

**Stanford H. Lampe**  
**Vice President**

Government Relations & Advocacy  
Northern Kentucky Chamber of Commerce

Stanford H. Lampe (Stan) is the vice president, government relations and advocacy for the Chamber. In his role, he promotes a high level of Chamber member involvement in governmental decisions on business issues and other matters impacting the communities of Northern Kentucky.

Prior to joining the Chamber in 2006, he served as the executive director of communication for the Kentucky Education Cabinet. He was appointed to that position by Kentucky Governor Ernie Fletcher in May, 2004, and reported directly to Education Cabinet Secretary Virginia G. Fox. The Cabinet manages a host of traditional K-16 educational programs, as well as programs pertaining to workforce investment, such as unemployment insurance, retraining, and employment services.

Prior to joining Kentucky State Government, Lampe was the chief global spokesman for Ashland Inc., the 234<sup>th</sup> largest company on the Fortune 500 list, the largest public company in Kentucky, and the nation's sixth largest energy and chemical company. With annual revenues in excess of \$7.9 billion, and 24,300 employees in 142 countries around the world, Ashland Inc. is known worldwide for providing solutions to its broad and varied customer base. He was frequently quoted in print on behalf of Ashland Inc., appearing on television as well as in national journals that cover the energy, construction and transportation industries.

Lampe is a 1974 cum laude graduate of The Ohio State University, where he earned a bachelor degree in political science and minored in classical languages. Lampe is also a 1992 graduate of Harvard University's John F. Kennedy School of Government, the State & Local Government program.

Prior to joining Ashland Inc in March 1994, Lampe was employed by Alcan Aluminium Limited, a multi-national aluminum company headquartered in Montreal, Canada. For 10 years, he served in positions dealing with government relations, media relations, and international issue management. He worked for Alcan in Boston, Montreal, London, and Washington, D.C.

Lampe, 53, was born in Decatur, Illinois, but spent his youth growing up in Lexington, Kentucky. He is married to Mary Eisenberg Lampe of St. Louis, Missouri, and they currently reside in a suburb of Louisville, Kentucky. They have one grown son, Adam, 25, who is attending the University of Louisville, and majoring in communications. However, they are most proud of their two dogs, Gracie Allen and Lilly Claire, both West Highland Terriers, who unlike Adam, are obedient and never ask for money.

Testimony Of  
The Northern Kentucky Chamber of Commerce, Inc.  
Before  
National Surface Transportation Policy & Revenue Study Comm.  
Minneapolis, MN  
April 18, 2007  
8:00 a.m.

Secretary Peters.... Commission Members....

Ladies and Gentlemen.

My name is Stanford Lampe and I join you today to share the comments and views of the Transportation and Infrastructure Committee of The Northern Kentucky Chamber of Commerce, Inc. and our 2,100 members who constitute a dynamic, growing and vital region in Kentucky located on the south suburban edges of the Greater Cincinnati metropolitan area.

Since the late 1990's, the Northern Kentucky

Chamber has been alarmed by the volume of traffic and safety concerns on our nation's highways and bridges. Similarly, funding needs for airports, ports and railways are critical to support one of America's greatest strengths: the efficient movement of goods and services.

The efficient movement of goods and services is the very lifeblood of economic growth and expansion.

While America and Americans can justifiably be proud of our 47,000 mile Interstate highway system, competition looms on the horizon.

China, for example, is building a 53,000 mile national expressway system, which is scheduled to be complete in the year 2020. If their plans stay on track, it will clearly rival our interstate highway system.

In India, while their plans are less grandiose, they are currently building a 10,000 mile expressway system.

To be sure, our allies in the European Union are not standing idly by, either. Europe is spending hundreds of billions of euros on highways, bridges, tunnels, ports and rail lines.

It is in this international context, that we want to share with you our regional, multi-state dilemma for Northern Kentucky and Southern Ohio...the Greater Cincinnati Metropolitan region.

Both state and Federal highway experts estimate that our region's daily Interstate traffic counts will increase in the range of 5,000 to 10,000 vehicles per year for the foreseeable future. Air travel will likely increase

as well, although reliable projections are less clear at this time.

Just a month ago, one of Northern Kentucky's three counties – Boone County—was named as one of the top 20 growth counties in the nation.

From 2000 to 2006, a mere six years, the population of Boone County has increased by more than 25%, from 87,000 residents to over 114,000 residents.

So, as our transportation demands increase exponentially, so do the costs for acquisition of right-of-ways, and the construction of interstate highways and interstate bridges. In our region, highway officials have experienced routine annual cost increases of 12% to 20% in steel, concrete, asphalt

and other building materials --- the construction commodities.

For those of you who are transportation experts here today, Greater Cincinnati and Northern Kentucky are linked by a famous ---or infamous--- double-decker bridge that carries traffic for NOT one, but TWO interstates --- I-75 and I-71. The bridge in question spans the Ohio River.

I-75 is a major artery in both national and regional economic development and vitality. Linking Detroit with Miami, Florida, I-75 moves over 60 percent, or \$71 billion, of trade with Canada. Truck travel on I-75 is about double the average observed on other freeways in the U.S., and in Ohio alone exceeds 5.6

billion vehicle miles annually as estimated by the FHWA.

I-71 is lesser known, but an important economic corridor, too, beginning in Northern Ohio and then connecting in Louisville, Kentucky with I-65 and I-74, two other massive Interstate arteries.

The bridge in question is The Brent Spence.

Brent Spence was a former Kentucky Congressman who served 31 years in Congress. Notably, his expertise was not in highway construction or transportation, rather it was finance – he chaired the Committee on Banking & Currency.

Built in 1962 and 1963, The Brent Spence was

opened to traffic on November 25, 1963 and built at a cost of \$10 million. Newspaper accounts report that in its first full day of operation the Brent Spence carried 32,000 vehicles, well below its 80,000 daily capacity.

Today, 44 years later, The Brent Spence is both **obsolete**..... **and dangerous**.

The Brent Spence is one of 15 major U.S. bridges designated as “functionally obsolete” for failure to meet current federal standards for safety and traffic flow.

In the list of 15 major U.S. bridges designated as functionally obsolete, the Brent Spence ranks seventh nationally for highest crash rate, although, thankfully, deaths are few.



Nevertheless, the annual crash rate on the Brent Spence is 750 percent higher than the annual crash rate on the Kentucky interstate system.

I hope you will forgive me for repeating myself, the annual crash rate on the Brent Spence is 750 percent higher than the annual crash rate on Kentucky's interstate highway system.

I mentioned that original design capacity of the 1963 double-decker bridge was 80,000 vehicles per day.

In 1985 and 1998, structural improvements were made to the bridge, at a combined cost of \$20.2 million, increasing its capacity to 135,000 vehicles a day.

But those improvements came at a significant design cost.....

In order to increase vehicular flow, all emergency breakdown lanes were eliminated, and the typical travel lanes of 12 feet widths were narrowed to 11 feet widths. Of course, the average tractor trailer is eight and one-half feet wide, when including their mirrors on both sides, there is little margin for error.

While the 1985 and 1998 improvements increased bridge capacity to 135,000 vehicles.... The current traffic counts are approaching 170,000 vehicles per day!

In Northern Kentucky, on a daily basis, hundreds..... even thousands... of productive hours are wasted by both Kentucky and Ohio residents who are stuck in **significant** delays attempting to cross the Ohio River.

As recently as 2003, it was estimated that the cost of either improving or replacing the Brent Spence Bridge, would be approximately \$750 million, if construction were to begin by 2010.

This past September, 2006, the cost estimate was re-evaluated, and the new estimate, which now includes the bridge and a 6.5 -mile approach corridor, is more than **TRIPLE** the earlier estimate --- approximately **\$2.5 billion**, with construction beginning in 2015.

In an attempt to be constructive, the Northern Kentucky Chamber of Commerce wishes to offer five recommendations or conclusions to this frustrating dilemma.

1. The current funding formula and funding levels are not keeping pace with the extraordinary capital needs of these mega projects. In short, current funding system needs a fundamental overhaul. The current level of funding – through the motor fuel tax – has been artificially suppressed for so long that average Americans have forgotten that our highway system is an extraordinary asset, not a liability.
2. Delay is not an option. Time.....in this instance, **really is money**. By addressing these looming mega projects now, rather than later, taxpayers stand to save billions of dollars in construction costs, not to mention, billions of dollars in the productive use of their time and billions of dollars in public health and safety costs, as well as environmental improvements.
3. The Chamber supports federal legislation to approach the funding of mega transportation and infrastructure projects in an entirely new way. We are convinced there is no single solution. So,

consideration should be given to more traditional approaches, such as the elimination of prevailing wage, while exploring public-private partnerships, and all other reasonable financial tools. We support change.

4. Before the current SAFETEA-LU legislation expires in 2009 or 2010, thoughtful, balanced analysis should be conducted to determine what the level of purchasing power was provided by Federal tax on motor fuels since 1994, and how increased fleet fuel efficiency and tax subsidies to fuel additives have diminished funding for the Highway Trust Fund.

And finally.....

5. A special, separate program that identifies projects of national, multi-state and regional importance should be continued and fully-funded, with the emphasis on fast-tracking major investments for projects of more than \$1 billion total cost.

Madam Secretary, Commission members,

Ladies and Gentlemen.....

The Northern Kentucky Chamber of Commerce appreciates the opportunity that you have afforded us to address this group. We are also in continuing discussions with our Members of Congress from both Kentucky and Ohio.

Allow me to conclude.... where I began....

China is building a 53,000 mile highway system...

India is building too....and Europe isn't standing still, either.

**Now is the time for us to be creative. Now is the time for bold action --- our public health and safety demands it.**

When President Eisenhower first announced his vision of building an Interstate Highway System in

1956, **it seemed like a daunting task.** After all, highway and bridge construction costs consumed 2 percent of personal income in the U.S.

Today, in 2007, highway and bridge costs represent only four tenths of 1 percent of total personal income.

We urge you to offer bold, innovative, compelling recommendations to Congress. Our public health, and our future, depends on it.

Thank you.