

Calendar No. 1775

70TH CONGRESS }
2d Session }

SENATE

} REPORT
No. 1747

BRIDGE ACROSS OHIO RIVER AT CARROLLTON, KY.

FEBRUARY 11 (calendar day, FEBRUARY 14), 1929.—Ordered to be printed

Mr. DALE, from the Committee on Commerce, submitted the following

REPORT

[To accompany S. 5630]

The Committee on Commerce, to whom was referred the bill (S. 5630) authorizing the State highway commission, Commonwealth of Kentucky, to construct, maintain, and operate a bridge across the Ohio River at or near Carrollton, Ky., having considered the same, report favorably thereon and recommend that the bill do pass without amendment.

The bill has the approval of the War Department as will appear by the annexed communications.

WAR DEPARTMENT, *February 4, 1929.*

Respectfully returned to the chairman Committee on Commerce, United States Senate.

So far as interests committed to this department are concerned, I know of no objection to the favorable consideration of the accompanying bill (S. 5630, 70th Cong., 2d sess.), authorizing the State highway commission, Commonwealth of Kentucky, to construct a bridge across the Ohio River at or near Carrollton, Ky.

C. B. ROBBINS,
Acting Secretary of War.

DEPARTMENT OF AGRICULTURE,
Washington, D. C., February 5, 1929.

Hon. W. L. JONES,
*Chairman Committee on Commerce,
United States Senate.*

DEAR SENATOR: Receipt is acknowledged of your letter of January 31, transmitting a copy of a bill (S. 5630) with the request that the committee be furnished with such suggestions touching its merits and the propriety of its passage as the department might deem appropriate.

This bill would authorize the State Highway Commission of Kentucky to construct, maintain, and operate a bridge and approaches thereto across the Ohio River, between a point at or near Carrollton, Ky., and a point opposite in the

State of Ohio. The location indicated for the proposed bridge is a connecting link across the Ohio River between routes on the system of Federal-aid highways approved for the States of Kentucky and Ohio. The bill would authorize tolls to be charged for the use of the bridge, the rates of toll to be so adjusted as to provide a fund sufficient to pay the annual maintenance, repair, and operation costs and create a sinking fund sufficient to amortize the cost of the bridge and its approaches within a period of not to exceed 20 years from the date of its completion. After a sinking fund sufficient for such amortization shall have been provided, the bridge would thereafter be maintained and operated free of tolls, or the rates of toll so adjusted as to provide a fund sufficient only for meeting the annual maintenance, repair, and operation costs.

It is believed that 20 years is a longer period than should be necessary for the bridge to be operated as a toll bridge, but at the same time if the plans are to issue bonds with which to build the bridge it will help the sale of the bonds if no limit is prescribed for the period during which tolls may be collected, other than to provide that after the proceeds of the tolls produce a fund sufficient to amortize the cost of the bridge, in addition to meeting the annual maintenance, repair, and operation costs during such period, the bridge shall thereafter be free. It is the view of the department that no tolls should be collected, not even for maintenance, repair, and operation costs, after the bridge shall have amortized its original cost from the proceeds of the tolls. The department, therefore, would suggest that section 2, page 2, of the bill be amended by striking out all after the word "charges," line 10, down to and including the word "thereof," line 11; and also by striking out all after the words "free of tolls," line 14, down to and including the word "management," line 18.

If the bill is amended in line with the above suggestions, the department would recommend favorable action thereon.

Sincerely,

C. F. MARVIN, *Acting Secretary.*

