

APPENDIX I – PUBLIC MEETING LISTENING SESSIONS

PIM #2 Comments - 8/2/2023

Speakers:

Pat Holfano

Guys, they tried to put this road through here 25 years ago. It was a bad idea for the county that caused problems. They had to shut it down. People did not want it. I do not want to see this road go through but we're gonna get forced, and if we are going to be forced, i say take that one that goes all the way to the east side of Versailles. From there they can shoot up and take 421 and get to i-74. That would probably be the most economical way to do it. I do not believe we need this road because it's not for safety for us. We like it here. I think this is for transport of the goods and services from Chicago down.

Paul Sohmer

I live 2 miles east of Dillsboro on US 50, and the traffic's already horrendous out there. I've lived there for 44 years, used to be able to pull out of my driveway. I looked but half time I didn't need to. Sometimes I sit there for 5-6 minutes now just waiting to get out. And there's a reason we live out in the country like we do. We like it the way it is. We think that this is all for Amazon's benefit. Maybe Belterra Casino, Nast, couple other big businesses, and we like it the way it is. And 20 years ago, we stood up and said no. And I'm pretty sure we'll stand up and say no again and that's my opinion.

Clint Jivoin

In high school here a long time ago, they talked about project area. We call this home. They talk about preliminary roads and paths and all that. I call that his business. His family. That's right. We don't want this road. We need leadership against this road by any means necessary. I will agree with first speaker that they are going to do it. We don't want it. There's enough problems around here with these casinos. I've seen it, I grew up here. They put them in the drugs came in. This is about real estate. It's about politicians that own that real estate, the real estate owners have already bought the real estate, the train pilots they put in on US 50 between Dillsboro Mt. Tabor. The meeting last June and they told us it had nothing to do with Link 101. There were no telephone poles going up... (inaudible) Apparently, I'm the only one whose seeing them. Someone else probably has. We don't want this road. So, we get by out here, we live out here for a reason. These people that want to move in here to buy the real estate. They're going to come from Cincinnati just like they did from Kentucky. They don't stand up for what they believe in. They're cheap, they

buy Amazon. If you want to do something, stop buying from Amazon, get back to your roots, get back for families become self-sufficient, because they've been coming from this highway.

Kurt Wolfert

When I came here, so I'm from Germany, actually. And I like this area deal a lot. With army, and the (inaudible) also used to make those like. That, and it gets interrupted. So and I learned a lot and. I always hear safety, safety. I already said. What safety? For 200-300 cars so traveling every day all the way through. If I want to spend. 200 billion on something. And I only have two. 100 million and project client competition with each. Other I take. It where I think the biggest thing. The biggest thing were USA, the most people not that they're 200-300 are important, not important, but here in rooms. For all that, you could bring so much more. Traffic would flow much better than what they list up there. That would be also totally different, so I don't see the point. To go to country you know we need come. And we love the country. That's why I came out here was because of the country. What we really don't want, because if it turns into like Colerain. Ave. you know. Gosh, that's a nightmare. We only see different kind of roads, but they don't draw us are really different projects that we can actually make a better decision for them to spend it on.

Kim Wolfert

First of all, I actually do want to say thank you for incorporating the comment session. But, I'm going to push a little further to say not only comment session but we need a dialogue. That means question and answer session. They're keeping us in the dark. We are at a disadvantage. All the information comes down to us, but we don't know the concern of our brother. We don't know the concern of our neighbor and that's not fair to us. We learn from hearing the questions and hearing the answers. Stop keeping us in the dark, stop it. Give us a question and answer session on numerous occasions. Where numerous community people can be there. The preliminary feedback data-- there was no slide on it today. Show the people what the preliminary feedback data is, because it's only... I want to say 83-90% are opposed to this on how many thousands? Anyone know how many thousands were put in for feedback? And the majority overwhelming majority are against us. raise your hand if you're against this in this room. Yeah, I'd say you're at least 90% from what I'm seeing. Well, I don't want it to turn out like Hamilton County, which is where I'm from. My parents were told the same thing, they've been told that this is all for transportation needs, safety, productivity and such but I don't want to be another Florence, KY and I don't wanna be another Cincinnati urban sprawl. Stop this now.

Tonya George

So, they say that this is about safety. It's about making the roads better for everyone. And really, when folks live rural because that's the way they like it. They know what they're, they're getting into, they know the roads, a rural, they plan for it. They like it that way. They don't. They're not concerned about these things that they're that they're mentioning. So it's all about the trucks. It's all about Amazon and the big trucks coming through and making it accessible. And how does

that benefit the rural community? It provides more noise. They live rural because they don't want the noise, more noise, more traffic or disturbances. Their farmlands are you know pushed through, you know, the environmental that animals are pushed out. And there's all these these hazards. They're not that they're not mentioning. People live rural, because they like it that way. The Amish think the way they live because they like it that way. Are they pushing the roads? Are the rural folks pushing the roads? No. So how can you say that it's benefiting them? It's not. It's only benefiting the big trucking companies or the companies that need the big trucks to come through. Those are the ones that are being benefited. The next thing you know, with these these highways, because all the traffic and all the traffic that will come through, it's no longer a rural community, it's a suburb.

Todd Steinke

Since I can't get any my questions answered, I figured I'd at least ask rhetorical ones, but a lot of good points were made here already, but we need to ask ourselves, is eminent domain a fair way to take your family & friends home from you? We all see what I-71 is, it's nothing but truck crashes. We don't want that through our neighbors because that's exactly what's going to happen. I'm well aware of how many semis have come out of the steel mills just South of Markland Dam and that's an astonishing number. So that's basically the route they're going to use. So, some of the other things we should ask ourselves, it's more vehicles is obviously going to increase the elevated crash rate they mentioned earlier, which means faster speeds. So all those are going to lead into bigger issues, wouldn't it be easier to elevate Laughery Creek crossings? How are we going to handle increased traffic?

Jay Knight

Hi, my name is Jay Knight. We have a farm in Ohio County and in Dearborn County, bordering Laughery Creek. We've been there for... we've had this property for 50 years. Raised both of our kids on that property. We don't have a need for this. We don't want this road. There's absolutely no reason in the world that we should be doing this. I would like to ask one more time. Raise your hand if you do not want this project at all. So there is option number 10. Not option 1-9. No build, no build. It's just that simple. We don't need it. We don't want it. It's rural community. And we want to keep it just that way. Thank you.

Joe Volk

My name is Joe Volk, I'm a farmer and a businessman. I was really interested to hear that they talked about safety today and predicting the future. I own quite a few farms on I-74. And it's interesting to me that. They closed rest areas going out-- if they're so concerned about our truckers and keeping them safe. They closed them and them guys have nowhere to go in the evening. And our governor who's funding this project is the same guy that's closed all the rest areas going out of Indiana. We have terrible, terrible rest areas. In Indiana, if you ever truck across the United States, we probably have the poorest, and now we already have an Interstate. And another thing is. I have farms at or right along I-74, and they redone that three or four years ago. Maybe 5. They never fix water problems underneath the Interstate that were put in in the 60s.

They never replaced culverts. They never did anything when they totally replaced the whole Rd. Milestone couldn't believe they didn't do it and it's people like here standing up here today drawing these plans out. They didn't have enough foresight for that, and they want to come in and screw up all your drainage. Because where they want to go is horrible drainage and these guys don't know how to put it in correctly.

Tim Kent

So I know this will be a bit of a repeat, but I think we're all here for the same reason. So every time I hear this reference to safety, safety, safety, think, think, what \$200 million could do to improve our current roads if they give that funding to the counties. I mean you know, again there was the comment about we're here for a reason and if safety is the big concern, then let's fix the roads we have. And then if I if I hear one more time or see one more time about the Laughery Creek Crossing-- that's not that old of a road. That was just a huge freaking mistake, but it would not take that much to fix that area that's in that floodplain. So again, invest in the right things. You've got an existing route in 129, takes them, gets them right over towards 74—you know 129 and on to 74 because again the other thing behind all this, this is the first time I've seen reference to trucks in any of their information, and that's what it's all about, I mean Randy Fry's issue was he was so jealous of what goes on in Erlanger and Florence, KY and all the things they have, all the truck traffic he wanted to bring that through here which is a prop. That's not what we want. It's not going to do anything for this area, it would just be a pass through but it would ruin this environment that we have. And yeah, enough said so.

Rhett Dennerline

I'm not going to repeat everything everyone said. I think we're all-- I'm kind of preaching the choir here, but I want to say that I've looked at this issue for the past two years when I first learned about. It and every time I look at it, I don't learn anything good about it. And I'd like to think there would be something good about it, but I can't find it. I mean, it has already been said, if you look at the information that's out there that you don't hear in these presentations. I want to thank these guys for doing the hard work because that's their job, but we live here and we got to put up with this. But, the things you read is it's going to be a new Roadway corridor. That's from INDOT. It's going to be for freight movement. That's from Link 101's website that they changed recently. It's going to be a direct connection to both I-71 and I-74 and offer a new Cross River route for freight traffic through SE Indiana. That's Governor Holcomb. So we all know that this is not for just us, it's not going to be some private local road. It's going to be for a pass through for freight traffic primarily and to get that new out of town traffic through here. So I don't think that's a good idea. I don't think anybody here thinks that, and I want everyone here to understand about this-- it's it's a political issue. Everybody be respectful, but talk to your politicians, inform them. This is a decision this is not a funded project. I talked to the state budget agency, there's no funding for this project. It was in Governor Holcomb's head that he dedicated these funds, which is fine, and whoever is the governor next, they decide. But it's not a done deal. Don't let them think that there's going to be a schedule for construction. It doesn't exist. Thank you.

Cindy Volk

Hello my husband and I are landowners in both Ripley and Dearborn County and have great interest in this. As you know, God is making no more land. And so, if we don't start protecting our land right now. It's once it's gone, it's gone. And as my husband mentioned about the roadways, as far as drainage and things like that, it has been a huge issue. They need to focus on the roadways and waterways and drainage systems that are an error right now, rather than working on completely new projects that's going to destroy a ton of farmland, a ton of wildlife areas, and you know, America is about agriculture. And if we don't make it stand now, it is going to be an absolute one of the worst mistakes in Indiana because there's such priceless land out there. And if we don't continue to make a stand and spread the word about this. We are not even protecting our land for future generations because agriculture, as you guys know, is the heart of America. We have to protect. So thank you.

Jeff Werner

Hi, my name is Jeff Warner. I drive about an hour, hour and a half every day work. I really don't like it, but that's really why I stay out in the country. All I know is that this road is going through. This not enough for us to be making things easier. I drive an hour. An hour and a half, 15 minutes. Doesn't mean ****. That's all I'm saying is, is that they're doing this for, for money. They're doing this to be able to build, making millions and millions brand new drugs, all that stuff. They're giving away our rights, doesn't matter if it's land, doesn't matter. Our Second Amendment doesn't matter about any of that. They want us to give away so we're depending on everybody. They they put us in, there's no going back. And I don't want to do it and I'm not going to stand for it so.

Tracy Stegall

Hi, I'm just going to say I think we all know this isn't really being represented as being for our community or the people who live out here. One of the routes is going to go right in front of where I live and that is going to devalue my home and I don't think it's right of me to say well, OK, let's not do this route, let's push it over in front of her house, or your house. It's going to devalue anybody's property. It's going to diminish the country. We all moved out here for the country and this is what we want. I also want to know it's never, ever answered is how many people will it take to stop this. And I want to know the answer to that question. And I want to see an alternative written up in the slides and in the presentation that no build is an alternative.

Sydney Stegall

Hi, um not much to be said after that. I did want to say we moved out here seven years ago to start a little homestead with my family and it is... the alternative A does go right past our new home, which just breaks my heart. So, I just think people should not come in and take that away from you. We've worked really hard to be where we are and yeah. Thank you.

James Hollerbach

Alright just a couple of things that won't duplicate what's already been said. I live off of cash union between Peyton and Aberdeen. A lot of people don't even know where Peyt's at. But my question is, I didn't see anything in the proposals about current intersections OK. You run a highway

through there, are you going to wind up with a bunch of dead end roads? Are you going to split farms? OK. Nothing was said about that. OK, as far as those areas go. The other reason moved out there is I like the curvy roads. I got friends that are on motorcycles they love to come out to Indiana with the curves and the hills. OK, we don't want that ruined. OK? We moved out there for a reason. We knew the roads were there when we bought the homes. OK, so let's leave it the way it is. The other thing is if this is forced down our throat. What are you going to do for the sound barriers? Like they do on expressways to keep the sound from... you know you can send your back porch and hear the crickets and the frogs in the pond, OK? You got you got somebody running down the roads. OK, a lot of that gets drowned out and it changes a lot. I don't think we need to build this road. Thank you.

Don Townsend

I just want to say I'm against the road, I think like most of us. I don't feel it's for us. I feel it's you know for the people on the East end of the proposed route. And when I talk to people, it seems like 9 out of 10 people don't want the roads so it was kind of confusing to me that they've gotten this far and I know they've got a ways to go, but. And I just want to say I agree with the no build alternative and I'd like Dan to add that to his list on his next presentation. Thank you.

Wallace Clark

I'm Wallace Clark and I'm from Ohio county, and I'm against the road. And I'm kind of wondering what they're going to do when it gets to Markland. If they've had any coordination with Kentucky, what are we going to do, just dump the end of the traffic right there at the bridge or what? Dumped in the river would be a good idea, but it also says proposed—which, 12 and 10 feet shoulders. We haven't got anything like that. It's proposed. It's not even there. What makes you think that it would be? But I see it's already in the process to 2026, I think they've already made-up their mind whatever they want to do. And I'm completely against it.

Christa Hensley

So, you've talked about, you've spoken with the stakeholders well, we're the stakeholders. We're the land owners. Have any of you guys been asked to be in any of these meetings? No. All right. You have an Advisory Board, but yet, my neighbor has asked several times who's on the Advisory Board. This is a public forum. If this is a public thing ship and we know who is on the Advisory Board so we could speak to those people and present our concerns that may be different than theirs for them to hear. I also live on a family farm. I'm a second generation for that farm. My plan we built out there so that my children and my grandchildren can live out there on that farm, and we are in direct contact of that being taken away from us. So we would like that to be considered. Again, we are the stakeholders. And who I would like to know which stakeholders you are talking to, if it is only business owners, that is not fair. That is not serving the whole community. That is only serving one portion of the community. I also agree that we need the two way conversations. Me being able to speak and not getting any answers said, and from all of these people, because I might have a lot of questions that they haven't thought of. That they're like, "oh, that's a good

idea. I want to know that answer too." I agree with the no build, spend the money and fix the roads we have. They are fine just fix the roads we have.

Monetta Roessler

I'm going to take this approach a little different than a lot of other people. I'm going to take the information they provided us, and then I'm going to give you a lot of things to think about and hopefully add to their agenda for further discussion. There's a map out there with highlighted areas of safety. Six to eight of them run I'm sorry, east to west of the four counties that we are all residents of that they ask for our purpose and our need for this project. Out of the 10 routes that are alternatives looked at, one of the provides a short amount of East West direction to provide access to the economically impacted areas that their results from their study are listed. If this is truly for the residents of the four counties that you have highlighted in your survey—Why are nine of the 10 alternative routes providing access north-south in the same direction of the three major routes that the residents of these four counties have survived with for over 80 years?

Jon Belgin

First off, let's give a round of applause to the two sheriffs back there. But I grew up in Kentucky. As a kid, I just to drive out to the Florence mall with my family and there's hardly anything out there. And overtime, everything just built up, built up. If you've been to Florence recently then you know it takes 20 minutes to get to one store just at the parking lot. So I moved out here, my wife has a family farm. We bought all three acres and I built a beautiful house, and when I first walked in here I was selfish and I was glad to see that none of the routes passed through my property. But that's selfish. So, if I don't want it going past my house, I don't want it to go past your house. I don't want to going past your house, I don't want it to go past anybody's house. So, she talked about the urban sprawl-- that comes, increased responsibility for law enforcement. That's, you know, more traffic you have the more response you need. Right now, in Ohio County, where I'm at, if I make a 911 call, it goes to Switzerland County and they transfer me to Ohio County. If you have all this extra traffic going through, you know, who's going to response to it? It's gonna take them 20-30 minutes to get around that. Do you know the increased cost there as far as the tax paying dollars on law enforcement response?

Steve Hensley

Like usual, my wife always speaks for me so she talked about everything I need to... other than why is it now? All the roads used to push truck traffic towards I-74 towards Indianapolis, not Cincinnati, but it's from somehow since chip perfect has been in now all everything's been pushed back down towards Dearborn County to run it through. We own a farm in Dearborn County. We own a farm in Ohio County. We don't want this.

Chris Wordimont

I'm a graduate South Dearborn high school. I live now, I live in Hancock County now, which sits outside of Indianapolis. But, growing up down here, it's a great place to grow up. My heart is with y'all. I saw some friends that live down here and I just want to tell you a few things about a

perspective that I have living up in Indianapolis. One is this right here, of these different routes, six of the 10, have 18 miles of what they call new alignment. Now we all know what new alignment means right? That means blowing up the valley, blowing up the hills, blowing up the rivers. That's what this is. And guess what? The bigger part of that is the cost. So I've been around my neighborhood, and I got a petition, I went around my neighborhood. I got 100 people to sign it. It didn't take me very long either. And what I sold them on was the cost was the cost. The cost, is, there's a study here this was done in 2018. And this is where that \$200 million comes from. This is 2018 numbers based upon Rolling Hill topography, not the kind of topography we have down here. The high, the steep ridges and the and the deep valleys. So this cost is way low. This could be up to 1/2 a billion dollars, but I can guarantee you when I start singing that song up in Indianapolis, there's gonna be a lot of people paying attention to that saying-- you know what? We're spending money that we don't have on the things we don't need, so we got to do this together, folks. I want you to know there are people, up, up, north. This right here, I don't know who did this but this is an excellent flyer. You need to get one. And make sure on back of this right here, all the county commissioners, you need to get with your county commissioners. Help me help you. And your and your County Councilman. We can stop this.

Recorded Comments:**Paul Somer**

Hi, I'm Paul Sommer. I live right at the very edge of Aurora, just east of Dillsboro on US 50. And I know they tried to push this thing 20 years ago we were dead set against it then. And I'm still dead set against it. I think it's strictly for the purpose of Amazon, Nest, and maybe Belterra Casino. I don't see it being any benefit to the local citizenry. We live in a country for a reason. We like to keep it that way. We're not interested in strip malls and crime and all the things that the connectivity will provide us. We like where we live now. We like the way it is. That's my comment. Thank you for listening.

Daisha McKeever

My name is Daisha McKeever. We live in Dillsboro. We live off of 62 and off of Sangama and so we are interested in the project and I'm not opposed to it. I think it would bring a lot of economic impact to Dillsboro. It's a dying town, and I think it probably needs some boost from something like this. I understand the issues with eminent domain and taking people's farmland, but at the same time we have to look at the future and figure out what's best for our area in the long term.

PIM #2 Comments - 8/3/2023**Speakers:****Angie Priest**

Real quick, my name is Angie Priest. I am a Switzerland County DD enthusiast. I moved here from Cincinnati in 1990 I love this area. Is this project really needed? Who decided it was needed? Was it a politician looking to pad their resume and say, look what I did? Was it to benefit the quality of life of those who live in this county versus the business interests of those outside the county? The needs of the residents in this county must be considered versus big business and industry outside the county. This decision will impact generations from now, by eliminating green space that will never be retained ever again, will never be recovered.

The loss of that green space needs to really be considered. Crossing roads at over a major road through our county will need to be addressed. And I was told that when those crossing roads are addressed, they may have to be moved. Oh wait, more loss of green space. How is this environmentally friendly by the way? Stakeholders, including small businesses that will be impacted by less traffic coming through our small towns when this is diverted, these small businesses have been here for a long, long time. You have committees in each area, but how many small business owners are actually on that committee? I talked to people in North Vernon with the bypass business owners. They've seen a loss, a major loss. Do we really need more pavement and the ability to save 15 minutes versus the trade off of the quality life of our residents.

Kim Wolfert

We are the stakeholders. You guys need to demand a question-and-answer session. We have not had it yet. We need to demand that it's our right to have the dialogue, to have our questions answered all. Right. But they don't want to do that yet. Study after study will tell you new roads do not decrease the traffic, they increase the traffic. Don't take my word for it, Google and do your own research. Who wants us to look like Florence, KY? Raise your hand. Who wants to look like Hamilton County or Ohio County with urban sprawl, raise your hand. We're losing 2000 acres a day in farmland. We own a cattle farm. Do you want to eat Bill Gates's lab produced meat? Because that's our future if you don't stop this, it really is. So, INDOT-- did you know that the majority of INDOT projects actually run over budget? Who's going to foot the bill when they run over budget? You are stakeholders. Who's going to maintain the roads, did they talk about that? Well, actually it's the county. The county has to maintain the new roads, even if they're completely paid for on the front set. You will be paying for it as the taxpayers. When they run over budget and when the county can't even maintain the county roads that we have now. How many have hit pot holes driving down 50 and have horrible roads out where they live? So now we're going to give em another 18 miles to maintain? I don't think so. It's not going to work out. Amish. The audacity to mention Amish and safety is a joke. What Amish person do you think wants a new Super-2 highway going through their farm so that they can travel safer in a buggy--who believes that? Raise your hand. Who believes that in this room-- that we're doing this for safety for the Amish. That is smack in the face for those people who are not here and not represented. Anyway, the county-- you're going to be paying for it as taxpayers and stakeholders-- we should have a voice and we need to question and take this session, not just comment session. Thank you.

Matt Fowler (Speaking for Kurt Wolfert)

Hello, Kurt couldn't make it, unfortunately my name is Matt Fowler and been in the community for about 2 1/2 years now. One of the things that really surprised and shocked me about this presentation is it seems to be disconnected with-- there's a lot of discrepancy. You talk about safety, improving the roads, but then you show 10 different alternatives, many of which don't actually follow the current roads. So you can't have both. You can't improve the roads for safety when you're going to be creating all new roads. You also said that your alternatives were fact based, but then you keep mentioning that you haven't done a deep dive and haven't done the design review. Well, again, you can't have them both ways. You can't have these alternatives based on facts when you haven't done the homework and haven't done the design work. You're asking us to comment on these, but then you say you're going to tear them down to about half of what's there. Where are where is the metrics for us to be involved in it? It needs to be more transparent. And the last thought about the transparency is you talked about that the, the need and purpose of this road to increase connectivity from US-50 to Markland, but it increases for who? For why? If none of us have a problem getting there as the local population, so, we don't have that issue. So, who are these roads being constructed for? If you're talking about increased connectivity, but connecting it, who and who and where and why I think is a big issue within that's transparency about this whole project. And lastly, I think on the 90 secs is far too short of a time for a comment period.

Tonya George

Hi, I'm Tanya. So, we don't need new roads. They talked about the need, but there is no need right now. These rural areas are rural and folks like it that way that's why they live there. Now of course, if you're, you know, you think of freight trucks, yeah, there is a need. But we don't want the big freight trucks, so we don't need 12 foot roads put in. So these new roads are going to cost us, our taxes are going to go up. Well, our taxes should be being used right now to repair the existing roads, and that's not even being done. That should be done first. So, be aware-- your taxes are going to go up that this road comes in. You talked about the road restrictions or excuse me-- the truck restrictions. How is that our problem? That's not our problem if there's truck restrictions. That's not fair, that's your problem. Why are they putting their problem on to us? It's not our problem. Find another lane, find another place. We don't need it breaking up our farms, our community, making our rural areas more urbanized, we do not need it. We do not want it. People live rural. They know the roads. They already know it when they bought the property. Lastly, with regard to, their information they're providing to us, it's all pros, it's all the good stuff that they're wanting to feed you. But there's no pros and cons list, we need a pros and cons list because we need to know. There's always cons with a big project like this and we need to know them.

Cindy Volk

Hi, I'm Cindy Volk. We are crop farmers and land owners of multiple farms in Dearborn and Ripley counties. We've been working hard to be good caretakers to the land by using more natural products to bring about a healthier crop. This has taken a lot of extra time and money. But my husband and I were willing to do that in order to help generations to come. Healthier crops promote healthy Americans, and we don't want our extra efforts to go to waste. I also grew up on

a farm in Ripley County that's been in the family since 1855 and it is in the Future Homestead Farm program. We want to carry this legacy on and keep the land for many years to come. And this will directly affect us by the roads they foreclosed. We know numerous friends and family that will be negatively impacted by this due to more traffic and crime in the area along with losing precious farm ground being taken and needlessly all to benefit 230 vehicles on an average to travel the road daily. That extended via cell phone data usage everyone. And, it's very it's very interesting to me, that when I was listening to one of the project leaders comment yesterday when some of us were at the South Dearborn meeting-- they were questioning one of the attendees. "Ohh wouldn't you like to see your amazon packages being delivered more quickly?" Hmm, who do you think that this is benefitting? Let's get real people. God is not making any more land and we need to protect this in order to have-- sorry, because we cannot get any of this land back again once it's used for wrong purposes. America, Americans need to start understanding the purpose of the environmental effects through wildlife and agriculture. This superhighway will bring high taxes and food costs with so much more setbacks for Indiana residents. So fix our roads we have, be good caretakers of the land that's getting squeezed into all directions. We and thousands of other Indiana residents are totally against this project and won't stop fighting to protect our land until we know this project is shutting down like it was 20 years ago. Thank you very much.

Joe Volk

My name is Joe Volk. I'm a farmer and a problem solver. And I live in the USA and I believe we're one nation under God and we have all kind of military-- thank you for all the people that served for our country and died for our freedom. And it's one big thing that really upsets me about this project is eminent domain. Our government thinks that's just a nice little tool they can use whenever they want. That should be the absolutely last resort. If you all have problems with your roads, talk to them. You're probably willing to sell your property to make it safer for your kids and grandchildren if you live here. We drove down here and you can't hardly see the lines and they don't take care of the curves, so they're not going to take care of this road. And for problem solving for the trucks getting out of this area I was studying the map that was up here a little bit ago. All you got to do is drop 7 miles south and you hit Interstate 70 in Kentucky. And that's a beautiful road to go straight down to. And there's not much virgin ground this is some of the most Virgin ground that's left in the United States, unless you're out West. Let's not tear it all up and make it all like the city. Just leave it alone and if you live in this ground you probably don't mind to go 15 more minutes out West around the corner. When I'm out West I love it, out there around the corner store. And you guys are complaining about 10 minutes.

Angie Sizemore

I'm Angie Sizemore. I live in Switzerland County. I've lived here for 20 years. I've driven an hour each way for the past 29 years. If I wanted a highway in my backyard, I would have moved to a small town or a large city, closer to my job. I like not having any neighbors. Fix the roads we have. I live on Corkscrew Road, there's a slipping area that has had gravel on it for over 2 years. Why isn't it getting paved? Where are my tax dollars going? Because obviously it isn't going to the roads in my county. Let's just say this road gets approved. How are you taking my property? Is it

by eminent domain? Maybe paying me the market value? Or some other form. If there are flaws on the current bridge to get to Markland as you pointed out, why aren't we using the funds for the Link 101 to improve those roads to accommodate the traffic you are projecting to have on them? I don't see anyone in this room that wants this. So, who are the people behind the why, the purpose and the need? And also, if you put in a highway, where are the police gonna go? We can't hardly get people out to where we are now, or conservation officers, let alone if they're going to be patrolling the highway. Where are the tax dollars going to come to hire those new police officers?

Chris Clift

Hi, I'm Chris and I'm from Dillsboro IN. I've been there my entire life. My biggest problem with this whole thing is you show a map of 10 alternate routes, but they didn't have a section where people can ask questions. These are people's homes. You don't even have a complete clear map like you had out there on the website. I mean in this day and age in 2023 you couldn't put a better map on your website. Very, very shocking to me.

Jeremy Stegner

Hi, I'm Jeremy. I've lived in this area my whole life and I lived here because this area is rural. The Laughery valley is one of the most interesting areas you are going to find in Indiana, and I'd like to keep it that way. I've talked to a number of people about this and most of or all of them are completely unaware of it, and I think that's by design so. All the neighbors know their coworkers friends.

Johana Stewart

So I moved to Dearborn County about two years ago. Again, I'm in the same boat as some of you. I drive an hour to work. I just moved out to Ohio County and finally bought a barn, that's all we want! What you don't see in their decision analysis is how many properties are affected? That's all we want to see for each route. Because when you do that DA—which you're gonna do-- you need to share that. How many properties are affected, what's the plus and minus of 8 miles that you could go across-- because it's not going to be perfectly what you shared today. How many roads are going to go through that intersection? That's super dangerous. Everybody hates turning out onto 129 when you get to Batesville area if you travel that way. So, are we gonna have some traffic lights for the dangerous intersections? We know that doesn't exist-- the Map that you showed with the wrecks, we're gonna drive those routes anyways because we live on those backroads, and we're crazy sometimes, and I'm sure every one of you has yelled at somebody because they're driving in the middle of the lane—that's not going to change. Deers are not gonna change You're actually going to.. (inaudible) with those big*** roads. You know, I am concerned about the waterways—Laughery is a huge—it's so free. The biggest thing is, what's the project payback? There's gotta be project payback. It's not just for the best of us. What's the money that we're gonna get back over this \$500 item? And then, one other thing about your process—sorry. Travel is going to increase because we don't care to drive there so we aren't going to use that road, but

you keep adding all these tractor trailers, you talked about like a flying plane. What about—how much money is that going to take?

Stephen Norris

I guess in my mind I've come to say that it looks like something is gonna happen. What I'm concerned about is that in about 3 years, if you look at their lines, the final line is not going to look like any of those preliminary alternatives. The one we will get is they're going to cut this in half for a construction period of probably two years. How in the world are we going to get from the east side to the west side during that time period? Look what happened down here in Detroit. Now they're gonna do that to the whole county. For two years. I say while you're in this process, take into account how you're going to handle traffic on 56 and 250 while that's going on. If you let the contractors do it without making them sign up to it, to control that traffic so we could still get through. We're going to have to Dearborn County, to Ripley, and back down 129 for me to get to Vevay. How are the police going to get to my house when I need it?

Aaron Whitham

I've only lived here for just under two years. I just recently retired and I chose to live here because I had family that have lived here since the 1800s. So I want to say this. First of all, I've been here for 28 years as a PMP which is a project manager. Their draft of this is garbage. And it's hiding the real intent. The real intent of this is to open 71 all the way up so you can increase flow, and save a trucker that's hauling cargo 5.5 miles. Improve safety, reduce piles. You're not going to improve the safety out here. All of the folks that have lived here their entire lives, they know how to drive these roads. They know how to drive these roads. They've done it their entire life. A trucker that's driving these roads that hasn't driven them is going to create more accidents than anyone of us will. There are ten routes. Of those ten routes, five go through my house. Five go my house or my property that's been in my family for a long time. Mr. Galbirth, right behind my property, goes through his. Nowhere on any of this stuff or any of the Internet stuff that you can look at, talks about families, or the people impacted East. A road that is 24 feet wide with a 10 foot lane on each side for people to breakdown on. What's the easements on that? I bet you it's 300 feet. That takes you into my living room. How does that feel? And the last thing, look, go out there. Go on Facebook. Stop link 101. Go on there, sign up. This road needs to stop.

Doug Rump

Hi, my name is Doug Rump. I grew up in Dillsboro in 1965. They took US 50 from downtown and they built the road behind us. I lived between those. Now I live on 129 and only under F, now I'll have two roads. One in front and one back. When they took this away from Dillsboro, Dillsboro died. I was town manager. I retired two years ago and this project, when it came about, was by Randy Frye and it was only brought about because they was going to build this port in Lawrenceburg and bring them thousands of jobs. Well, they contaminated port they put through those funds. So this was the original program of this project was for that. If they're not going to build the port, they're not going to create jobs-- Why are they going? You know, I grew up Cincinnati. For 22 years from Olean, Indiana, 52 Miles one way both ways because I wanted to

work there and I wanted to live in the country. And I just retired and built myself a port so I can look over Laughery Valley-- and look over my neighbor up there, the farmer's farm. And now, this is going to divide their farm, you know. Now I get to look at trucks on both sides. So it's time we put a stop to this. It was the right thing possibly to do when they was going to do the ports and was going to do it the right way and they wanted to build the road north from the four lane up through Batesville. But now that's just disappeared.

Tracy Stegall

I just want to say that this project area is my family farm. It's going to go one of the routes right through my daughter's living room. And what I'm not going to do is sit here and say let's shift this over to 129, or let's shift this over to a different route so it can go through your living room, or so I can wreck your farm. Why on earth would I do that, that is wrong. I am saying no build. No build is an alternative. I also want to say a posted speeding limit of 55 miles an hour means that you'll be going 65 or 75 miles an hour. This is for trucks, we all know we all know it's for trucks. How long does it take to stop a semi-truck going 55 miles an hour? It's not the same as the car. This this is going to go right in front of our church where our kids are outside playing, dogs run around there, we've got cattle we've got sheep, we've got pigs, we've got chickens, and you're going to have trucks barreling down 55 to 65 or 75 miles an hour down these roads. It's outrageous. People have already voted people already, I think it's 83% of the people out there said no. No build, we don't want this. My question is, where are our representatives? Where are our government representatives? Why are they not backing us? The way that government works in this country is that we are endowed with rights by God, these rights. We elect these officials to protect... the governments' job is to protect our rights not to make them up. We have said 83% -- how many more people do we need to say no to protect our rights? Are these officials going to stand up and back us? Are they going to represent us? We need to contact them. We need to contact them as quickly as possible and let them know--If you're representing us, we say no build.

Sydney Stegall

Hi, my name is Sydney. My mom just spoke, so I just wanted to reiterate that, you know, we moved here seven years ago and I brought my girls with me so everybody can see that this is about families today. It's disrupting family. And we've worked very, very hard to get where and I can't imagine people who have been here even longer. It just it breaks my heart to see their livelihoods and you know, the hard work of their life they've built for themselves to be ruined by a project that clearly nobody wants.

Kristen Earls

One of the proposed plans, runs through my property. I was never notified about the plan that was coming through. I found out from the seagulls, they told me about it. What? Why were we not? Like a letter, a letter would have. Been nice just. To know, hey, you're in a proposed area. Here's some plans for it. Nothing so, my kids cried, when I told him what was going on they were like, we don't want to move mommy, we love it here. But it's not about my family, it's about all of us living in a small town who like the small town atmosphere, who like the country. Who want to

live with fresh air. I like to hear the frogs. The bugs, the coyotes, all of that. Who's the lobby for this? Who? Who's the lobby? And who's the people that really want this? Because I don't know why. I really didn't learn anything. I'm sorry I didn't learn anything in this meeting. I need some answers. I want to know who and why. Because it's not about us. I know that, we can tell it is not about us. As far as far as the police? There is already a police shortage. It is hard to find police. You cannot find people that want to be a police officer. I'm a police officer's wife, I know. I know that there is a shortage so, having more roads, more trucks, more crime. More problems that police will have to deal with, when they're already short staffed and they cannot find anybody to work because who wants to be a police officer in this day and age.

Madison Stegall

My name is Madison and I've brought my little boy with me because, you know, I think it's important that you see who you're taking off—you know, it's not necessarily me, it's my little boy and his children. I was hoping to pass my property down to him. Also if anyone's interested my sister Sydney has printed up some stuff on eminent domain. There are cases in eminent domain where they can force you to leave your property before paying you. You'll have to vacate and then they just can't demolish it until they've made you for it. So they can come in and take 6 feet in some cases without paying you anything. So people who think if you have someone who thinks that they're going to get a payout for this, please talk to them. Because it's very likely that they will get paid pennies on the dollar while their property is taken. They're not going to get what they think they're going to get and it's-- you know, obviously the whole thing has been geared in a very deceptive way. No build is not listed as an alternative, and I think that it should be up there because that's what most people clearly want to. Okay, land. So we all know that this isn't about us. The Supreme Court has ruled in favor recently, which you can-- my sister has some papers on this if you want to see us later, of eminent domain cases being not just like a government like a use of everyone or the public for the road, but as private businesses, they can say for the public good as a pipeline. As a private business they can come in and ask for road for the public good.

Steve Bennett

Good evening I'm Steve Bennett. I live in Dillsboro I have three points to make here, a lot of people touched on some of these already-- the safety data. I heard safety used 15 times. Everybody sitting here knows that's bogus. I'm telling you, they're going to introduce over 5000 trucks a day through this area. At least. And I know that for sure because I work for a large company in Batesville and I know about that. It's bogus until they do a current state, future state analysis and lay over top the traffic that's going to be seeing this area. They're not qualified to talk about safety. Number 2, the scope and the impacts to these rural areas that is not being disclosed, start connecting the dots. You introduce that kind of traffic through the areas. What's it going to do? Truck stops, fast food, hotels, Walmarts. It's going to destroy the small cities that are in this area, they're going to be gone. Going to be ghost towns. All right, #3 is we need full disclosure and transparency. We, everybody sitting here knows the, the government or whoever's running this project is not being honest about it so the impacts in the area really need to be. And then my final point is folks, we live in a republic. That means the government works for you. The government works for you, so

start making a phone call. Because your voice is going to be what changes this. If we sit back, you're going to get told the same thing. I got told with the project that was supposed to go on there in 50 and Dillsboro. I was told point blank your input and feedback about not wanting it, blah blah blah it. Doesn't matter. It's going to happen anyway, so if you don't speak up, it's going to happen.

Michelle Bennett

Hi, my name is Michelle Bennett. I'm the wife of the man that just spoke before me. I'm on the more emotional side on the mama to 8. I've been homeschooling and raising kids for over 26 years. I'm a teacher with a master's degree. I am here in this rural area because I love the country. I want my children to enjoy running and loving animals in the country and being here in the freedom. I think the keyword I picked up on it, same as my husband, was safety. Safety was mentioned over and over. We're concerned about the trucks. They have restrictions. What restrictions? Is there some safety issues with these trucks? Why are you bringing them to rural southern Indiana? Why are you bringing them over here with my children outside where you can have an accident and you can have to evacuate the area because you're carrying chemicals that are harmful if they're spilled? You start running more highways through these areas, you're going to bring more trucks, we've got enough jobs. Our youngest son was adopted, he was born drug exposed. Why don't you look at my son and tell him it's worth it running these highways through this to these counties bringing in more drugs to the more children and grandchildren can get hold of the drugs and then have children that are now messed up. Human trafficking-- Cincinnati is the biggest hotbed in this area for human trafficking. You're going to bring in more highways through our small towns, you. You really think your children and your grandchildren are going to be more safe with more highways? And then last point here, I just have to comment. We're concerned about the deer and the cars having accidents. I'm sorry, I'm more concerned about my children and my grandchildren being harmed by the drugs, the human trafficking, the loss of the land and the chemical spills. Those are my main points for you.

David Weitzel

I know this isn't a question and answer session but can either one of you point to farms on this map that will be... (inaudible)? Everyone here, I've never heard anyone here speak in favor of this? You're wasting your breath here. These people are not elected officials. The other gentleman came up here and said it. So well, contact your state representative. Contact your congressman. Somebody needs to put together a petition and I can't remember Mr. Young's official title, but I believe he just voted for the infrastructure bill that allowed this all to go through. I think you'll need to contact your elected officials. Enhancing accountability to us. These people don't care, they can record us all they want. This this is just a complaint session here. They don't give a crap about this. Contact your senators, contact your congressman. Get this project stopped. You're destroying Switzerland county. Last year, one piece of. Property, we started looking for-- 35 years ago, my dream property here. And you're going to screw it up My kids were supposed to carry

me out of my house someday because this is the last place I wanted to live. You're screwing it up. Contact your congressman.

George Potter

Well first of. All 90 seconds is a slap in the face, I mean, the people that are elected, they're supposed to work for us. I didn't even know about this until about 3 hours ago. I was in Florence, KY, and we got a phone call. I heard about it when we rushed down here. So I put my thoughts together rather quickly. I live just off of 262, we've got one of the most dangerous intersections, 1/4 mile from our house. I've called the state highway a couple of times. Right now, it's not too bad of shape, but we couldn't get it moved. So safety is the last thing they look at it's a joke. The first thing I thought about was all these people that's affected by this possibility—we're in limbo now. For a couple years we have been and these people don't care. Your elected officials don't care. And sadly, this is a done deal. I don't think the elected officials will back you on it. We don't matter to these people-- 90 seconds. Can you believe that? 90 seconds, we sit here for as long as they want to talk. We get 90 seconds. On top of that, we're intimidated here.

Todd Steinke

This is going to be fairly short, but by show of hands who was in favor of this road? I don't see any hands being raised. Yeah, same as last night. Secondly, if you know what politicians were for this road, remember that when it's time to vote. Randy fry is a big advocate. He's resigned as my understanding and chip perfect, according to his family, is a advocate, and so remember that when it's time to vote. And lastly, no build.

Joseph Winkler

No build, no build. Let's fix the roads we have, let's keep maintaining the roads we have. We just moved a few years ago, we don't want that here, OK? We want the country. We want to be in the country. That's why we bought our homes. That's where we want to be.

Dick Yanikoski

I may be an outlier here since we've only lived here 13 years, we have two properties that are on these routes. I've been through this once before in Illinois. Probably not anybody here has been through this before. I can tell you there's a lot of downside and there's really as much upside as there's. It's not surprising if there's nobody here who would raise his hand to the question that was asked because the only people that come to these sessions are those who are understandably concerned about losing their property, their way of life, or something else that's valuable. No, people who aren't losing anything can maybe see value in some of these things, but I want to say, putting all of us in the position of saying no build, which you're all prepared to say, really misses the point. The point is the burden of proof should be on the government and on those working for the government when they talk about a need they never once presented a need to do with the people that live here, there were there were no figures on current development opportunity that can come from this, not just negative things. Indiana can do better, too, I think. In addition to voicing your concerns about your individual properties and our collective desire to keep this

county desirable. We also need to hold the project team accountable to defining need in more human terms, not just in terms of roadways and accidents and other things which are human, but who is really going to benefit from the road? Let's hear the official statement on that so we can assess whether or not some price is willing to be paid. If we can find a route that's commensurate with the need, absent the compelling need.

Ralph Galbrenth

For one, I was agree with all of these people, but I'm 81 years old. I'm born and raised in the country. That road project started back in the 50s, but never finished. But I know for a fact on the truck, I drove all roads. One of these days, it's going to be an interstate road. Where it's coming over all the roads and going up the least part of the county...not. Right, more or less. I mean, you got people that are gonna lose their property. Back come up again the highway with the electric part goes right to the middle of the park. Now they got 160 acres Rd. 18 point. Yeah, yeah. I hate you much, but I do know for a fact sooner or later you're gonna have to get a road through here. But you need to be an interstate road. (inaudible)

Tim Kent

So I just have to reiterate Matt and the other gentleman's statement about, I don't know how many times we hear "look, we want your feedback. We want your feedback. But only 90 seconds." Also, are there any elected officials in the room willing to stand up? So you got to look, people that your vote counts. You got one here, so. You got to let them know that we got to stop this thing and I just want to let everybody at this meeting know, there were several of us at last night's meeting. It was the same exact feedback. So you guys are doing a great job, but I want you to know you were supported in the North just exactly the same way. There's a lot of BS in this whole presentation. The whole, the whole safety thing, I know it's been hit on, but think of what the counties could do with \$200 million to these existing roads, yeah. It's just ridiculous. So, you know, again. We got to talk to like these, this guy up here. When it comes time, remember your vote counts. As far as county councils, let them know who you are. Let them know how you think, and that's how you make a difference, and again, there's been some great statements. You guys would have been proud if you heard a lot of the things last night. Over the two meetings, I've not seen one person that's in favor of this road, so.

Jeff Stant

I'm Jeff. I work for the Indiana Forest Alliance. I'm not from around here. I'm an outsider, but I'm totally with you all we are adamantly opposed to this highway. Most of the woods in Indiana that we're trying to save are privately owned and they have been that, they're woods today because the private land owners have a conservation ethic, they've they've practiced sustainable forestry, they they can do that when when you got rural land prices.

But when you bring giant roads to like this one that's proposed, it's designed to tear up rural land and turn it into suburban land for Cincinnati or other city folks who want to zoom out here. So, it becomes economically impossible to save forest land if you keep escalating land prices. And so

we're in this with you til the last dog dies to beat this thing. And I have to say, I'm pleased to see Representative Lyness here from the state. Governor Holcomb is the one who's pushing this highway. Don't forget that, and this needs to be, candidates come through here and ask, you need to all be there asking the question. Where do you stand on this highway? And the state legislators are key here. This is a state decision. The Federal Highway people will just go along with it. You you've got to get the state to cancel this thing. Last thing I'll say is that, you know, it's ridiculous to talk about roads being unstable when you're talking about highway routes that are going to clear whole areas of hillside, that is what makes hillsides unstable. (inaudible) So you're gonna create a serious increasing stability problem with the existing roads. So, the only alternative that is valid here with this kind of vehement opposition if the people matter at all, is an alternative that says we want you to change the state county road dollar allocation formula so that you stop putting all this pork barrel money together, that the governor can lavish on regions for his political friends and like the Mid-States Highway and now this highway and you start putting bringing more of that money back to the counties to fix the roads and bridges, they have.

Richard Dennerline

Thank you, Berry. Thanks, Mindy. Thank you for letting us speak. I'm Richard and my ancestors have been in this area for 9 generations. Since 1804, my brother might correct me on this. I was raised in Aurora. This area has always been rural. There's a natural barrier to keeping this place rural. It's called the Ohio River. It's called the small road on Markland Dam. What they want to do is take that natural barrier and open it up to freight traffic from I-71. They want to open it up to freight trafficking from Mexico, they want to open it up to things we don't need here. This project is not for us. There's no purpose or need to this project, they have to scrape one from outside the area. That's why they don't talk about I-71. There's nothing in the area that is for us. We know how to travel the roads already. 1% chance per year of flood we're talking about. That's ridiculous, we know how to go around and get around a flood. You know what's, like a flood? A construction project. Every two years, you're going to have a construction project fixing this new road. that cycle, what's a 50 year flood? They're making the problem worse. No build should be on the options that should be on the map. That's legally required. It's required by law because of them. Talk to your elected officials talk to Mr. Lyness, talk to Mr. Perfect. This is part of the SEI Readi Program that they can't talk about it here because it's not part of the NEPA process. This is a floodgate to open up economic development to urbanized this whole county area. Urbanize it. No rural way of life. I just wanna say one last thing, your elected officials include the sheriff. I want to thank the deputies for being here tonight. They are the public officials that are elected for the people—talk to your sheriffs too. They're elected officials.

Rhett Dennerline

I don't want to repeat anything, but I want to state some things that I think are obvious. The questions been asked. Who's this for? Well, as my brother pointed out, you look at the SEI regional plan. That's this road is the catalyst for that plan, and this plan is driving the road because it's referred to in their purpose and need document, the draft is on their website. I recommend that you read these, or at least look at these two. They're going they're pushing and pulling each other.

This is the as that flyer said, this is the insiders. They're driving this. Everybody here-- this is why I love this place. I lived in Chicago for years. I come back here and it reminds me how smart everybody is that lives around here. There's so many dumb *** people I run into where I worked up in. But you guys are brilliant. You see, right through all this bull****. And my concern is this, my concern is this. I heard from the team, I'm not going to name names that well. "Everybody that shows up to these, they're against this road." Well, clearly, no one raised their hand in favor. "But there's always a silent majority of everybody that's actually in favor." I'm like, well, what's the purpose of the comment period? If you're in favor of this road, Speak up. If you're in favor of this road, submit a comment. If you're in favor of this road, talk to your representatives. Talk to your sheriff's, talk to your elected officials tell them, but I'll tell you what, I've talked to thousands of people about this project over the last two years. There are nobody-- precious few people in favor of this road, so I recommend you fill out these comment forms. Get them in the record. They're important to be on the record. Talk to your public officials. Be respectful. Be nice. Be polite. They're there to help you. Let them know you need help and we'll get this thing stopped. No build is an option and we don't need it.

Isaac Steffen

My name is Isaac Steffen and I moved to the area about seven years ago. In that time period I have worked in Louisville, Indianapolis and Cincinnati. There already exists an alternate route. It's called I-71 I-275 I-74 and I-65. That is your way. Thing is, the term stakeholders is it's not a Q&A. I don't know what stakeholder means in this, but typically Investopedia says a stakeholder has a vested interest in an organization and can either affect or be affected by an organization's operations and performance. Typically, stakeholders are investors and employees, customers, suppliers, communities, governments, or trade association. However, in the stakeholder engagement paragraph section 1.3 of your draft purpose and need statements, you say engaged with the public key stakeholders and agencies. So you have taken 2 stakeholders, split them out into stakeholders. So I do know who the key stakeholders are that you are listening because obviously they have more say than the public does.

Chris Werdimont

My name is Chris Wordemont. I live currently in Hancock County, which is the eastern part of Indianapolis, but I grew up down here. I grew up and I graduated from high school at Southwood High School. I love the beauty of this place and I love the spirit of you people. I love the spirit of people here. And I'm with you on this. I want to tell you a little story. If you look at this, there's this \$200 million number that gets thrown around. Came from an estimate that was done in 2018. So we've already had Joe Biden inflation. I just came down from Indianapolis tonight on 129 and I paid \$3.85 for gas. When Donald Trump was—on Election Day of November. 3rd 2020, gasoline was \$2.12. Asphalt is a petroleum product, so guess what that does in this estimate. So we're not talking about \$200 million to blast through the valleys and our hills, one of the hills, there's also, I'm a chemical engineer. I'm not a civil engineer, but I know enough about modeling, and viewing estimates. The estimate is only as good as the assumptions in the estimate. And this assumption in here is a key assumption here. Based upon I-65, Rolling Hill topography now near the steep

valleys and hills that we have around here. So this estimate is 500 million, if not more colossal waste of the taxpayer money. As a Republican, the number one thing you guys can do, if you're not a Republican, you're not going to vote, register as a Republican. We got a primary coming up. In May of next year, everybody on this list, there's a flyer that's passed out. Get a hold of this flier. I don't know who put this together but this is genius. These are your Commissioners, your county Councilman. Register to vote republican, get in that primary. Get to know what their position is on this contact form. Do whatever you have to do. You contact your local officials and get them on board because they were key to stopping this 20 years ago. It's a colossal waste of money. I went, I got 100 people in my neighborhood inside up in Indianapolis, and all I did was talk about, well, how it's a waste of money. This is so it's not just people down here that don't want this. It's across the state and we're going to kill this thing.

Recorded Comments:

Terry Turner

My name is Terry Turner. I'm a lifelong resident of Ohio and Switzerland County. That's my big interest. Them two counties. I see a couple routes on here that I think make more sense than the others because they have their own corridor where they're not using very little or any existing roads, and with the school buses, farmers, the Amish. I think it's just going to be a lot of accidents on existing roads and I think alternative D, to me, is my favorite route. I talked to the guy and he said that was being one of the easiest to construct, so you know, I mean we always comment that this area down here is kind of like Indiana Cades Cove, like the Smokies, you know? It's kind of been left alone, so I know there's a lot of resistance and I live right in between 3 or 4 routes right in here so. That's all I got.

Matt Fowler

I'm Matt Fowler. I live in Switzerland county. I am near-- I own a property that's near one of the alternate routes. I think it's Alternate Route B. I've lived in the county for two years and during the presentation tonight, I heard a lot about there being lines on the map and I think it's important to realize that these aren't just lines in the map. For us, these are our lives and I'd like that to be on the record. And that's all I have to say. At this point, thank you.