

Please clearly indicate your responses and return via email, mail or fax by Thursday April 22. Thank you.

1. **Do you support the current \$4.1 Billion Ohio River Bridges Project's plan to build two interstate bridges and reconfigure Spaghetti Junction?** Yes
  
2. **Do you support the current schedule of finishing the East End Bridge before constructing the downtown bridge?** Yes
  
3. **Do you support tolling the existing Kennedy and Sherman-Minton Bridges in order to pay for the ORBP?** While tolling is certainly an option that has been brought forth as a means to finance the Ohio River Bridges Project, it is too soon to say whether it is the only option to fund the project. There are a number of variables that still need to be determined before a definitive answer can be made on what the best financing options are for the project. I think it is appropriate to let the bi-state authority gather more information and formulate their recommendations on how best to move forward with this project in a manner that does not create an undue burden on the citizens of this area, recognizing that this project represents the creation of over 50,000 jobs for the people of this community over its lifespan.
  
4. **If the ORBP is found to be too expensive to be funded via tolls and other available sources AND if the Federal Highway Administration allowed for the project to be divided into two projects (East End and Downtown), would you support the division of the project?** Yes. I am confident that sufficient funding will be available to build the entire Ohio River Bridges Project. Kentucky and Indiana already have well over \$1 billion dedicated to this project. And the Bi-State Authority appointed by Governors Beshear and Daniels and Mayor Abramson is working hard to develop a finance plan that will identify additional funding sources. It would be premature to begin criticizing or second-guessing those options before the necessary work is done. The more quickly we move forward toward identifying a funding solution and beginning construction, the more likely we are to save hundreds of millions of dollars on the project's estimated cost. This community desperately needs the entire Bridges Project -- both bridges and the rebuild of Spaghetti Junction -- for our collective economic future. Years of studies and public input have demonstrated that the existing two-bridge solution is the right one to reduce congestion, improve safety, and promote prosperity for all citizens of Metro Louisville. Now is not the time to start talking about dismantling the project and jeopardizing our future based upon unfounded speculation. We need to move forward.
  
5. **If you would support dividing the project (per above criteria), which portion would you prioritize?**  
  
East End
  
6. **Do you support the current plan to move the 3<sup>rd</sup> Street ramp east, adjacent to the playground at Waterfront Park?** Yes  
(Reference: <http://www.8664.org/2010/04/two-bridges-will-destroy-waterfront-park.html>)
  
7. **Do you believe Metro Louisville would benefit by the construction of additional local access bridges (meaning non-interstate, like the 2<sup>nd</sup> Street Bridge)?** Yes

8. Do you support using reversible lanes (like Bardstown Road and the Golden Gate Bridge) on the 2<sup>nd</sup> Street Bridge to better accommodate rush hour traffic? Yes

9. Of the following, which new transportation initiative would you prioritize?

All three new initiatives will take top priority in my administration.

Louisville currently ranks third among 15 peer cities for the percentage of workers commuting to work by public transit, biking or walking – but this only accounts for six percent of commuters. We can and will do better. As mayor, I will work with TARC to expand mass transit into downtown by providing a variety of transit options – including light rail. We should take advantage of federal stimulus dollars that are available now to create mass transit infrastructure and work with TARC to expand mass transit downtown. We will invest in a mass transit system that works for all Louisvillians and support the growth and development of downtown. As mayor, I will seek federal funding to build a north-south light rail corridor connecting downtown with the airport and the University of Louisville. I also will work to extend this light rail network to connect Louisville with the other key points in the state -- in particular, by seeking state and federal funding to convert existing rails between Louisville and Fort Knox and Lexington into light rail. Neighborhoods will be connected to this central corridor by bus and trolley routes. I also support the development of an intermodal transportation center that will help move people, goods and information through our city.

A livable city is one where everyone has a choice other than the car. With targeted investments, I will encourage and support a variety of transportation options that get people where they want to go and that enrich life in our city. I will invest in trolleys, buses, bike lanes, shuttles, and other transportation alternatives. I will continue the expansion of Louisville's bikeway system with the goal of becoming a gold-level bicycle-friendly community by 2015. And, as mayor, I will work with TARC to address the transportation needs of our older and disabled citizens who currently lack easy access to public transportation.

If downtown is going to work for residents, for businesses, and for tourists, we must develop a comprehensive transportation strategy. As mayor, I will require all development projects to incorporate transportation impact assessments and planning to prevent greater traffic congestion. Those projects that will bring more cars to already-jammed roads will be required to help find solutions, including providing funding for public transportation.