiana state transportation bodies, to undo some of the damage by enacting a win-win harm-reducing alternative: every resident of the counties abutting the bridges should be able to use their public library card as a free bus pass.

The Bridges Authority's proposal steals either time or money (or both) from commuters in cars, and disinvests in public transit while making it more difficult for people to cross the river without a car. It is a regressive tax laying a disproportionate burden on the working poor.

Several legislators have authored HB129, which LCAN endorses as a significant improvement upon the extant proposal. (See attached document.) Nonetheless, HB129 does not fully address the problem of inequity, or still less, community resilience and sustainability. HB129 is tied to EITC eligibility which is limited to earned income and capped at 200 percent of the Federal poverty level – about \$38,000 for a family of 3. This is unfortunate for two reasons. With a \$38,000 cutoff, HB129 leaves in place a regressive tax increase on working class and middle-income working families. Also, people who are unemployed do not qualify for the EITC, so the nonworking poor, as well as students and those who cross the river to look for work, are out of luck. Moreover, HB129 erases the one silver lining of tolls, namely, the incentive to carpool or drive less: if low-income drivers get 500 free crossings, why carpool?

LCAN therefore proposes that the states of Kentucky and Indiana not only exempt public buses from paying tolls, but also follow forward-thinking employers by paying public bus companies, over and above current outlays, to allow any resident of the counties abutting the bridges to use their public library card as a free bus pass. This would generate a significant boost to TARC funding from the states, allowing enhanced service, and – since public bus fares are also a tax – would constitute a tax cut for the entire metro area. It would boost TARC ridership both across the bridge and around the metro, reducing car trips, auto emissions, parking costs and spending on gasoline. It might encourage foot traffic in libraries. People who ride the bus also walk more, so it would improve public health. It would help out employers who must currently pay for employee parking. And since gas purchases drain over a billion dollars per year from the local economy, the measure would boost the local economy by staunching some of that outflow.

Because it might take some time for people to adjust to this change – and because bridge construction will snarl traffic for years anyway – this new benefit should go into effect immediately, rather than wait for the bridges to be built. This would give people time to figure out bus routes and trip plans, and give TARC time to devise routes, before the toll came in as a punitive measure.

Thus LCAN proposes that the two states immediately begin to pay bus companies in counties abutting the bridges to treat public library cards as free bus passes. This could be paid for out of the ORBP bond issue and out of tolls, once they start. It could be supported by a small tax on parking spaces and increased parking-meter rates around the metro area.

The ORBP exacerbates global warming as well as existing inequities that bedevil our community, and the tolling proposal represents a regressive tax and an assault on public transit. HB 129 represents an improvement. But the LCAN proposal would ease transit-related burdens for everyone in the metro area, cut taxes on everyone, and encourage people to use the bus and the library. The ORBP is not yet inevitable, and superior alternatives do exist. But if the ORBP must go forward, the LCAN proposal is truly a win-win response to it.

Comparison of Bridge Toll Proposals

Bridges Authority	HB129	LCAN Proposal
Frequent cars pay \$1 per crossing; buses, \$20 per round trip. Bottlenecks at free bridges, extra time and air pollution; regressive tax of \$500 per year for workers crossing the river daily.	EITC qualifiers reimbursed up to \$500 per year for work-required tolls, buses exempt. Regressive tax still hits working-class, middle-income working families, unemployed, students.	Buses exempt from tolls; library cards are free bus passes for everyone in counties abutting bridges. Invests in buses and public health. Keeps more money in local economy. Reduces air pollution. Tax cut for everyone. Pay for it by taxing parking spots.

###

COALITION
FOR THE
HOMELESS

In 2013, the Kentucky General Assembly passed HB 441, amending the tolling statute, KRS 175B.404, for the Ohio River Bridges Project. The amendment "recognizes the potential hardship for low income users" (K.R.S.175B.040 Section 3) and encourages the Kentucky and Indiana Transportation Cabinets and the Kentucky Public Transportation Infrastructure Authority to find ways to mitigate the financial impact of bridge tolls on minorities and persons with low incomes and to consider the feasibility of exempting mass transit vehicles from the payment of project tolls.

We are asking the Bridges Project to take this bill seriously and enact policy to mitigate the financial impact of tolls. First, TARC should be exempted from the \$10 charge to buses crossing the bridges. This policy would encourage more people to use public transportation and keep the cost of this transportation affordable. Second, the Bridges Project's should provide a waiver or lowering of toll fees for those who are low-income but employed and commute to work across the river. Since tolls are issued electronically, a person could apply for a waiver documenting income and employment and their license plate could be tagged to be exempted.

This waiver is important to encourage employment in our community. A minimum-wage employee traveling across the toll bridge would have to pay an additional \$500 each year just to get to work. Those minimum-wage workers would have to clock 70 additional hours to make up that new tax. If this plan is not sensible, policy proposed in House Bill 129, introduced in the 2013 Regular Session of the Kentucky General Assembly, could be implemented. Instead of a waiver, this bill offered reimbursement up to \$500 for toll costs to anyone eligible for the federal Earned Income Tax Credit (EITC) whose job requires a commute over the Ohio River. To qualify, recipients would submit: 1) W-2 showing their place of employment required the commute, and 2) receipts for qualified toll costs up to \$500.

Thank you for this opportunity to comment on the impact of tolls in our community. If you have any questions, please contact Natalie Harris, The Coalition for the Homeless, 1300 S. 4th St., Ste. 250, Louisville, KY 40208, 502-636-9550 x 11 or nharris@louhomeless.org.

The Ky Alliance Against Racist and Political Repression supports this position.

Keep bridge tolls off commutes of low-income workers!

We support HB 129

Imposing tolls on low-wage workers who must cross the Ohio River to get to work will damage the efforts of families struggling to pull themselves out of poverty.

A sound plan has been presented – as considered in the form of House Bill 129 in the Kentucky General Assembly's 2013 session – that would allow the state to reimburse low-wage workers for bridge toll costs directly associated with their jobs. It would also eliminate tolls for Transit Authority of the River City (TARC) buses to make sure a public transportation system already facing severe budget constraints isn't further harmed.

We, the undersigned, support low-wage workers and we strongly urge passage of legislation that offers an annual reimbursement of toll costs to anyone eligible for the federal Earned Income Tax Credit (EITC) whose job requires a commute over the Ohio River.

Please support our efforts to keep tolls off the backs of the poverty-level workers!

Ky Alliance Against Racist and Political Repression
P.O. Box 1543
Louisville, Ky 40201

1. _____
2. _____
3. KA Owens
4. Co-Chair
5. Ky Alliance
6. (4) 502 896 0684
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____

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Please support our efforts to keep tolls off the backs of the poverty-level workers!

1. Rep Jim Wayne JIM WAYNE
2. 1290 ROYAL AV.
3. LOUISVILLE, KY. 40204
4. _____
5. 502-451-8262
6. _____
7. jimwayne@twc.com
8. _____
9. _____
10. _____
11. _____
12. _____

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1. Northwood Hillman
2. Thyllis L. Johnson
3. Peterson Pasquale Palmer
4. John F. [unclear]
5. [unclear]
6. Quinn Yeckla
7. Cathy Ford
8. Pete Ward
9. Mary Claire Williamson
10. Edith B. Pitzer

- 109. *Phil & Carol*
- 110. *Peggy Cummins*
- 111. *Kathy Wallace*
- 112. *Carolyn Mattern*
- 113. *Stella Sloan*
- 114. *Bob Eiden*
- 115. *Doris M. Silit*
- 116. *Betty Mayo*
- 117. *Amanda K. Oliver*
- 118. *Joe*
- 119. *Nancy Wright*
- 120. *Angela*
- 121. ~~*[scribble]*~~
- 122. ~~*[scribble]*~~
- 123. *John Christie*
- 124. *Garion Russell*
- 125. *Sean Russell*
- 126. *Mrs Russell*
- 127. *Jamaya Russell*
- 128. *Joey Russell*
- 129. *Joe Brennan*
- 130. *Rev. John R. Burke*
- 131. *Rev. Philip Lloyd-Judde*
- 132. _____

- 61. Peg Schorvick
- 62. Pat Thomas
- 63. Jim Butler
- 64. Caryl McMahon
- 65. Jessie Keitzman
- 66. Julie Dargatzis
- 67. Arden R. Maiter
- 68. Sharon H. Boden
- 69. Hurd Howarth
- 70. _____
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- 84. _____

13. Monica R. Gramp
14. Ellen Bushe
15. Nancy Jot
16. Do Blincoe
17. Kurt McManis
18. Martha W. Davis
19. Jane Hegland
20. James K. Lechner
21. Michael S. Bign
22. Mark D. [unclear]
23. [unclear]
24. Rob. medley
25. Michael Gausler
26. Mary Ann Lambert
27. Justin [unclear]
28. _____
29. _____
30. _____
31. _____
32. _____
33. _____
34. _____
35. _____
36. _____

37. *Monica DeLu*
38. *Barbara Beaman*
39. *Mary Howarth*
40. *Merida Butler*
41. *Virginia D. Bush*
42. *Jerry Hardt*
43. *Phyllis Lullie*
44. _____
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The following pages (175-201) contain comments
spoken to court reporters at the July 23 public
meeting/open house at the Kentucky Center for
African American Heritage in Louisville

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LOUISVILLE-SOUTHERN INDIANA

OHIO RIVER BRIDGES

PUBLIC COMMENT

KENTUCKY CENTER FOR

AFRICAN-AMERICAN HERITAGE

1701 MUHAMMAD ALI BOULEVARD

JULY 23, 2013

1 LOUISVILLE-SOUTHERN INDIANA OHIO RIVER
2 BRIDGES
3 PUBLIC COMMENT
4 KENTUCKY CENTER FOR
5 AFRICAN-AMERICAN HERITAGE
6 1701 MUHAMMAD ALI BOULEVARD
7 JULY 23, 2013

8 MR. ZAHRADNIK: I appreciate the effort
9 to give public input, and I think, first off, I'll just
10 start with I think it's a no-brainer to have no toll
11 on TARC buses. You don't toll -- I don't think we
12 should toll buses or light rail. So that's -- that, I
13 think, is a given.

14 And then I think I have a different input than
15 most, perhaps, is I think one of the reasons we're
16 here is because the original project background, it
17 says, [reads] improve cross-river mobility through
18 construction of -- of an additional bridge or
19 bridges. If we would go back to just building a
20 bridge, we wouldn't even be here, we wouldn't be
21 having to talk about tolls. The project would be
22 reduced by 50% or more, and we would not have to
23 have tolls.

24 So I really think it's still time to look at that,
25 because I don't think there's enough money. I

1 think all the funding issues are not finalized, even
2 with the tolls. The tolls are going to have to keep
3 going up and up and up, and I think there is still
4 time to just build one bridge at a time.

5 This would also have a lot of impact on the
6 minority and community with more jobs. In other
7 words, when you start a project to build two
8 bridges at the same time, most labor's going to
9 have to come in from out of state. We will not
10 have as much local employment. We could build
11 one bridge and then another.

12 I've done a lot of projects, I'm an engineer.
13 You -- your -- your timing on projects is critical.
14 This is going to have to bring a lot of out-of-state
15 people in . It's not going to help for local jobs;
16 okay?

17 And then another factor is they also talk about
18 the expected -- the travel demands expected to
19 increase by 29% by 2030. I've heard that that is
20 actually going down, that the driving is less, so I
21 question that data, but let's even go with the fact
22 that it might be.

23 Well, right now, if we have three bridges,
24 really two interstate and one local bridge, and that
25 capacity is expected to go up by 29%, it's simple

1 math that says even by 2013 one bridge will handle
2 that additional capacity. So, even the projected
3 capacity that's growing, which is in doubt, if it's
4 going to get that high, but one bridge would still
5 handle that capacity. So, there again, there's no
6 justifiable reason for building two bridges.

7 And again, if -- if there's a funding gap, they
8 talk about the additional funding is required to
9 meet the project costs, even if that gap was up to
10 50%, then, again, build one bridge that closes the
11 gap, there would be no funding gap, no need for
12 tolls, we wouldn't have to be here and arguing
13 about how it's going to affect people in the
14 community.

15 It is going to affect everybody. It's not going
16 to be just \$1 toll, it's going to be a lot of -- couple
17 dollars toll, and that's going to affect everybody,
18 and it's going to be less cross-river traffic, less
19 businesses able to cooperate back and forth
20 across the river, and I think it's going to have a
21 negative effect.

22 And then another thing, I've -- I travel some,
23 and I don't always feel right when you say toll the
24 out-of-town people. Well, we're all out-of-town
25 people someplace else. I go some places else,

1 and I don't like -- I wouldn't like it if they charged
2 me more toll just because I'm not from the area.

3 We're building this bridge for us, this is
4 supposed to be to mitigate our traffic patterns
5 during rush hour, so I don't think it's fair to toll --
6 keep talking about tolling out-of-town people even
7 more.

8 And what is -- it talks about there's a video
9 rate. What is the video rate if we choose not to
10 get a transponder? I think that should be
11 publicized more so people are aware of that.
12 There must be some knowledge.

13 Is that going to be \$5 or \$10? How much is it
14 going to cost to have to take a picture, mail it to
15 the person, and have them mail the money back in?
16 So I would like to see the video rate publicized.

17 I guess thank you for your -- the opportunity
18 to have input.

19 THE REPORTER: Okay. And why don't
20 you give me your name so it's in the record?

21 MR. ZAHRADNIK: Give what?

22 THE REPORTER: Your name. I mean, I
23 have it there, but --

24 MR. ZAHRADNIK: Yeah. My name is --

25 THE REPORTER: -- then I know.

1 MR. ZAHRADNIK: -- Greg Zahradnik.
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1 MR. LEVIE: My name is Jerry T. Levie,
2 L-e-v-i-e. I want to know who chose the people
3 that are going to maintain the east end bridge? It
4 is a bridge owned by the public, right, or going to
5 be? Who chose the people, what are they going to
6 do, how many are there, and how much are they
7 going to get paid, and how long is their contract
8 for?

9 The reason I'm talking right now is because
10 I've -- look like -- I feel like there's going to be
11 some fraud and mishandling of the money for this
12 new bridge that the taxpayers paid for; okay?
13 Now, is there going to be -- is there going -- the
14 contract -- what are they going to do at the
15 bridge?

16 Are they going to adjust the cables? Are they
17 just going to look at the bridge once a month or
18 once a year? How much are they going to get
19 paid? And is it a contract for a year or two years
20 or five years? And again, does it have to do with
21 politicians who chose the people to get paid on
22 inspection of this bridge?

23 Seems like to me there would be instructions
24 from the bridge company and from the mechanical
25 engineering firm here in Louisville or Indiana or

1 both, and then they could have a mechanical
2 contractor adjust the cables every two years. The
3 bridge is going to be brand new, so there shouldn't
4 be too many problems if it's installed right or built
5 right. I mean, it shouldn't be too much trouble.

6 I mean, do the cables need to be adjusted
7 every year? Every two years? Every three years?
8 How much would the fees be for an engineering
9 firm to do this, and from a mechanical engineering
10 company to adjust the cables?

11 I just feel like some wool is going to be pulled
12 over our eyes, and there's going to be some --
13 some mishandling of funds, which happens
14 throughout the state and the United States, and
15 that's one of the reasons that we're bankrupt now
16 like Detroit, or like the United States, and they
17 keep wasting and throwing away, spending money
18 that we don't have, and mishandling all the dang
19 gone funds, and it -- it can be a disaster.

20 And I do not understand why the bridge is
21 going to be two lanes, and it's going to be enough
22 of -- the east end bridge is going to be two lanes,
23 and there's enough room to -- for another lane, a
24 third lane, but why they're building it, I don't know
25 why in the world they can't make it four lanes and

1 not use the third and fourth lane at this time. A
2 narrow bridge is more flimsy than a wider bridge,
3 because the piers are wider and stabilizes
4 everything in the water and in the ground and in
5 the mud and in the. . .

6 That's all I have.

7 THE REPORTER: Okay.

8 MR. LEVIE: I feel like there's going to
9 be fraud here.

10 THE REPORTER: Okay.

11 MR. LEVIE: Huh?

12 THE REPORTER: Do you want me to put
13 that down?

14 MR. LEVIE: You -- you got that down;
15 didn't you?

16 THE REPORTER: Well, you said it in the
17 other one, in the middle. I didn't know if you
18 wanted me to put down again.

19 MR. LEVIE: I feel like it's going to be
20 fraud and mishandling of the funds for the bridge
21 for the people in Kentucky and for the people in
22 Indiana. Very concerned about this.

23 THE REPORTER: Okay.

24 .

25 .

1 MS. HINKO: My name is Cathy Hinko,
2 and I am with the Metropolitan Housing Coalition,
3 and we are a non-profit membership organization
4 focused on fair and affordable housing.

5 And in 2013, the Kentucky General Assembly
6 passed HB 441 amending the tolling statute, KRS
7 175(b).104 for the Ohio Rivers Bridges Project.
8 MHC had lobbied to -- for a -- a separate bill that
9 actually recognized the needs of low-income
10 people to be able to have their housing and their
11 jobs connected, and that bill was -- was not
12 passed.

13 But we were told that the amendment in
14 HB 4 -- 441, which, quote, "recognizes the
15 potential hardship for low-income users," unquote,
16 which is Section 3, and encourages the Kentucky
17 and Indiana Transportation Cabinet and the
18 Kentucky Public Tr -- Transportation and Structure
19 Authority to find ways to mitigate the financial
20 impact of bridge tolls on minorities and persons
21 with low incomes, and to consider the feasibility
22 of exempting mass transit vehicles from the
23 payment of profit tolls.

24 We thought that amendment would at least
25 bring better attention to what is happening to

1 low-income people and people who live in
2 neighborhoods where a high number of people in
3 protected classes is defined by the federal, state,
4 and local fair housing laws.

5 Unfortunately, the General Assembly's
6 encouragement was either not enough or just fell
7 on deaf ears, because the bridges project recently
8 announced it was unwilling or unable to really
9 mitigate or exempt the tolls, and they did not
10 include it in a direct plan, and to date, even TARC
11 is not exempted from the \$10 charge per bus
12 crossing the bridge.

13 As a community, we want to speak up. First
14 of all, when I go to KIPDA transportation meetings,
15 everyone in the room is white, and Louisville is not
16 proportionally represented, and since Louisville
17 has most percent of African-Americans and number
18 of African-Americans, we feel that in the area of
19 transportation, people who are African-American
20 are not at all represented.

21 That is also true for Hispanic, and it's also
22 true for female-headed households who are low
23 income. And if you look at where these folks live,
24 they live in western Louisville, and will be unduly
25 impacted by increased use of the Sherman-Minton

1 Bridge in terms of air pollution and air quality and
2 in terms of runoff.

3 So we feel that incurred with the subtext as
4 locals will be encouraged to use the
5 Sherman-Minton Bridge and the Second Street
6 Bridge, which is neither a sustainable proposal,
7 because it will encourage people to use more
8 gasoline and create more pollution to avoid tolls,
9 nor is it ac --

10 THE REPORTER: I didn't hear. What
11 tolls?

12 MS. HINKO: Will encourage people to
13 use more gasoline and to have more pollution so
14 that they avoid the tolls. Nor is it actually very
15 practical, because gasoline is going to cost so
16 much that to -- to go out of your way to use one of
17 the non-tolled bridges is absurd.

18 We are an economic whole, and so people who
19 go to school, who use medical services, and who
20 live on different sides of the bridge should be able
21 to go back and forth with no cost. These
22 transponders are merely computers, and you can
23 get people's addresses, and you can make it so
24 that they are not tolled, or that they're only tolled
25 one way at 50 cents or \$1, and you can have a

1 limit. You can say, once you get to, whatever, \$75
2 per year, you will not be charged any more.

3 There are many, many ways to use the
4 transponders which are simply computers to make
5 sure that people who use these bridges both
6 frequently and infrequently, but who live in our
7 area are not -- do not have their behaviors
8 changed because of these new bridges.

9 I think that the or -- that the bridges needs to
10 be very aware of Title 6 which says what is the
11 impact by race, because there are -- there is the
12 racial segregated communities in west Louisville
13 that will be highly impacted by increased use.

14 There is also a disproportionate number of
15 people who are in protected classes who are lower
16 income. That's why they are protected classes,
17 because of centuries of indifference by --
18 indifference or active disenfranchisement of these
19 groups economically, educationally, and
20 politically, and the -- the tolling of the bridges to
21 these groups is simply another manifestation of
22 the economic, educational, and political
23 disenfranchisement of these low-income people.
24 So that's another issue.

25 To me, it's like saying, okay, we're -- we're

1 building a road because that's all it is, and
2 choosing an arbitrary point at which you charge
3 money. Why not make that point at 65 and 264 so
4 anyone using the highway at 65 and 264 will pay to
5 go outside of 264 or pay to go inside 264 and 65?

6 It's an arbitrary point at which we have set a
7 tolling booth, and we feel that it -- I -- we feel that
8 it's -- it's -- makes no more sense than doing it
9 there than to cut ourselves off from an economic
10 part of -- excuse me -- to cut ourselves off from
11 part of our economic engine, which is southern
12 Indiana, and -- and Louisville, that we're -- we're
13 simply drawing the line and cutting them there.

14 I say plenty of other places -- there are plenty
15 of other places we could -- where we could have as
16 arbitrarily placed that line. I think the reason we
17 haven't placed them in other areas is because we
18 think it won't affect white people as much if we --
19 than putting it, for instance, at 64, at I-65 and --
20 and 264, or putting it at 64 and 264 and tolling
21 there.

22 We think that that would create more fuss,
23 because you would have people who are white, who
24 are privileged and them having to pay tolls, and
25 instead we're taking it out on our most fragile part

1 of the community. Or -- or 71 and 264, why not
2 put tolls there instead? You catch much -- many
3 more people on their way.

4 So we think that there are many solutions
5 using the transponders, which should be provided
6 for free to everyone in this economic area. We
7 think you can charge just one way; we think you
8 can have a limit on how much money people have
9 to pay a year; we think that if, you know,
10 low-income people should be able to get an
11 exemption all together.

12 It's people who have SSI, people who have a
13 disability, people who have foods tamps, pe -- you
14 know, there are many ways that we identify people
15 who are low-income, and if we want to truly be
16 creative, then we really need to stop saying, gee, I
17 can't think of anything, and -- and to use these
18 computers so that we can let people travel freely
19 who are low-income.

20 Thank you.

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1 MR. KOLERS: My name is Avery Kolers.

2 I represent the Louisville Climate Action --

3 THE REPORTER: Avery what? Kolers?

4 MR. KOLERS: Kolers. I represent the
5 Louisville Climate Action Network, and I live at
6 1921 Deerwood Avenue, 40205.

7 And I would like to say that I think that the
8 tolls proposed -- as proposed are inequitable, and
9 they fall hardest on working people who have to
10 cross -- or who will waste gas going away --
11 around so that they don't have to pay every day,
12 and so I would propose -- I -- I -- I -- I endorse the
13 proposal, I support the proposal of the legislators
14 who want a -- an EITC-linked tax refund, toll
15 refund, but I think we could go better than that,
16 and also give everybody -- let everybody use their
17 library card as a free bus pass, everyone in the
18 counties abutting the bridges so that they can find
19 an alternative that doesn't cost them any money.

20 It would encourage people to use the bus,
21 encourage people to walk more, and reduce carbon
22 emissions, reduce gasoline purchases. Gasoline
23 purchases currently send about a billion dollars or
24 more out of our local economy every year, and so
25 reducing gas purchases would be a huge boost to

1 our local economy, and global warning is, of
2 course, the most important problem we face as a
3 society and as a generation, and the bridges as
4 planned currently exacerbate that problem, and
5 the -- the bus pass proposal might mitigate that a
6 little.

7 Thank you.

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1 MS. SMITH: I'm Anne Smith. I direct
2 Ministries United of South Central Louisville, and
3 I'm the president of the association of the 15
4 community ministries here in Louisville.

5 My concerns about the tolls for the bridge are
6 really for the middle class and for those people
7 who are paying their own way. Those folks that
8 are working two jobs, and I'm thinking specifically
9 of single parents who are going to Indiana for a
10 nighttime job in one of the restaurants or
11 whatever, it's just going to be another imposition
12 on them to pay \$2 a day to get to another job.
13 Most people think \$2 a day is very significant if
14 you are settled in a nice job, but for some people,
15 it could be the tipping point of losing that position.

16 I also wondered about the increase in traffic,
17 especially in the Shawnee neighborhood, and the
18 additional pollution that I would expect to be
19 there. In talking to some of the, quote, unquote,
20 experts here, they say they've done an analysis of
21 that and will look at that most closely.

22 But my wish would be that TARC would not
23 have to pay \$10 every time the bus crosses,
24 because that cost is going to be passed on to the
25 consumer. It's going to be passed on to the

1 people who ride, and also, for the frequent users,
2 those especially who are going to Indiana or
3 coming from Indiana to Kentucky to work for them
4 to be exempt from this or, at least, have a
5 reduction in the total cost.

6 It doesn't make any sense that Indiana from
7 my house is closer than I-65, it's closer than 264,
8 it's certainly closer than I-71, and yet I can get on
9 those highways and not pay anything. So, from a
10 reasonable standpoint, it doesn't make sense to
11 me that we are paying just because it's a
12 waterway, and I realize a bridge is going to be
13 more expensive, but it just seems there would be
14 other ways of taxation, of whatever to where some
15 of these people in the middle class slipping
16 quickly into a poorer class of economic status that
17 they would be exempt.

18 I'm really concerned about it. I'm also -- I
19 really feel like it's sort of a switch and bait here
20 today, because I thought we would have an
21 opportunity to hear other people's questions and
22 have those questions answered. There are people
23 here who came for that purpose of listening and
24 having dialogue, and I know you can't one-on-one
25 with the people from the Ohio Bridges Project, but

1 I thought it was an open hearing, an open forum
2 where dialogue would take place.

3 So, for that, I'm pretty disappointed. I just
4 hope they consider some of these issues before it
5 actually goes into effect.

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1 MR. TAYLOR: My name is Trent Taylor,
2 Kentucky Justice Center.

3 I would like to state opposition to the toll
4 provision for funding the construction of the
5 bridges on behalf of Kentucky Justice Center and
6 the workers, low-income workers that we
7 represent. This, without a doubt, is a tax on the
8 working poor. It is a nonregressive tax --
9 regressive tax that hits the poor the hardest who
10 often have to commute long distances just so that
11 they can have a job.

12 For minimum wage workers who represent the
13 majority of the workers that I represent as an
14 employment law attorney, this is especially
15 egregious expense that they would have to incur.
16 It may force some people out of their current job in
17 order to find one which doesn't require them to
18 spend 50 to \$100 a month solely to get to work.

19 That's it.

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1 MR. RINER: My name is Tom Riner. I'm
2 a state representative. I've been in the House of
3 Representatives for 32 years, and my wife Claudia
4 is here with me, and she represented District 36
5 for four years before I came in.

6 And I'm here to voice support for the position
7 that was put forward on July 1st in the
8 Courier-Journal, "Working Poor Deserve Break on
9 Bridge Toll," and the gist of that a number of
10 legislators had signed their names, and I wanted
11 to make sure that the Federal Highway
12 Administration knew that there are other
13 legislators, such as myself, who didn't have the
14 opportunity to get their names in that article in
15 support of making special accommodations for the
16 poor to be exempted from tolls.

17 One of the things that I would like to
18 emphasize is that most Kentuckians believe God is
19 relevant to every area of life. Whether they attend
20 church or not, most Kentuckians want God's
21 blessing. We understand from the Scriptures in
22 Psalm 41, "Blessed is he that considereth the
23 poor; the Lord will deliver him in time of trouble;
24 the Lord will preserve him, and keep him alive; and
25 he shall be blessed upon the earth; and thou will

1 deliver him -- thou will not deliver him into the will
2 of his enemies."

3 So many of us believe that God's blessing
4 is -- is something that is not only to be desired,
5 but it is something that is promised in the
6 Scriptures to those who look out for the poor, and
7 we want the Federal Highway Administration to
8 realize that we want our the state blessed, and
9 we --

10 THE REPORTER: We want. . . I didn't
11 hear you.

12 MR. RINER: That we want the State of
13 Kentucky to receive God's blessing, and therefore,
14 we appeal to them to hear our voice and to give
15 special -- make special accommodations for the
16 poor by exempting them from tolling. Just as many
17 of -- of us in the legislature co-sponsored House
18 Bill 129 to do the same thing, and to offer an
19 annual reimbursement of toll costs to those who
20 are eligible for the federal earned-income tax
21 credit whose job requires them to commute over
22 the Ohio River bridge.

23 And I think that's my statement.

24 THE REPORTER: Okay.

25 .

1 MS. RINER: Okay. I'm Claudia Riner.
2 I'm a member of the Louisville Jefferson County
3 Democratic Executive Committee. I'm the at-large
4 member from the 41st Legislative District, which, at
5 least, over half of the district is an economically
6 disadvantaged population.

7 And I would like the Federal Highway
8 Administration and the Kentucky Transportation
9 Department to -- to know that I think it's important
10 to make accommodations for the working poor who
11 have to cross the bridge to get to their jobs, and
12 to pay such a toll is placing a heavy burden like a
13 tax on the poor who don't have extra funds to pay
14 tolls to get to work.

15 And the Bible says the earth is the Lord's, and
16 so for us to put a toll on getting from one place on
17 the earth to -- to another place on the earth just
18 doesn't seem fair, and as a Christian, I want to
19 speak as a voice for those people in the 41st
20 District who are economically disadvantaged and
21 who could not attend tonight to make their voice
22 heard to oppose the tolls.

23 Thank you.

24 [WHEREUPON, the Public Meeting ends at 7:00
25 p.m.]

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CERTIFICATE OF REPORTER

STATE OF KENTUCKY AT LARGE:

I, ROSE MARY KITHCART, RPR, Notary
Public for the State of Kentucky at Large, do
hereby certify that the foregoing was reported by
stenographic and mechanical means, which matter
was held on the date, and at the time and place
set out in the caption hereof and that the
foregoing constitutes a true and accurate
transcript of same.

I further certify that I am not related to any of
the parties, nor am I an employee of or related to
any of the attorneys representing the parties, and
I have no financial interest in the outcome of this
matter.

GIVEN under my hand and Notarial seal this
_____ day of _____, 2013.

My Commission Expires: Notary Public

AUGUST 27, 2013

Notary ID: 402347

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CERTIFICATE OF REPORTER

STATE OF KENTUCKY AT LARGE:

I, BARBIE A. HENNESSEY, Notary Public
for the State of Kentucky at Large, do hereby
certify that the foregoing was reported by
stenographic and mechanical means, which matter
was held on the date, and at the time and place
set out in the caption hereof and that the
foregoing constitutes a true and accurate
transcript of same.

I further certify that I am not related to any of
the parties, nor am I an employee of or related to
any of the attorneys representing the parties, and
I have no financial interest in the outcome of this
matter.

GIVEN under my hand and Notarial seal this
_____ day of _____, 2013.

My Commission Expires: _____ Notary Public

JANUARY 2, 2017 _____.

Notary ID: 480672

The following (203-222) pages contain written comments mailed to the Project or hand delivered



COMMENT FORM
 Open House on Tolling Mitigation
 July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to:
 Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202
 Comments can also be submitted online by visiting kynbridges.com.

Name	Address
Marvin R. Brinley	720 E Delaware St Sellersburg IN 47172
Phone	Email
812-346-8213	rvn@brinleyd@gmail.com
Comments	
<p>I am a senior citizen on social security and a small pension. I travel from IN to KY to go to church, to be my uncle to the doctor and to visit our families who live in KY and other family to doctor.</p> <p>I feel everyone should be charged the same amount for crossing the bridges. Some should not be penalized for what is out of their control.</p> <p>I went to the meeting and I feel it did not answer my questions or concerns. The people there really could not answer my questions. They just passed the buck.</p> <p>I think raising the taxes in KY + IN, to build the bridges would be a better option and everyone would be paying and not a chosen few.</p> <p>The people crossing the bridge should not have to pay for Spaghetti Junction for hoursville because the people who work in hoursville need to pay for it themselves.</p> <p>They need to have state wide taxes on both sides to pay for bridges. We have not had tolls in many years and do not need them now.</p>	

CONTINUE ON BACK OR ADDITIONAL PAPER IF NECESSARY

(over)

Why should we pay for fancy rock and bridge for the East End. The cost for preserving a home because it is historic is ridiculous. They tore down many homes to build the airport.

If they want fancy then, let them pay for it.

Put the burden on all not just those crossing bridge. There does not need \$20 million. That could be used for bridges.

During Rush Hour the 64, 65, 71 are backed up everyday coming out of Louisville or going into in the morning. How will a bridge prevent this?

The people at the meeting who were in charge told me to talk to or blame it on your governor. He could not give me any answers or info.

Thanks
Marvin R Brinley
Concerned Citizen of USA

Carole Blough

From: "Carole Blough" <wainani@insightbb.com>
Date: Tuesday, July 23, 2013 7:09 PM
To: "https://kyin-bridges.wvinfo.com/forms/toll-impacts-on-low-income-and-minority-residents/"
Subject: Bridge Tolls

Hello, I have seen several references that the Bridge Project is considering lower tolls on "low income and minority" people. I have no problem with some consideration given to low income people but do not understand the "minority" consideration. If a person of any color or race is low income and needs to cross the bridge 2 times a day for employment, they should have some help so they can keep their job and still earn enough money to pay their bills. But, if a person is just a minority, why should that person get special help? If a person is low income, why would that not cover any person of any color or race and a special category for "minority" would not be needed?

By what has been reported, a minority person earning \$50,000 could have special help while a white person earning the same would get no help. That makes no sense!

I hope the reporting was incorrect and it is only low income persons who are being considered. It would seem discriminatory to help one class of people just because of color or race. At least with income, it goes across all types of people and there is a logical reason – need to keep a job and the tolls would impose an unfair burden.

Carole Blough
5414 Oak Creek Lane
Louisville, KY 40291

7/23/2013



COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 28, 2013, to:
Bridges Project Research - 820 W. Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kynbridges.com.

Name	Address
KENTON GRAVISS	3711 TRAIL RIDGE RD LOUISVILLE, KY 40291
Phone	Email
502.412.1129	KENTONG3@ATT.NET
Comments	
NAME THE EAST END BRIDGE THE BLUEGRASS BYPASS, NAME THE DOWNTOWN BRIDGE THE FLEUR-DE-LIS THRUWAY.	

CONTINUE ON BACK OR ADDITIONAL PAPER IF NECESSARY

472 Kensington Dr.
Clarksville, IN 47129
July 22, 2013

Bridges Project Research
620 West Main St.
4th Floor
Louisville, KY 40202

RE: Public Comment On the Bridge Tolls

To Whom It May Concern:

I know these two public comment meetings have to do with the assessment of the impact these tolls will have on low-income and the minority population. No one is going to assist the middle class with their tolls. You will only be helping the same people who receive all the free Obama stuff – the phones, etc. They, of course, will get a break—either a free transponder, requiring less in their accounts for it, etc. However, I will receive no assistance.

I am single and work in Louisville and occasionally make two trips a day. However, I am considered middle class and won't receive anything; I'll only be paying so the low-income or minority population can, once again, get something for nothing. Taxing the earners to pay for the takers!

And, if you'll remember when the Clark Memorial Bridge was built, it unified Indiana and Kentucky. However, with the new downtown bridge, it will only divide Indiana and Kentucky – not unite us. If it weren't for my working in Louisville, I would never cross the bridge.

The smart and logical step would be to build ONLY the east end bridge, and then decide if we need another downtown bridge. It would show that we DON'T need another downtown bridge.

There are going to be many jobs at the River Ridge Complex. However, before people from Kentucky will apply for these jobs, they will have to consider the effects of the tolling. If it's a single person, they will not be able to afford it.

I am DEAD SET AGAINST ANY AMOUNT OF TOLLING!

WHAT A TRAVESTY AND SHAME THIS IS!

Sincerely,


Teresa J. Bailew

7/21/13

Bridge Project Research
620 W. Main St, 4th Floor
Louisville, Ky 40202

So here we go again — you are just asking for
fraud to be perpetuated on us all — Low
Income and Minorities — are exempt from
the Tolls — Just how do you intend to prove
who is "low income" — and just because a
person is of the minority — does not automatically
mean he or she is at poverty level!

Why do you always — expect the people who
work hard and make money to pay for those
who don't? Jobs in Indiana can't be all
that plentiful — they can get a job in KY.

I guess if we never passed a "flat tax" law —
you'd exempt them from paying that too. They
use the roads — bridges — let them also
pay something — always talking about
things being equal — everyone pays or
no one pays — Once again how are you going
to prove their income?
You can't — ridiculous Jennine Barton
40207



Classic Truss and Wood Components, Inc.
2709 Blackston Mill Road • Clarksville, IN 47129
Phone (812) 944-5821 • Fax (812) 948-2177 • www.classictruss.com

July 24, 2013

Bridges Project Research
620 W. Main St (4th Floor)
Louisville, KY 40202

To whom it may concern.

Although we are eagerly anticipating the opening of the new bridges, we have great concern for the detrimental economic impact the tolls will have on our business as well as other surrounding businesses. I understand the concern your committee has regarding the low-income and minority populations, but I don't believe your committee has fully researched the devastating economic impact the tolls will have on local small businesses.

We have estimated based on the previous twelve months, our annual toll would exceed \$40,000.00. Our semi-trucks are currently making 15-20 crossings each day. We have other employees, such as salesman and building superintendents crossing multiple times each day as well.

We are competing for business in multiple states. When these tolls take effect we will be at a distinct disadvantage when competing for jobs in Kentucky. We will not be able to include the cost of these tolls in our bid packages as our competitors in Kentucky will not incur these costs.

Please take in consideration the harmful economic position that small businesses, such as ours, will be placed in when these tolls are put in place. Our suggestion would be to have dramatically reduced tolls or completely eliminate tolls for Kentuckiana's small businesses.

Best regards,

Concerned Employee's
Classic Truss & Wood Components, Inc
Classic Buildings, Inc
Premier Homes, Inc

Jay Shub *Monty Scott*
Dave Kroll *Monty Sorenson*
Michael Horta *Dyn Wall*
Sharon Salley *Charles Hobb*
Randy Fields *Tom. Elk*
Zachary Curtis *Karen Cook*

July 20, 2013

Bridges Project Research
620 W. Min St. Fourth Floor
Louisville, KY 40202

Subject: Bridge Tolls

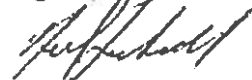
To whom it may concern:

I am opposed to any blanket reduced toll rate contingent upon household income or resident location only. We have seen too many examples of fraud and abuse with many entitlement programs.

Instead, I would suggest we issue reduced toll rates only for those working across the river and meet certain minimum income requirements. Out of state employees could request one round trip exemption per day through their employer. The employer would then be responsible to request the exemption for the employee and also notify the appropriate body when employment is terminated. Each and every vehicle benefits from and causes wear and tear on the bridge and the construction cost burden should not automatically be shifted to others without due cause.

In addition, I don't believe we should subsidize out of state businesses by issuing reduced rates for non essential reasons. There are plenty of local restaurants, entertainment, and shopping facilities locally and we would also be supporting local establishments with our dollars. If someone cannot afford to pay the normal toll rate then they should shop locally. Out of state businesses could refund a portion of the bridge toll upon proper identification if they desired.

Regards,



Neil Lukenbill

3616 Windward Way
Louisville, KY 20220

Tolling, Public Transit, and the Public Interest

Statement of David Eugene Blank, Ph. D.
2119 Baringer Avenue
Louisville, KY 40204-1403
(502) 452-1081
Cell (502) -641-5564

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TOLLING ON LSIORBP [The Louisville Southern Indiana Ohio River Bridges Project], PUBLIC TRANSIT – RIDE-SHARING - AND ACHIEVING EQUITY AS WELL AS SUSTAINABILITY IN CROSS RIVER TRANSPORTATION-

A 'Preliminary, Personal 'Draft Suggestion'

Delivery: Ohio River Bridges Authority –Bridges Project Research, 620 West Main Street; 4th Floor,
Louisville, KY 40202 –July 26, 2013

I. Welcome to the 21st Century:

In writing this Citizen's Input on the "Draft Assessment " of June 24, 2013, I wish to tell the readers that I am writing primarily as a scholar, researching for a tentative book on transportation planning in Louisville, and as an advocate of adhering to the mandate laid out by the Federal Highway Administration that the TOLLING SCHEDULE on the LSIORBP [ORBP for short] bridges has no undue effect on the EJ [Environmental Justice] population defined to be low-income and minority residents as defined in the "Draft Assessment" of June 24, 2013. My advocacy of innovative and equitable transportation solutions has in the past year involved me in an informal group chaired by State Rep. Jim Wayne, and that has the active participation of Jonathan Dooley, President of the Amalgamated Transit Union Local 1447 that represents the employees of TARC. [1]

Hopefully, the Bridges Authority and Bi-State Tolling Authority will be disposed to enter into a dialogue with the Jim Wayne chaired group, and that this Citizen's Input will aid in that effort.

In plain English, The Draft Assessment of June 24, 2013 accepts that the EJ population must not be subjected to undue, and adverse effects in accessing and using the Ohio River Bridges due to TOLLING.

In welcoming the reader to the 21st Century, I wish to highlight two flaws and/or omissions in the planning of a Tolling Schedule and Structure for ORBP that need to be made part of the policy making process and public input regarding complying with the 1964 Civil Rights Act's Title VI:

* Firstly, this is the century in which a digital revolution is impacting on public transit and highway transportation at near warp speed [that is faster than the speed of light] while the Bridges Authority

appears to be planning for a 20th century bridges and highway reality that suggests that it is stuck in the proverbial muddy roads of people driving blind without any wireless connection.

*Secondly, the 21st century also presents challenges to the 20th century model of delivering public transit via Public Authorities such as TARC [Transit Authority of River City] and its employees represented by the Amalgamated Transit Union Local 1447. This Citizen's Input suggests that there needs to be a human face that the EJ population can interface with regarding accessing ORBP, and that ATU Local 1447 should be tasked with providing that human face.

A. The Impact of the Digital Revolution:

Not only is there a DIGITAL REVOLUTION that is connecting people at warp speed, the digital divide that separates low-income and minority populations from others should also evaporate.

I am attaching a June 26, 2013 Press Release of APTA [American Public Transit Association] that represents 1,500 public and private transit agencies in North America. [Attachment No. 1 below]. The Press Release announced that APTA – as the representative of the Public Transportation Industry, is suing two foreign companies over software and electronic processes that impact on public transportation claiming in U.S. Federal Court that these two companies have filed “frivolous patent claims.”

The question that we all need to attempt to answer with regards to attaining justice on the bridges is how does the digital revolution now taking place impact on our decision making? The digital revolution that allows people to rapidly connect with other people to join in a ride-sharing alternative as a means of mitigating the impact of TOLLING needs to be considered. The case of mitigating the effect of Tolls on ORBP bridges by again arranging to join forces in crossing the Ohio River is a reality that can not be ignored.

Will chaotic and spontaneous parking lots litter the landscape surrounding I-65 in both Indiana and Kentucky as drivers seek instantaneous ride-sharing? Internet companies are springing up as fast as mushrooms to arrange Ride-Sharing opportunities, and avoiding paying full ORBP TOLLS suggest that Metro Louisville is no exception.

The APTA suit referenced in Attachment No.1 below suggests that public transit agencies need to develop their own digital capabilities, and that hopefully no foreign company can claim patent infringement claims.

The best way for me to introduce the reality of ride-sharing and the impact that the digital revolution is having on making ridesharing a rapid-fire “growth market,” that must be made part of the public input on Tolling and ORBP is by quoting from a 2010 US DOT [Department of Transportation – John A. Volpe National Transportation Systems Center study, “Ridesharing Options Analysis and Practitioner’s Toolkit ”-p.32 [Also Attachment #2 below]

“In the past, ridesharing required intense dedication to identify and sustain groups of people with similar travel patterns who were each willing and able to join forces in a carpool or vanpool. Today, through a combination of technology advances, residential and commercial clustering, and incentive programs, ridesharing is a growth market for public as well as private markets.

The Image of ridesharing is also changing ...The main reason for this shift...is also the advent of new mediums to post, share and find ridesharing partners. No longer is it required to make travel plans in advance with the aid of a ridesharing coordinator or computer-based offline or online tool."

With each passing day, more people are equipped with GPS devices, perhaps embedded in their phone that can pinpoint their exact location without effort..."

The reality of Ride-Sharing arrived thanks to the digital revolution –is that it has arrived in EJ communities, or will shortly do so, and must be considered in planning for an appropriate Tolling Schedule and Structure. Ride-Sharing will easily and rapidly challenge and even disrupt for example the operation of the 2011 MOA [Memorandum of Agreement] made between KYTC and INDOT and TARC which is the major proposed mitigation of Tolling effects on the EJ Population in the Draft Assessment.

[*] KYTC = Kentucky Transportation Cabinet,
INDOT = Indiana Department of Transportation
TARC= Transit Authority of River City

The New York Times of July 22, 2013 [p.B4] had a news report on the impact of the Ride-Share on the Taxi Industry. Several companies act as digital dispatchers for existing limousine car services that are disrupting the monopoly that the taxi industry had on servicing for example - airports. According to this NYT news story, the Federal Trade Commission [FTC] has issued statements supporting the rise of these digital car sharing dispatchers. The news story reported that the FTC stated that to "trying to snuff out ride-sharing apps would stifle competition and could hurt consumers." [See attachment No. 3] The NYT news story also suggests that since ORBP is involved with interstate bridges, FTC rules rather than local regulations that may attempt to prevent ridesharing will prevail.

Please also note, that in 2010, the US DOT decided that the word "RIDESHARE" is now so common that it no longer needed to be hyphenated; a fact that in 2013, the NYT has not yet learned and/or accepted.

Based on a reading of both US DOT intent with regards to compliance with Title VI and the June 24 Assessment Document, I would strongly urge the Bridges Authority to accept that both the TARC- KIPDA, "Ticket To Ride," car pool and vanpool programs, and any informal ridesharing reality created by the digital revolution - that have their routes originating in EJ communities as displayed in the Map that is Figure 1 and 2 On page 9 of the June 24 Assessment Document, defined as "areas of the community with EJ populations," be granted the same EXEMPTION FROM TOLLS ON THE I-65 BRIDGES that should be granted to TARC mass transit buses.

I further suggest the following stipulations with regarding eligible ridesharing venture:

1. They must originate in recognized communities of EJ populations,
2. They must carry at least four [4] persons,
3. They must adhere to the standards of vehicle safety and driver competence that has been established by KIPDA for its "Ticket -To-Ride" carpool and vanpool operations, and
4. They must have a TRIP COORDINATOR who is a member of the Amalgamated Transit Union Local 1447.

While, "with the growth of smart phones and several GPS –based devices, ridesharing is transitioning into a spontaneous and instantaneous mode of travel," [US DOT, op cit, 2010, p. 22,] – I strongly urge the Bridges Authority to truly appreciate its mandate to the public to comply with Title VI. For many EJ populations, [for example, a person of low income living in a Southern Indiana, especially if he or she lives in a recognized EJ populated community - who needs to make period trips for medical reasons to hospitals in Louisville, KY should be able to easily access an ATU member – TRIP COORDINATOR who in the words of Jonathan Dooley, President of ATU Local 1447, will become the travel agent and trip guide and coordinator for needed travel by EJ population.

1. By TRIP COORDINATOR, I suggest that 21st reality allows a multi-model travel plan.

For example, the above individual who may use a rideshare mode to travel to his or her doctor, may also be scheduled on a TARC bus to do shopping, and after shopping scheduled for either a TARC bus and Rideshare trip back home or for a rideshare trip.

2. The TRIP COORDINATOR will also be responsible to assure safety and security of all involved.

For example a rating system can be distributed and evaluated as to preferences for music, driving speed, conversation topics and perhaps also the provision of photos of all potential rideshare partners.

In fact, on pages 12-13 of the June 24, 2013 of the Assessment Document in the discussion on the reality that as part of getting the Revised Record of Decision [RROD] regarding ORBP, KYTC and INDOT agreed to commit to "enhanced bus service " in order to mitigate "adverse impacts on EJ populations, and have committed to provide \$20,000,000 to TARC."

As part of this \$20 million commitment, KYTC and INDOT will fund ... the "Acquisition of eight vanpool vehicles," and the " Creation of a TARC Information and Customer Service Center.

This strongly suggests that there is already in place a commitment to support RIDESHARING for EJ populations, and that eight vanpool vehicles will be purchased... "to address the needs of environmental justice populations." What this citizen input adds is a SUGGESTED TARC-ATU understanding on how this commitment is to be implemented, and how these eight vanpool vehicles are to be used.

Jonathan Dooley, President of ATU Local 1447 and I have met and agreed that it is senseless to have these eight vanpool vehicles only serve to bring EJ population to and from their jobs, and remain idle parked on streets from let us say 9:30am to 4:30pm. The suggestion is made that these vanpools – driven by TARC –ATU Local 1447 drivers serve for non-job related travel needs of the EJ population such as shopping and medical care between the hours of 9:30am and 4:30pm.

Finally, on page 16 of the June 24, 2013 Assessment Document, the Bridges Authority accepted that it will develop a "Website and/so smart phone app, so users can order transponders on line and have them shipped directly to their home or business...."

The envisioned Website can also be used to promote use of both TARC buses and the envisioned RIDESHARE options.

The problem is that many senior citizens who qualify as members of the EJ population are not "tech-savvy," and this is why a TARC-ATU Local 1447 Trip Coordinator will be needed. How many low-income senior citizens in the communities identified as housing EJ population have either a smart phone or PC [personal computer]?

B. THE IMPACT OF TOLLING on TARC and its EJ population users

The Assessment Document on page 14 stated that, "consideration of exempting [TARC] mass transit vehicle from the payment of tolls will occur as the Tolling Mitigation Plan is being developed. The analysis of such an exemption would document the financial consequences for both TARC and the Project."

Public input and FHWA documents on "Environmental Justice Strategies" are to be part of this analysis.

I STRONGLY URGE ALL TARC MASS TRANSIT VEHICLES BE EXEMPT FROM TOLLING!

This needs to apply to all the 21 TARC buses that will be acquired according to the 2011 MOA- KYTC and INDOT with TARC

The Assessment Document accepts the FEIS study of 1011 that 36% of all TARC bus users who cross the Ohio River were low-income and 57 % were minority. [p.12] This fact alone is sufficient to justify exemption.

There is a final comment that is related to justifying exempting all TARC mass transit buses from tolling charges, and to recognizing the increasingly obvious reality of ridesharing. I refer to the plan -announced in the Assessment Document to have transponders that will be attached to all vehicles crossing ORBP bridges be provided at " no cost" and that locations within "the EJ communities" will be selected.

The point that needs to be made is that these transponder distribution centers and the "Website and/or smart phone apps " proposed on page 16 need to be run by the envisioned TARC-ATU Local 1447 entity. They should be part of the TARC Customer Service Centers envisioned above and called for by the MOA .

The Assessment Document appears to strongly oppose various proposals to offer discounts to working poor who will drive their own vehicles. However, while the writer is no attorney, he is puzzled by the reference to Surprenant v. Massachusetts Turnpike Authority on p. 18, he believes that the suit was dismissed by Federal District Court in 2011 under the 11th Amendment Sovereign Immunity clause. THERE MAY BE NO LEGAL OR CONSTITUTIONAL CHALLENGE or IMPEDIMENT to area-base tolling discounts.

Intrusive data collection is a fact of most government relief programs such as SNAP, and while "discounted" transponders may be illegally marketed as are SNAP "food stamps, that is no reason not to

consider distributing either food stamps or discounted transponders for purposes of complying with Title VI of the 1964 Civil Rights Act.

The point that I have been attempting to make is that the digital revolution and a TARC-ATU Local 1447 understanding can allow TARC [Transit Authority of Reviver City] to offer not only flexible routing, but also short-order scripted bus schedules as alternatives to offering discounted transponders to working poor owners of their own vehicles.

TARC has already experimented with Flexible routing that allows buses to diverge slightly form a fixed route. Short-order scripting of bus schedules, like spontaneous and Instantaneous ridesharing are more recent results of the digital revolution. They deserve to be mentioned in any serious citizen's input on how tolling impact can be mitigated for EJ populations.

With regards to the question of low-income private car owners, and providing discounted transponders to them, I suggest revisiting the issue after two years.

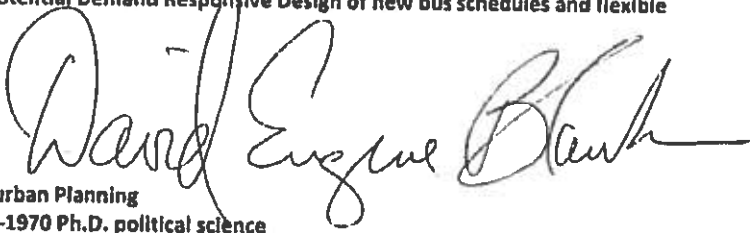
The Draft Document of June 24, 2013 calls for 'maximum use of transponders within the EJ communities, and that their distribution should be through a system that is user-friendly and convenient.

To best assure achieving this goal, two things should happen:

1. Firstly, the transponder granting services should be combined with the Information and Customer Service Center[s] envisioned in the MOA of 2011.
2. Secondly, the local transit worker union ATU Local 1447 [Amalgamated Transit Union] [(502) 637-2037] should b tasked with assuring user-friendly and convenient acquisition of the transponders; offering potential EJ population users access to digital- TARC flexible scheduling and routing. The ATU should become the travel agent and transportation guide for the EJ population.

To repeat: The TARC Information and Customer Service Centers envisioned by the 2011 MOA [p. 14] of the DOCUMENT Should be designed to also offer all EJ population up-to-date- information on transit capabilities, and potential Demand Responsive Design of new bus schedules and flexible routes.

Respectfully submitted,


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Yale University 1961 MA urban Planning
Columbia University 1969-1970 Ph.D. political science

c.c: State Rep. Jim Wayne,
ATU Local 1447 Pres. Jonathan Dooley,
Attorney, David O. Suetholz



American Public Transportation Association

ATTACHMENT
1

Transit News
6/26/2013

Contact:
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Public Transportation Industry Sues to Halt Frivolous Patent Claims

The American Public Transportation Association (APTA) yesterday filed a lawsuit in federal court seeking to halt frivolous patent infringement claims against public transit systems throughout the country by two foreign companies.

Over the last three years, ArrivalStar S.A., located in Luxembourg, and its affiliate, Melvino Technologies Limited, an offshore firm in British Virgin Islands, have filed claims stating that they own or are the exclusive licensee of patents relating to arrival and status messaging systems for the transportation industry. Arrivalstar has made these claims, yet it appears they have never done research or developed technology or products related to the patents. (View APTA lawsuit on frivolous patent claims)

APTA, which is being represented by the Public Patent Foundation, is asking the United States District Court, Southern District of New York, to declare that its public transportation system members cannot be sued for patent infringement by ArrivalStar. The lawsuit states that ArrivalStar's patents are invalid and unenforceable and that the claims cover ineligible subject matter. In addition, the lawsuit asserts that the 11th amendment prohibits state and regional entities from being subject to such suits.

In its lawsuit, APTA states that ArrivalStar's goal in filing each suit was not to seek a remedy for a legitimate claim but rather to settle for an amount below the cost to each defendant to defend itself in court. At least 11 transit systems have been subject to these harassment claims and decided to settle them rather than undertake expensive and time-consuming litigation, which would cost tens of millions of dollars.

"Our public transit systems have been improving the customer experience by providing real-time schedule and travel information to riders," said James LaRusch, APTA Chief Counsel. "These systems, which are operating under severe financial constraints, are being saddled with these outrageous harassment claims that are a waste of time and money. This must be stopped."

Also yesterday, U.S. Rep. Dan Lipinski (IL-3), of the House Transportation & Infrastructure Committee, sent a letter to Federal Trade Commission Chairwoman Edith Ramirez, urging the agency to follow through with its proposal to launch an investigation into the practices of "patent assertion entities" suing governmental agencies, transit systems included, over questionable claims of patent infringement.

"This type of litigation undercuts the purpose of the patent system and exploits the fact that public agencies are at a financial disadvantage," said Rep. Lipinski, co-chair of the new Public Transportation Caucus. "These lawsuits only hurt taxpayers in my district and elsewhere who rely on a vital public service, especially when many transit agencies already are struggling in these tight financial times."

The increase in patent infringement claims against public transit systems parallels claims on software and electronic processes in other industries. On June 4, the Obama Administration cracked down on these claims by issuing several executive orders and proposing Congressional action "to protect innovators from frivolous legislation."

#

The American Public Transportation Association (APTA) is a nonprofit international association of 1,500 public and private sector organizations, engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. More than 90 percent of the people using public transportation in the United States and Canada ride APTA member systems.

The Public Patent Foundation at Benjamin N. Cardozo School of Law ("PUBPAT") is a not-for-profit legal services organization whose mission is to protect freedom in the patent system. For more information, go to www.pubpat.org

[http://www.apta.com/mediacenter/pressreleases/2013/Pages/130625_PatentLawsuit.aspx?...](http://www.apta.com/mediacenter/pressreleases/2013/Pages/130625_PatentLawsuit.aspx?) 7/18/2013

To learn more about some of the great ways transit systems and businesses participated in Dump the Pump Day, read APTA's press release here:
http://www.apta.com/mediacenter/pressreleases/2013/Pages/130620_DumpthePump.aspx

Nearly 74 Percent Favor Using Their Tax Dollars for Increased Investment in Public Transportation

A survey recently released by the American Public Transportation Association's (APTA) shows that there is growing support for expanding public transportation. The survey, Americans Support for Public Transportation conducted by the Mineta Transportation Institute (MTI), shows that nearly 74 percent of respondents agreed to use of their tax dollars to create, expand and improve public transportation in their community. This number increased from 69% to 74% since 2012, showing a shift toward more Americans supporting transit investment.

The association noted that the results for the survey were consistent with the growing support on the local level. In 2012, 49 out of 62 public transit ballot initiatives were passed which represents a nearly 80 percent passage rate.

Click here to see the full survey and read the results:
<http://www.apta.com/resources/reportsandpublications/Documents/APTA-Survey-Americas-Support-Public-Transportation.pdf>

Arrival Star Lawsuits

This month, the American Public Transportation Association filed suit against ArrivalStar and Melvino Technologies (offshore entities who together are referred to as ArrivalStar) in US District Court for the Southern District of New York. ArrivalStar is the Patent Assertion Entity (PAE) that has filed claims and lawsuits against many public transportation agencies and others claiming passenger information systems violate ArrivalStar patents. Their case seeks a declaratory judgment that state and regional transit agencies are immune from suit under the 11th Amendment, that ArrivalStar's patents are both invalid and unenforceable, that no transit agency can be held to infringe any valid claim in any of the ArrivalStar patents, and that ArrivalStar is not entitled to any remedy against transit agencies.

A copy of APTA's press release is at this link:
http://www.apta.com/mediacenter/pressreleases/2013/Pages/130625_PatentLawsuit.aspx

Anthony Foxx Confirmed As U.S. Secretary of Transportation

Charlotte Mayor Anthony Foxx was confirmed as the new U.S. Secretary of Transportation. As the chair of the Metropolitan Transit Commission, Mayor Foxx successfully led efforts to advance regional transportation initiatives in Charlotte, including breaking ground on the streetcar project and a third runway at Charlotte-Douglas International Airport, and securing \$1 billion in funding to extend the LYNX Blue Line to the University of North Carolina at Charlotte. NAPTA looks forward to working with him and welcomes him as the new leader of the Department of Transportation.

House and Senate Appropriations Committee's Report Respective FY-2014 Transportation Appropriations Bills

Following action by both the House and the Senate Appropriations Committees, a \$3.3 billion gap for U.S. DOT appropriations exists between the respective House and Senate reported bills.

On June 27th, the House Appropriations Committee voted 28-20 to approve the Transportation, Housing and Urban Development (THUD) Appropriations bill for Fiscal Year (FY) 2014.

The House bill funds Federal Transit Formula Programs, from the Mass Transit Account, to the authorized level and cuts Capital Investment Grants to \$1.817 billion, while eliminating funding for new projects in FY 2014. Members from both sides of the aisle

ATTACHMENT
#2

Ridesharing Options Analysis and Practitioners' Toolkit

December 2010

Produced for:
U.S. Department of Transportation
Federal Highway Administration
Washington, D.C.

Produced by:
U.S. Department of Transportation
Research and Innovative Technology Administration
Volpe National Transportation Systems Center
Cambridge, MA

"This report has been developed by the U.S. DOT Volpe Center for discussion purposes only. This document does not serve as an endorsement of any particular technique or provider of services."

John A. Volpe National Transportation Systems Center



U.S. Department of Transportation
Research and Innovative Technology
Administration

		<ul style="list-style-type: none"> Employers tend to accommodate, since there are tax benefits for both employers and their employees, and studies show that ridesharing reduces stress and increases productivity³³.
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9. The Future of Ridesharing

Ridesharing is quickly evolving from a method of travel available only to a select few in a limited number of communities to an alternative accessible to the general population. In the past, ridesharing required intense dedication to identify and sustain groups of people with similar travel patterns who were each willing and able to join forces in a carpool or vanpool. Today, through a combination of technology advances, residential and commercial clustering, and incentive programs, ridesharing is a growth market for the public as well as private markets.

The image of ridesharing is also changing from that of a group of co-workers sharing a carpool or van to groups, small or large, sharing all types of vehicles for either one-time or consistent use.

|x

The main reason for this shift is related both to changes in travel behavior, and also the advent of new mediums available to post, share, and find ridesharing partners. No longer is it required to make travel plans in advance with the aid of a ridesharing coordinator or computer-based offline or online tool.

With each passing day, more people are equipped with GPS devices, perhaps embedded in their phone, which can pinpoint their exact location without effort. As more of these people make a conscious decision to log the destinations of their respective trips, the potential marketplace for ridesharing grows tremendously.

|x

Technological innovation will also continue to make traditional ridesharing more easily accessible, as people can become less dependent on third parties to identify compatible partners. Technology puts the users in control, and as a result many people who may have shied away from ridesharing in the past based on fear or inconvenience may be convinced that modern ridesharing has broken down those key barriers and made it a truly practical transportation option that provides numerous ancillary benefits.

As ridesharing options become more viable, there will be increasing opportunities for these techniques to be established as a "mode", or part of a more flexible set of options within a "mode". Ridesharing may be considered part of an integrated multimodal system that combines options for driving, transit, walking and biking, and even teleworking. Ridesharing has the potential to serve an important role in providing efficient and attractive choices to a broad public as part of more livable and sustainable communities.

|*

³³ CommuterLink. <http://www.commuterlink.com/whyshare.html>.

Bits

ATTACHMENT #3



FRANK WINKLER/GETTY IMAGES FOR AP/WIDEWORLD

Masayoshi Son of SoftBank has hinted that further price cuts could be in the works as it invests to upgrade Sprint.

...the study concludes, as "self-jointed brand managers." To it another way, they are venturing. The review forum gives them ample and direct means of doing so: "I hated this product, so list it to me." As Mr. Simester put it in an interview: "Your best friends are or worst critics." The apparel retailer was somewhat alarmed to discover this is going on, Mr. Simester said. A possible solution is to allow customers to write reviews only if they have purchased the product. Or give customers easier ways to let their feelings be known. For the rest of us, the rule remains the same: read reviews if you have no other source of information, but never place your full trust in them.

DAVID STRAITFIELD

Book Advice via Twitter

A persistent problem faced by users of social networks like Facebook and Twitter is the flood of information they create. And that provides an opening for tools, like BookVibe, that scan our feeds to pull out specific, useful information. BookVibe, created by a tiny start-up called Parakwæt, basically analyzes the posts of accounts that you follow on Twitter and compiles a list of book recommendations based on which titles those people are discussing. The company uses artificial intelligence techniques to try to

distinguish between someone expressing true affection for a book as opposed to merely mentioning it. When you pull up the recommendation, the service shows you the relevant messages so that you can see the book reference in its original context. And on Wednesday, Parakwæt unveiled a feature that lets you look at the Twitter discussion surrounding half a million specific titles. The service is still in beta, and it shows signs of being a work in progress. Extracting real meaning from the shorthand found in 140-word posts can be a challenge for humans, let alone computers. Some books popped up on the recommended list because their authors had mentioned them. Some reviews were missed because the Twitter user offered a link to an external review without summarizing it in the message. One of BookVibe's most intriguing features lets you see the books recommended for any Twitter user, offering a window into their possible tastes through the people they have decided to follow on Twitter. So you can, for example, peek at the recommendations for the television book-club host Oprah Winfrey ("Gone Girl" is on the list, as is "The Kite Runner"), or for the Microsoft co-founder Bill Gates ("Insanely Great: The Life and Times of Macintosh, the Computer That Changed Everything" popped up, as did "The Autobiography of Malcolm X"). Ramesh Haridas, a co-founder and the chief executive of Parakwæt, said in an interview that his team set out three years ago to

figure out what kind of posts in the social stream had staying power and would be worth cataloging in some way. "We decided that the most useful ones were updates about activities," he said. "The quality of these updates was very, very good, especially movies and books." VINDU GOEL

Hints That Sprint May Lower Prices

Sprint's new unlimited wireless plan, announced after its \$21.8 billion acquisition by SoftBank of Japan, did not deliver the aggressive price cuts that some analysts had expected. But cheaper plans could be coming.

In a phone interview, Masayoshi Son, SoftBank's chief executive, hinted that further price cuts could be in the works as the company invests to upgrade Sprint, America's No. 3 wireless carrier. "We will be aggressive in technology, price packages, services on every front," Mr. Son said from California on Wednesday. "At the same time, we will improve the network to be the world's best," he said.

SoftBank, the Internet and mobile communications giant based in Tokyo, has a reputation in Japan for undercutting rivals on price to gain market share. Mr. Son has been behind a sharp decline in prices for broadband and cellphone services in Japan.

Expectations are high that Mr. Son will bring that strategy to Sprint, which has struggled with subscriber defections for years, and that he will inject a healthy dose of competition to America's mobile industry.

Under Sprint's new wireless plan, customers pay \$40 a month for unlimited data, texting and calling, down from the \$110 Sprint had charged for a similar pricing.

"This is not the 'magic behind the black curtain' moment that many were waiting for with SoftBank," Jennifer M. Pritzsche, senior analyst at Wells Fargo Securities, wrote in a recent research note.

Sprint remains under pressure from T-Mobile USA, the No. 4 wireless network, which has been offering a \$70 package for unlimited talk, text and data from earlier this year.

Verizon, the industry leader, offers a shared data plan with unlimited talk and text messages for \$90 a month, while AT&T, the No. 2 network, has a similar plan for \$85.

Mr. Son has said that he



JEFF CHAN/ASSOCIATED PRESS

A pink mustache adorns all Lyft cars, left. The service received a cease-and-desist letter from the city of Los Angeles.

Ride-Sharing Upstarts Challenge Taxi Industry

Last week, when I arrived at the Los Angeles airport on a flight from San Francisco, I made my way to the taxi stand and

NICK BILTON waited 10 minutes for a cab. Just as I was about to hop in, the driver and the dispatcher began fighting over

whose job it was to put my suitcase in the trunk. After a few minutes, I dealt with the bag myself. We then drove off in a filthy taxi that smelled like cigarette smoke and had suspension so old that it felt as if it had square wheels.

This made me think once again: the taxi industry is ripe for disruption.

Several companies in Silicon Valley — like Uber, Lyft and Sidecar — are acting on that very thought.

Uber, like the other services, does not have its own fleet of cars. The company teams with existing luxury car services and acts as a digital dispatcher for people booking a car through its mobile app.

Although Uber determines price the same way taxis do, calculating fares by time and distance, the service can cost 50 percent more than a normal city cab. Another service offered by Uber, UberX, offers passengers a lower-cost ride in hybrid cars and is comparably priced to traditional taxis.

But companies like Uber are continually confronting the obstacle of entrenched government bureaucracy, resistant unions of

believed the real opposition from taxi companies was not about customer safety, but fear of competition.

Mr. Zimmer also pointed out that state regulators had approved his service. The California Public Utilities Commission, he said, lets it operate "because we go above and beyond all of their guidelines."

Uber has been dragged through regulatory hurdles in New York City since its introduction in 2011. But last month Uber had a victory of sorts, winning a ruling allowing it to operate in Cambridge, Mass. This came after city officials, at the behest of local taxi companies, tried to ban Uber even though state regulators had already approved the operations of such ride-sharing services statewide.

The Federal Trade Commission has also recently issued a statement supporting the services; the agency said trying to snuff out ride-sharing apps would stifle competition and could hurt consumers.

The controversy in Los Angeles is far from the course for these start-ups that have come up against regulators. They have been sued or received cease-and-desist letters from almost every city they operate in.

When it comes to protecting customers' pricing and overcharging, taxi regulation makes sense. But in some instances, regulatory bodies have done more harm than good. In 2009, for example, more than 30 people in Washington, including at least

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Computer That Changed Every-thing" popped up, as did "The Autobiography of Malcolm X".
 Harnish Harnish, a co-founder and the chief executive of Parakeet, said in an interview that his team set out three years ago to

wireless network, which has been offering a \$70 package for unlimited talk, text and data from earlier this year.

Verizon, the industry leader, offers a shared data plan with unlimited talk and text messaging for \$99 a month, while AT&T, the No. 2 provider, has a similar plan for \$85.

Mr. Son has said that he planned to invest \$18 billion in Sprint over the next two years. Most of that investment will be spent on last-generation 4G Sprint's advanced LTE network. He told the Nikkei newspaper this month. **HIROKO TABUCHI**

tion, the service can cost 50 percent more than a normal city cab. Another service offered by Uber, UberX, offers passengers a lower-cost ride in hybrid cars and is comparably priced to traditional taxis.

But companies like Uber are continually confronting the obstacle of entrenched government bureaucracy, resistant unions of taxi drivers and dispatchers, and overlapping and sometimes conflicting systems of state and city regulation.

The latest roadblock has come up in Los Angeles, where Uber began offering its service in March.

Thrive Kalanick, the company's co-founder and chief executive, said it received a cease-and-desist letter from the city of Los Angeles, "even though this is not under their jurisdiction." He added, "The taxi industry feels it's getting disrupted and they are doing whatever they can with their lobbying relationships in try and stop us."

The letter, issued by the Los Angeles Transportation Department, says Uber is "operating an unlicensed commercial transportation service" in the city. Jonathan Hui, an agency spokesman, wrote in an e-mail that the department was working with the mayor's office "to determine ways to address ride-sharing companies," but he declined to comment further.

William Rouse, general manager of Yellow Cab in Los Angeles, one of the largest taxi companies in the city, and president of the Taxicab, Limousine and Paratransit Association, a trade group, said that making sure taxis were officially licensed was a matter of public safety.

"Our roadways are a scarce resource," he said. "When you have an oversupply of taxi cabs, you have more congestion, depressed driver incomes and poor service. It's also an issue of public safety, where drivers aren't insured and they are felons driving some of these ride-sharing apps' cars."

Uber and other ride-sharing apps say that all their cars are insured over the required taxi insurance limits and that drivers must undergo stringent background checks.

"This isn't about safety," said John Zimmer, co-founder of Lyft, which also received a cease-and-desist letter from Los Angeles regulators. Mr. Zimmer said he

E-mail: blt@nytimes.com

been sued or received cease-and-desist letters from almost every city they operate in.

When it comes to protecting customers on pricing and overcharging, tax regulation makes sense. But in some instances, regulatory bodies have done more harm than good. In 2009, for example, more than 30 people in Washington, including at least

Facing government bureaucracy and resistant unions,

one city official, were indicted on bribery charges during talks of regulatory change.

Some lobbying groups, meanwhile, are piling fear tactics. In March, Mr. Rouse's taxi industry group issued a news release warning that companies like Uber and Lyft were "rogue transportation apps" and a "threat to public safety." The release said that arguments involving payment "could turn violent," but offered no examples.

Sir Kalanick of Uber said cities should simply let the customer decide. "The taxi groups are protesting through these regulations that they do not have to offer a better service to customers."

Mr. Rouse acknowledged that cab companies needed to do a better job, and said he was working with cabdrivers to increase quality of service. But he said taxi groups "will continue to advocate for law enforcement against these ride-sharing apps."

Although the services do not share figures on how popular they are, the opposition suggests they are posing a real threat. As for me, I'm glad when I have a choice.

To get to the San Francisco airport, before my recent flight to Los Angeles, I called an Uber car. When the driver picked me up, he was nervous about taking me to the airport, he said, because his police were ticketing Uber drivers. The service is banned in San Francisco, but the airport police follow different rules.

"I can take you," the driver earnestly said. "But we will have to pretend to be regular so I don't get a ticket."

When we pulled up to the airport, he got out of the car with great ceremony, handed me my bags and followed his script. "Have a safe flight!" he said, giving me a big hug while peering sideways for signs of the law. "I'll see you soon."

Computer That Changed Every-thing" popped up, as did "The Autobiography of Malcolm X".
Harnish Harnish, a co-founder and the chief executive of Parakeet, said in an interview that his team set out three years ago to

wireless network, which has been offering a \$70 package for unlimited talk, text and data from earlier this year.

Verizon, the industry leader, offers a shared data plan with unlimited talk and text messaging for \$99 a month, while AT&T, the No. 2 provider, has a similar plan for \$85.

Mr. Son has said that he planned to invest \$18 billion in Sprint over the next two years. Most of that investment will be spent on last-generation 4G Sprint's advanced LTE network. He told the Nikkei newspaper this month.

HIROKO TABUCHI

ON THE QUEST TO REFORM BANKING
BY THE EDITOR OF BARRON'S

IN THE
RECENT
ISSUE
OF
BARRON'S
WE
DISCUSSED
THE
ISSUE
OF
REFORMING
THE
BANKING
SYSTEM
AND
THE
ROLE
OF
THE
GOVERNMENT
IN
THIS
PROCESS.

THE
ISSUE
IS
CRUCIAL
TO
THE
LONG-TERM
HEALTH
AND
STABILITY
OF
THE
FINANCIAL
SYSTEM.

THE
GOVERNMENT
MUST
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TO
REFORM
THE
BANKING
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AND
PROTECT
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THE
AMERICAN
PEOPLE.

NOTICE

For those who wish to purchase the following:
AGRICULTURAL, BAY ISLAND, BANANAS
1,000 Acres of prime agricultural land with 1.5
million of beautiful property and panoramic
views of the ocean known as the "AgriLife
Estates" located 2 miles Northwest of Arroyo
Tranco, Coy. Island, Bahamas.

For further details on this property visit our
website at
www.gulfstreambank.com
or call us at
info@gulfstreambank.com

Other points of view
on the Op-Ed page
seven days a week.
The New York Times



July 22, 2013, 4:00 p.m.–7 p.m.

Holiday Inn Lakeview

July 23, 2013, 4:00 p.m.–7 p.m.

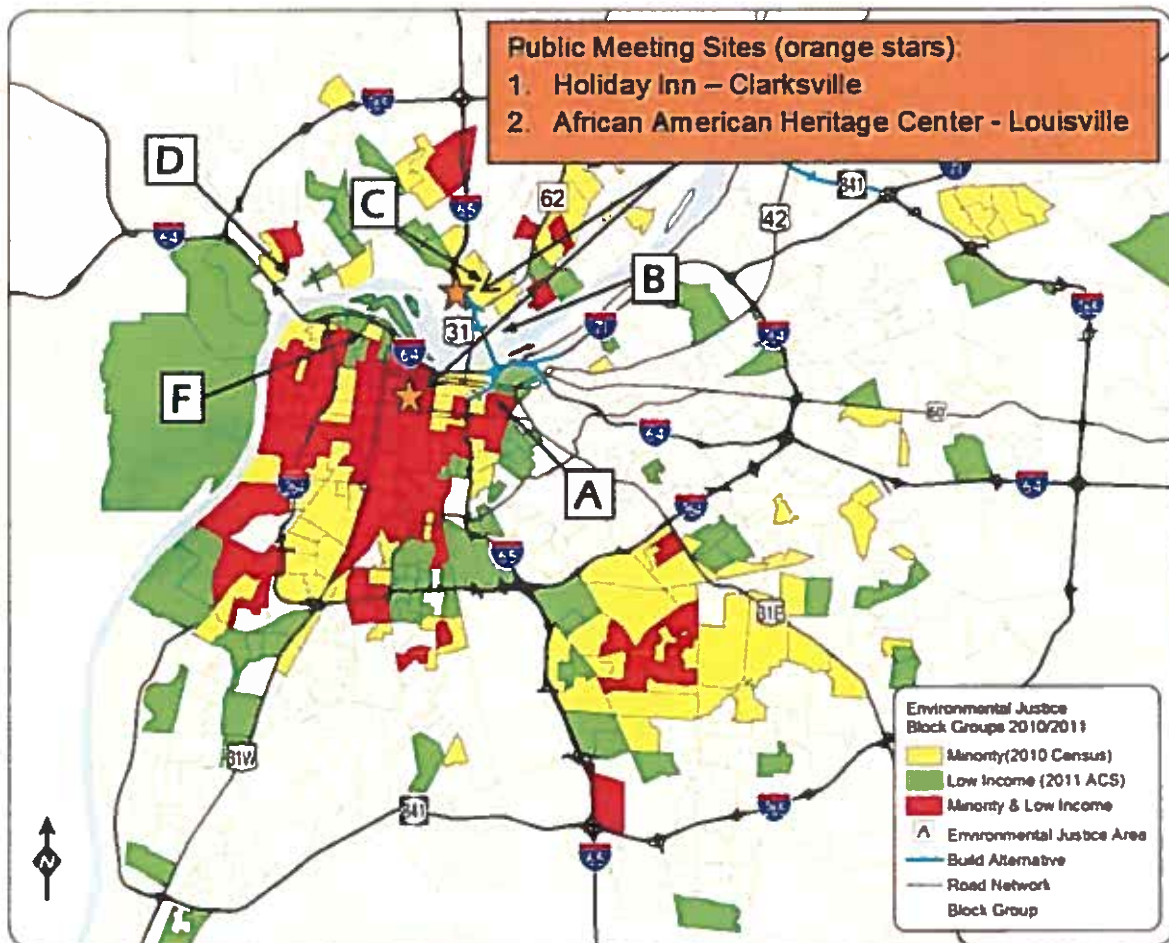
Center for African American Heritage/Trolley Barn

505 Marriott Dr.

Clarksville, IN 47129

1701 W. Muhammad Ali Blvd.

Louisville, KY 40203



This welcome sheet was provided to everyone who attended the meeting.



WELCOME

OPEN HOUSE: This open house is about the economic impacts of tolling on low-income and minority residents.

DISPLAY AREAS: To help you learn more about the Project and tolling, we have several display areas that cover:

- The Louisville Southern Indiana Ohio River Bridges Project
 - The Downtown Crossing
 - The East End Crossing
- Open Road Tolling

At these stations, there are representatives who can provide you with more information and answer questions.

VIDEO OVERVIEW: There's a theater area for you to watch a brief video that gives an overview of the project and the purpose of tonight's open house.

SUBMIT COMMENTS: For you to provide on-the-record comments, please talk to a court reporter. Several are stationed around the room.

You may also submit written comments using the attached form. Leave it with us or mail it in postmarked by July 26, 2013. Mail to:

Bridges Project Research – 620 West Main St., 4th Floor – Louisville, KY 40202

We are particularly interested in your response to our report, *DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations*. Many copies are available at this meeting. Feel free to take one with you.

You may also access this report and provide comments online by visiting our website at kyinbridges.com. The deadline for submitting comments online is July 26, 2013, 5:00 p.m. EDT.

This is page one of an informational flyer provided to everyone who entered the meeting.



PUBLIC MEETINGS, JULY 22 & 23, 2013

Construction Underway

Construction has begun in earnest on the Louisville-Southern Indiana Ohio River Bridges Project, with completion scheduled before the end of 2016. The project has been long-needed to improve safety, alleviate traffic congestion and connect highways.



The new Downtown Bridge (left) is being constructed next to the existing Kennedy Bridge to alleviate traffic congestion and make travel safer.



The East End Crossing will complete the long-planned highway connectors in the metro area's growing East End.

Paying for the Project

While steps have been taken to significantly reduce the cost, the Ohio River Bridges Project remains one of the largest transportation projects in the country. The project will be paid for with traditional highway funds and tolls. Highway funds come primarily from gasoline taxes. But there is not enough revenue from gas taxes to fully pay for the Bridges Project. Tolls are needed to cover the funding gap.

As part of the Bridges Project, a total of three bridges will be tolled.

- The new Downtown Bridge
- The revamped Kennedy Bridge
- The new East End Bridge

Two bridges will not be tolled as part of the Bridges Project:

- The Clark Memorial, also called the 2nd Street Bridge, which connects downtown Louisville with Clarksville and Jeffersonville
- The Sherman Minton Bridge on I-64, which connects west Louisville with New Albany

Mitigating Tolls

For several years, Kentucky and Indiana have been considering the impacts of tolls. The states have already committed to invest in enhanced bus service, providing TARC with \$20 million to buy more buses and vans, create more park-and-ride lots and bus shelters, and increase awareness of transit options for commuters.

The Report

The two states have prepared a report called the *DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations*. It identifies additional mitigation measures

being considered to help ensure these residents have both free and the most affordable options available for crossing the river.

This report also outlines efforts that will be made to make sure disadvantaged citizens have easy access to transponders, which are electronic devices that provide motorists with the lowest toll rates possible.

Opportunity for Input

You may view the entire report and provide input that will be considered as the tolling policy is fully developed. The report is on the Bridges website at www.kynbridges.com. It is also available at many local public libraries and other locations. An online comment form on the project's website gives you the opportunity to provide input. Written comments may also be submitted, postmarked by July 26, 2013 and mailed to:

Bridges Project Research
620 W. Main St., 4th Floor
Louisville, KY 40202

Public Meetings

You are attending one of two public meetings/open houses which gave the opportunity to meet with project officials to ask questions and review displays. At these meetings, comments can be submitted in writing for the record or by talking directly to a court reporter. The meeting dates, times and locations are as follows:

July 22, 2013

4 p.m. - 7 p.m.

Holiday Inn, Clarksville

505 Marriott Dr

Clarksville, IN 47129

July 23, 2013

4 p.m. - 7 p.m.

Ky Center for African American Heritage

1701 W. Muhammad Ali Blvd.

Louisville, KY 40203

(more information on other side)

This is page two of an informational flyer provided to everyone who entered the meeting.

The Bridges Project Overview

The Bridges Project calls for fixing the traffic bottleneck caused by limited lanes on the Kennedy Bridge and the poor design of the Kennedy Interchange (Spaghetti Junction). It also calls for completing the highway loop around the metro area by building a new East End Bridge, connecting the Lee Hamilton Highway (SR265) in Indiana to the Gene Snyder Freeway (KY81) in Kentucky.

The Project's Two Crossings

One project, two crossings. That has been the mantra of the Bridges Project from the outset because both crossings are needed to alleviate traffic congestion on the downtown interstates and complete the long-planned bridge and highway connections in the East End.

Kentucky has taken the lead role for financing and constructing the Downtown Crossing with Indiana doing the same for the East End Crossing. Below are the main elements of each crossing.



The Downtown Crossing

1. Reconfigure the Kennedy Interchange (commonly called Spaghetti Junction) to alleviate congestion and improve safety and access.
2. Build a new Downtown Bridge with six lanes of northbound traffic on I-65 plus re-deck and revamp the Kennedy Bridge to handle six lanes of southbound traffic only.
3. Reconfigure I-65 in Clarksville and Jeffersonville to connect to the new Downtown Bridge.

The East End Crossing

4. Extend the Gene Snyder Freeway (KY81) in Kentucky, making it four lanes from I-71 to the new bridge and construct a nearly 2,000-foot tunnel under federally protected historic property.
5. Build a new East End Bridge.
6. Extend the Lee Hamilton Highway (IN265) in Indiana four miles to connect to the new East End Bridge.

For more information on the project, visit www.kvbridges.com.

FAQs on Tolling

When the 2nd Street Bridge opened in 1929, it had a 35-cent toll. Adjusted for inflation, that's the equivalent of \$1.64 today. While tolling is not new to Kentucky or Indiana, it has not been used in the Louisville-Southern Indiana area for generations. With tolling scheduled to begin in 2016, many questions and concerns are being raised. The following provides answers to some frequently asked questions.

Which bridges will be tolled?

- The I-65 bridges, which will be the new Downtown Bridge, designed for northbound traffic only and the Kennedy Bridge reconfigured for southbound-only traffic.
- The new East End Bridge, which connects the Gene Snyder Freeway in Kentucky (KY81) with the Lee Hamilton Highway in Indiana (SR265).

Which bridges remain free?

- The Clark Memorial Bridge, commonly called the 2nd Street Bridge, which connects downtown Louisville with Clarksville and Jeffersonville.
- The Sherman Minton Bridge on I-61 connecting west Louisville with New Albany.

How much will tolls cost?

Kentucky and Indiana are developing toll rates, which will be determined later this year. Here are the target rates for motorists using transponders:

- \$1 per crossing for frequent commuters in passenger vehicles or on motorcycles who commute back and forth every weekday.
- \$2 per crossing for cars, trucks, SUVs and motorcycles crossing the bridges less frequently.
- \$5 per crossing for panel or box trucks.
- \$10 per crossing for semi-trucks or tractor trailer rigs.

What's a transponder?

A transponder is an electronic device typically placed on the front windshield or dashboard. When the vehicle crosses the tolled bridge, the transponder records the crossing and charges the motorist's account. In tolling systems around the country, getting a transponder usually requires placing funds in an account to pay for tolls.

What if I don't have a transponder?

Every time you cross a tolled bridge, a camera will take a photo of your license plate and send an invoice to the vehicle owner. Tolling systems often charge a higher rate to drivers without transponders to pay for this more costly, time-consuming collection method.

Will there be toll booths?

No. Only no-stop, all-electronic tolling is planned. There will be no toll plazas, no coin buckets and no waiting in line. Traffic will flow freely. As a vehicle drives across a tolled bridge, cameras and electronic receivers will record the passing.

What happens to motorists who don't pay?

Tolling enforcement is necessary to ensure fairness. Those who don't pay tolls will be charged a penalty and face restrictions that may include preventing vehicle registration renewal until tolls and penalties are paid.

How will TARC help?

The states have committed to invest in enhanced bus service, providing TARC with \$20 million to buy more buses and vans, create more park-and-ride lots and bus shelters, and increase awareness of transit options for commuters.

This is the comment form everyone was provided who attended the meeting.



COMMENT FORM
Open House on Tolling Mitigation
July 22 & 23, 2013, 4:00-7:00 p.m.

Please provide your comments. Leave this form with us or mail it, postmarked by July 26, 2013, to
Bridges Project Research - 620 W Main St., 4th Floor - Louisville, KY 40202
Comments can also be submitted online by visiting kyinbridges.com

Name	Address
Phone	Email
Comments	

CONTINUE ON BACK OR ADDITIONAL PAPER IF NECESSARY

Welcome sheet in Spanish



BIENVENIDOS

SESION DE OPINION PUBLICA: El tema de la sesión pública de hoy es sobre el impacto económico de los peajes para los residentes de bajos ingresos y minorías.

AREAS VISUALES: Para ayudarle a entender mas sobre el Proyecto y los peajes, tenemos varias áreas visuales, las cuales muestran:

- El proyecto de los puentes, Louisville Southern Indiana Ohio River Bridges Project
 - The Downtown Crossing (El puente del centro)
 - The East End Crossing (El Puente del este)
- Open Road Tolling (peajes en carretera)

En éstas áreas hay representantes que le pueden proveer con más información y responder sus preguntas.

PROYECCION DE VIDEO: Hay un área con video para que usted pueda observar un breve video que le dará una perspectiva general del proyecto y el propósito de la reunión pública de hoy.

DIGA SUS COMENTARIOS: Para que usted pueda dar sus comentarios y que estos queden registrados, por favor hable con un reportero asignado de la corte. Habrá varios en la salón.

También puede enviar sus comentarios escritos utilizando el formulario adjunto. Entregue su formulario lleno antes de salir o envíelo por correo a más tardar el 26 de Julio, del 2013, a la siguiente dirección:

Bridges Project Research – 620 West Main St., 4th Floor – Louisville, KY 40202

Nos interesa sobremanera su opinión sobre el reporte, DRAFT, Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-income and Minority Populations (Estudio sobre el impacto económico de los peajes y las estrategias potenciales para mitigar o aliviar sus efectos sobre las comunidades de bajos ingresos y las pertenecientes a las minorías). Hay muchas copias disponibles en la sesión. Siéntase libre de llevarse una con usted.

Usted también puede tener acceso a este reporte y proveer sus comentarios en Internet visitando nuestro sitio en la dirección kyinbridges.com. La fecha límite para enviar sus comentarios es el 26 de Julio, del 2013, a las 5:00 p.m. hora del Este.

Informational flyer in Spanish



REUNIONES PUBLICAS 22 & 23 DE JULIO, 2013

La Construcción de los Puentes avanza

La construcción del Proyecto de los Puentes del Río Ohio entre Louisville y el Sur de Indiana, se encuentra en curso. La conclusión del mismo está programada para concluir a finales del año 2016. El proyecto será financiado por medio de fondos tradicionales de carreteras y peajes (cobro o cuota pagada por el uso de carreteras.) Los fondos de carreteras se obtienen principalmente de los impuestos de la gasolina. Sin embargo los fondos obtenidos de los impuestos de la gasolina, no son suficientes para pagar completamente por el proyecto de los puentes. Por lo tanto existe la necesidad de cobrar a los conductores que cruzan los puentes (peajes) para cubrir lo que hace falta.



CRUCE DEL CENTRO DE LA CIUDAD



CRUCE DE EAST END

Puentes con y sin peaje

Como parte del proyecto de los puentes, tres puentes tendrán peaje pagado y dos quedarán sin peaje.

Puentes con Peaje

1. El nuevo Puente del Centro (dirección I-65 hacia el norte)
2. El renovado Puente Kennedy (dirección I-65 hacia el sur)
3. El nuevo Puente del Este (East End Bridge)

Puentes sin peaje

1. El Puente Clark Memorial, también llamado el Puente de la 2da. Calle.
2. El Puente Sherman Minton del I-64.

Aliviando el impacto de los peajes

Durante varios años, Kentucky e Indiana han estado considerando el impacto de los peajes. Ambos estados ya se han comprometido a invertir y mejorar el servicio colectivo de bus, proveyendo a TARC (compañía de transporte público de buses) con \$20 millones para la compra de más buses y camionetas, crear más estacionamientos para el programa park-and-ride y más paradas de buses con refugio e incrementar la visibilidad de las opciones de tránsito que existen para el público que los utiliza.

El Reporte

Ambos estados han preparado un reporte llamado DRAFT, Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations (Evaluación de los Efectos Económicos del Peaje y las Estrategias Potenciales para Aliviar los Efectos del Peaje en la Población Minoritaria y de Bajos Recursos. El reporte identifica medidas adicionales para aliviar el impacto económico, las cuales están siendo consideradas para asegurarse que los

residentes pertenecientes a estos grupos tengan acceso a opciones gratuitas o de fácil acceso económico para cruzar el río.

Este reporte también delinea los esfuerzos que se harán para asegurarse que los ciudadanos en desventaja siempre tengan acceso fácil a los transponders (equipos de señal electrónica), que serán provistos a los conductores con las tasas de peaje más bajas.

Oportunidad para opinar

Usted tiene la oportunidad de leer y estudiar el reporte entero y dar su opinión para que sea considerada cuando las políticas de peaje sean completamente desarrolladas. El reporte se puede obtener en el sitio llamado www.kyinbridges.com Una forma para comentarios en línea le dará la oportunidad de dar sus ideas y opiniones. El reporte está también disponible en muchas bibliotecas locales y otros lugares. Comentarios escritos también pueden ser enviados por correo a:

Bridges Project Research
620 W. Main Street 4th Floor
Louisville, KY 40202

Reuniones Públicas

Además, habrá dos oportunidades para que usted se pueda reunir con los oficiales del proyecto para hacer preguntas y poder apreciar el proyecto. En estas reuniones, los comentarios se pueden hacer por escrito para ser archivados o haciendo los comentarios hablando directamente con un reportero de la corte. Las fechas de las dos reuniones y los lugares son:

22 DE JULIO, 2013
4 p.m. - 7 p.m.
Holiday Inn, Clarksville
505 Marion Drive
Clarksville, TN 47129

23 DE JULIO, 2013
4 p.m. - 7 p.m.
KY Center for African American Heritage
1701 W. Muhammad Ali Blvd.
Louisville, KY 40203

Comment form in Spanish



FORMULARIO PARA HACER COMENTARIOS
Sesión pública sobre como aliviar el impacto de los peajes
Julio 22 & 23, 2013, 4:00-7:00 p.m.

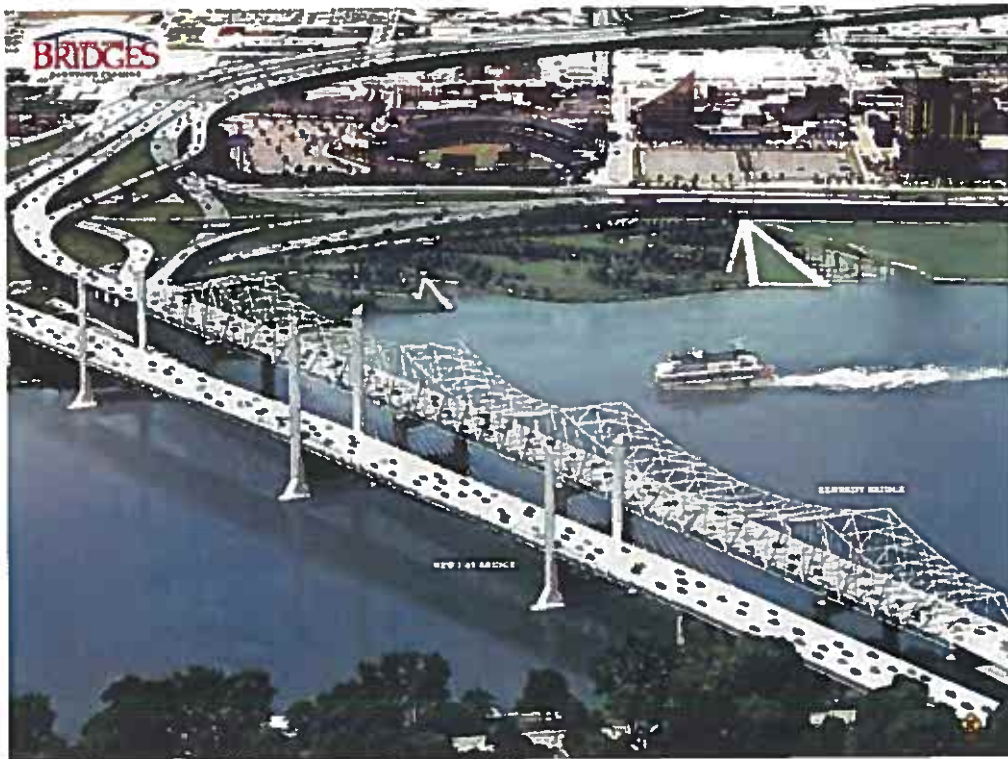
Por favor escriba sus comentarios. Entregue este formulario al salir o envíemelo por correo a mas tardar el 26 de Julio, 2013 a la siguiente dirección:

Bridges Project Research - 620 W. Main St., 4th Floor - Louisville, KY 40202

Nombre	Dirección
Teléfono	Email
Comentarios	

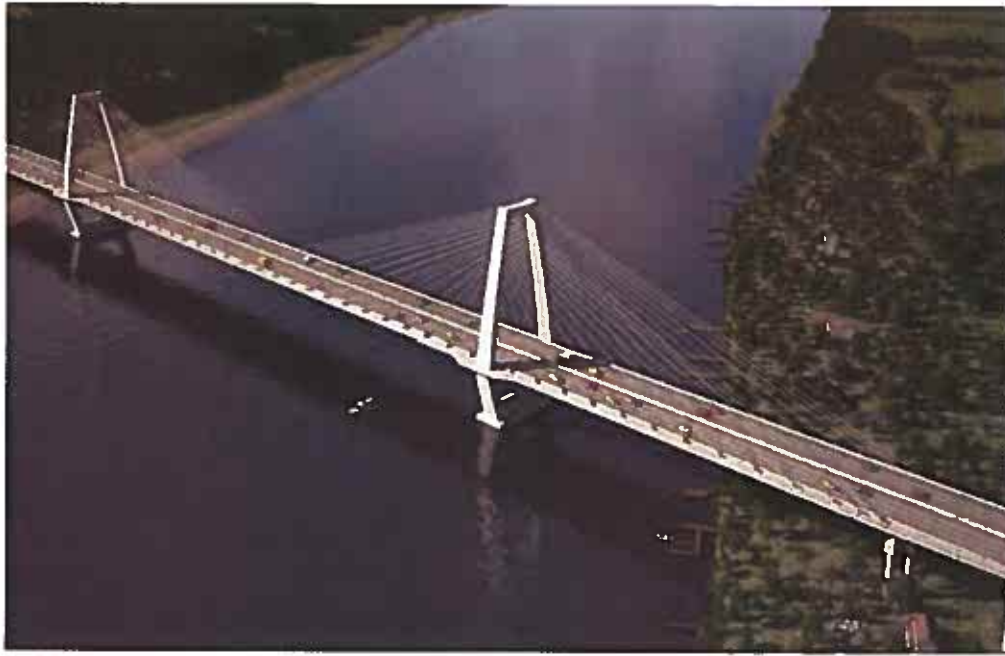
CONTINUE EN LA PARTE DE ATRAS DEL FORMULARIO SI NECESITA.

Presentation boards used at meetings – each 3-foot tall



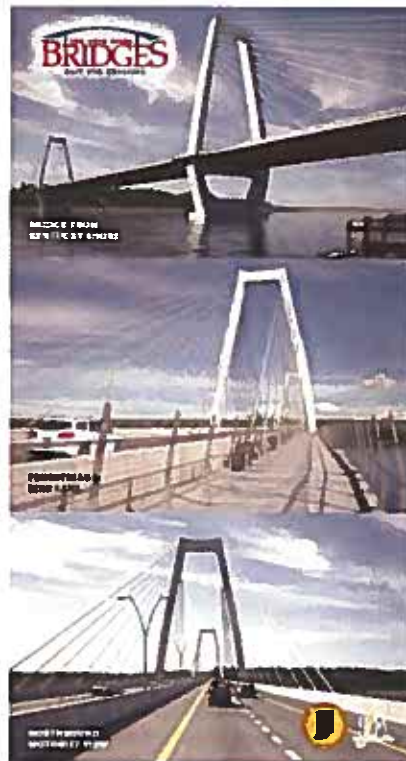


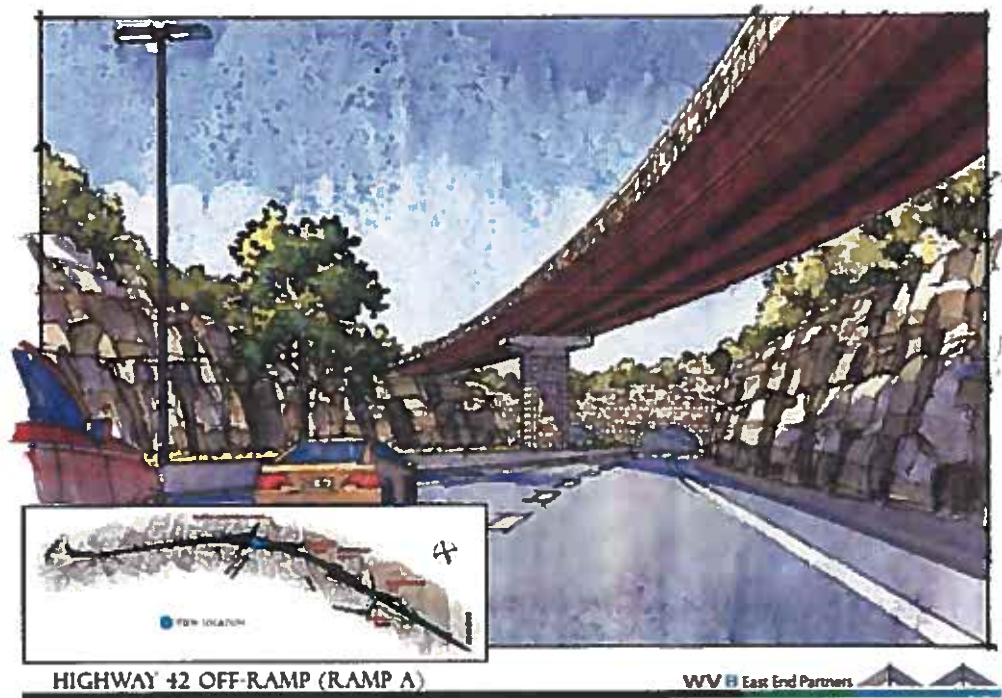
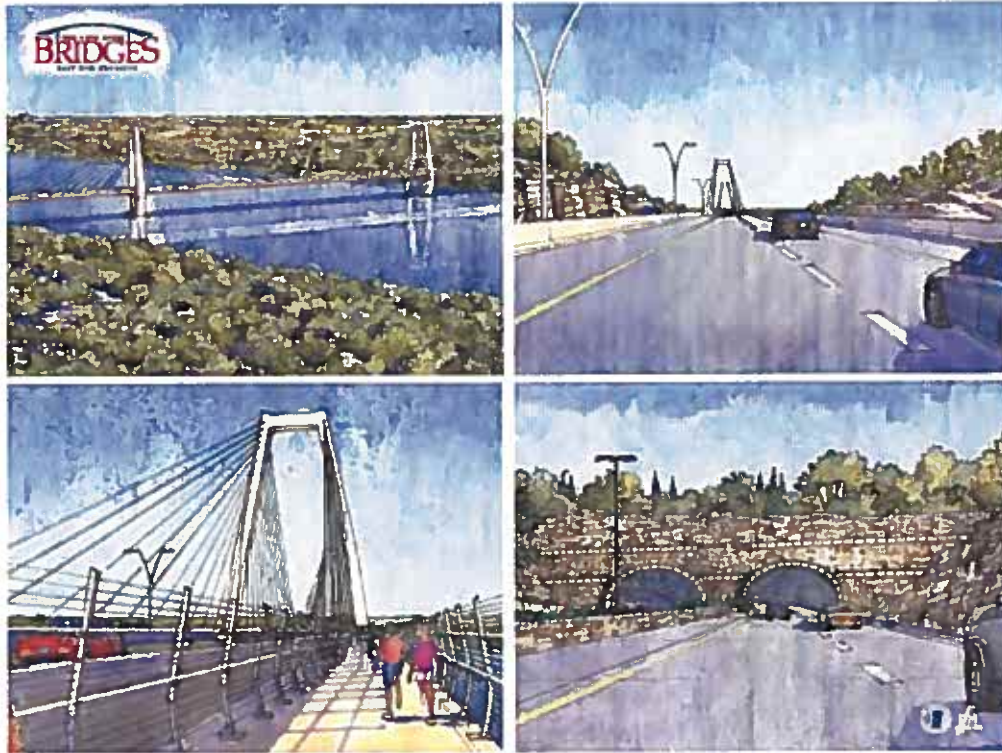




OHIO RIVER BRIDGE

WVB East End Partners

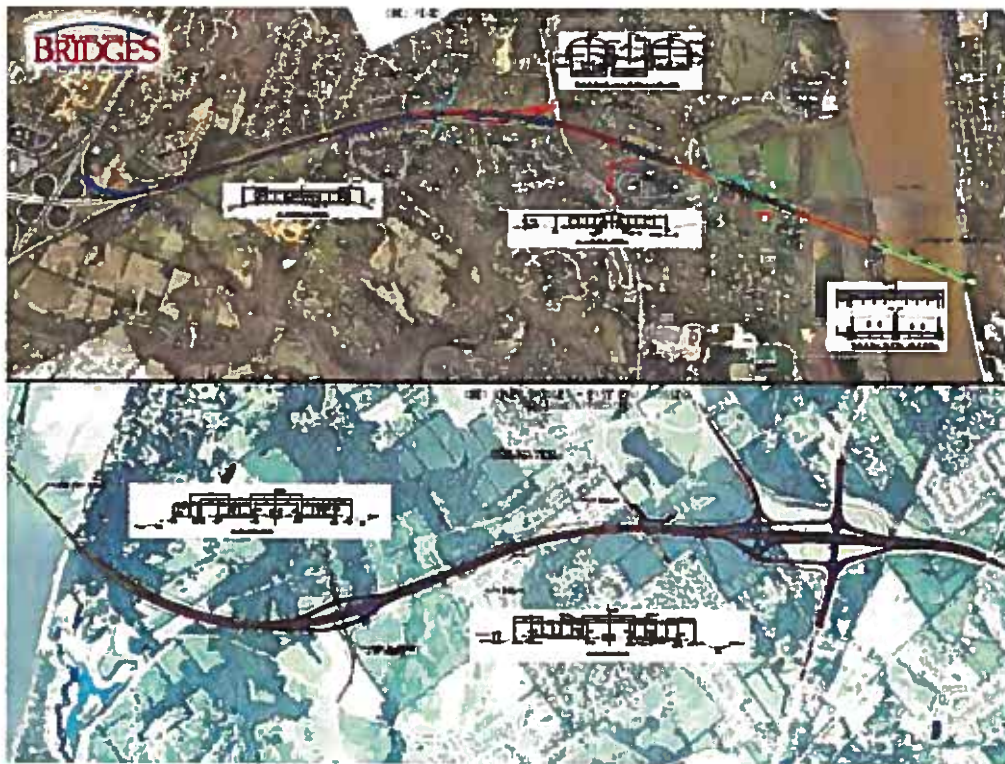


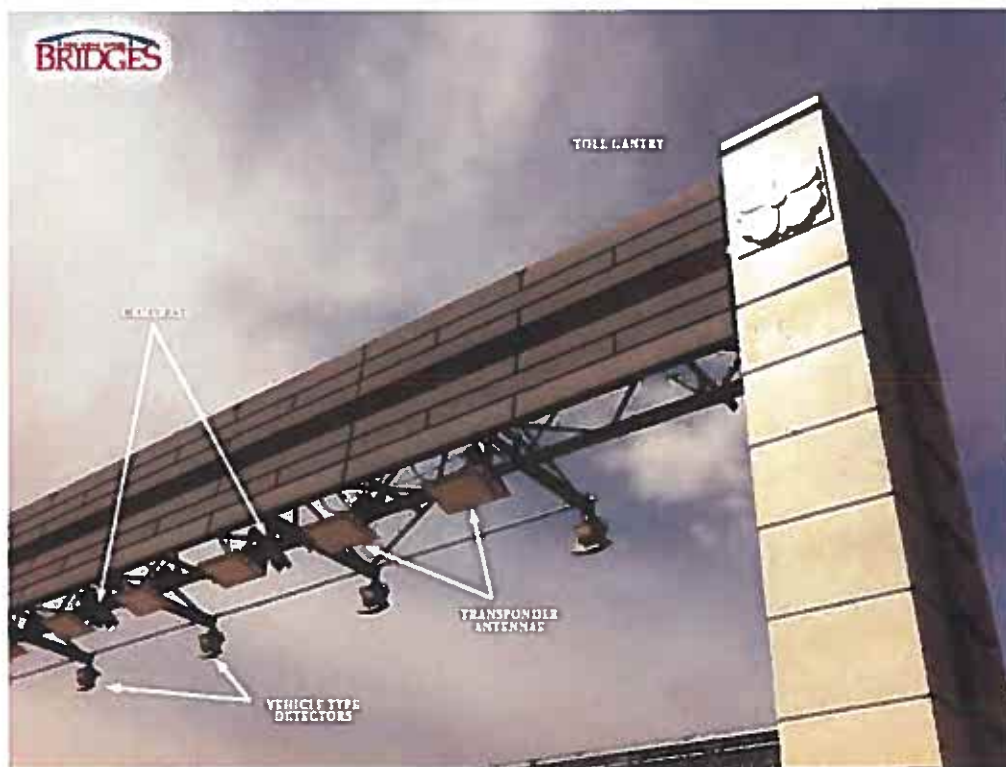
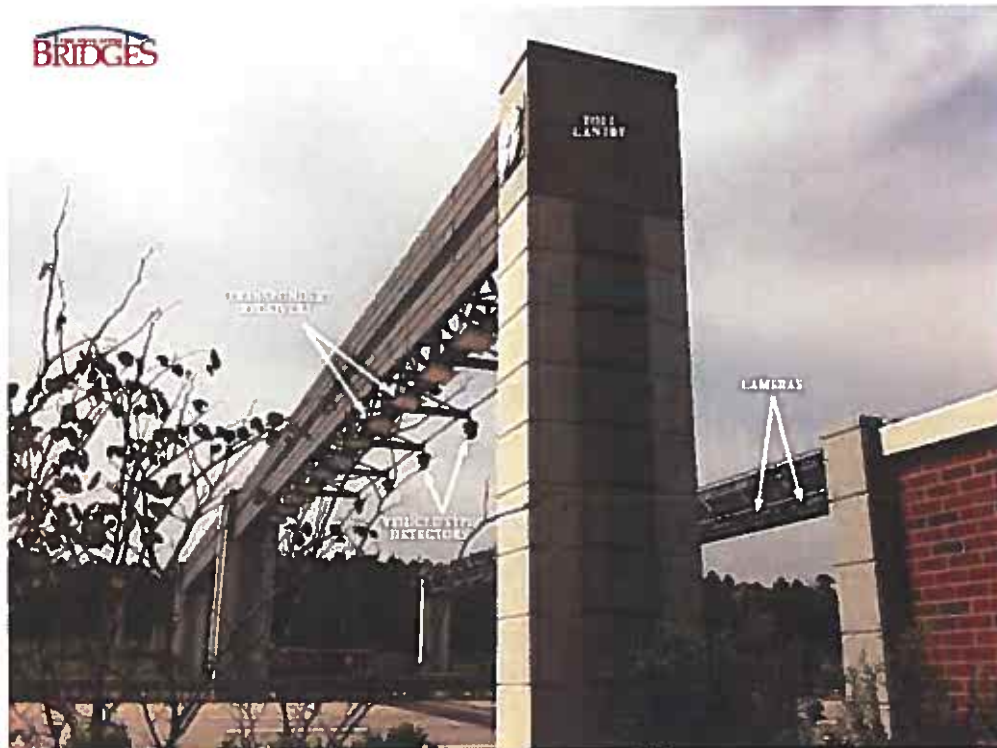


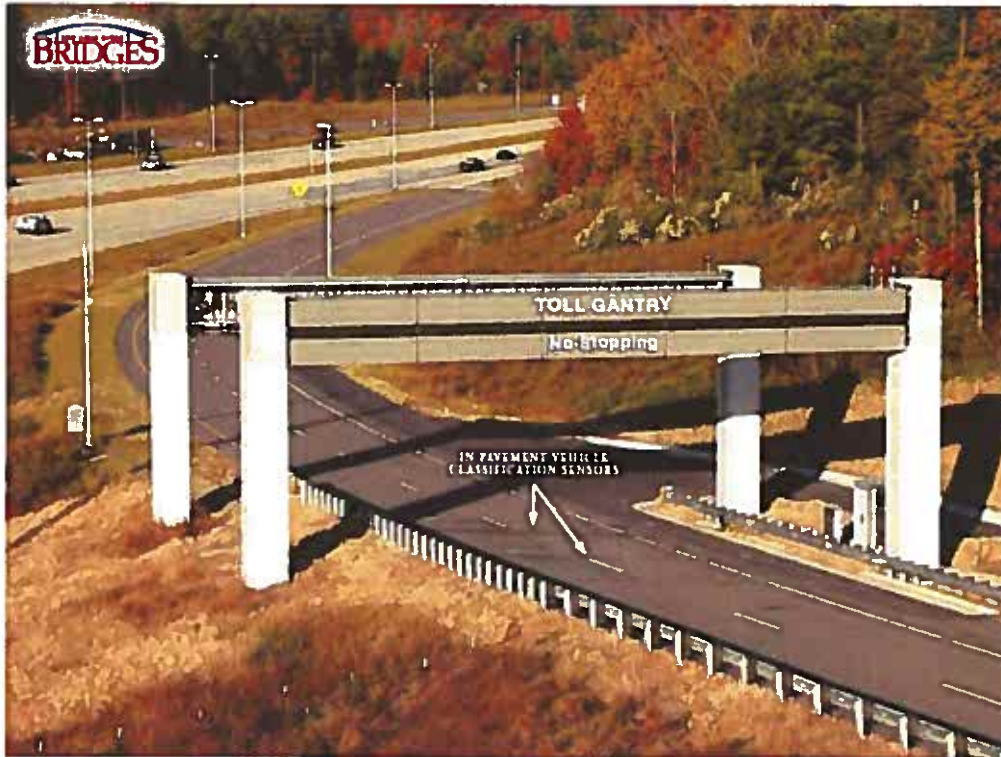


HARRODS CREEK CROSSING

WV B East End Partners









Mitigation

- Enhanced TARC bus service; \$20 million to:
 - Purchase new buses and vans
 - Create more park-and-ride lots
 - Develop public awareness and communications program to encourage ridership
- Provide free transponders
- Distribute transponders through local retailers and government offices
- Establish "toll-operations offices" in low-income and minority communities
- Develop Web site and/or smartphone mobile app to order transponders online for home delivery
- Establish a low minimum balance
- Establish opportunities for multiple users/transponders to be funded under a single account
- Allow many options for replenishing account: cash, credit/debit card, online payment

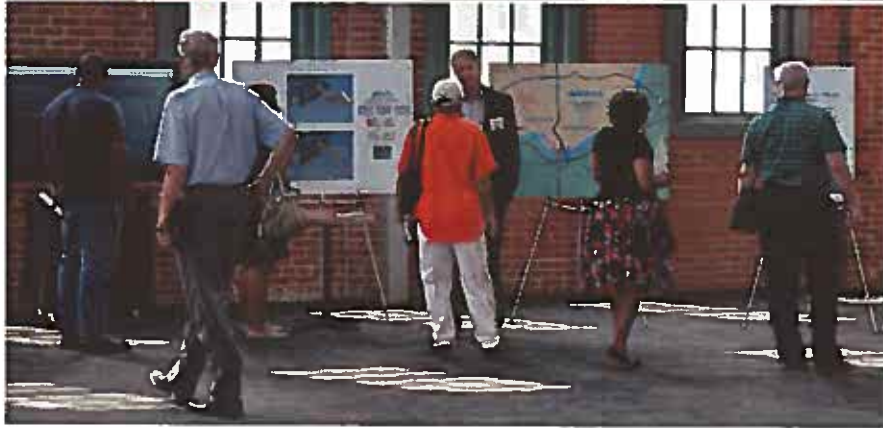


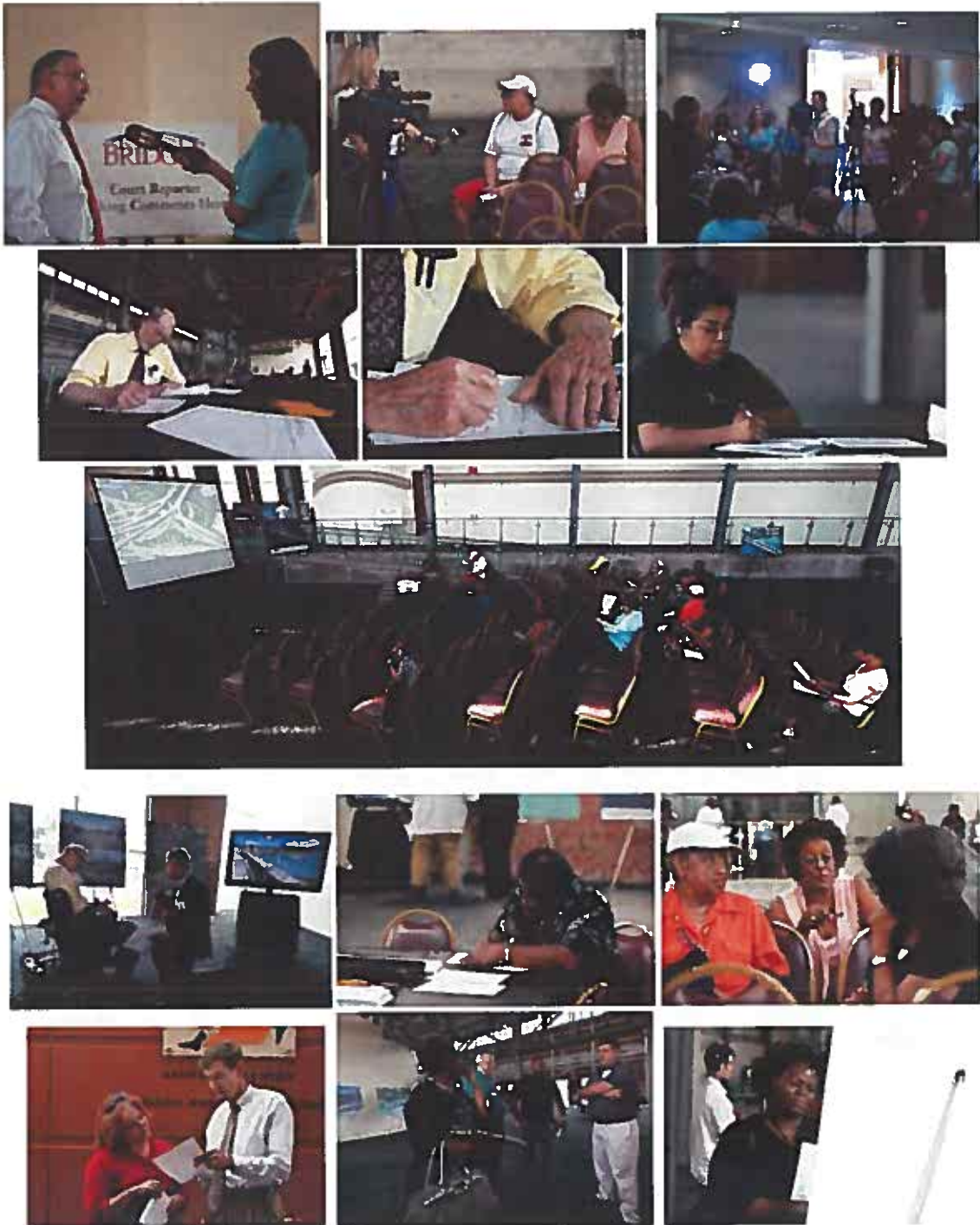
Target Toll Rates for Vehicles with Transponders

- \$1 per crossing for "frequent commuters" in passenger vehicles or on motorcycles
- \$2 per crossing for cars, trucks, SUVs and motorcycles crossing the bridges infrequently
- \$5 per crossing for panel or box trucks
- \$10 per crossing for semi-trucks or tractor trailer rigs



Photos from public meeting in Kentucky





The following pages are the sign-in sheets from the Indiana July 22 meeting. 119 people signed in.

THE OHIO RIVER BRIDGES

July 22 & 23, 2013 - Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION <small>OR COMPANY</small>	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Joe Rafferty		115 Clark St Jeff	812 283 9363	J.Rafferty@leasport66.com
Jose Dori	ALDIA	2210 Goldsmith Ln 47129	502 235 6512	Jonis Ealdman@america.com
Renee Lanham		1004 Emily Circle Jeff 47130	812-284-2615	phillies_fan2@yahoo.com
Paul Sparks	Real Estate Co	240 N. Oak St CINCINNATI 45219	812 282 6300	HONOR
Tom Groves	State Senator	304 Autumn Glenway 47130	812-282-6168	SALE@IN.COM
DAN CHRISTENSEN	OFFICER OF THE FRONT AFFAIRS	405 MFCSA 47170	502 548 7876	DAN@SFA7.VANU.COM
Becka Christopher		405 MFCBS Ave 47150	812-284-9205	
Kimberly Nevi +		1037 Hawthorn Dr. (Northville, IN) 47129	812 745-6438	zef@69E@aol.com
Cindy Huntington	Family & Children	3705 W. Star Ave 256, Madison, IN 47250	812 292 0350	Cindy.Huntington.205@gmail.com
Dan Ferrins		8207 Sinc Rd Cassinatown, IN 47711	812-256-1218	SHRIMONIN@yahoo.com
Tom Deane		CLARKVILLE		
EDUARDO F. BUSCH	Midwest Technical Christ	805 S. 53 Street & Linky 40211	502-772-4940	
Art Washington	Ready To Roll Teaching Co	2303 Boling Drive, Jeff 47130	812-218-9832	efbusch@aol.com
		3918 NW Winston Pkwy 47170	502-772-0849	ArtWashington@att.net
		200 N. Clark St		

THE OHIO RIVER BRIDGES

July 22 & 23, 2013 - Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION <small>OR COMPANY</small>	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Kirk Wright	SELF	P.O. Box 156, Harpersville, KY 40027	(602) 727-2675	krwright@att.net
Hayley Sherman	SELF	2610 Hamburg Ave Jeffersonville IN 47130	502-274-5836	hsherman@att.net
Michelle Lamm	Nurs + Tric	221 Spring St		
Karen Ricci	SELF	3414-A Holmans Lane 47130	502-523-9007	kchrchristianuoman@yahoo.com
CHARLES MINOR JR	SELF	84 Indiana Ave Jeffersville 47130	283 4021	
MIKE GILSON	Stockshare Specialty	1207 Kopp Ln Jeffersonville 47130	(812) 282-7551	gilkyos03@yahoo.com
MARTHA VOLL	SELF	1687 Lewis St Jeffersonville 47130		
FRAN PULLIAM	SELF	624 P. Ave 162 PARISVILLE, IN 47136	(502) 681-5049	FRAN@AS26.AOL.COM
Paul Fether	Town of Cincinnati			
Phil Ellis	CHASSI	1613 E. 8th of Jeff 47130	812-282-6454	
RON CASSIDY	SELF	4304 Lakewood Dr 47130	502 787 1457	
Marvin Brintley	SELF	720 E. Delaware St IN 47172		
ROBERT WILSON	SELF	501 Independence Dr Cincinnati IN 47130	812-944-7917	
Jasmine Walston	SELF	"	"	jasminejld@aol.com
John Gilkey	Town of Clarksville	2000 Barclay Clarksville	502-540-1918	JGilkey@townofclarkville.com
Neville H. Bergamont	SELF	723 E. COURT	812 284 9137	N.Bergamont@att.net

THE OHIO RIVER BRIDGES

Nov 22, 2013 Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Ken McMiller	INDOT	100 P. Senate Ave Indianapolis, IN 46204	219-764	kenmiller@indot.in.gov
WAINE HOLSINGER	SELF	2323 CHARLESTON PK # 94	812-88-7516	wnh
Mike Manno	self	8405 Plum Run, Sellersburg, IN 47173	812-246-0736	mpeerman@twc.com
Blind Sinnott	Self	202 N. OAK ST Clarksville IN 47121		
Jeff Corbett	Classic Truss	2700 Blackstar Mill Clarksville 47121	502-939-6754	JCorbett@ClassicTruss.com
Jeany Wray	IU Southern	4802 Gann Ln Rd N/A 47150	812-941-2417	JRAY@IU.SOU.EDU
Larry Mountman	—	72 LAUREL DR 47121	812-284-2875	—
Jane Webster	QTY	1046 Chestnut St 40202	502-585-222	jwebster@qky.com
Janice Orzech	FFWV			
Phillip W. Ormes	SELF	2751 Atford Ave Apt 2 4022	502-303-0796	peormes@yahoo.com
J. B. By Banks	TARC	1000 W. Broadway, Louisville, KY 40206	502-561-6100	jbanks@tarc.org
Kay Stewart	TARC	" " " "	502-561-5122	kstewart@tarc.org
Ram Kruse	Brit. H. Entertainers	201 E Market St. Sunset Jeff. IN 47120	812-481-5821	ramkruse@att.net
Tom Sinnott	Sinnott RV	520 Harriott Dr. Cullin, IN	502-664-3300	tsinnott@sinnott.com
Phillip Shuri	self	4819 Salem Noble Rd 47130		
Roun Khuri	self	4819 Salem Noble Rd 47130		

THE OHIO RIVER BRIDGES

Nov 22, 2013 Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Lois Lansing	People	3607 N. W. R. Henryville	812-246-52	
Amy Barber	KYTC	6510 Westport Rd. Louisville, KY 40228	502-210-6000	amybarber@kytc.com
Tim Ferriman	KYTC	200 West St. Frankfort 40601	502-564-7250	Tim.Ferriman@KYTC.GOV
Laura Hillen	INDOT		812-232-6011	lhillen@indot.in.gov
David McClure	—	2315 TURNBERRY DR. JEFF 47120	(812) 590-2825	
ROBERT E LEE	—	321 W. 11th Street St. Louisville, KY 40202	502-615-1074	
James Greene	—	315 CD in 12th St. JEFF		
Chad Carllon	KYTC	1122 Eastwood, Louisville, KY		chad@kytc.com
BOB WEBER	SELF	502-583-8833		
Maria McCarthy	TARC	2100 W. 4th St. Louisville, KY 40203	502-213-3490	maria@tarc.org
AIDA COPIC	—	1000 W. BECONWAY Louisville, KY 40203		aidacopic@ridetarc.org
Janet Marshall	—	2327 Brookwood Dr.	(502) 765-778	janet_marshall@tarc.com
Tom SPANGLER	QTY	1046 E. Chestnut St. Louisville, KY	502-585-2222	tspangl@qky.com

THE OHIO RIVER BRIDGES

July 22 & 23, 2013 - Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Linda Breeden Don Shier LANSHA W. HIGGINS Ron Baker SUN WEST BOB OWENS STAN MARTIN RICHARD MOORE Ed Flaugh Christine CHRIS JONES Chris Coy Karen Cousins Debbie Anderson John Gordon	Retiree THG INDBT INDDT Public Public Charville/Crest Berklee C-J J+J FALLET Corp Coye Auto Corp Public Holiday Inn New Albany City Council	1120 Creek View Cir. VA 47122 130 St. Mathias Ave. 40201 100 N SEAWAY AVE. MTSD MONTICELLO IN 46037 5211 SIX CROSS RD LINDSEY IN 777 CINDYWOOD DR VA 3101 Mountain Pkile EUBANK IN 10213 Linn Station Post 3 Lou, Ky 40022 600 N. Wilcomb R. Columbus 505 U. Bardley, Lou, Ky P.O. 0583 New Albany IN 1801 Broadway Charville IN 72 LAKESHORE DR CLARKSVILLE, IN 505 Maunette Dr Clarksville 602 Captain Frank Rd	812-979-4821 637-231-6112 317-234-4716 812-751-1220 812-212-2353 812-502-426-9842 812-574-9671 812-999-4626 812-944-2170 812-284-2855 812-883-7661 812-944-3121	lhbrown@ind07.zu.edu rbales@ndsl.in.gov Linda.Breeden@va.com RDMOORE@AIX.COM CJ@KREWEATERJOURNAL.COM CHRISTIE@THEORY COO@COYEAUTO.COM kenn.gowd@stcglobal.net jdgordon@tdy.com

THE OHIO RIVER BRIDGES

July 22 & 23, 2013 - Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Bob Polshon Sharon Mares Linda Hornung Kevin Hornung JERRY Aoy Tim Turin Linda Walker Joseph Lati Patricia Latis Deb Johannes Lisette Franitz Rob Warr J. M. Donald Elinore Jeffcoat Marian Johnson MARY CARY	Town of Clarksville Citizen " " RIDGE RIDGE C C RIDGEVIEW DR Clarksville ORB Citizen Jeff Warr US House of Rep citizen City of Jeffersonville MHA "	2000 Brentwood ST Clarksville IN 47122 814 E. Grand Ave. Jeff IN 47130 511 HOLLARY DR. VA " 264 RIDGEVIEW DR CLARKSVILLE IN 47122 1617 Idlewood Dr Jeffersonville IN 47134 PO Box 1572, Jeff IN 47131 279 Quartermaster Ct Jeffersonville 267 Elm Elm St new, IN 47150 507 Quartermaster Ct, Jeff 1506 W. 11 ST 47130 17305 Seven Green Lane 40245 338 W. Maple St	502-272-1509 902-500-5109 812-945-8283 812-557-187 502-426-2185 502-439-3443 502-751-2554 812-288-3494 462-47-5104 502-590-2882 502-588-2424 832-434-0004 502-724-0069	1 RIDGERIDGE@GMAIL.COM RWARR@CITYOFJEFF.NET The.ayyoudance@jeff.ky.gov mjoffcoat@gmail.com disneyeducation@yahoo.com

THE OHIO RIVER BRIDGES

July 24, 2013 - Open House on EIS Tolling Impacts and Mitigation

NAME <small>(Please Print)</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
A Pleasant		Hanytal Court		
DEBRA BLANTON		3082 WOODD WAY near FN	812-725-0194	
DYNNA DEARY		CLARKSVILLE TN		
JOE STEPHENSON		901 PENNSYLVANIA AVE 47130	812-262-7722	
JERRY KEVIE		416 CHOCOWETHA RD 40411	502-875-1933	
BUTCH CANTRELL		1 RIVERPOINTE PLZ #715	502-276-4344	
B. TOLSON				
SHARON R. MARTIN		3406 HAMBURG ST. JEFF. TN	812-282-2883	
BILL WORKMAN				
KURT HALL		3007 MARY HILL Pk LK 424	777-0922	

THE OHIO RIVER BRIDGES

July 24, 2013 - Open House on EIS Tolling Impacts and Mitigation

NAME <small>(Please Print)</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
BRUCE YOUNG		1209 Apple Lane Jeffersonville IN 47130	812-706-6616	
LISSA SCOTT		1237 Harmony Ln #61, Jeff, IN 47130	812-218-1357	

THE OHIO RIVER BRIDGES

July 22, 2013 - Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Rick STEPHENSON Philip Hendershot Dea Bullitt	CLARK County Citizens Cincinnati, OH	3615 Aryn Ct 47130 2203 St Andrews Rd Juffel 47130 305 Bond St Jeffersonville IN 47130	502-461-9325 502-216-1670 302-541-7006	Rick@STEPHENSONdata.com hendeshotp@cdmsmith.com dbullitt@us.edu

THE OHIO RIVER BRIDGES

July 22, 2013 - Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Bob Lavender	Doe-Anderson	820 W. Main St., Louisville, KY 40202	202 549 1700	bob.lavender@doeanderson.com
Kathy Francis	Doe-Anderson			
Dan Burgess	Doe-Anderson			
Josann Clark	Doe-Anderson			
Jeff Berry	Doe-Anderson			
Jelle Lee	Doe-Anderson			
Maddie Boykin	Doe-Anderson			
Marcus Pickett	Doe-Anderson			
Catherine Montano	Doe-Anderson			
Kate Eastman	Doe-Anderson			

Doe-Anderson is the public involvement firm that organized and ran the meeting. These are the names of those who worked at the meeting.

The following pages are the sign-in sheets from the Kentucky July 23 meeting. 101 people signed in.



July 23, 2013 - Open House on E1 Toxics Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION <small>OR COMPANY</small>	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE <small>NUMBER</small>	E-MAIL <small>ADDRESS</small>
Jennifer Stewart	WTF	718 F. ... St	502-792-2400	
Kathy Williams		715 Spunkart Ct	402-298-0162	
Andrius Jay	U/K	1606 Reswood Ave	502-241-1102	
Jane Williams	City	1903 ...	502-585-2222	
Lynne McCarty		1514 Grand Ave	776-5110	lmcarty@ky.gov
Burton Keaton	SITCO		402-296	burton.keaton@ky.gov
Leo ...	Arbitration	1606 Reswood Ave	402-296	leo@arbitration.com
Repl Corbin	LEO weekly		402-296	
Cheri Hammett	me arc Council	601 W. Jefferson St	502-411-1105	
Avery Kates	Louisiana ...	Norfolk 1121 ...	402-451-8388	
Carrie Mitchell	U/K	2116 ...	502-241-1105	
Devy Hault	KFTC	2803 ...	502-241-1105	jhault@ky.gov
Dick Kozl	CR	201 ...	502-241-1105	
Paul Lloyd of Justice	1711 ...	502-241-1105	



July 23, 2013 - Open House on E1 Toxics Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION <small>OR COMPANY</small>	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE <small>NUMBER</small>	E-MAIL <small>ADDRESS</small>
Dee Jane	300 N. ...	502-241-1105	deejane@ky.gov
Frank	PO Box 188	402-274-0211	efk@ky.gov
Diane	1305 ...	402-241-1105	diane@ky.gov
Tina	1939 ...	502-241-1105	tina@ky.gov
Greg	1157 ...	502-241-1105	greg@ky.gov
Bill	2407 ...	502-241-1105	bill@ky.gov
Phil	2005 ...	502-452-2627	phil@ky.gov
Robert	4012 ...	502-241-1105	rob@ky.gov
Pat	4012 ...	502-241-1105	pat@ky.gov
Eric	1903 ...	502-241-1105	eric@ky.gov
Natalie	25150 S. ...	502-241-1105	natalie@ky.gov
Robert	1015 ...	502-241-1105	rob@ky.gov
Al	502-241-1105	al@ky.gov
Chris	3601 ...	502-241-1105	chris@ky.gov
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THE OHIO RIVER BRIDGES

July 23, 2013 - Open House on D3 Tolling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	EMAIL ADDRESS
L. (2013) N. Hines	WADSWORTH	1000 S. 2nd St. Apt 10	417-474-6179	L.Hines@wadswoh.com
Rebecca Washburn		1725 W. Main St. Apt 101	(502) 777-5872	Amelia.washburn@gmail.com
Anthony Conditman	PIHUA	3200 West Broadway	503-343-6170	Anthony.Conditman@pihua.com
Tim Gearty	(PIHUA)	3500 Lutz Ln. #104	502-771-4473	Gearty807@gmail.com
Christine Conditman	PIHUA	616 Miller St. Louisville	502-516-8781	Christine.Conditman@pihua.com
ANDY PARRON	KITZ	5140 Westport Rd. Louisville	502-266-6647	andy.parron@kitz.com
Judy J. Lyons	Historical Club	1044 S. Currier St. Louisville	502-586-5202	judyjlyons@kyhistory.com
Mandy Olman		208 Colonial Drive Louisville	502-762-3318	mandyolman7812@yahoo.com
Nick Lutz		317 W. Hill St. Apt 2	502-777-0270	nicklutz@kentucky.com
Charolle Custer	Wadsworth	571 Wadsworth Ave. Louisville	502-581-0214	ccuster@wadswoh.com
Tom Risher	WIT	1000 W. Main St. Louisville	502-581-8115	tomrisher@wadswoh.com
Sinja Lorenz	WIT	1427 S. 2nd Apt 10	502-114-8334	Sinja.Lorenz@wadswoh.com
Rosalind Thayer	WIT	1525 Wadsworth Ave.	502-581-8115	Rosalind.Thayer@wadswoh.com
Victoria Sparks	Historical Club	247 W. Hill St. Louisville	502-581-8115	viksparks@kentucky.com
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THE OHIO RIVER BRIDGES

July 24, 2013 - Open House on FJ Tolling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	EMAIL ADDRESS
Laura Hillen	WADSWORTH		502-581-0214	L.Hines@wadswoh.com
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Drew Waldman	KITZ			drew.waldman@kitz.com
A. Chinn	KITZ			502-581-8115
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Duane Thomas	PIHUA	285 Dundas St. Louisville	502-618-3077	Duane.Thomas@pihua.com
Carl Hines	WADSWORTH			L.Hines@wadswoh.com
Hilary Brown	Historical Club	1044 S. Currier St. Louisville	502-586-5202	hilarybrown@kyhistory.com
Joe Brown	Historical Club	1044 S. Currier St. Louisville	502-586-5202	joebrown@kyhistory.com
Danilo McKinley	Historical Club	1044 S. Currier St. Louisville	502-586-5202	danilomckinley@kyhistory.com
Michelle Allen	Historical Club	1044 S. Currier St. Louisville	502-586-5202	michelleallen@kyhistory.com
Robert Olman	Historical Club	1044 S. Currier St. Louisville	502-586-5202	robolman@kyhistory.com
Arthur Hinkle	Historical Club	1044 S. Currier St. Louisville	502-586-5202	arthurlhinkle@kyhistory.com
Anne Smith	Historical Club	1044 S. Currier St. Louisville	502-586-5202	annsmith@kyhistory.com
Thomas Risher	Historical Club	1044 S. Currier St. Louisville	502-586-5202	tomrisher@kyhistory.com

THE OHIO RIVER BRIDGES

July 23, 2013 - Open House on IJ Tolling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION <small>OR COMPANY</small>	STREET ADDRESS <small>(please include city, state and zip code)</small>	PHONE <small>NUMBER</small>	E-MAIL <small>ADDRESS</small>
Charmaine Johnson	WOTW Paine	1121 Chalmersville Lane 211 (over)	502 600 4440	chjohnson@wotw.com
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David Hartman	Sierra Club	200224th Street	412 477 1262	dhartman@sierraclub.org
Terry Clark	State Senate	5710 W. 1st St. #202		terry.clark@ohio.gov
Wanda K. Kalkbrenner	US Senator	4715 Pleasant Heights #4015	502 463 7571	wkalkbrenner@ohio.gov
Janice M. Miller	US Senator	4234 S. 11th St. #400's	402 853 377	janice.miller@ohio.gov
Alice Zierog	Sen	219 Sage Road	822 577 1001	alice.zierog@ohio.gov
Arthur Campbell	Sen	4555 4th St. S.E.	502 274 5000	arthur.campbell@ohio.gov
Tommy High	Sen	4555 4th St. S.E.	502 533 6000	tommy.high@ohio.gov
Marylou Newsum	Sen	7107 Taylor Ln 40215	502 270 2832	marylou.newsum@ohio.gov
Christopher M. Harrell	Sen	808 E. Market St. 40206	502 270 2832	CHARRILL@LEGIS.OHIO.GOV
Rick Tucker	K7 Transport	1548 Poplar Way Clarksville, TN	502 270 1224	RTUCKER@K7TRANSPORT.COM

THE OHIO RIVER BRIDGES

July 23, 2013 - Open House on IJ Tolling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION <small>OR COMPANY</small>	STREET ADDRESS <small>(please include city, state and zip code)</small>	PHONE <small>NUMBER</small>	E-MAIL <small>ADDRESS</small>
John M. ...	F-HWA	2112 ...		
Alicia Watkins Jr.	F-HWA	1525 ...		
Maria H. ...	Al ...	2210 ...	402 451 8417	
James M.	2875 ...	502 470 1005	

THE OHIO RIVER BRIDGES

July 23, 2013 - Open House on T3 Tolling Impacts and Mitigation

NAME <small>(Please Print)</small>	ORGANIZATION <small>OR COMPANY</small>	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE <small>NUMBER</small>	EMAIL <small>ADDRESS</small>
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Tom Ostrom Shirley Hadden Rep Jim Wright Marilyn Neal	Metro Council State Rep	1525 Parkview Ave 1231 Rugby KY	(502) 207 6574 151-6262	

THE OHIO RIVER BRIDGES

July 23, 2013 - Open House on T3 Tolling Impacts and Mitigation

NAME <small>(Please Print)</small>	ORGANIZATION <small>OR COMPANY</small>	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE <small>NUMBER</small>	EMAIL <small>ADDRESS</small>
Chris Hartney David Jones Handarth, Hagg Chris Shirley Hadden State Rep of the Tennessee River	Farmers Campaign Methu (Cov. KY) local AIP/D	2263 Franklin Ave 40206 601 W. 5th Street 40203 PO Box 1118 Jeffersville 47131 New Albany, IN 47150 114 E. Broadway 47201	502 640 1177 502 174 1166 502 275 2604 384-3637	Chris.Fidler@emwri.gov david.jones@emwri.gov handarth@emwri.gov shirley.hadden@emwri.gov jim.wright@emwri.gov marilyn.neal@emwri.gov

THE OHIO RIVER BRIDGES

July 24, 2013 Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Donna (Kramer) Cindy Huntington Lauris Hoffman Cynthia Taylor	ENR (EPA) Atwood and Chapman Rising Ch. 28. 201. 1000	711 W. 30th St, #100 Indianapolis, IN 46204 201. 201. 1000 201. 201. 1000	201. 201. 1000 201. 201. 1000	NA NA det@planning.com

THE OHIO RIVER BRIDGES

July 23, 2013 Open House on EJ Telling Impacts and Mitigation

NAME <small>Please Print</small>	ORGANIZATION OR COMPANY	STREET ADDRESS <small>(Please include city, state and zip code)</small>	PHONE NUMBER	E-MAIL ADDRESS
Bob Anderson	Doc-Anderson	620 W. Main St., Louisville, KY 40362	502 589 1700	bander@docanderson.com
Don Burgess	Doc-Anderson			
Jessica Clark	Doc-Anderson			
Jeff Berry	Doc-Anderson			
Judith Lee	Doc-Anderson			
Maddie Stevens	Doc-Anderson			
Marcus Pittston	Doc-Anderson			
Catherine Montano	Doc-Anderson			
Kate Eastman	Doc-Anderson			

Doc-Anderson is the public involvement firm that organized and ran the meeting. These are the names of those who worked at the meeting.

This appendix contains outreach material used to inform the public of *The Report* and public meetings/open house plus solicit public input.



A 5-minute video was produced to:

- Give an overview of the project
- Explain open-road, no-stop, all-electronic tolling
- Provide an overview of the report on EJ tolling impacts and mitigation
- Solicit public input

The video was produced in English & Spanish. It was posted on the Project's website, kyinbridge.com, and on YouTube. It also played on a continuous loop during the public meetings July 22 and 23.

Here's the link to the YouTube video in English:

<http://www.youtube.com/watch?v=n0YExngFjL8&feature=youtu.be>

Here's the link to the YouTube Spanish version:

<http://www.youtube.com/watch?v=ZYAB-cACpQo>

More than 5,000 copies of the following two-page flyer (printed on the front and back) were distributed throughout the community at local libraries, community centers, churches, etc., concentrating in EJ areas.



PUBLIC MEETINGS, JULY 22 & 23, 2013

Construction Underway
Construction has begun in earnest on the Louisville-Southern Indiana Ohio River Bridges Project, with completion scheduled before the end of 2016. The project has been long-needed to improve safety, alleviate traffic congestion and connect highways.



The new Downtown Bridge (left) is being constructed next to the existing Kennedy Bridge to alleviate traffic congestion and make travel safer.



The East End Crossing will complete the long-planned highway connectors in the metro area's growing East End.

Paying for the Project
While steps have been taken to significantly reduce the cost, the Ohio River Bridges Project remains one of the largest transportation projects in the country. The project will be paid for with traditional highway funds and tolls. Highway funds come primarily from gasoline taxes. But there is not enough revenue from gas taxes to fully pay for the Bridges Project. Toll is needed to cover the funding gap.

As part of the Bridges Project, a total of three bridges will be tolled:

- The new Downtown Bridge
- The revamped Kennedy Bridge
- The new East End Bridge

Two bridges will not be tolled as part of the Bridges Project:

- The Clark Memorial, also called the 2nd Street Bridge, which connects downtown Louisville with Clarksville and Jeffersonville
- The Sherman Minton Bridge on I-6-1, which connects west Louisville with New Albany

Mitigating Tolls
For several years, Kentucky and Indiana have been considering the impacts of tolls. The states have already committed to invest in enhanced bus service, providing TARC with \$20 million to buy more buses and vans, create more park-and-ride lots and bus shelters, and increase awareness of transit options for commuters.

The Report
The two states have prepared a report called the *DRIFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-income and Minority Populations*. It identifies additional mitigation measures

being considered to help ensure these residents have both free and the most affordable options available for crossing the river.

This report also outlines efforts that will be made to make sure disadvantaged citizens have easy access to transponders, which are electronic devices that provide motorists with the lowest toll rates possible.

Opportunity for Input
You may view the entire report and provide input that will be considered as the tolling policy is fully developed. The report is on the Bridges website at www.kyrbidges.com. It is also available at many local public libraries and other locations. An online comment form on the project's website gives you the opportunity to provide input. Written comments may also be submitted, postmarked by July 26, 2013 and mailed to:

Bridges Project Research
620 W. Main St., 4th Floor
Louisville, KY 40202

Public Meetings
You are attending one of two public meetings/open houses which give the opportunity to meet with project officials to ask questions and review displays. At these meetings, comments can be submitted in writing for the record or by talking directly to a court reporter. The meeting dates, times and locations are as follows:

July 22, 2013 4 p.m. - 7 p.m. Holiday Inn, Clarksville 505 Marriott Dr Clarksville, IN 47129	July 23, 2013 4 p.m. - 7 p.m. Ky Center for African American Heritage 1701 W. Muhammad Ali Blvd. Louisville, KY 40203
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(more information on other side)

The Bridges Project Overview

The Bridges Project calls for fixing the traffic bottleneck caused by limited lanes on the Kennedy Bridge and the poor design of the Kennedy Interchange (Spaghetti Junction). It also calls for completing the highway loop around the metro area by building a new East End Bridge, connecting the Lee Hamilton Highway (SR265) in Indiana to the Gene Snyder Freeway (KY811) in Kentucky.

The Project's Two Crossings

One project, two crossings. That has been the mantra of the Bridges Project from the outset because both crossings are needed to alleviate traffic congestion on the downtown interstates and complete the long-planned bridge and highway connections in the East End.

Kentucky has taken the lead role for financing and constructing the Downtown Crossing with Indiana doing the same for the East End Crossing. Below are the main elements of each crossing.



The Downtown Crossing

1. Reconfigure the Kennedy Interchange (commonly called Spaghetti Junction) to alleviate congestion and improve safety and access.
2. Build a new Downtown Bridge with six lanes of northbound traffic on I-65 plus re-deck and revamp the Kennedy Bridge to handle six lanes of southbound traffic only.
3. Reconfigure I-65 in Clarksville and Jeffersonville to connect to the new Downtown Bridge.

The East End Crossing

4. Extend the Gene Snyder Freeway (KY811) in Kentucky, making it four lanes from I-71 to the new bridge and construct a nearly 2,000-foot tunnel under federally protected historic property.
5. Build a new East End Bridge.
6. Extend the Lee Hamilton Highway (IN265) in Indiana four miles to connect to the new East End Bridge.

For more information on the project, visit www.kyinbridges.com.

FAQs on Tolling

When the 2nd Street Bridge opened in 1929, it had a 35-cent toll. Adjusted for inflation, that's the equivalent of \$1.64 today. While tolling is not new to Kentucky or Indiana, it has not been used in the Louisville-Southern Indiana area for generations. With tolling scheduled to begin in 2016, many questions and concerns are being raised. The following provides answers to some frequently asked questions.

Which bridges will be tolled?

- The I-65 bridges, which will be the new Downtown Bridge, designed for northbound traffic only and the Kennedy Bridge reconfigured for southbound-only traffic.
- The new East End Bridge, which connects the Gene Snyder Freeway in Kentucky (KY811) with the Lee Hamilton Highway in Indiana (SR265).

Which bridges remain free?

- The Clark Memorial Bridge, commonly called the 2nd Street Bridge, which connects downtown Louisville with Clarksville and Jeffersonville.
- The Sherman Minton Bridge on I-61 connecting west Louisville with New Albany.

How much will tolls cost?

Kentucky and Indiana are developing toll rates, which will be determined later this year. Here are the target rates for motorists using transponders:

- \$1 per crossing for frequent commuters in passenger vehicles or on motorcycles who commute back and forth every weekday.
- \$2 per crossing for cars, trucks, SUVs and motorcycles crossing the bridges less frequently.
- \$5 per crossing for panel or box trucks.
- \$10 per crossing for semi-trucks or tractor trailer rigs.

What's a transponder?

A transponder is an electronic device typically placed on the front windshield or dashboard. When the vehicle crosses the tolled bridge, the transponder records the crossing and charges the motorist's account. In tolling systems around the country, getting a transponder usually requires placing funds in an account to pay for tolls.

What if I don't have a transponder?

Every time you cross a tolled bridge, a camera will take a photo of your license plate and send an invoice to the vehicle owner. Tolling systems often charge a higher rate to drivers without transponders to pay for this more costly, time-consuming collection method.

Will there be toll booths?

No. Only no-stop, all-electronic tolling is planned. There will be no toll plazas, no coin buckets and no waiting in line. Traffic will flow freely. As a vehicle drives across a tolled bridge, cameras and electronic receivers will record the passing.

What happens to motorists who don't pay?

Tolling enforcement is necessary to ensure fairness. Those who don't pay tolls will be charged a penalty and face restrictions that may include preventing vehicle registration renewal until tolls and penalties are paid.

How will TARC help?

The states have committed to invest in enhanced bus service, providing TARC with \$20 million to buy more buses and vans, create more park-and-ride lots and bus shelters, and increase awareness of transit options for commuters.



REUNIONES PUBLICAS 22 & 23 DE JULIO, 2013

La Construcción de los Puentes avanza

La construcción del Proyecto de los Puentes del Río Ohio entre Louisville y el Sur de Indiana, se encuentra en curso. La conclusión del mismo está programada para concluir a finales del año 2016. El proyecto será financiado por medio de fondos tradicionales de carreteras y peajes (cobro o cuota pagada por el uso de carreteras). Los fondos de carreteras se obtienen principalmente de los impuestos de la gasolina. Sin embargo los fondos obtenidos de los impuestos de la gasolina, no son suficientes para pagar completamente por el proyecto de los puentes. Por lo tanto existe la necesidad de cobrar a los conductores que cruzan los puentes (peajes) para cubrir lo que hace falta.



Puentes con y sin peaje

Como parte del proyecto de los puentes, tres puentes tendrán peaje pagado y dos quedarán sin peaje.

Puentes con Peaje

1. El nuevo Puente del Centro (dirección I-65 hacia el norte)
2. El renovado Puente Kennedy (dirección I-65 hacia el sur)
3. El nuevo Puente del Este (East End Bridge)

Puentes sin peaje

1. El Puente Clark Memorial, también llamado el Puente de la 2da. Calle
2. El Puente Sherman Minton del I-64

Aliviando el impacto de los peajes

Durante varios años, Kentucky e Indiana han estado considerando el impacto de los peajes. Ambos estados ya se han comprometido a invertir y mejorar el servicio colectivo de bus, provyendo a TARC (compañía de transporte público de buses) con \$20 millones para la compra de más buses y camionetas, crear más estacionamientos para el programa park-and-ride y más paradas de buses con refugio e incrementar la visibilidad de las opciones de tránsito que existen para el público que los utiliza.

El Reporte

Ambos estados han preparado un reporte llamado DRAFT, *Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations* (Evaluación de los Efectos Económicos del Peaje y las Estrategias Potenciales para Aliviar los Efectos del Peaje en la Población Minoritaria y de Bajos Recursos). El reporte identifica medidas adicionales para aliviar el impacto económico, las cuales están siendo consideradas para asegurarse que los



residentes pertenecientes a estos grupos tengan acceso a opciones gratuitas o de fácil acceso económico para cruzar el río.

Este reporte también delinea los esfuerzos que se harán para asegurarse que los ciudadanos en desarrollo tengan acceso fácil a los transponders (equipos de señal electrónica), que serán provistos a los conductores con las tasas de peaje más bajas.

Oportunidad para opinar

Usted tiene la oportunidad de leer y estudiar el reporte entero y dar su opinión para que sea considerado cuando las políticas de peaje sean completamente desarrolladas. El reporte se puede obtener en el sitio llamado www.kybridges.com. Una forma para comentarios en línea le dará la oportunidad de dar sus ideas y opiniones. El reporte está también disponible en muchas bibliotecas locales y otros lugares. Comentarios escritos también pueden ser enviados por correo a:

Bridges Project Research
620 W. Main Street 4th Floor
Louisville, KY 40202

Reuniones Públicas

Además, habrá dos oportunidades para que usted se pueda reunir con los oficiales del proyecto para hacer preguntas y poder apreciar el proyecto. En estas reuniones, los comentarios se pueden hacer por escrito para ser archivados o haciendo los comentarios hablando directamente con un representante de la corte. Las fechas de las dos reuniones y los lugares son:

22 DE JULIO, 2013
4 p.m. - 7 p.m.
Holiday Inn, Clarksville
505 Marion Drive
Clarksville, TN 37129

23 DE JULIO, 2013
4 p.m. - 7 p.m.
KY Center for African American Heritage
1701 W. Muhammad Ali Blvd.
Louisville, KY 40203

This 11" x 17" poster was as distributed to nearly 50 libraries, community centers, churches, etc., concentrating in EJ areas



Public Meetings July 22 & 23, 2013



DOWNTOWN CROSSING



EAST END CROSSING

Construction Underway

Construction has begun on the Louisville-Southern Indiana Ohio River Bridges Project, with completion scheduled before the end of 2016. The project will be paid for with traditional highway funds

and tolls. Highway funds come primarily from gasoline taxes, but there is not enough revenue from gas taxes to fully pay for the Bridges Project. Tolls are needed to cover the funding gap.

Tolled and Non-tolled Bridges

As part of the Bridges Project, three bridges will be tolled while two remain free for motorists to cross.

Tolled Bridges:

1. The new Downtown Bridge (I-65 northbound)
2. The revamped Kennedy Bridge (I-65 southbound)
3. The new East End Bridge

Free Bridges:

1. The Clark Memorial Bridge, also called the 2nd Street Bridge, connecting downtown Louisville with Jeffersonville/Clarksville
2. The I-64 Sherman Minton Bridge which connects New Albany with West Louisville.

Mitigating Tolls

For several years, Kentucky and Indiana have been considering the impact of tolls. The states have already committed to invest in enhanced bus service, providing TARC with \$20 million to buy

more buses and vans, create more park-and-ride lots and bus shelters, and increase awareness of transit options for commuters.

The Report

The two states have prepared a report called the *DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations*. It identifies additional mitigation measures being considered to help ensure those residents have both free and the most affordable options available for crossing the river.

This report also outlines efforts that will be made to make sure disadvantaged citizens have easy access to transponders, which are electronic devices that provide motorists with the lowest toll rates possible.

Opportunity for Input

You may view the entire report and provide input that will be considered as the tolling policy is fully developed. The report is on the Bridges website at www.kvbridges.com. It is also available at many local public libraries and other locations. An online comment form on the project's website gives you the

opportunity to provide input. Written comments may also be submitted by mailing them to

Bridges Project Research
620 W. Main St., 4th Floor
Louisville, KY 40202

Public Meetings

In addition, there will be two opportunities for you to meet with project officials to ask questions and review displays. At these meetings, comments can be submitted in writing for the record or by talking directly to a court reporter. The meeting dates, times and locations are as follows:

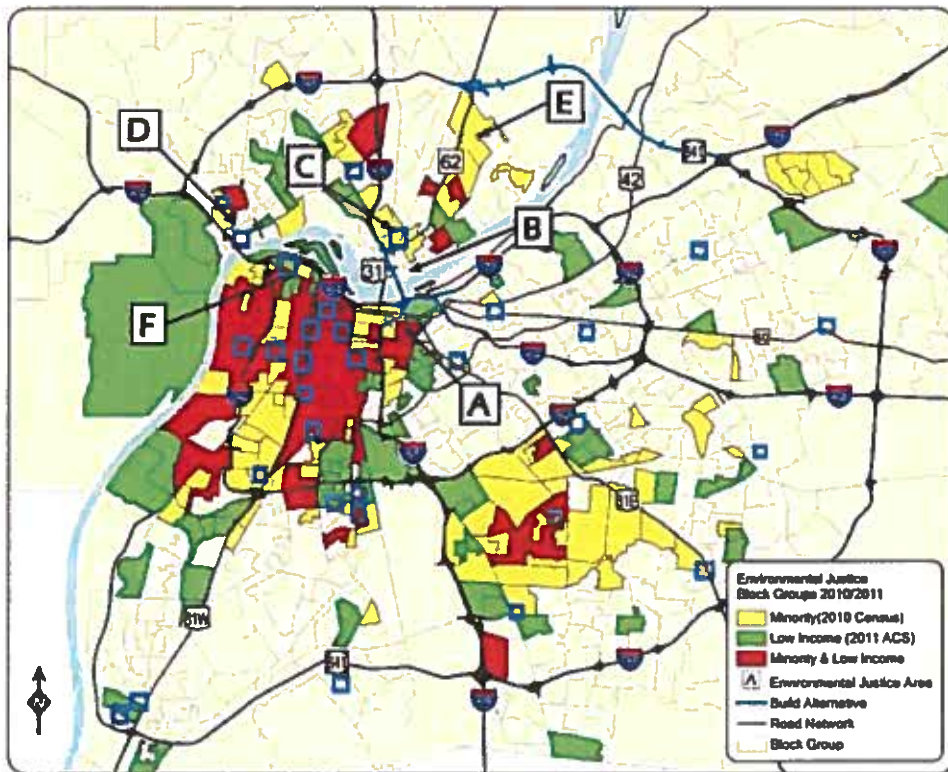
July 22, 2013
4:00 p.m.-7:00 p.m.
Holiday Inn Clarksville
303 Marriot Dr.
Clarksville, IN 47129

July 23, 2013
4:00 p.m.-7:00 p.m.
KY African American Heritage Center/Trolley Barn
1701 W. Muhammad Ali Blvd.
Louisville, KY 40203

Distribution of the flyers and posters took place at nearly 50 locations indicated on the map below, which can be accessed online: [CLICK HERE](#)



The blue boxes in the map below show where communications material was distributed in relationship to EJ areas.



The next two page show where outreach material was distributed

Louisville	Southern Indiana
Main Library* 301 York Street – Zip 40203	Jeffersonville Library 211 E. Court Ave
Portland Library* 3305 Northwestern Pkwy – Zip 40212	Clarksville Library 1312 Eastern Blvd
Shawnee Library* 3912 West Broadway – Zip 40211	
Shively Library* 3920 Dixie Hwy – Zip 40216	
Southwest Library* 10375 Dixie Hwy – Zip 40272	
Western Library* 604 South 10 th Street – Zip 40203	
Newburg Library* 4800 Exeter Ave – Zip 40218	
Bon Air Library 2816 Del Rio Place – Zip 40220	
Crescent Hill Library 2762 Frankfort Ave – Zip 40206	
Fairdale Library 10620 W. Manslick Rd – Zip 40118	
Fern Creek Library 6786 Bardstown Rd – Zip 40291	
Highlands-Shelby Park Library 1250 Bardstown Rd – Zip 40204	
Iroquois Library 601 W. Woodlawn Ave – Zip 40215	
Jeffersontown Library 10635 Watterson Trail – Zip 40299	
Middletown Library 200 N. Juneau Dr – Zip 40243	
Okolona Library 7709 Preston Hwy – Zip 40219	
St. Matthews Library 3940 Grandview Ave – Zip 40207	
Westport Library 8100 Westport Rd – Zip 40222	

Community Development Bank
2901 West Broadway, Louisville

St. Stephen's Baptist Church
1018 S. 15th Street, Louisville
948 Dixie Hwy, Louisville
2701 Veterans Pkwy, Jeffersonville

Portland Community Center
640 North 27th Street, Louisville

California Community Center
1600 West St. Catherine Street, Louisville

Beechmont Community Center
205 West Wellington Avenue, Louisville

Parkhill Community Center
1703 South 13th Street, Louisville

Sun Valley Community Center
6505 Bethany Lane, Valley Station

South Louisville Community Center
2911 Taylor Boulevard, Louisville

Elim Baptist Church
3114 Greenwood Avenue, Valley Station

Urban League
1535 West Broadway, Louisville

Americana Community Center
4801 Southside Drive, Louisville

Portland Avenue Presbyterian Church
3201 Portland Avenue, Louisville

NAACP
201 National Avenue, Jeffersonville

Northwest Neighborhood Place
4018 West Market Street, Louisville

Shawnee Golf Course
460 Northwester Pkwy, Louisville

Griffin Street Community Center
1140 Griffin Street, New Albany

Advertising schedule

<u>Radio Station</u>	<u>Flight Dates</u>	<u>Spots Bought</u>	<u>Bonus Spots</u>
WLOU (African American)	July 8-23	28	Based on availability
WTUV (Hispanic)	July 8-23	28	14

To listen to WLOU spot, go to: <http://kyinbridges.com/wp-content/uploads/Radio-Ad-WLOU.mp3>

To listen to WTUV spot, go to: <http://kyinbridges.com/wp-content/uploads/Radio-Ad-WTUV-Spanish.mp3>

<u>Print Publications</u>	<u>Type</u>	<u>Size of Ad</u>	<u>Dates</u>
Courier-Journal (Louisville)	Daily	3 column classified	July 7
News & Tribune (Southern Indiana)	Daily	¼ page ad	July 3 & 17
News & Tribune	Daily	Classified/legal ad	July 6
Louisville Defender (African American)	Weekly	¼ page ad	July 4 & 18
Al Dia (Hispanic)	Weekly	Full page (tabloid)	July 11

Advertising samples are shown on the following pages.

The Louisville-Southern Indiana Ohio River Bridges Project Public Meetings July 22 & 23, 2013

Construction Underway
Construction has begun on the Louisville-Southern Indiana Ohio River Bridges Project, with completion scheduled before the end of 2016. The project will be paid for by traditional highway funds and tolls. Highway funds come primarily from gasoline taxes, but there is not enough revenue funding from gas taxes to fully pay for the Bridges Project. Tolls are needed to cover the funding gap.

Tolled and Non-tolled Bridges
As part of the Bridges Project, three bridges will be tolled while two remain free:

Tolled Bridges:
1. The new Downtown Bridge (I-65 northbound)
2. The revamped Kennedy Bridge (I-65 southbound)
3. The new East End Bridge

Non-tolled Bridges:
1. The Clark Memorial Bridge, also called the 2nd Street Bridge
2. The I-64 Sherman Minton Bridge

Mitigating Tolls
For several years, Kentucky and Indiana have been considering the impacts of tolls. The states have already committed to invest in enhanced bus service, providing TARC with \$20 million to buy more buses and vans, create more park-and-ride lots and bus shelters, and increase awareness of transit options for commuters.

The Report
The two states have prepared a report called the DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations. It identifies additional mitigation measures being considered to help ensure these residents have both free and the most affordable options available for crossing the river. This report also outlines efforts that will be made to make sure disadvantaged citizens have easy access to transponders, which are electronic devices that provide motorists with the lowest toll rates.

Opportunity for Input
You may view the entire report and provide input that will be considered as tolling policy is fully developed. The report is on the Bridges website at www.kyinbridges.com. An online comment form gives you the opportunity to provide input. The report is also available at many local public libraries and other locations. Written comments may also be submitted by mailing them to:

Bridges Project Research
620 W. Main St., 4th Floor
Louisville, KY 40202

Public Meetings
In addition, there will be two opportunities for you to meet with project officials to ask questions and review displays. At these meetings, comments can be submitted in writing for the record or by talking directly to a court reporter. The meeting dates, times and locations are as follows:

July 22, 2013 4:00 p.m. - 7:00 p.m. Holiday Inn Clarksville 505 Marriott Dr. Clarksville, IN, 47129	July 23, 2013 4:00 p.m.-7:00 p.m. Trolley Barn/African American Heritage Center 1701 W. Muhammad Ali Blvd. Louisville, KY, 40204
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THE COURIER JOURNAL - A GANNETT COMPANY

STATE OF KENTUCKY

County of Jefferson

Affidavit of Publication

I, *Christine Manning*, of THE COURIER-JOURNAL, Inbound Account Executive THE COURIER JOURNAL general circulation printed and published at Louisville, Kentucky, do solemnly swear that from my own personal knowledge, and reference to the files of said publication, the advertisement of

Title: *Legal Notice* Lines: *82*

Date: *7/7/2013* Inches: *3x8.01*

Christine Manning, Inbound Account Executive

Signature of person making proof

Subscribed and sworn to before me this *18th* day of *July* 2013

Jason C. Richardson, Notary

Notary Public, State at Large, KY
My commission expires June 14, 2014

Proof of Publication

Public Meetings
July 23 & 24, 2013

Construction Underway
Construction has begun on the Louisville-Southern Indiana Ohio River Bridges Project, with completion scheduled before the end of 2016. The project will be paid for by traditional highway funds and tolls. Highway funds come primarily from gasoline taxes, but there is not enough revenue funding from gas taxes to fully pay for the Bridges Project. Tolls are needed to cover the funding gap.

Tolled and Non-tolled Bridges
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1. The new Downtown Bridge (I-65 northbound)
2. The revamped Kennedy Bridge (I-65 southbound)
3. The new East End Bridge

Non-tolled Bridges:

1. The Clark Memorial Bridge
2. The 2nd Street Bridge
3. The I-64 Sherman Station Bridge

Mitigating Tolls
For several years, Kentucky and Indiana have been considering the impacts of tolls. The states have already committed to invest in enhanced bus service, providing I-75 with \$20 million to buy more buses and vans, create more park-and-ride lots and bus shelters, and increase awareness of transit options for commuters.

The Report
The two states have prepared a report called the DRAFT Assessment of Economic Effects of Tolling and Potential Strategies to Mitigating Effects of Tolling on Low-income and Minority Populations. It identifies additional mitigation measures being considered to help ensure these residents have both free and the most affordable options available for crossing the river. This report also outlines efforts that will be made to make sure disadvantaged citizens have easy access to transponders, which are electronic devices that provide motorists with the lowest toll rates.

Publication
Fee \$ 284.58
781899

**STATE OF INDIANA
COUNTY OF CLARK - SS**

Theresa Wheatbrook on oath says that she is the bookkeeper of NEWS AND TRIBUNE and in the employ of the publisher of

NEWS AND TRIBUNE,

a daily newspaper of general circulation printed and published in the city of Jeffersonville, Clark County, State of Indiana, and further says that the annexed advertisement was published in said paper for #(1) time(s) to-wit: In Issue of said NEWS AND TRIBUNE
Dated: 07-06 2013

(x) *Theresa Wheatbrook*

**STATE OF INDIANA
COUNTY OF CLARK**

Subscribed and sworn to before me this

17th day of July 2013

(x) *Joann Galligan*
Joann Galligan

Notary Public, Clark County, Indiana
(My Commission Expires August 27, 2014)



Greenwood Cemetery Abandoned

A massive structure that to many has been known for decades as the Greenwood Cemetery, has been abandoned for several years...

Abandoned Greenwood Cemetery. There were many other structures and so on to this in the Greenwood Cemetery, where illegal dumping, because closing plans.

Camp Africa Inspire to Host Closing Programs

On the 27th of the month, Camp Africa will host a series of closing programs...

Additional text from the Camp Africa article, including details about the programs and the organization's goals.

BRIDGES advertisement. Text includes: 'BRIDGES', 'Construction Industry', 'Professional Services', and contact information for various services.

MEGA POWERBALL advertisement. Text includes: 'MEGA POWERBALL', 'Let The Dreams Begin', and 'Those dreamers are now winners.' Features images of lottery tickets and prize amounts.

CLOSING COSTS advertisement. Large graphic with '0' and text: 'CLOSING COSTS of Your Home Ref.' Promotes services for home buyers and sellers.

BRIDGES advertisement. Text includes: 'BRIDGES', 'Construction Industry', and details about professional services and contact information.

OLD NATIONAL BANK advertisement. Text includes: 'OLD NATIONAL BANK' and information about banking services.

Full page ad (11" x 11") in Al Dia



La Construcción de los Puentes avanza

La construcción del Proyecto de los Puentes del Río Ohio entre Louisville y el Sur de Indiana, se encuentra en curso. La conclusión del mismo está programada para concluir a finales del MO 2016. El proyecto será financiado por medio de fondos tradicionales de carreteras y peajes (cobro o cuota pagada por el uso de carreteras). Los fondos de carreteras se obtienen principalmente de los impuestos de la gasolina. Sin embargo los fondos obtenidos de los impuestos de la gasolina, no son suficientes para pagar completamente por el proyecto de los puentes. Por lo tanto existe la necesidad de cobrar a los conductores que cruzan los puentes (peajes) para cubrir lo que hace falta.

Puentes con y sin peaje

Como parte del proyecto de los puentes, tres puentes tendrán peaje pagado y dos quedarán sin peaje:

Puentes con Peaje

- 1 El nuevo Puente del Centro (dirección I-65 hacia el norte)
- 2 El renovado Puente Kennedy (dirección I-65 hacia el sur)
- 3 El nuevo Puente del Este (East End Bridge)

Puentes sin peaje

- 1 El Puente Clark Memorial, también conocido como el Puente de la 7da. Calle.
- 2 El Puente Sherman Millen del I-64.

Aliviando el impacto de los peajes

Durante varios años, Kentucky e Indiana han estado considerando el impacto de los peajes. Ambos estados ya se han comprometido a invertir y mejorar el servicio colectivo de buses, proporcionado a TARC (compañía de transporte público de buses) con \$20 millones para la compra de más buses y camionetas, crear más estacionamientos para el programa park-and-ride y más paradas de buses con refugio, e incrementar la visibilidad de las opciones de tránsito que existen para el público que los utiliza.

El Reporte

Ambos estados han preparado un reporte llamado DRAFT, Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-income and Minority Populations (Evaluación de los Efectos Económicos del Peaje y las Estrategias Potenciales para Aliviar los Efectos del Peaje en la Población Minoritaria y de Bajos Recursos). El reporte identifica medidas adicionales para aliviar el impacto económico, los cuales están siendo considerados para asegurarse que los residentes pertenecientes a estos grupos tengan acceso a opciones gratuitas o de fácil acceso económico para cruzar el río. Este reporte también define los esfuerzos que se harán para asegurarse que los ciudadanos en desventaja tengan acceso fácil a los transportes (equipo de señal electrónica), que serán provistos a los conductores con los tasas de peaje más bajas.

Oportunidad para opinar

Usted tiene la oportunidad de leer y estudiar el reporte online y dar su opinión para que sea considerada cuando las políticas de peaje sean completamente desarrolladas. El reporte se puede obtener en el sitio llamado www.kytnbridges.com. Una forma para comentarios en línea le dará la oportunidad de dar sus ideas y opiniones. El reporte está también disponible en muchas bibliotecas locales y otros lugares.

Reuniones Públicas

Además, habrá dos oportunidades para que usted se pueda reunir con los oficiales del proyecto para hacer preguntas y poder aprender el proyecto. En estas reuniones, los comentarios se pueden hacer por escrito para ser archivados o haciendo los comentarios hablando directamente con un reportero de la news. Las fechas de las dos reuniones y los lugares son:

22 DE JULIO, 2013
4:00 p.m. – 7:00 p.m.
Holiday Inn Clarksville
605 Mariott Dr.
Clarksville, IN 47129

23 DE JULIO, 2013
4:00 p.m. – 7:00 p.m.
Trolley Barn / African American Heritage Center
1701 West Muhammad Ali Blvd.
Louisville, KY 40204

Comentarios escritos también pueden ser enviados por correo a:
Bridges Project Research
620 W Main Street 4th Floor • Louisville, KY 40202

Continúa en la página 12, 21 y 22

Para reservar espacios de publicidad solo llame al 502-451-9400

AL DIA 23

The chart on the following pages shows more than 100 stories ran on tolling impacts/mitigation creating more than 12 million impressions

News Date	News Headline	Outlet Name	Outlet Type	Outlet City	News Circulation Audience (Broadcast & Print)	Unique Monthly Visitors*	Ad Value	PR Value	Link to Online Story
6/27/13 0:00	Kentucky and Indiana won't pursue discount tolls for poor and minority drivers	Courier-Journal	Online, news and business	Louisville	409,687	-	-	-	http://www.courier-journal.com/article/20130627/NEWS01/306270081/Kentucky-Indiana-won-t-pursue-discount-tolls-poor-minority-drivers
6/27/2013	Ohio River Bridges Project Wants Thoughts on Minimizing Toll Costs for Low-Income, Minority Drivers	WFPL Online	Online, news and business	Louisville	-	-	-	-	http://wfpl.org/post/ohio-river-bridges-project-wants-thoughts-minimizing-toll-costs-low-income-minority-drivers
6/27/13 23:03	WHAS-LOU (ABC)	WHAS11 News 11 @ 11	Television Program	Louisville KY	32,918	-	\$1,977.06	\$5,931.18	
6/28/2013	Report: Discount bridge tolls won't be pursued	Kentucky.com	Online, news and business	Lexington	-	-	\$35.00	\$105.00	
6/28/2013	Report: Discount bridge tolls won't be pursued	8G Daily News online	Online, news and business	Bowling Green	-	-	-	-	
6/28/2013 5:02	WAVE3 Sunrise	WAVE-LOU (NBC)	Television station	Louisville	10,159	-	\$203.16	\$609.48	
6/28/2013 6:02	WAVE3 Sunrise	WAVE-LOU (NBC)	Television station	Louisville	10,074	-	\$250.10	\$750.30	http://mediacenter.tveyes.com/downloadgateway.aspx?UserID=186895&MDID=2124923&MDSeed=2452&Type=Media
6/28/2013 6:06	Good Morning Kentuckiana	WHAS-LOU (ABC)	Television station	Louisville	35,774	-	\$692.90	\$2,078.70	
6/28/2013 6:55	WAVE3 Sunrise	WAVE-LOU (NBC)	Television station	Louisville	10,074	-	\$250.10	\$750.30	
6/28/2013 12:06	WHAS11 Live at Noon	WHAS-LOU (ABC)	Television station	Louisville	27,144	-	\$559.07	\$1,677.21	http://mediacenter.tveyes.com/downloadgateway.aspx?UserID=186895&MDID=2124850&MDSeed=294&Type=Media
6/28/2013 16:40	WHAS11 News @ 4 PM	WHAS-LOU (ABC)	Television station	Louisville	38,454	-	\$1,296.59	\$3,889.77	

6/28/2013 17:00	WHAS11 Live at 5PM	WHAS-LOU (ABC)	WHAS11 (ABC)	WHAS-LOU (ABC) 5PM	Louisville	51,293	-	\$1,624.58	\$4,873.74	http://mediacenter.tveyes.com/downloadgateway.aspx?UserID=186895&MDID=2124883&MIDSeed=7930&Type=Media
6/28/13 17:01		WHAS-LOU (ABC)	WHAS-LOU (ABC)	WHAS11 Live at 5PM	Louisville KY	51,293	-	\$1,624.58	\$4,873.74	
6/28/2013 18:11		WHAS-LOU (ABC)	WHAS-LOU (ABC)	WHAS11 Live at 6PM	Louisville	55,843	-	\$2,090.88	\$6,272.64	
6/28/13 18:14		WLKY-LOU (CBS)	WLKY-LOU (CBS)	WLKY News at 6:00PM	Louisville KY	60,489	-	\$2,609.64	\$7,828.92	
6/29/13 0:00	Bridges officials seek ways to mitigate hit to minority, low-income population	News and Tribune - Online	News and Tribune - Online	Online, news and business	Jeffersonville	-	34,361	\$0.00	\$0.00	http://newsandtribune.com/clarkcounty/x1925314050/Bridges-officials-seek-ways-to-mitigate-hit-to-minority-low-income-population
6/29/13 0:00	Bridges officials seek ways to mitigate hit to minority, low-income population	News and Tribune	News and Tribune	Newspaper	Jeffersonville	11,500	-	\$0.00	\$0.00	
6/29/2013	Ohio River bridges officials seek ways to lessen hit to minority, low-income population	Indiana Economic Digest	Indiana Economic Digest		Indiana	-	-	-	-	http://www.indianaeconomicdigest.net/main.asp?SectionID=31&SubSectionID=135&ArticleID=70375
6/29/13 5:10	WLKY-LOU (CBS)	WLKY News at 5:00AM	WLKY News at 5:00AM	Television Program	Louisville KY	27,494	-	\$559.04	\$1,677.11	http://mediacenter.tveyes.com/downloadgateway.aspx?UserID=186895&MDID=2124902&MIDSeed=4320&Type=Media
6/29/13 6:07	WLKY-LOU (CBS)	WLKY News at 6:00AM	WLKY News at 6:00AM	Television Program	Louisville KY	39,723	-	\$1,024.18	\$3,072.54	
6/29/13 7:07	WLKY-LOU (CBS)	WLKY News at 6:00AM	WLKY News at 6:00AM	Television Program	Louisville KY	39,723	-	\$1,024.18	\$3,072.54	
6/29/13 7:56	WLKY-LOU (CBS)	WLKY News at 6:00AM	WLKY News at 6:00AM	Television Program	Louisville KY	39,723	-	\$1,024.18	\$3,072.54	
7/2/13 0:00	Op-Ed Working poor deserve break on bridge toll	Salinas Californian - Online, The	Salinas Californian - Online, The	Online, news and business	Salinas	-	35,750	\$0.00	\$0.00	http://www.thecalifornian.com/article/20130702/OPINION04/307020016/Op-Ed-Working-poor-deserve-break-bridge-toll?nclck_check=1
7/2/13 0:00	Op-Ed Working poor deserve break on bridge toll	Louisville Courier-Journal - Online	Louisville Courier-Journal - Online	Online, news and business	Louisville	-	389,413	\$0.00	\$0.00	http://www.courier-journal.com/article/20130702/OPINION04/307020016/-1/7daysarchives/Op-Ed-Working-poor-deserve-break-bridge-toll?nclck_check=1

7/4/13 0:00	Public meetings to discuss tolling	News and Tribune - Online	Online, news and business	Jeffersonville	-	34,361	\$0.00	\$0.00	\$0.00	http://news.vocus.com/ct?haid=b92718f2b2bd0e913729824757081e7715d6e0c440ab&co=f000000013752s-1112359307
7/11/13 0:00	El Proyecto Des Los Puentes Solicita La Opinion Publica	Al Dia en America	Community newspaper	Louisville	65,000	-	\$5.50	\$16.50		
7/18/13 0:00	States Seek Input on Ohio River Bridges Toll Plan	Inside Edge, The	Online, news and business	Indianapolis	-	36,353	\$0.00	\$0.00		http://www.insideindianabusiness.com/newsitem.asp?ID=60434
7/19/13 0:00	Bridges Project Seeks Public Input on Toll Impacts	Kentucky AG Connection	Online, trade/industry		-	1,140	\$0.00	\$0.00		http://www.kentuckyagconnection.com/story-state.php?id=581&yr=2013
7/20/13 0:00	Weigh in on bridges tolling at public meetings	News and Tribune - Online	Online, news and business	Jeffersonville	-	34,361	\$0.00	\$0.00		http://newsandtribune.com/local/x316299201/Weigh-in-on-bridges-tolling-at-public-meetings
7/20/13 0:00	Kentucky, Indiana meetings seek suggestions for easing poor's bridge toll burden	Louisville Courier-Journal - Online	Online, news and business	Louisville	-	389,413	\$0.00	\$0.00		http://www.courier-journal.com/article/20130719/BETTERLIFE05/307200045/1001/ohio-river-bridges-project-tolls-low-income?ncklick_check=1
7/21/13 0:00	Metro Council members urge drivers weigh in during toll meetings	WDRB-TV - Online	Online, consumer	Louisville	-	177,313	\$0.00	\$0.00		http://news.vocus.com/ct?haid=986d01db815e9bd11374463976425e4eb755e5c1a4f498co=f000000013080s-1112359307
7/21/13 0:00	Metro Council members ask for ideas to reduce the effect of tolls on poor	Louisville Courier-Journal - Online	Online, news and business	Louisville	-	389,413	\$0.00	\$0.00		http://www.courier-journal.com/article/20130721/NEWS01/307210042/Metro-Council-members-ask-ideas-reduce-effect-tolls-poor?ncklick_check=1
7/21/13 6:48	WDRB-LOU (FOX)	WDRB News in the Morning	Television Program	Louisville KY	6,446	-	\$200.08	\$600.24		http://mediacenter.tveyes.com/downloadgateway.aspx?UserID=186895&MDID=2165162&MDSeed=8636&Type=Media
7/21/13 7:03	WDRB-LOU (FOX)	WDRB in the Morning	Television Program	Louisville KY	24,103	-	\$681.42	\$2,044.26		
7/21/13 7:34	WDRB-LOU (FOX)	WDRB in the Morning	Television Program	Louisville KY	24,103	-	\$681.42	\$2,044.26		
7/21/13 7:48	WDRB-LOU (FOX)	WDRB in the Morning	Television Program	Louisville KY	24,103	-	\$681.42	\$2,044.26		
7/21/13 8:04	WDRB-LOU (FOX)	WDRB in the Morning	Television Program	Louisville KY	24,103	-	\$681.42	\$2,044.26		
7/21/13 8:34	WDRB-LOU (FOX)	WDRB in the Morning	Television Program	Louisville KY	6,341	-	\$115.83	\$347.48		

7/21/13 8:47	WDRB-LOU (FOX)	WDRB in the Morning	Television Program	Louisville KY	6,341	-	\$115.83	\$347.48	
7/22/13 0:00	Bridges project seeking input on toll impact	Fort Mill Times - Online	Online, consumer	Fort Mill	-	19,820	\$0.00	\$0.00	http://news.vocus.com/ct?haid=a663869c790d04b7137448553193364b1a314abe84e08&co=f000000013080s-1112359307
7/22/13 0:00	Bridges project seeking input on toll impact	Big News Network	Online, news and business		-	27,572	\$0.00	\$0.00	http://news.vocus.com/ct?haid=8e0a808a05932eb313744909116288082c7f0622d4872&co=f000000013080s-1112359307
7/22/13 0:00	Bridges project seeking input on toll impact	WTVO-TV - Online	Online, consumer	Lexington	-	32,669	\$0.00	\$0.00	http://news.vocus.com/ct?haid=9fe864a068ef4b51374492380544f4297ef699244d5&co=f000000013080s-1112359307
7/22/13 0:00	Metro Council members seek ideas to reduce effect of bridge tolls on poor	Chillicothe Gazette - Online	Online, news and business	Chillicothe	-	49,271	\$0.00	\$0.00	http://www.chillicothegazette.com/article/82/20130721/NEWS01/307210042/Metro-Council-members-seek-ideas-reduce-effect-bridge-tolls-poor?nclck_check=1
7/22/13 0:00	Bridges project seeking input on toll impact	WOWK-TV - Online	Online, consumer	Huntington	-	63,042	\$0.00	\$0.00	http://www.wowktv.com/story/22897638/bridges-project-seeking-input-on-toll-impact
7/22/13 0:00	Bridges Project Seeking Input on Toll Impact	WBKO-TV - Online	Online, consumer		-	80,468	\$0.00	\$0.00	http://www.wbko.com/home/headlines/Bridges-Project-Seeking-Input-on-Toll-Impact-216423601.html
7/22/13 0:00	Bridges project seeking input on toll impact	Markets.financialcontent.com	Online, consumer	Glendale	-	98,551	\$0.00	\$0.00	http://news.vocus.com/ct?haid=b727db68be897bf1374485732060f990ed757bf4e8&co=f000000013080s-1112359307
7/22/13 0:00	Bridges project seeking input on toll impact	Beaumont Enterprise - Online	Online, consumer	Beaumont	-	136,593	\$0.00	\$0.00	http://www.beaumontenterprise.com/news/article/Bridges-project-seeking-input-on-toll-impact-4678850.php
7/22/13 0:00	Bridges project seeking input on toll impact	WKRN-TV - Online	Online, consumer	Nashville	-	159,097	\$0.00	\$0.00	http://www.wkrn.com/story/22897638/bridges-project-seeking-input-on-toll-impact?i=2013-07-22T05%3a05%3a23Z
7/22/13 0:00	Bridges project seeking input on toll impact	KFVS-TV - Online	Online, consumer	Cape Girardeau	-	162,497	\$0.00	\$0.00	http://www.kfvs12.com/story/22897638/bridges-project-seeking-input-on-toll-impact
7/22/13 0:00	Bridges project seeking input on toll impact	Telegraph - Online, The	Online, news and business	Macon	-	171,114	\$0.00	\$0.00	http://www.macon.com/2013/07/22/2567130/bridges-project-seeking-input.html

7/22/13 0:00	Bridges project seeking input on toll impact	WDRB-TV - Online	Online, consumer	Louisville	-	177,313	\$0.00	\$0.00	http://www.wdrb.com/story/22897638/bridges-project-seeking-input-on-toll-impact
7/22/13 0:00	TARC offers free rides to public Ohio River Bridges tolls meetings	WDRB-TV - Online	Online, consumer	Louisville	-	177,313	\$0.00	\$0.00	http://www.wdrb.com/story/22900323/tarc-offers-free-rides-to-public-ohio-river-bridges-tolls-meetings
7/22/13 0:00	Bridges project seeking input on toll impact	WXIX-TV - Online	Online, consumer	Cincinnati	-	203,378	\$0.00	\$0.00	http://www.fox19.com/story/22897638/bridges-project-seeking-input-on-toll-impact
7/22/13 0:00	Bridges project seeking input on toll impact	WKYT-TV - Online	Online, consumer	Louisville	-	247,941	\$0.00	\$0.00	http://www.wkyt.com/home/headlines/Bridges-project-seeking-input-on-toll-impact-216414641.html
7/22/13 0:00	Bridges project seeking input on toll impact	WHAS-TV - Online	Online, consumer	Louisville	-	268,965	\$0.00	\$0.00	http://www.whas11.com/news/Bridges-project-seeking-input-on-toll-impact-216428221.html
7/22/13 0:00	Financial woes worry drivers awaiting bridge tolls	WHAS-TV - Online	Online, consumer	Louisville	-	268,965	\$0.00	\$0.00	http://www.whas11.com/news/local/Financial-woes-worry-drivers-awaiting-bridge-tolls-216523981.html
7/22/13 0:00	Bridges project seeking input on toll impact	Wichita Eagle - Online	Online, news and business	Wichita	-	273,902	\$0.00	\$0.00	http://www.kansas.com/2013/07/22/2899198/bridges-project-seeking-input.html
7/22/13 0:00	Bridges project seeking input on toll impact	WTVF-TV - Online	Online, consumer	Nashville	-	338,728	\$0.00	\$0.00	http://www.newschannel5.com/story/22897638/bridges-project-seeking-input-on-toll-impact?t=2013-07-22T05%3a05%3a23Z
7/22/13 0:00	Bridges project seeking input on toll impact	Lexington Herald-Leader - Online	Online, news and business	Lexington	-	344,757	\$0.00	\$0.00	http://www.kentucky.com/2013/07/22/2725656/bridges-project-seeking-input.html
7/22/13 0:00	Metro Council members seek ideas to reduce effect of bridge tolls on poor	Louisville Courier-Journal - Online	Online, news and business	Louisville	-	389,413	\$0.00	\$0.00	http://www.courier-journal.com/article/20130721/NEWS01/307210042/Metro-Council-members-seek-ideas-reduce-effect-bridge-tolls-poor?nclink_check=1
7/22/13 0:00	Meetings to gather input on bridge tolls' effect on low income, minorities	Louisville Courier-Journal - Online	Online, news and business	Louisville	-	389,413	\$0.00	\$0.00	http://www.courier-journal.com/article/20130722/NEWS01/307220092/-1/7daysarchives/Meetings-gather-input-bridge-tolls-effect-low-income-minorities?nclink_check=1

7/22/13 0:00	Clarksville Ohio River Bridges Project meeting looks at tolls	Louisville Courier-Journal - Online	Online, news and business	Louisville	-	389,413	\$0.00	\$0.00	\$0.00	http://www.courier-journal.com/article/20130722/NEWS01/307220121/Ohio-River-Bridges-Project-tolls?nclck_check=1
7/22/13 0:00	Bridges project seeking input on toll impact	News Tribune - Online	Online, news and business	Tacoma	-	460,543	\$0.00	\$0.00	\$0.00	http://www.thenewtribune.com/2013/07/22/2689099/bridges-project-seeking-input.html
7/22/13 0:00	Bridges project seeking input on toll impact	Fort Worth Star-Telegram - Online	Online, news and business	Fort Worth	-	574,033	\$0.00	\$0.00	\$0.00	http://www.star-telegram.com/2013/07/22/5017534/bridges-project-seeking-input.html
7/22/13 0:00	Bridges project seeking input on toll impact	Kansas City Star - Online	Online, news and business	Kansas City	-	942,044	\$0.00	\$0.00	\$0.00	http://www.kansascity.com/2013/07/22/4359053/bridges-project-seeking-input.html#storylink=rss
7/22/13 0:00	Bridges project seeking input on toll impact	Miami Herald - Online, The	Online, news and business	Miami	-	1,091,132	\$0.00	\$0.00	\$0.00	http://www.miamiherald.com/2013/07/22/3513602/bridges-project-seeking-input.html
7/22/13 0:00	Bridges project seeking input on toll impact	Enquirer-Herald - Online	Online, consumer	York	-	-	\$0.00	\$0.00	\$0.00	http://news.vocus.com/ct?haid=bf27740227550cd7137448539036979841961a8742eb&co=f000000013080s-1112359307
7/22/13 5:35	WLKY-LOU (CBS)	WLKY News at 5:00AM	Television Program	Louisville KY	18,929	-	\$381.92	\$1,145.75	\$1,145.75	http://mediacenter.tveyes.com/downloadgateway.aspx?UserID=186895&MDID=2165175&MIDSeed=3097&Type=Media
7/22/13 6:35	WLKY-LOU (CBS)	WLKY News at 6:00AM	Television Program	Louisville KY	46,881	-	\$1,116.43	\$3,349.29	\$3,349.29	
7/22/13 7:34	WDRB-LOU (FOX)	WDRB in the Morning	Television Program	Louisville KY	32,686	-	\$978.26	\$2,934.78	\$2,934.78	
7/22/13 12:08	WHAS-LOU (ABC)	WHAS11 Live at Noon	Television Program	Louisville KY	24,476	-	\$471.63	\$1,414.88	\$1,414.88	
7/22/13 12:34	WLKY-LOU (CBS)	WLKY News at Noon	Television Program	Louisville KY	60,534	-	\$1,104.25	\$3,312.75	\$3,312.75	
7/22/13 17:05	WAVE-LOU (NBC)	WAVE News	Television Program	Louisville KY	16,421	-	\$611.70	\$1,835.10	\$1,835.10	
7/22/13 18:03	WHAS-LOU (ABC)	WHAS11 Live at 6PM	Television Program	Louisville KY	56,644	-	\$2,410.92	\$7,232.76	\$7,232.76	http://mediacenter.tveyes.com/downloadgateway.aspx?UserID=186895&MDID=2165220&MIDSeed=766&Type=Media
7/22/13 18:06	WLKY-LOU (CBS)	WLKY News at 6:00PM	Television Program	Louisville KY	58,618	-	\$2,618.28	\$7,854.84	\$7,854.84	
7/22/13 22:03	WDRB-LOU (FOX)	WDRB News @ 10	Television Program	Louisville KY	70,259	-	\$6,041.57	\$18,124.71	\$18,124.71	

7/22/13 23:00	WLKY-LOU (CBS)	WLKY News at 11:00PM	Television Program	Louisville KY	85,058	-	\$4,114.31	\$12,342.93	http://mediacenter.tveyes.com/downloadgateway.aspx?UserID=186895&MDID=2165250&MDSseed=5421&Type=Media
7/22/13 23:06	WAVE-LOU (NBC)	WAVE News	Television Program	Louisville KY	59,452	-	\$2,465.93	\$7,397.79	
7/23/13 0:00	First of two open houses held on tolling	News and Tribune - Online	Online, news and business	Jeffersonville	-	34,361	\$0.00	\$0.00	http://newsandtribune.com/floydcounty/x541279771/First-of-two-open-houses-held-on-tolling
7/23/13 0:00	Clarksville Ohio River Bridges Project meeting looks at tolls	Daily News Journal - Online, The	Online, consumer	Murfreesboro	-	48,270	\$0.00	\$0.00	http://www.dnj.com/article/B2/20130722/NEWS01/307220121/Ohio-River-Bridges-Project-tolls?ncklick_check=1
7/23/13 0:00	Clarksville Ohio River Bridges Project meeting looks at tolls	Chillicothe Gazette - Online	Online, news and business	Chillicothe	-	49,271	\$0.00	\$0.00	http://www.chillicothegazette.com/article/B2/20130722/NEWS01/307220121/Ohio-River-Bridges-Project-tolls?ncklick_check=1
7/23/13 0:00	Residents air concerns over proposed bridge tolls	WLKY-TV - Online	Online, consumer		-	127,858	\$0.00	\$0.00	http://www.wlky.com/news/local-news/louisville-news/residents-air-concerns-over-proposed-bridge-tolls/-/9718340/21120828/-/12n6r1q/-/index.html
7/23/13 0:00	Bridge project leaders ask for public input on tolls	WDRB-TV - Online	Online, consumer	Louisville	-	177,313	\$0.00	\$0.00	http://www.wdrb.com/story/22903780/meeting-held-for-public-input-on-bridge-tolls
7/23/13 0:00	Bridge tolls meet opposition at public meeting	WDRB-TV - Online	Online, consumer	Louisville	-	177,313	\$0.00	\$0.00	http://www.wdrb.com/story/22906211/bridge-tolls-meet-opposition-at-public-meeting
7/23/13 0:00	First of two open houses held on tolling	News and Tribune	Newspaper	Jeffersonville	11,500	-	\$0.00	\$0.00	
7/23/13 2:03	WDRB-LOU (FOX)	WDRB News @ 10	Television Program	Louisville KY	9,908	-	\$206.03	\$618.08	
7/23/13 4:30	WLKY-LOU (CBS)	WLKY 4:30AM News	Television Program	Louisville KY	24,839	-	\$743.95	\$2,231.84	
7/23/13 4:32	WAVE-LOU (NBC)	WAVE Early Sunrise	Television Program	Louisville KY	1,998	-	\$150.06	\$450.18	
7/23/13 5:02	WLKY-LOU (CBS)	WLKY News at 5:00AM	Television Program	Louisville KY	43,781	-	\$814.88	\$2,444.63	
7/23/13 5:02	WAVE-LOU (NBC)	WAVE3 Sunrise	Television Program	Louisville KY	6,008	-	\$201.52	\$604.55	
7/23/13 5:33	WLKY-LOU (CBS)	WLKY News at 5:00AM	Television Program	Louisville KY	43,781	-	\$814.88	\$2,444.63	
7/23/13 6:03	WLKY-LOU (CBS)	WLKY News at 6:00AM	Television Program	Louisville KY	31,599	-	\$735.13	\$2,205.39	

7/23/13 6:04	WAVE-LOU (NBC)	WAVE3 Sunrise	Television Program	Louisville KY	14,953	-	\$411.85	\$1,235.54	
7/23/13 6:33	WLKY-LOU (CBS)	WLKY News at 6:00AM	Television Program	Louisville KY	31,599	-	\$735.13	\$2,205.39	
7/23/13 6:47	WDRB-LOU (FOX)	WDRB News in the Morning	Television Program	Louisville KY	23,148	-	\$635.71	\$1,907.12	
7/23/13 6:53	WAVE-LOU (NBC)	WAVE3 Sunrise	Television Program	Louisville KY	14,953	-	\$411.85	\$1,235.54	
7/23/13 6:53	WLKY-LOU (CBS)	WLKY News at 6:00AM	Television Program	Louisville KY	31,599	-	\$735.13	\$2,205.39	
7/23/13 9:26	WAVE-LOU (NBC)	Today	Television Program	Louisville KY	22,627	-	\$570.85	\$1,712.55	
7/23/13 11:03	WAVE-LOU (NBC)	WAVE 3 News Midday	Television Program	Louisville KY	12,018	-	\$327.95	\$983.85	
7/23/13 12:07	WLKY-LOU (CBS)	WLKY News at Noon	Television Program	Louisville KY	43,633	-	\$911.23	\$2,733.68	
7/23/13 12:39	WLKY-LOU (CBS)	WLKY News at Noon	Television Program	Louisville KY	43,633	-	\$911.23	\$2,733.68	
7/23/13 17:47	WHAS-LOU (ABC)	WHAS11 Live at 5:30PM	Television Program	Louisville KY	56,325	-	\$2,150.10	\$6,450.30	
7/23/13 18:02	WHAS-LOU (ABC)	WHAS11 Live at 6PM	Television Program	Louisville KY	58,264	-	\$2,510.64	\$7,531.92	
7/23/13 22:09	WDRB-LOU (FOX)	WDRB News @ 10	Television Program	Louisville KY	85,961	-	\$7,036.74	\$21,110.22	
7/23/13 23:09	WAVE-LOU (NBC)	WAVE News	Television Program	Louisville KY	37,063	-	\$1,922.28	\$5,766.84	
7/24/13 0:00	Group pushes for relief on tolls for low income drivers	WAVE-TV - Online	Online, consumer	Louisville	-	239,365	\$0.00	\$0.00	http://www.wave3.com/story/22915776/group-pushes-for-relief-on-tolls-for-low-income-drivers
7/24/13 2:10	WDRB-LOU (FOX)	WDRB News @ 10	Television Program	Louisville KY	-	-	\$252.36	\$757.07	
7/24/13 4:32	WAVE-LOU (NBC)	WAVE Early Sunrise	Television Program	Louisville KY	2,682	-	\$201.52	\$604.55	
7/24/13 17:44	WHAS-LOU (ABC)	WHAS11 Live at 5:30PM	Television Program	Louisville KY	51,001	-	\$1,533.60	\$4,600.80	
7/26/13 17:46	WHAS-LOU (ABC)	WHAS11 Live at 5:30PM	Television Program	Louisville KY	48,181	-	\$1,543.20	\$4,629.60	
7/27/13 0:00	Bridges project seeking input on toll impact	WXIX-TV - Online	Online, consumer	Cincinnati	-	203,378	\$0.00	\$0.00	http://www.fox19.com/story/22897638/bridges-project-seeking-input-on-toll-impact?t=2013-07-22T05%3a05%3a23Z
7/28/13 5:33	WHAS-LOU (ABC)	Moral Side of the News	Television Program	Louisville KY	4,353	-	\$107.22	\$321.65	
7/28/13 5:46	WHAS-LOU (ABC)	Moral Side of the News	Television Program	Louisville KY	4,353	-	\$107.22	\$321.65	



Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

Open house meetings set for July 22 and 23

FOR IMMEDIATE RELEASE

LOUISVILLE (June 27, 2013) - The Ohio River Bridges Project today published a draft assessment of the economic impacts of tolls on low-income and minority populations, including an evaluation of potential measures to mitigate disproportionate effects.

The project is seeking public input on the report and potential mitigation measures through a range of outreach methods, including open house meetings set for July 22 and 23. The public is also invited to comment through the project's website, www.kyohiobridges.com, by July 26.

The meetings will be held July 22 from 4 to 7 p.m. at the Holiday Inn Clarksville, 505 Marriott Dr. Clarksville, Ind., and July 23 from 4 to 7 p.m. at the Kentucky African-American Heritage Center, 1701 W. Muhammad Ali Blvd., Louisville, Ky.

The Kentucky Transportation Cabinet and Indiana Department of Transportation committed to a more extensive analysis of potential economic impacts as part of the Revised Record of Decision from the Federal Highway Administration.

The states are paying for the Bridges Project with a combination of traditional transportation funding (gas tax revenues) and tolls. The Bridges Project plans to use only non-stop, all-electronic tolling to keep traffic flowing without toll plazas and exit barriers. Overhead cameras and electronic receivers will record all the vehicles that cross.

Tolls limited to new and improved bridges

Tolls are planned for only the new and improved bridges - the East End Crossing and the Downtown Crossing, which includes a new I-65 northbound bridge and a revamped Kentucky Bridge for I-65 southbound traffic. The Sherman Munton Bridge (I-64) and Clark Memorial Bridge (U.S. 31) will not be tolled as part of the Bridges Project, providing two free river crossing options for cross-river travelers who wish to avoid tolls.

Establishing Toll Rates

Tolls on the new and improved bridges will not be collected until 2016 and toll rates have not yet been determined. However, Kentucky and Indiana have set the following target rates for motorists using transponders:

- \$1 per crossing for frequent commuters in passenger vehicles or on motorcycles who commute back and forth every weekday
- \$2 per crossing for cars, trucks, SUVs and motorcycles crossing the bridges less frequently
- \$5 per crossing for panel or box trucks
- \$10 per crossing for semi-trucks or tractor trailer rig

The toll-free bridges are located in close proximity to the largest concentrations of low-income and minority populations in both Jefferson and Clark/Floyd counties.

Report evaluates additional measures to lessen tolling impacts

The states have already made initial commitments to lessen the impacts of tolls by providing \$20 million to the Transit Authority of River City (TARC) to provide enhanced cross-river bus service, including more than 20 new buses and vans and several park-and-ride lots. The report also recommends consideration of exempting TARC vehicles from tolls on the new and improved bridges.

The report evaluates several additional measures that could further lessen the impact of tolls on low-income and minority populations. The report and public input on the measures evaluated will be used by members of a bi-state Tolling Body as they make decisions about tolling policy.

Many of the mitigation measures focus on the availability and use of transponders - the electronic, vehicle-mounted devices used to record trips across a tolled bridge. Among the transponder measures recommended for consideration:

- Providing free transponders to maximize use and keep costs low
- Distributing transponders through retailers, such as grocery stores and markets; motor vehicle licensing offices; and other government offices convenient for low-income and minority populations
- Establishing "toll operations offices" within low-income and minority communities to allow people to directly and conveniently manage their accounts. These locations could include a mobile site, like a "hookmobile."
- Developing a Web site and/or smart phone mobile app, so users can order transponders online and have them shipped directly to their homes or businesses.

Several other mitigation methods recommended for further consideration are focused on the financial accounts that motorists will create to pay tolls. They include:

- Establishing a relatively low minimum balance for accounts
- Allowing a wide range of options for the replenishment of funds in a user's account, including cash, credit/debit cards, money orders, bank transfers, online payments and a smart phone mobile app
- Allowing multiple users/transponders to be funded under a single account
- Establishing brick-and-mortar locations, such as government buildings, DMV locations and grocery stores, as examples, with particular emphasis on low-income areas and minority neighborhoods, for individuals to replenish or make deposits to tolling accounts. Likewise, a mobile source, like a "hookmobile," could be used to improve convenience.
- Developing a Web site that would allow for the management of accounts online

As part of the public input process, the states are also conducting interviews with representative samples of community leaders and citizens in low-income and minority neighborhoods. Those responses, along with the input from open house meetings, comment forms and other methods, will be incorporated into a report that will be reviewed by the Federal Highway Administration and the bi-state Tolling Body.

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Bridges Project Seeks Public Input on Toll Impacts At Open House Meetings July 22 and 23

Focus on Lessening Effects on Low-Income, Minority Drivers

LOUISVILLE (July 17, 2013) – If you have opinions about lessening the impacts of bridge tolls on low-income and minority populations, the Ohio River Bridges Project wants to hear from you.

The Kentucky Transportation Cabinet and Indiana Department of Transportation committed to a more extensive analysis of potential economic impacts of using tolls, which will help pay for the new bridges and highways under construction as part of the Revised Record of Decision from the Federal Highway Administration (FHWA).

The Ohio River Bridges Project has published a draft assessment of the economic impacts of tolls on low-income and minority populations, including an evaluation of potential measures to mitigate disproportionate effects.

The project is seeking public input on the report and potential mitigation measures through a range of outreach methods, including open house meetings set for July 22 and 23.

The open house meetings will be held:

- Monday, July 22, from 4 to 7 p.m. EDT at the Holiday Inn Clarksville, 505 Marriott Dr., Clarksville, Ind.
- Tuesday, July 23, from 4 to 7 p.m. EDT at the Kentucky Center for African-American Heritage, 1701 W. Muhammad Ali Blvd., Louisville, Ky.

For those using public transportation, the route information for Transit Authority of River City (TARC) is:

- July 22 meeting – Take TARC to the Spring Street stop at 14th or 15th streets in Jeffersonville, Ind. Shuttle to Holiday Inn Clarksville will be provided at that point.
- July 23 meeting – Take TARC to the Muhammad Ali & 17th Street stop.

At the meetings, people will have a chance to learn more about the project, plans for tolling and measures being considered to lessen the impacts of tolling on low-income and minority populations. Display areas will feature information boards, and project representatives will be on hand to talk one-on-one with citizens. Informational videos and handouts will be available.

Citizens can comment in a variety of ways at the meeting or any time before July 26:

- Online – Go to www.kvbridges.com and click on the Downtown Links “News, Events and Alerts” or East End Links “Newspoon”
- Writing – Letters can be mailed to Bridges Project Research, 620 W. Main St., 4th Floor, Louisville, KY 40202
- Recording – Court reporters will be available at stations at the public meetings for anyone who wants to dictate comments.
- Comment forms – Comments can be personally written on forms that will be made available at the meetings.

Citizens are encouraged to read the draft report prepared by the states, *DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations (DRAFT Report)*. You can read the *DRAFT Report* online at www.kvbridges.com or view a copy at the meeting or public library branches in Louisville, Jeffersonville and Clarksville. Copies have also been distributed to numerous community centers in the area.

Extensive outreach to seek comments from low-income, minority citizens

Continuing the Bridges Project’s long history of seeking public input, Kentucky and Indiana are reaching out to low-income and minority populations in a variety of ways to ensure they are informed and have a chance to comment on the impacts of tolling.

The states are conducting interviews with representative samples of community leaders and citizens in low-income and minority neighborhoods. Nearly 750 people have provided input through interviews to date.

These responses, along with the input from open house meetings, comment forms and other methods, will be incorporated into a *FINAL* report that will be submitted to FHWA and a bi-state Tolling Body, which will set toll rates.

Informational flyers, posters and copies of the *DRAFT Report* have been distributed in 47 locations including public libraries, community centers, churches and offices located in or near low-income and minority neighborhoods.

In addition to 19 public libraries, here are other community locations where you can find information about tolling and view the *DRAFT Report*:

- | | |
|---|--|
| Community Development Bank
7001 West Broadway, Louisville | 948 Dixie Hwy, Louisville
2701 Veterans Pkwy, Jeffersonville |
| St. Stephen’s Baptist Church
1018 S. 15 th Street, Louisville | Portland Community Center
640 North 27 th Street, Louisville |

- Urban League
1535 West Broadway, Louisville
- American Community Center
4901 Southside Drive, Louisville
- Portland Avenue Presbyterian Church
3201 Portland Avenue, Louisville
- NAACP
201 National Avenue, Jeffersonville
- Northwest Neighborhood Place
4018 West Market Street, Louisville
- Shawnee Golf Course
460 Northwester Pkwy, Louisville
- Griffin Street Community Center
1310 Griffin Street, New Albany

Tolls limited to new and improved bridges

The states are paying for the Bridges Project with a combination of traditional transportation funding (gas tax revenues) and tolls. The Bridges Project plans to use only no-stop, all-electronic tolling to keep traffic flowing without toll plazas and tollbooths. Overhead cameras and electronic receivers will record all the vehicles that cross.

Tolls are planned for only the new and improved bridges – the East End Crossing and the downtown crossing, which includes a new 3.65 mile northbound bridge and a revamped Kennedy Bridge for 1.65 mile southbound traffic. The Sherman Station Bridge (I-64) and Clark Memorial Bridge (I-5, 31) will not be tolled as part of the Bridges Project, providing two free river crossing options for drivers who wish to avoid tolls. The toll-free bridges are in close proximity to the largest concentrations of low-income and minority populations in both Jefferson and Clark/ Boyd counties.

Tolls on the new and improved bridges will not be collected until 2016, and toll rates have not yet been determined. However, Kentucky and Indiana have set the following target rates for motorists using transponders:

- \$1 per crossing for "frequent commuters" in passenger vehicles or on motorcycles
- \$2 per crossing for cars, trucks, SUVs and motorcycles crossing the bridges infrequently
- \$5 per crossing for pooled or heavy trucks
- \$10 per crossing for semi-trucks or tractor trailer rigs

DRAFT Report evaluates additional measures to lessen tolling impacts

The states have already committed to lessening the impacts of project construction and tolls by providing \$70 million to the Transit Authority of River City (TARC) for enhanced cross-river bus service, including more than 20 new buses and vans and several park-and-ride lots. The *DRAFT Report* recommends consideration of examples, TARC vehicles from tolls.

Some other mitigation measures evaluated in the *DRAFT Report* focus on the availability and use of transponders – electronic, vehicle-mounted devices that record trip across a tolled bridge. Among the transponder measures recommended for consideration:

- Providing free transponders to maximize use and keep unit low
 - Distributing transponders through retailers, such as grocery stores and markets; motor vehicle licensing offices; and other government offices convenient for low-income and minority populations
 - Establishing "all operations offices" within low income and minority communities to allow people to directly and conveniently manage their accounts. These locations could include a mobile-vic, like a "bankmobile."
 - Developing a Web site and/or smart phone mobile app, so users can order transponders online and have them shipped directly to their homes or businesses.
- Several other mitigation methods recommended for further consideration are focused on the financial accounts that motorists with transponders will create to pay tolls. They include:
- Establishing a relatively low minimum balance
 - Allowing a wide range of options for replenishment of funds in a user's account, including cash, credit/debit cards, money orders, bank transfers, online payments and a smart phone mobile app
 - Allowing multiple users/transponders to be funded under a single account
 - Establishing brick-and-mortar locations, such as government buildings, DMV locations and grocery stores, as examples, with particular emphasis on low income areas and minority neighborhoods, for individuals to replenish or make deposits to tolling accounts. Likewise, a mobile source, like a "bankmobile," could be used to improve convenience
 - Developing a Web site that would allow for the management of accounts online

Public input – whether in the form of comments on potential mitigation measures already identified or suggestions of other measures – is vital to bridges Project decision making and the work of the State Tolling Study.

The news release below was issued by Ky. State Rep. Jim Wayne. The Project had no involvement with Rep. Wayne's efforts, but this demonstrates how others (elected officials) used the public meetings as a way to spread news about a particular point of view.

News Release
July 24, 2013

Contacts: Rep. Jim Wayne
(502) 456-4856 or (502) 303-3732

Lawmakers ask for relief from tolls for poverty wage workers

LOUISVILLE - Louisville-area lawmakers gathered during a public meeting about the Ohio River Bridges project to express disapproval of a draft report released last month by the Kentucky Transportation Cabinet and Indiana Department of Transportation.

The report offered no relief from planned tolls for low-wage workers who would cross the new bridge for their jobs. It also proposed a \$10 toll be charged to EARC buses for each bridge crossing.

"We are calling on transportation officials to reverse course and ensure that these bridges aren't built on the backs of our poorest citizens," Rep. Joni Jenkins said at Tuesday's press conference. Jenkins joined Sen. Perry Clark, Morgan McClarvey and Gerald Neal and Reps. Tom Burch, Derrick Graham, Mary Lou Marzian, Reginald Meeks, Darrel Owens, Tom Riner and Jim Wayne at the meeting. Louisville-Metro Council Members Rick Blackwell, Cheri Bryant-Hamilton, Candi Fowler, David James, Tom Owen and Alicia Scott were also in attendance to offer support.

"This is a blatant social injustice," Sen. Perry Clark said in reaction to the report. "Poverty-wage workers shouldn't have nearly two weeks of their paycheck each year to cross a bridge on the way to work."

There is widespread support for exempting low-income commuters from tolls from more than 20 area churches, organizations and agencies, including Kentucky Youth Advocates, Kentuckyans for the Commonwealth, the Justice Resource Center and the Greater Louisville Central Labor Council.

Lawmakers have already proposed an alternative to forcing the poor to pay \$500 or more per year on the currently suggested \$1 each way for 50 weeks a year) to commute to work. House Bill 129, legislation Wayne sponsored in the General Assembly's 2013 session and will reintroduce for consideration in next year's session, would offer an annual reimbursement of work-related toll costs to anyone eligible for the federal Earned Income Tax Credit (EITC). The EITC is designed to lift the tax burden from qualified low-wage workers. The proposal would also exempt EARC buses from tolls.

The fiscal impact of HB 129 would be \$1.9 million per year out of a \$5 billion biennial transportation budget and affect an estimated 3800 Kentuckians commuting to Indiana to work at poverty-wage jobs.

Supporters of toll relief say they hope the public outcry will ensure that the "flawed" report gets fixed before it's finalized by the Federal Highway Association.

Citizens have until July 26 to offer comments online on the draft report before it is submitted to the Federal Highway Association. Anyone who wishes to review the report or offer comments can visit www.kyhighways.com.

The following churches and organizations support exemptions from tolls to low-wage commuters and public transportation: Kentuckyans for the Commonwealth, Common Cause, Sierra Club, TARC Board, KY Youth Advocates, Sisters of Justice Network of Louisville Churches, Louisville Climate Action Network, James Lee Memorial Presbyterian Church, KY Job for Justice, Association of Community Ministers, Fairness Campaign, Coalition for the Homeless, Metropolitan Housing Coalition, Women in Transition, Louisville Central Labor Council, Indiana-KY Chapter of American Indian Movement, American Indian Movement, Good Shepherd Catholic Church, St. Agnes Morris Prayer Group, Douglas Boulevard Christian Church, St. Agnes Morris Prayer Group, Kent School for Social Work of the University of Louisville and the Justice Resource Center.

--END--

The Project's Downtown Crossing Home Page prominently featured info about the public meetings

The screenshot shows the homepage of the East End Crossing Web Site. At the top left, it says "EAST END CROSSING WEB SITE". In the center is the logo for "THE UNITED BRIDGE BRIDGES DOWNTOWN CROSSING". To the right of the logo is a search bar and three circular icons. Below the logo are navigation links: "NEWS & EVENTS", "GET AROUND", "THE PROJECT", "GET INVOLVED", "WORKFORCE", and "CONTACTS". The main content area features a large image of a cable-stayed bridge over water. Overlaid on the right side of the image is a dark blue box with white text. The text reads: "PUBLIC MEETINGS ON TOLL IMPACTS & MITIGATION". Below this, it says: "The public is invited to open house meetings on tolling's impact on low-income and minority residents as well as mitigation measures being taken and considered. [CLICK HERE](#) for more information". Two dates and locations are listed: "July 22 from 4-7 p.m. in Clarksville at the Holiday Inn" and "July 23 from 4-7 p.m. in Concord at the Holiday Inn". At the bottom of the page, there are three red buttons: "LATEST NEWS", "Call the hotline to g", and "SIGN UP FOR UPDATES".

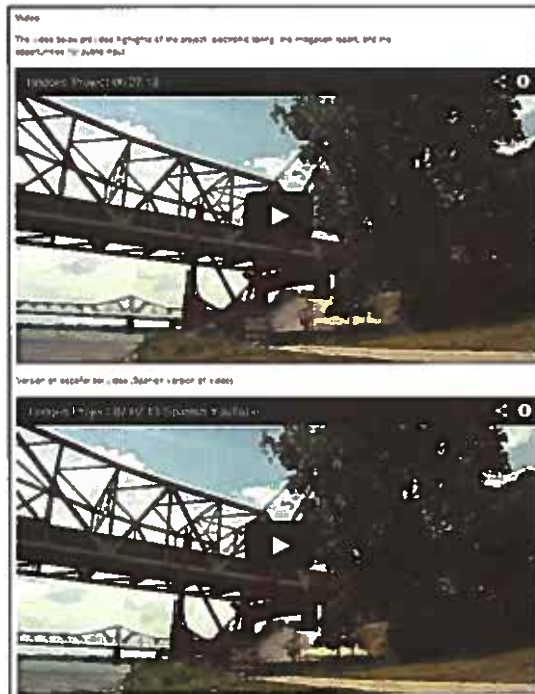
The first news release provided ways for visitors to download the report, submit comments and watch the YouTube video.

The full news release can be found at:

<http://kyinbridges.com/bridges-project-seeks-input-on-potential-measures-to-mitigate-toll-impacts-on-low-income-minority-drivers-open-house-meetings-set-for-july-22-and-23/>

The screenshot shows the website's header with navigation links: NEWS & EVENTS, LET AROUND, THE PROJECT, BRIDGES (with logo), GET INVOLVED, WORKFORCE, and CONTACTS. The main content area features the title "BRIDGES PROJECT SEEKS INPUT ON POTENTIAL MEASURES TO MITIGATE TOLL IMPACTS ON LOW-INCOME, MINORITY DRIVERS – OPEN HOUSE MEETINGS SET FOR JULY 22 AND 23" with sub-headings for "DOWNTOWN CROSSING" and "EAST END CROSSING". Below the title are links for "DOWNLOAD REPORT", "SUBMIT COMMENTS", "WATCH VIDEO", and "VIEW VIDEO". The text of the release includes a date of June 27, 2013, and details about public input and meetings. On the right side, there is an "EVENTS CALENDAR" for August 2013 and a "NEWS & TRAFFIC ALERTS" section with a "SIGN-UP HERE" link.


On the same page as the news release, the YouTube video (below) was embedded in both English & Spanish



This was posted July 18. The full news release can be found at:

<http://kvinbridges.com/bridges-project-seeks-public-input-on-toll-impacts-at-open-house-meetings-july-22-and-23/>

← EAST END CROSSING WEB SITE

NEWS & EVENTS GET AROUND THE PROJECT  GET INVOLVED WORKFORCE CONTACTS

BRIDGES PROJECT SEEKS PUBLIC INPUT ON TOLL IMPACTS AT OPEN HOUSE MEETINGS JULY 22 AND 23 – COMMENTS DUE JULY 26 AT 5 P.M.

[DOWNTOWN CROSSING](#) [EAST END CROSSING](#) [EVENTS](#)

[SUBMIT COMMENTS >>](#)
[DOWNLOAD REPORT >>](#) [DESCARGAN INFORME >>](#)
[WATCH VIDEO >>](#) [VER VIDEO >>](#)

If you have opinions about lessening the impacts of bridge tolls on low-income and minority populations the Ohio River Bridges Project wants to hear from you

The Kentucky Transportation Cabinet and Indiana Department of Transportation committed to a more extensive analysis of potential economic impacts of using tolls which will help pay for the new bridges and highways under construction as part of the Revised Record of Decision from the Federal Highway Administration (FHWA)

The Ohio River Bridges Project has published a draft assessment of the economic impacts of tolls on low-income and minority populations including an evaluation of potential measures to mitigate disproportionate effects

The project is seeking public input on the report and potential mitigation measures through a range of outreach methods including open house meetings set for July 22 and 23

The open house meetings will be held

- **Monday, July 22, from 4 to 7 p.m. EDT** at the Holiday Inn Clarksville, 505 Marriott Dr., Clarksville, Ind
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For those using public transportation, the route information for Transit Authority of River City (TARC) is

SEARCH

EVENTS CALENDAR

Aug 2013

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

[VIEW ALL >](#)

ONLINE MEDIA KIT

Visit our online media kit to view and/or download high-resolution images, videos, logos and other media elements

[ENTER >>](#)


NEWS & TRAFFIC ALERTS

Getting up-to-date news and alerts just got easier. You can now receive up-to-date bridge news and traffic alerts sent directly to your email or phone

[SIGN-UP HERE >>](#)

This was posted July 25 at:
<http://kyinbridges.com/deadline-july-26-at-5p-m-to-comment-on-toll-impacts/>

← EAST END CROSSING WEB SITE

NEWS & EVENTS GET AROUND THE PROJECT  GET INVOLVED WORKFORCE CONTACTS

DEADLINE JULY 26 AT 5P.M. TO COMMENT ON TOLL IMPACTS

DOWNTOWN CROSSING EAST END CROSSING

If you have opinions about lessening the impacts of bridge tolls on low-income and minority populations the Ohio River Bridges Project wants to hear from you. The deadline to submit comments online is Friday, July 26 at 5:00 p.m.

The Ohio River Bridges Project has published a draft assessment of the economic impacts of tolls on low-income and minority populations, including an evaluation of potential measures to mitigate disproportionate effects.

Citizens are encouraged to read the draft report prepared by the states: *DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations*.

The links below provide you access to the report, comment form, informational video and news release.

[DOWNLOAD REPORT >>](#) [DESCARGAN INFORME >>](#)

[SUBMIT COMMENTS >>](#)

[WATCH VIDEO >>](#) [VER VIDEO >>](#)

[NEWS RELEASE >>](#)

You may also submit written comments by mailing them to the following address, postmarked by July 26, 2013:

Bridges Project Research
620 W. Main St., 4th Floor
Louisville, KY 40202

For more information, visit www.kyinbridges.com

EVENTS CALENDAR

Aug 2013

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

[VIEW ALL >](#)

ONLINE MEDIA KIT

Visit our online media kit to view and/or download high-resolution images, videos, logos and other media elements.

[ENTER >>](#)

NEWS & TRAFFIC ALERTS

Getting up-to-date news and alerts just got easier. You can now receive up-to-date bridge news and traffic alerts sent directly to your email or phone.

[SIGN-UP HERE >>](#)

The website's calendar posted the public meetings along with directions.

EAST END CROSSING WEB SITE

NEWS & EVENTS GET AROUND THE PROJECT **BRIDGES** GET INVOLVED WORKFORCE CONTACTS

OPEN HOUSE | BRIDGES PROJECT SEEKS INPUT ON POTENTIAL MEASURES TO MITIGATE TOLL IMPACTS ON LOW-INCOME, MINORITY DRIVERS

← Back to Events

This event has passed.

Event	Open House Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers	Holiday Inn Canalview Address: 501 March Drive, Canalview, KY 40128, United States
Start	July 22, 2019 4:00 pm	
End	July 22, 2019 7:00 pm	
Category	Downstream Crossing Events	
Updated	July 2, 2019	

Map Satellite

BRIDGES CALENDAR LOCAL IMPACT

Bridges to Opportunities Workforce Development Session

Open House | Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

EAST END CROSSING WEB SITE

NEWS & EVENTS GET AROUND THE PROJECT **BRIDGES** GET INVOLVED WORKFORCE CONTACTS

OPEN HOUSE | BRIDGES PROJECT SEEKS INPUT ON POTENTIAL MEASURES TO MITIGATE TOLL IMPACTS ON LOW-INCOME, MINORITY DRIVERS

← Back to Events

This event has passed.

Event	Open House Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers	Kentucky Center for African-American Heritage Address: 1121 W. Muhammad Ave, Louisville, KY 40203, United States
Start	July 23, 2019 4:00 pm	
End	July 23, 2019 7:00 pm	
Category	Downstream Crossing Events	
Updated	July 2, 2019	

Map Satellite

BRIDGES CALENDAR LOCAL IMPACT

Open House | Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

Combined HPAT Meeting (HPAT) & KHAT

The Project's East End Crossing website posted all the same information, which is shown on the following pages.


WVU East End Partners | Home | The Project | Newsroom | Traffic Alerts | Meetings | Contacts

Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

Open House Meetings Set for July 22 and 23

East End Crossing > News & Updates > Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

[DOWNLOAD REPORT>>](#) [SUBMIT COMMENTS>>](#) [WATCH VIDEO>>](#)



LOUISVILLE (June 27, 2013) – The Ohio River Bridges Project has published a draft assessment of the economic impacts of tolls on low-income and minority populations, including an evaluation of potential measures to mitigate disproportionate effects. [CLICK HERE](#) to open report.

The project is seeking public input on the report and potential mitigation measures through a range of outreach methods, including open house meetings set for July 22 and 23. The public is also invited to comment online by July 26. [CLICK HERE](#) to provide online comments.

The meetings will be held July 22 from 4 to 7 p.m. at the Holiday Inn Clarksville, 505 Mamott Dr., Clarksville, Ind., and July 23 from 4 to 7 p.m. at the Kentucky Center for African-American Heritage, 1701 W. Muhammad Ali Blvd., Louisville, Ky.

The Kentucky Transportation Cabinet and Indiana Department of Transportation committed to a more extensive analysis of potential economic impacts as part of the Revised Record of Decision from the Federal Highway Administration.

The states are paying for the Bridges Project with a combination of traditional transportation funding (gas tax revenues) and tolls. The Bridges Project plans to use only no-stop, all-electronic tolling to keep traffic flowing without toll plazas and coin buckets. Overhead cameras and electronic receivers will record all the vehicles that cross.

Tolls limited to new and improved bridges

Tolls are planned for only the new and improved bridges – the East End Crossing and the Downtown Crossing, which includes a new I-65 northbound bridge and a revamped Kennedy Bridge for I-65 southbound traffic. The Sherman Minton Bridge (I-64) and Clark Memorial Bridge (U.S. 31) will not be tolled as part of the Bridges Project, providing two free river crossing options for cross-river travelers who wish to avoid tolls.

LATEST NEWS

- > Deadline July 26 at 5 p.m. to comment on toll impacts
- > Lane restriction, KY 841 North of Wolf Pen Branch Road overpass July 29 - July 30
- > East End Blasting Schedule for Week of July 29, 2013
- > East End Blasting Cancelled for July 22, 2013
- > East End Blasting Schedule for Week of July 22, 2013

Upcoming Events

August 6, 2013 9:00 am
Continued HPAT Meeting (HPAT & KHPAT)

September 25, 2013 10:00 am
Indiana Historic Preservation Advisory Team meeting

September 26, 2013 10:00 am
Kentucky Historic Preservation Advisory Team meeting

[View All Events](#)

The full news release can be found at:

<http://eastendcrossing.com/bridges-project-seeks-public-input-on-toll-impacts-at-open-house-meetings-july-22-and-23/>

WVVB East End Partners

Home The Project Newsroom Traffic Alerts Meetings Contacts

Bridges Project Seeks Public Input on Toll Impacts At Open House Meetings July 22 and 23

East End Crossing » News & Updates » Bridges Project Seeks Public Input on Toll Impacts At Open House Meetings July 22 and 23



[DOWNLOAD REPORT>>](#) [SUBMIT COMMENTS>>](#) [WATCH VIDEO>>](#) [VIEW VIDEO>>](#)


LATEST NEWS

- » Deadline July 26 at 5p m. to comment on toll impacts
- » Lane restriction, KY 641 North of Wolf Pen Branch Road overpass July 28, July 30

If you have concerns about lessening the impacts of bridge tolls on low-income and minority populations, the Ohio River Bridges Project wants to hear from you.

The Kentucky Transportation Cabinet and Indiana Department of Transportation committed to a more extensive analysis of potential economic impacts of using tolls, which will help pay for the new bridges and highways under construction as part of the Revised Record of Decision from the Federal Highway Administration (FHWA).

Posted July 25 at: <http://eastendcrossing.com/deadline-july-26-at-5p-m-to-comment-on-toll-impacts/>

Home The Project Newsroom Traffic Alerts Meetings Contacts

Deadline July 26 at 5p.m. to comment on toll impacts

East End Crossing » News & Updates » Deadline July 26 at 5p.m. to comment on toll impacts

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DOWNLOAD REPORT>> **DESCARGAN INFORME>>**

SUBMIT COMMENTS>>

WATCH VIDEO>> **VER VIDEO>>**

NEWS RELEASE>>

You may also submit written comments by mailing them to the following address, postmarked by July 26, 2013:

Bridges Project Research
620 W. Main St., 4th Floor
Louisville, KY 40202

LATEST NEWS

- > [Deadline July 26 at 5p.m. to comment on toll impacts](#)
- > [Lane restriction: KY 641 North of Wolf Pen Branch Road overpass July 29 - July 30](#)
- > [East End Blasting Schedule for Week of July 29, 2013](#)
- > [East End Blasting Cancelled for July 22, 2013](#)
- > [East End Blasting Schedule for Week of July 22, 2013](#)

Upcoming Events

August 6, 2013 9:00 am
Combined HPAT Meeting (IHPAT & KHPAT)

Posted on East End Crossing Meetings page

WVU East End Partners | Home | The Project | Newsroom | Traffic Alerts | Meetings | Contacts

Open House | Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

This event has passed

Event: Open House | Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers
Where: History in Carole Hill
Address: 505 Marco Drive, Canonsville, 47629, United States

Start: July 22, 2013 4:00 pm
End: July 22, 2013 7:00 pm
Category: East End Crossing E-HPH
Updated: July 2, 2013

Map data ©2013 Google | Report a map error

GOOGLE CALENDAR LOCAL IMPACT

Open House | Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

WVU East End Partners | Home | The Project | Newsroom | Traffic Alerts | Meetings | Contacts

Open House | Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

This event has passed

Event: Open House | Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers
Where: Kentucky Center for African-American Heritage
Address: 1701 W Muhammad Ali Blvd, Louisville, 40203

Start: July 23, 2013 4:00 pm
End: July 23, 2013 7:00 pm
Updated: July 2, 2013

Map data ©2013 Google | Report a map error

GOOGLE CALENDAR LOCAL IMPACT

Open House | Bridges Project Seeks Input on Potential Measures to Mitigate Toll Impacts on Low-Income, Minority Drivers

Combined HPAT Meeting (HPAT & KHPAT)

An online form allowed an easy way for the public to submit comments:

The form is titled "THE OHIO RIVER BRIDGES" and "Toll Impacts on Low-Income and Minority Residents". It contains the following fields and sections:

- Name ***: Two input boxes for "First" and "Last".
- Address ***: Three input boxes for "Street Address", "Address Line 2", and "City".
- State / Province / Region**: A dropdown menu.
- Postal / Zip Code**: An input box.
- Country**: A dropdown menu.
- Business Zip Code**: An input box.
- Organization/Firm**: An input box.
- Email ***: An input box.
- Phone Number**: Three input boxes for area code, number, and extension.
- Comments**: A large text area with a character count: "Maximum Allowed: 10000 characters. Currently Used: 0 characters".
- File Upload**: A "Browse..." button.
- Submit**: A button at the bottom left.

Two email blasts were sent to the Project's database of approximately 3,000 recipients who have opted-in to receive updates on the project. The one below was sent July 19



Bridges Project Seeks Public Input on Toll Impacts At Open House Meetings July 22 and 23

If you have opinions about lessening the impacts of bridge tolls on low-income and minority populations, the Ohio River Bridges Project wants to hear from you

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Citizens can comment in a variety of ways at the meeting or any time before July 26:

- Online – Go to www.kyinbridges.com and click on the Downtown Links "News, Events and Alerts" or East End Links "Newsroom"
- Writing – Letters can be mailed to Bridges Project Research, 620 W. Main St., 4th Floor, Louisville, KY 40202
- Recording – Court reporters will be available at stations at the public meetings for anyone who wants to dictate comments.
- Comment forms – Comments can be personally written on forms that will be made available at the meetings.

Citizens are encouraged to read the draft report prepared by the states, *DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations (DRAFT Report)*. You can read the DRAFT Report online at www.kyinbridges.com or view a copy at the meeting or public library branches in Louisville, Jeffersonville and Clarksville. Copies have also been distributed to numerous community centers in the area.

Extensive outreach to seek comments from low-income, minority citizens

Continuing the Bridges Project's long history of seeking public input, Kentucky and Indiana are reaching out to low-income and minority populations in a variety of ways to ensure they are informed and have a chance to comment on the impacts of tolling.

The states are conducting interviews with representative samples of community leaders and citizens in low-income and minority neighborhoods. Nearly 250 people have provided input through interviews to date.

These responses, along with the input from open house meetings, comment forms and other methods, will be incorporated into a FINAL report that will be submitted to FHWA and a bi-state Tolling Body, which will set toll rates.

Informational flyers, posters and copies of the DRAFT Report have been distributed in 47 locations including public libraries, community centers, churches and offices located in or near low-income and minority neighborhoods.

In addition to 19 public libraries, here are other community locations where you can find information about tolling and view the DRAFT Report:

Community Development Bank
2901 West Broadway, Louisville

St. Stephen's Baptist Church
1018 S. 15th Street, Louisville

948 Dixie Hwy, Louisville
2701 Veterans Pkwy, Jeffersonville

Portland Community Center
640 North 27th Street, Louisville

California Community Center
1600 West St. Catherine Street, Louisville

Beechmont Community Center
205 West Wellington Avenue, Louisville

Parkhill Community Center
1703 South 13th Street, Louisville

Sun Valley Community Center
6505 Bethany Lane, Valley Station

South Louisville Community Center
2911 Taylor Boulevard, Louisville

Elim Baptist Church
3114 Greenwood Avenue, Valley Station

Urban League
1535 West Broadway, Louisville

Americana Community Center
4801 Southside Drive, Louisville

Portland Avenue Presbyterian Church
3201 Portland Avenue, Louisville

NAACP
201 National Avenue, Jeffersonville

Northwest Neighborhood Place
4018 West Market Street, Louisville

Shawnee Golf Course
460 Northwester Pkwy, Louisville

Griffin Street Community Center
1140 Griffin Street, New Albany

Tolls limited to new and improved bridges

The states are paying for the Bridges Project with a combination of traditional transportation funding (gas tax revenues) and tolls. The Bridges Project plans to use only no-stop, all-electronic tolling to keep traffic flowing without toll plazas and coin buckets. Overhead cameras and electronic receivers will record all the vehicles that cross.

Tolls are planned for only the new and improved bridges – the East End Crossing and the Downtown Crossing, which includes a new I-65 northbound bridge and a revamped Kennedy Bridge for I-65 southbound traffic. The Sherman Minton Bridge (I-64) and Clark Memorial Bridge (U.S. 31) will not be tolled as part of the Bridges Project, providing two free river crossing options for drivers who wish to avoid tolls. The toll-free bridges are in close proximity to the largest concentrations of low-income and minority populations in both Jefferson and Clark/Floyd counties.

Tolls on the new and improved bridges will not be collected until 2016, and toll rates have not yet been determined. However, Kentucky and Indiana have set the following target rates for motorists using transponders:

- \$1 per crossing for "frequent commuters" in passenger vehicles or on motorcycles
- \$2 per crossing for cars, trucks, SUVs and motorcycles crossing the bridges infrequently
- \$5 per crossing for panel or box trucks
- \$10 per crossing for semi-trucks or tractor trailer rigs

DRAFT Report evaluates additional measures to lessen tolling impacts

The states have already committed to lessening the impacts of project construction and tolls by providing \$20 million to the Transit Authority of River City (TARC) for enhanced cross-river bus service, including more than 20 new buses and vans and several park-and-ride lots. The *DRAFT Report* recommends consideration of exempting TARC vehicles from tolls.

Some other mitigation measures evaluated in the *DRAFT Report* focus on the availability and use of transponders – electronic, vehicle-mounted devices that record trips across a tolled bridge. Among the transponder measures recommended for consideration:

- Providing free transponders to maximize use and keep costs low
- Distributing transponders through retailers, such as grocery stores and markets, motor vehicle licensing offices, and other government offices convenient for low-income and minority populations
- Establishing "toll operations offices" within low-income and minority communities to allow people to directly and conveniently manage their accounts. These locations could include a mobile site, like a "bookmobile."
- Developing a Web site and/or smart phone mobile app, so users can order transponders online and have them shipped directly to their homes or businesses.

Several other mitigation methods recommended for further consideration are focused on the financial accounts that motorists with transponders will create to pay tolls. They include:

- Establishing a relatively low minimum balance
- Allowing a wide range of options for replenishment of funds in a user's account, including cash, credit/debit cards, money orders, bank transfers, online payments and a smart phone mobile app
 - Allowing multiple users/transponders to be funded under a single account
 - Establishing brick-and-mortar locations, such as government buildings, DMV locations and grocery stores, as examples, with particular emphasis on low-income areas and minority neighborhoods, for individuals to replenish or make deposits to tolling accounts. Likewise, a mobile source, like a "bookmobile," could be used to improve convenience
 - Developing a Web site that would allow for the management of accounts online

Public input – whether in the form of comments on potential mitigation measures already identified or suggestions of other measures – is vital to Bridges Project decision making and the work of the bi-state Tolling Body.

The Louisville-Southern Indiana Ohio River Bridges Project addresses cross-river transportation needs in Louisville, Kentucky and Southern Indiana and will result in safer travel, less congestion and improved access to destinations in the region.

www.kvinbridges.com

This email blast went out on July 25



Deadline July 26 at 5p.m. to comment on toll impacts

If you have opinions about lessening the impacts of bridge tolls on low-income and minority populations, the Ohio River Bridges Project wants to hear from you. The deadline to submit comments online is Friday, July 26 at 5:00 p.m.

The Ohio River Bridges Project has published a draft assessment of the economic impacts of tolls on low-income and minority populations, including an evaluation of potential measures to mitigate disproportionate effects. Citizens are encouraged to read the draft report prepared by the states, **DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low Income and Minority Populations.**

The links below provide you access to the report, comment form, informational video and news release.

[DOWNLOAD REPORT>>](#) [DESCARGAR INFORME>>](#)

[SUBMIT COMMENTS>>](#)

[WATCH VIDEO>>](#) [VER VIDEO>>](#)

[NEWS RELEASE>>](#)

You may also submit written comments by mailing them to the following address, postmarked by July 26, 2013:

Bridge Project Research
620 W. Main St., 4th Floor
Louisville, KY 40202

For more information, visit www.kyinbridges.com

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