



**POLICY COMMITTEE**

November 4, 2011; 1:30 – 3:00 p.m.  
Council Chambers (#115)

- I. Call to Order
- II. Approval of Minutes:
  - A. September 9, 2011
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
  - A. Citizens Advisory Committee
  - B. Technical Advisory Committee
  - C. Policy Committee I-69 Subcommittee
- V. Reports from the MPO Staff
  - A. Quarterly Project Tracking
  - B. 2012 Meeting Schedule
  - C. Long Range Transportation Plan Task Force
- VI. Old Business
  - A. Policy Committee Meeting Recordings on CATS
  - B. FY 2010-2013 Transportation Improvement Program Amendment
    - a. I-69 Section 4 (Construction) (INDOT)  
*Action Requested\**
  - C. FY 2012-2015 Transportation Improvement Program Amendment
    - a. I-69 Section 4 (project addition) (INDOT)  
*Action Requested\**
- VII. New Business – *Action Requested on all New Business\**
  - A. FY 2010-2013 Transportation Improvement Program Amendment
    - a. I-69 Section 4 (project removal) (Ruff)\*
    - b. SR 46/Arlington Rd. Traffic Signal (INDOT)\*
- VIII. Communications from Committee Members (*non-agenda items*)
  - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
  - A. Technical Advisory Committee – November 16, 2011 at 10:00 a.m. (McCloskey Room)
  - B. Citizens Advisory Committee – November 16, 2011 at 6:30 p.m. (McCloskey Room)
  - C. MPO Winter Open House – December 9, 2011 at 12:00 p.m. (McCloskey Room)
  - D. Policy Committee – February 10, 2012 at 1:30 p.m. (Location TBD)

Adjournment

*\*Public comment prior to vote (limited to five minutes per speaker)*



**Policy Committee Meeting Minutes**  
**Sept. 9, 2011 McCloskey Conference Room 135, City Hall**

*Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department.*

**Policy Committee:** Jack Baker (Bloomington Plan Commission), Susie Johnson (City Public Works), Mark Kruzan (Bloomington Mayor), John Lewis (IU Real Estate), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Patrick Murray (CAC Chair), Andy Ruff (Bloomington City Council), Jim Stark (INDOT), Mark Stoops (Monroe Co. Commissioner), Dan Swafford (Ellettsville Town Council), Julie Thomas (Monroe County Council), and Robert Tally (FHWA).

**Others:** G. Michael Schopmayer (KDDK-Evansville), Chris Donahue. Note: 100+ other people were in attendance.

**MPO Staff:** Josh Desmond, Raymond Hess and Jane Weiser.

- I. **Call to Order**—Mr. McDaniel called the meeting to order and explained the ground rules for public comment.
- II. **Approval of Minutes:**
  - A. **June 10, 2011--\*\*\*Mr. Martin moved approval of the minutes.** He asked about item 3 in the minutes that relates to a communication from the chair regarding a future agenda to discuss legal representation of the MPO. Mr. Desmond explained staff has been looking into that but doesn't have a formal presentation to present to the committee yet. Staff intends to bring that forward as soon as possible. **Mr. Baker seconded. The minutes were approved unanimously.**
- III. **Communications from the Chair**—No report.
- IV. **Reports from Officers and/or Committees**
  - A. **Citizens Advisory Committee**—Mr. Murray said the CAC considered the amendments that were presented to bring the old TIP up to date with the new TIP. The CAC voted to approve all of the amendments except for the I-69 Section 4 item. That item failed. Regarding the amendments to the 2012 – 2015 TIP, the CAC voted to approve all of the items except for the I-69 Section 4 item.
  - B. **Technical Advisory Committee**—No report
- V. **Reports from the MPO Staff**
  - A. **FY2011 4<sup>th</sup> Quarter Progress Report**—Mr. Hess presented the report. This quarterly report comes at the end of the 1<sup>st</sup> year of the 2-year Unified Work Program. 57% of the planning funds remain.
  - B. **LRTP Task Force**—Mr. Desmond presented the report on the progress of the Task Force. The group has been meeting for approximately a year. We have been discussing and analyzing

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what other MPOs across the country are doing for their new Transportation Plans. The group will begin developing an RFP or RFQ for consultant assistance to develop a travel demand model for the 2035 LRTP.

Mr. Martin noted that in the report we did not get any update on current projects. He asked for an update on the bypass and the W. 3<sup>rd</sup> St. corridor specifically. The intersection at N. Walnut and the bypass is horrendous. We need more information about what is going on. Mr. Hess said staff will report on that in their next Project Quarterly Tracking report.

**VI. Old Business**

**A. Policy Committee Meeting Recordings on CATS**—Mr. Hess said the discussion at the last meeting was unresolved. Staff would like direction from the Policy Committee on whether or not the meetings should be regularly taped and rebroadcast on CATS. We need to reserve rooms for 2012 and schedule with CATS. He suggested that meetings that are recorded should be in Council Chambers. Non-taped meetings could be held in McCloskey. Ms. Johnson suggested putting this off to the next meeting. The rest of the PC concurred.

**VII. New Business – Action Requested on all New Business\***

**A. 2012 Meeting Schedule**—Mr. Hess introduced the proposed schedule of meetings. We could reserve Council Chambers as a backup. Mr. Kruzan suggested reserving both rooms for the meeting dates. Mr. McDaniel, not hearing any objections, directed Mr. Hess to book both rooms for the proposed 2012 meeting schedule.

**B. FY 2010-2013 Transportation Improvement Program Amendments**—Mr. McDaniel suggested discussing these amendments in order, then accept public comment on all of them. Mr. Martin suggested approving Items a. through t. since they are being added to the 2010-2013 and have already been amended into the 2012-2015 TIP. The 2010-2013 TIP is the only valid TIP. Item u. was not accepted into the 2012-2015 TIP and should be dealt with separately. Mr. McDaniel agreed that items a through t could be opened up for questions. Mr. Hess explained further about the old and new TIPs and why these amendments are necessary.

Mr. Martin asked about item j—new sign improvements. Mr. Hess explained the Policy Committee awarded those funds earlier this year and INDOT recently made a positive eligibility determination for the project. Mr. Ruff argued that it is INDOT's perspective that we do not have a valid new TIP. That has not been fully decided yet. The PC voted to approve the new TIP. Mr. Martin asked about new Item s – SR45 and Liberty Dr. intersection improvement. Mr. Hess explained that this is a new project in the old TIP but is an existing project in the new TIP.

- a. Fullerton Pike/Gordon Pike/Rhorer Road (Monroe County)
- b. Karst Farm Greenway Phase I (Monroe County)
- c. Karst Farm Greenway Phase IIa (Monroe County)
- d. Mt. Tabor Road Bridge #33 (Monroe County)
- e. 17<sup>th</sup> St. and Arlington Rd. Roundabout (City of Bloomington)
- f. Old SR 37 and Dunn St. Intersection Improvement (City of Bloomington)
- g. Sare Road and Rogers Road Roundabout (City of Bloomington)



- h. Tapp Road and Rockport Road Roundabout (City of Bloomington)**
- i. Upgrade Signs Zone 1 (City of Bloomington)**
- j. Upgrade Signs Zone 5-8 (City of Bloomington)**
- k. 25 Foot Buses (Bloomington Transit)**
- l. Fare Collection Equipment (Bloomington Transit)**
- m. Financial Management Software (Bloomington Transit)**
- n. Maintenance Equipment Rehab (Bloomington Transit)**
- o. Next Bus Customer Info System (Bloomington Transit)**
- p. Security Equipment (Bloomington Transit)**
- q. Bus Replacement (IU Campus Transit)**
- r. Passenger Amenities (IU Campus Transit)**
- s. State Road 45 and Liberty Drive/Hickory Leaf Drive Intersection (INDOT)**
- t. State Road 46 and Smith Road (INDOT)**

**\*\*\*Mr. Martin moved to adopt Items VII (B) “a” through “t” into the FY 2010-2013 Transportation Improvement Program as amendments. Mr. Baker seconded.**

Mr. McDaniel asked for public comment on the items in the motion only.

Chris Donahue commented on “Items e, g, h” - the City’s roundabouts. He felt they were well designed for an excessive amount of speed. They could be designed to be a lot smaller at much less cost and to slow down traffic. He was especially concerned about the roundabout near Tri-North Middle School, the businesses on 17<sup>th</sup> St. and the low income neighborhood built on Crescent and 17<sup>th</sup> St. He would like to see designs more for bikes and pedestrians rather than for increasing speed in that area. Mr. Martin asked Ms. Johnson why they decided on the size of these roundabouts. Ms. Johnson said they worked with design engineers on all of the roundabouts. They followed the INDOT standards for a 20-year lifespan. Taking all of the growth projections in the area into account, the professionals said they should be this size. Mr. Ruff said there are on-going discussions about the designs of these roundabouts and the appropriateness of the designs. He understood that they could be modified with no problem. Mr. Baker commented on the plans for a roundabout on W. 17<sup>th</sup> St. That is a very dangerous K type intersection at this time. It was thought that a roundabout would be safer.

**\*\*\*The motion carried 11-1.**

Mr. McDaniel introduced Item “u” as INDOT’s amendment to add construction phases for I-69 Section 4 into the old TIP.

**u. I-69 Section 4 (INDOT)** Mr. Kruzan said that his “no” vote at the last meeting was based on the confusion the PC had on a 23-page letter that they had received and the fact that there wasn’t sufficient time for INDOT to be able to respond. In the meantime we are now faced with the exact same issue that we were faced with last time. In his mind an additional “no” vote on this request just further antagonizes the situation and a “yes” vote many feel is premature until some certainty is established about what it is that is going to be done to accommodate the different needs in the community. He talked to Sam Sarvis and had asked INDOT to remove these TIP amendment requests related to I-69 Section 4. He couldn’t talk to any committee members without violating the Open Door Laws. This is the first opportunity he has to ask all of the committee members that we establish a date



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certain by which we submit whatever questions we have about the project, about any of the issues that we are concerned about with the project should it be designed through Monroe County through our MPO. All of that would be publicly available. The newspaper article today almost seems to suggest that there had been behind-the-scenes meetings. All of this material would be publicly available. He would like to set a date certain by which INDOT would respond knowing that there will be some questions that will be unanswerable (whether intentional or not) and knowing that some questions they can't answer because of pending litigation. He believed that the vast majority of the questions not only can be but must be answered. Subsequently Richard Martin has come up with an idea that Mr. Kruzan supports. But, Mr. Kruzan is not making the motion because he didn't think that it is one entity's prerogative to remove or add another entity's action item. But, he had asked INDOT to consider removing that with that plan of action in mind.

Mr. Stark said that based on the fact that the Mayor had asked INDOT to consider this, INDOT would like to make a motion. **\*\*\*Mr. Stark moved to postpone their request to amend the TIP for I-69 Section 4 to the November meeting. They would like to also establish a date based on the Policy Committee's recommendation to have written questions submitted concerning the project. They will also establish a date by which INDOT will have written answers to those questions.\*\*\*** Mr. Martin seconded and asked Mr. Stark to accept a friendly amendment: **the PC establish a subcommittee of the MPO to work with INDOT and the Federal Highway Administration in the preparation of clear and concise answers to those questions and then bring that recommendation back before the MPO at the November meeting. The subcommittee should consist of the Mayor, the representative of the County Commissioners, the representative of the Bloomington Plan Commission, the representative from the Monroe County Plan Commission, the representative from Indiana University, and the representative of the Transit Authority.** In the last week, he has been inundated with information of all kinds and has been in communication with INDOT and FHWA. He still has many questions that need to be answered and is sure that everyone here does. The study has been released since their last meeting and has identified many design issues that still need to be resolved. We need to understand the details of the designs and the impacts to this community. He commended INDOT for having engaged us better in the last 9 months than they had engaged with us before. He asked that they continue and increase that engagement. Mr. Kruzan asked if they would be publically noticed meetings. Mr. Martin said yes.

**Stark said that he agreed that this is a friendly amendment.** A lot of questions can be vetted and answered and be prepared for the November meeting. He recommended that the PC choose one person to direct a lot of questions through from INDOT and FHWA. It was suggested that INDOT questions should go to Sandra Flum and FHWA to Bob Tally. Mark Stoops said he was not comfortable leaving this until November. He would accept the motion if the meeting would take place in late October or early November. Mr. Martin said the subcommittee could decide that. Mr. Desmond suggested waiting until the November meeting. He was afraid there would not be enough time to develop the questions, transmit them, receive the answers and review them. Then, they would resubmit them for refinement and then distribute those answers to the Committee a week prior to their meeting date. Mr. McDaniel asked what the sense of urgency is based on. Mr. Ruff said he thinks it would look really bad to have the November election before this is resolved. Mr. Ruff asked what legal counsel would be available to the subcommittee in case they needed legal advice. Mr. Martin said that is one of the questions that the subcommittee would have to address. Mr. Ruff said he was not comfortable with that. Mr. Ruff would like to get a commitment from INDOT that between now and late

October/November that there would be no construction activity in Section 4 in Monroe County. He asserts that the TIP that was adopted in May is valid. He doesn't want INDOT to use this period to forge ahead and begin activities that would not be allowed had the 2012-2015 TIP been properly included into the STIP without the section of I-69. If they could get that promise from INDOT, he could support this motion. Mr. Kruzan said he asked INDOT to delay the meeting until November date since it was the regularly scheduled PC meeting. INDOT would prefer that the vote would be today. He suggested a scenario in which questions would be submitted to staff by Tues Sept. 20 (giving people 10 days to submit the questions to staff) then INDOT would have until Tues Oct 5 to provide answers. That would give us one full month of discussion and time for follow up and having everything be public prior to the election. Mr. McDaniel thought that no friendly amendments have been accepted except for Mr. Martin's amendment. He asked if they could vote on the original motion including Mr. Martin's one friendly amendment. **\*\*\*Mr. Stoops said he had proposed a friendly amendment that they set the date to hear this agenda item on Oct. 28 at 1:30. Ruff seconded. The motion failed by a vote of 4-8.**

**\*\*\*Mr. Ruff proposed a friendly amendment that INDOT not engage in any construction activity in Section 4 between now and the vote in October or November. Mr. Stoops seconded.**

Mr. McDaniel said he didn't think they have the power to do that. Mr. Ruff said they could propose an amendment since Mr. Stark didn't respond to his request. Stark said could not pledge to delay any construction in Section 4. This amendment is for within the MPO boundaries. Mr. Ruff said that it was not clear that this section could be broken out under federal guidelines and the portion of Section 4 within MPO boundaries the only portion not constructed. Mr. Stark said that INDOT could not commit to that. Stoops said he thought the entire section has to be approved before any construction within the section is approved. Mr. Tally of FHWA has specifically approved the record of decision for Section 4. INDOT is allowed to construct all other sections of I-69 except for that within the MPO's urban area boundary. So INDOT is allowed to develop the rest of the project and advance construction requests to FHWA for consideration for funding. Mr. Tally said that there are 26.68 miles to the project and 1.78 miles are within the MPO.

Ruff asked if it was true that the project has to be in our TIP before the ROD could be issued for Section 4. Mr. Tally said that the Project is included as the next phase in your current TIP. Mr. Stoops asked if I-69 is not included in this TIP—is INDOT just going to ignore it. Tally said the issues on the TIP really reside between this board and INDOT. Your current TIP remains in effect until June 26, 2013. Stoops noted that the board specifically amended that 2010-2013 TIP and voted to remove I-69 from our current TIP. But, since Indiana has not certified the current TIP, you are not allowing that to be included in any kind of consideration. Tally said FHWA only considers projects included in the 2010-2013 TIP would be advanced for federal consideration. Stoops asked that it seems that if we do not include I-69 INDOT will just ignore it and not certify the TIP. Does that bother FHWA at all? Mr. Tally said that it does. They never want to see a TIP expire but this is between MPO and the State.

Mr. Stark said that he thought Mr. Stoop's questions are good ones and should be part of what is being answered going forward. He asked to vote on his original motion.

Mr. Ruff said that at the meeting in May when this MPO voted by large margin to not include I-69 in the TIP, he didn't believe that it was procedural questions or some lack of information. He thought it

was due to it becoming apparent that INDOT doesn't have a plan to fund this project. It goes from Evansville to Indianapolis. It became clear to many members of this board that with declining revenues there was a real possibility that Section 4 may never be finished at least not without draining funds from incredibly, much more important projects from around the state. INDOT admits that they do not have funding sources for Sections 5 and 6. He presented a quote from Cher Elliott said that "those sections have no source of funding at this time." It become obvious that not only is this not funded but we have no idea what to expect in terms of what we are to get because of the changes that INDOT was making at every opportunity in the first 3 sections which would never had been started anyway if it hadn't been for the sale of the Toll Road. That money could have gone for many other needs including education. That is why it was never started by any other governors. We have more information that these concerns are legitimate. For example, the intersection of Section 4 at SR37 is going to be a stoplight instead of an interchange. The 2012-2015 STIP has almost no money for Sections 5 and 6. He didn't think that in light of the fact that we voted based on largely those concerns and we have not been provided with any reasonable evidence that there is available funding for the rest of this project without literally diverting a major percentage of all of the available funding for maintenance and construction and repair in the rest of the state for years to come—he didn't see the need to postpone this. Nothing has changed. He asked the PC to vote the way they voted in May. He believes that the 2012-2015 TIP is valid. The Indianapolis TIP that was voted on in May was not accepted by INDOT. The evidence is even clearer that there is no real plan to build this project particularly after the current governor leaves office. The state could be stuck with this half-baked, half-cocked project that doesn't bring any of the "benefits" that had been predicted. Mr. McDaniel noted that Mr. Ruff's motion was still on the table. Mr. Kruzan clarified that the motion that they are voting on was about the initial conversation on no construction until November. Mr. Ruff restated his motion.

Mr. Baker said that he could not vote on this motion since it is outside of their purview. INDOT has said what they are going to do. We can say whatever we want to here but it has no value. He will not vote on this motion.

Mr. McDaniel called for the vote. A voice vote was taken. It was agreed that the motion failed.

**\*\*\*Mr. Stark's motion is to postpone INDOT's request to amend the TIP until the November meeting. He suggested setting the dates of Sept. 20 for all written comments to be answered by Tues., Oct. 5. This includes a friendly amendment that a subcommittee is established made up of the representatives consisting of the Mayor of Bloomington, the representative of the Monroe County Commissioners, the Bloomington Plan Commission, the Monroe County Plan Commission, Indiana University and the Bloomington Transit. They would work with Bob Tally (FHWA) and Sandra Flum (INDOT). Mr. Martin seconded.**

Ms. Thomas wanted to see Councilman Ruff on the committee. Mr. Ruff appreciated Ms. Thomas' comment but was comfortable with the representation as long as those representatives can serve at full capacity. She wanted assurance that their submitted questions would be submitted to INDOT in the form in which they were submitted. She agreed with Mr. Ruff's comments and concerns. Mr. Martin said that they will get many people submitting the same question in slightly various forms. He assumed that there would be some consolidation of the questions so that they can be reasonably answered. Mr. Stark said they could answer each question that they receive. Mr. Kruzan said that all of the questions

are public record. This subcommittee is not just about answering questions. It is also about negotiating all of the various aspects of the project including Section 5. Mr. Stoops didn't think that the questions would be far-reaching enough. He thought that the questions would address small remediation. He would like the committee to negotiate and get commitments from INDOT. The commitments have to mean something. He has learned from people who have dealt with I-69 in the southern part of the state that commitments don't mean anything to INDOT. Mr. Martin said we need to ask that question. Mr. Kruzan said we can't prevent them from moving forward. He reported that we got in INDOT's way the best we could in the Bypass discussions but we had almost no negotiating power. He had very little help in the negotiations but finally got commitments for sidepaths, the pedestrian underpass and some safety improvements. He still didn't trust that they would necessarily happen. We need the same discussions and negotiations concerning I-69. Mr. Stoops said INDOT has been much more open in the last year than they have ever been. But, once I-69 is in our TIP our leverage is completely gone. Mr. Kruzan was concerned about INDOT using local dollars to pay for I-69 instead of the many improvements we still need in the area. Mr. Kruzan wants to know who will pay for all the local roads and projects—for all the collateral damage of I-69 on the local community. There will be changes that we will be expected to make that stem from I-69 but we won't have the funding.

Mr. McDaniel called for the vote on Mr. Stark's original motion to move the vote to November and to create the subcommittee.

**\*\*\*A roll call vote was taken. The motion carried by a vote of 9-3.**

**C. FY2012-2015 Transportation Improvement Program Amendments**

- a. Upgrade Signs (Monroe County)**—Mr. Hess clarified these amendments to the “new” 2012-2015 TIP are warranted so that the document is up-to-date when it gets added the STIP. The Policy Committee awarded HSIP funds to the both the County and the City earlier this year to upgrade signs to meet federal sign standards. These projects were recently determined to be eligible by the State and need to be added to the TIP.
- b. Upgrade Signs Zones 5-8 (City of Bloomington) amend into (new) 2012-2015 TIP.** Mr. Hess introduced this amendment.
- c. Heritage Trail Phase II (Town of Ellettsville)—amend into (New) 2012-2015 TIP since the project is slated for 2014.** Mr. Martin asked costs and funds for this project. Mr. Hess presented the information. This project was also recently deemed eligible to receive funds and needs to be added to the TIP.

Mr. McDaniel asked for a motion concerning items a-c. **Mr. Baker moved to incorporate items a-c into the FY 2012-2015 TIP. Mr. Stoops seconded the motion. Voice vote was taken. The motion passed unanimously.**

Mr. McDaniel asked for public comment. There was none.

**d. I-69 Section 4 (INDOT) (deferred discussion)**

**VIII. Communications from Committee Members (non-agenda items)**

**A. Topic Suggestions for future agendas--none**



**IX. Upcoming Meetings**

- A. Technical Advisory Committee – September 28, 2011 at 10:00 a.m. (McCloskey Room)**
- B. Citizens Advisory Committee – September 28, 2011 at 6:30 p.m. (McCloskey Room)**
- C. Policy Committee – November 4, 2011 at 1:30 p.m. (Council Chambers)**
- D. Mr. Martin suggested that a subcommittee meeting be planned for 4:00 pm on 9/19 in McCloskey.**

**Adjournment**

*\*Public comment prior to vote (limited to five minutes per speaker)*

The minutes were \_\_\_\_\_ at the PC meeting held on November 4, 2011 (/11 rch).

DRAFT

## Bloomington/Monroe County Metropolitan Planning Organization

## MEMORANDUM



To: BMCMPO Policy Committee

From: I-69 Subcommittee

Date: October 28, 2011

Re: I-69 Subcommittee Report

The I-69 Subcommittee of the BMCMPO Policy Committee was established on September 9, 2011. Its directive was to communicate the questions and concerns of the BMCMPO Policy Committee to INDOT and FHWA, to review the responses to those questions, and to undertake follow-up discussions with INDOT and FHWA in preparation for the Policy Committee's action on the pending I-69 TIP amendment requests. Since the creation of the Subcommittee, the group has held five meetings. All meetings were open for public attendance. The Subcommittee submitted a total of 109 questions, approximately 75% of which were answered by INDOT, with the remainder answered by FHWA. The following pieces of material attached to this cover memo comprise the Subcommittee's report on their activities. The material includes:

- **Summary of BMCMPO/INDOT/FHWA Section 4 Issues**  
(Prepared by Jack Baker)  
This is an overview of the issues addressed in the detailed answers to the 109 questions that were submitted.
- **Summary of Key I-69 concerns**  
(Prepared by Richard Martin)  
This is an additional summary of key I-69 stakeholders as well as issues of concern that may arise depending on the course of action taken with the project.
- **TIP Financial Impact Analysis Summary**  
(Prepared by MPO Staff)  
This is an analysis of Federal funds that could potentially be at risk if I-69 is not included in the local MPO TIP.
- **I-69 Questions and Answers**  
(Compiled by MPO staff from input by Policy Committee members and responses from INDOT/FHWA)  
This is the full list of 109 questions and responses, including an additional exchange that occurred subsequent to the original submittal.
- **Minutes of all Subcommittee Meetings**  
(Prepared by Richard Martin/MPO Staff)  
All minutes were prepared in a summarized manner and include a list of attendees for each meeting.
- **DRAFT Letter to INDOT Commissioner Cline**  
(Prepared by Richard Martin)  
This letter was drafted in response to INDOT's August 23, 2011 letter regarding the FY 2012-2015 TIP.

## Summary of BMCMPO/INDOT/FHWA Section 4 Issues

October 28, 2011

Below is a summary of major issues resulting from the 109 questions presented to FHWA and INDOT. Additional information can be found by referencing the original questions and answers indicated in brackets ().

Comments in **bold print** are additions from the October 26<sup>th</sup> sub- committee meeting with INDOT and FHWA.

### 1. Economic impact

INDOT predicts significant economic activity during construction of I-69 from jobs and local taxes; and predicts a significant increase in economic activity and new residential and commercial development after construction. It did not attempt to quantify in the FEIS, but states “overall I-69 will have a significant, positive impact to the economy of Monroe County”. (16)

It estimates Monroe county crop losses at \$38000 to \$44000 and tax losses of \$342000 to \$365000. (16)

It states beyond Monroe County Crane NSWC will greatly benefit from I-69. (2)

### 2. Fiscal constraint

FHWA has stated that full funding, including construction, of Section 4 can reasonably be anticipated for its full length within the time period estimated for completion, so is fiscally constrained. (5, 6, 7)

MPO action in one I-69 section would not affect others. According to FHWA fiscal constraint for one section does not affect other sections. The Tier 1 ROD allowed six sections to move forward. Each section has logical termini and independent utility and can move forward independently. (27)

STIP fiscal constraint includes State projects and phasing, and those incorporated from the MPO TIP, over a four-year period. Phases beyond the period are not fiscally constrained. Amendments require a demonstration of fiscal constraint; administrative modifications do not. (30)

### 3. Alternative Routing

According to INDOT Alternative 4A performed poorly on purpose and need and was eliminated in Tier 1. (4)

### 4. Impact on other State projects (bridge maintenance)

Bridges and other projects in the STIP are prioritized on the statewide system according to an asset management process. INDOT does not consider questions concerning bridge upgrades and repairs germane to the I-69 discussion. INDOT is responsible for mobility on state and interstate routes. Local agencies are responsible to monitor local roads and bridges and manage the mobility within their jurisdiction. (8, 9, 18)

Questioned why MPO bridge projects have been turned down, INDOT replies the funding programs are highly competitive and applications always exceed funds available. Monroe County projects did not rank high enough for funding. (106, 108)

5. Cost and funding

Section 4 preliminary engineering, right of way acquisition, and design have begun. INDOT has obligated \$46.5M for activities in Section 4, most outside of BMCMPPO jurisdiction. (11)

Major Moves prioritized \$700M of Toll Road funds for Sections 1, 2, and 3 of I-69. Construction bids approximated \$600M leaving \$100M available. INDOT states it will use traditional highway funding and “some” Toll Road lease proceeds for Section 4. (13)

Section 5 cost range is expected between \$405M and \$431M. (14) Toll funds are not proposed to be used for Sections 5 and 6. (15)

INDOT expects no earmarks or special designations for I-69. It expects Congress to determine funding through a six-year transportation authorization act from gas tax revenue, and will set its priorities accordingly. (17)

Design changes are developed by the consultant and reviewed by INDOT. According to INDOT the Monroe County Engineer participates on a weekly basis. (21). Note: Bill Williams, the County Highway Engineer, has told Richard Martin that coordination meetings do not happen this frequently. Construction overruns are funded by a 3% set-aside within Capital construction budgets. (21)

Federal Interstate Maintenance (IM) funds may be used for maintenance of the existing interstate system but Section 4 is classified as a “new road” and IM funds cannot be used. INDOT has sourced \$205.7M of fiscal year 2011 National Highway System (NHS) funds for Section 4. (38)

6. Local Authority

When questioned why it has not submitted the BMCMPPO FY2012-2015 TIP to FHWA for certification, INDOT responded by saying it had responded to BMCMPPO on August 23, 2011 and described the steps necessary before it could accept the TIP. INDOT is waiting for a response from BMCMPPO. (82)

While citing the need for a cooperative “3C” process FHWA states that regionally significant projects i.e. I-69 must be included in an MPO TIP in order to be advanced. The source of funding

– Federal or non -- is irrelevant. (26) **FHWA (Robert Tally) corrected misconceptions concerning question 26. I-69 is built with Federal assistance and owned by the State. The Governor “can spend State money as he sees fit”. If the BMCMPPO does not include I-69 in its TIP the State can build with its own (at-risk) funds. Once the State has Federal approval a contract can go into effect and is controlled by the State. Mr. Tally is unaware of a specific example where an MPO has blocked a federally funded highway.**

The MPO may decide what projects are incorporated into its TIP or Plan. It is not required to act on a sponsor’s request but to follow the By-laws, Planning agreement, and 3-C Process. (97)

Per FHWA, a project within an MPO’s boundary must always be included in an MPO’s TIP before it can be included in the State’s STIP, and must be included in the STIP before federal funds can be authorized. (94)

Per FHWA, The BMCMPPO current TIP is valid from 2010 to 2013. It is in effect unless it expires or is replaced by a TIP approved by the MPO and the Governor. If not approved by the MPO and the Governor it cannot be included in the State STIP. The Governor approved the MPO 2010-2013 TIP with Section 4 phases excepting construction, making it the “official” document incorporated into the STIP. June 26, 2013 is the critical date after which no new federal actions can be taken without a new TIP. (95)

FHWA has not approved Federal funding for Section 4 construction within the BMCMPPO boundary. A TIP amendment is necessary before a Federal Authorization can be made to allow use of the funds. (90. 91)

Questioned if BMCMPPO’s actions are unacceptable to INDOT, is it willing to document in writing and provide remedies, INDOT replied it had replied in writing with expressed concerns on two occasions and would continue to do so. (109)

## 7. State Authority

The State can refuse to accept a TIP and has the authority to withhold Federal funds. (31)

The State is not required to continue projects in a TIP or STIP. It requests federally funded projects from FHWA and places them in its STIP. Once there it can authorize or advance; or deny. (29) **The State has authority over all items in our TIP and their advancement. It is the State’s option to forward BMCMPPO projects to FHWA.**

Although BMCMPPO approves a TIP, INDOT does not consider it the “official” TIP until the State approval process is complete. Quoting the BMCMPPO bylaws, INDOT states the plan or program approved by the Policy Committee becomes an “official process document” which requires Governor’s and INDOT’s approval. Once approved it ‘shall be’ included in the STIP without change. (84)

When questioned about effects on the Record of Decision if the MPO adopts a TIP amendment removing Section 4, FHWA responded by noting that the Section 4 ROD would not be invalidated if the Governor and INDOT approved the FY 2012-2015 TIP without Section 4 and included it in the STIP. Likewise if the 2010-2013 TIP were to be amended by removing Section 4 and accepted by the Governor and INDOT and placed in the STIP, the ROD would not be invalidated. (85)

FHWA states it was appropriate for INDOT to request I-69's inclusion to the TIP before the EIS was completed. (96)

According to FHWA, if the BMCMPPO does not add to its TIP the portion of I-69 within its boundary, Federal funds cannot be authorized for that portion. However, funds can be authorized for areas outside the boundary. FHWA and INDOT would decide which portions of the highway between the Greene/Monroe County Line interchange and SR 37 would be constructed and opened to traffic. (103)

**Per FHWA, when the BMCMPPO voted to include Section 4 design and ROW into its TIP in November 2010, it gave INDOT fiscal constraint and authorization to proceed to the MPO boundary, but did not authorize it to proceed within the boundary. Approximately 14 miles of interstate I-69 corridor lie between the Monroe County border and the MPO boundary; 1.75 miles are within the boundary.**

Questioned what are the consequences if INDOT does not design and build I-69 to its original plans, FHWA states the applicant must consult with the Administration prior to requesting any major approvals or grants to determine if the approved environmental document remains valid; and reevaluation of any environmental documents where the project goes outside the original footprint must be approved by FHWA. (104)

Questioned about "consequences" to the BMCMPPO if it does not include I-69 into its TIP, INDOT replies the current TIP will expire and funds for Federal transportation projects will be cut off until the impasse is resolved. It does not expect this to happen; it expects the BMCMPPO will include I-69 into its TIP. (107)

**At the sub-committee meeting, FHWA responded to the same question about consequences by stating that FHWA could issue a "corrective action" to both the BMCMPPO and INDOT for failure to resolve the impasse. FHWA did not speculate on what remedy such a corrective action might require. Additionally, FHWA noted that the BMCMPPO is required to include "regionally significant" projects in its local transportation plans.**

#### 8. Transit

FTA funds cannot be used to match FHWA interstate highway funds. INDOT acts as a pass-through agency for transit funding. (35, 36)

## 9. Concurrent Projects

INDOT is considering “one or more” near-term safety improvements on SR-37, to be completed concurrent with Section 4. Cooperation with the BMCMPPO will determine the timing of improvements. (37)

While INDOT will not delay opening of Section 4 until current safety problems in the SR-37 corridor are remedied, it has identified two – Vernal Pike and Bloomfield Road -- that “can be assessed as part of the Section 5 EIS for short term improvements while long-term solutions are analyzed”. It has already identified safety improvements in the vicinity of the I-69/SR-37 intersection and at Vernal Pike that will be implemented as part of a separate project. It anticipates Vernal Pike improvements will begin after the Section 5 ROD is issued in fall of 2013, possibly before Section 4 is completed. (60, 62)

Improvements to SR 45 at Harmony/Garrison Chapel Road and with Breeden Road have been programmed INDOT for completion by the end of 2012. (62)

Regarding FHWA’s role in resolving BMCMPPO and INDOT disagreements over projects, it encourages parties involved in issues to work together for solution. It will not direct either side to a specific position. (99)

## 10. Environment

Section 4 route alignment meets federal requirements for environmental impacts. (40)

The Karst Memorandum of Understanding (MOU) will govern interstate highway construction in karst areas. Appropriate Best Management Practices (BMP) will be used to avoid and minimize (negative) karst and water quality impacts. (39)

Both “initial design cost” and “low cost “design criteria meet Indiana highway minimum standards and both are likely to be used constructing I-69. (41, 74)

An air quality hotspot analysis for carbon monoxide and a qualitative analysis of Mobile Source Air Toxics (MSAT) emissions were performed for Monroe County. Section 4 is expected to produce the largest increase in traffic flow at the interim I-69/SR-37 intersection. A worst-case CO hotspot analysis demonstrated air quality at the intersection lower than NAAQS, with no localized air quality impacts. (44, 45, 47)

Concerns that truck traffic on a 5% versus a 4% grade will result in increased emissions and Section 4 air quality studies (Brazil Study) may not have adequately addressed the issue were answered by INDOT through its commitment to use a maximum 4% grade. (76)

Air quality analyses assumed there would be a period of time when Section 4 is open to traffic and Section 5 is yet to be completed. In such instance no violations of the NAAQS were determined to occur. (47)

Fine particulate matter PM 2.5 concentrations in Monroe County are the lowest in Indiana. Ozone air quality monitoring is unavailable. (51)

11. Modeling

Traffic forecasts were made using the I-69 corridor Travel Demand Model and the Indiana Statewide Travel Demand Model. Traffic forecasts in 5-year increments are not required as part of a NEPA analysis. (45, 56)

Since it is not possible for the EPA model to determine emissions based upon grade and no analyses have been found in a search of the literature, it is not possible to predict air quality based upon % of grade. (48)

INDOT 's Mobile Source air Toxics (MSAT) analysis of air quality in Greene and Monroe Counties concluded, even with increased traffic flow from I-69, future emission rates would decrease due to cleaner fuels. (51, 52)

12. Appendices

Reference to an Appendix NN used as a placeholder in the Section 4 FEIS was in error. The text was subsequently removed and corrected copies were distributed. (54, 55)

13. Emergency Response

Monroe County emergency responders will be responsible for the portion of I-69 within their boundaries. (57)

The MPO request for emergency access onto I-69 from Burch Road will be determined by FHWA and INDOT. FHWA has provided its specific criteria for selection. INDOT requires the local emergency service providers to create a plan for use, and notes a critical element is demonstration of need based on response time (59, 61)

14. Independent Utility

A project having "Independent utility" serves an independent transportation purpose. The Tier 1 ROD established termini of I-69 Tier 2 sections and determined each served an independent transportation purpose. Independent utility does not mean a section cannot have impacts on other parts of the transportation system. (63)

Sections 1 through 6 are considered to have independent utility i.e. are stand-alone projects, but each contributes to the whole of the I-69 interstate highway between Evansville and Indianapolis. (86, 87)

15. Design, Construction, Changes, Permits

The Tier 2 I-69 EIS, sections 1-3, was based on preliminary engineering. After the EIS was completed more detailed engineering drawings were prepared. Refinements made during this

phase of the project that created an impact undisclosed in the EIS were analyzed, documented, and submitted to FHWA as a “reevaluation”, and posted on the project website. Links are given under the “reevaluation” heading. (65) The section 4 ROD is based upon preliminary engineering and refinements can be expected. The Monroe County Engineer participates with INDOT in review of plans. (66)

INDOT does not yet know if intelligent traffic systems will be a part of final design. (69) **The MPO subcommittee notes INDOT must pay attention to this in Section 5.**

Local concerns and priorities will be addressed at local-official coordination meetings. INDOT and local officials will gather periodically and discuss ideas, proposed designs and project progress; design trade-offs; decisions made, etc. (71)

From its Design Manual, the maximum grade INDOT will use in rural areas with rolling terrain is 4%. (72)

“Initial design criteria” and “low cost” criteria both were used to develop alternatives in the Tier 2 EIS for section 4. Both criteria meet minimum standards for Indiana highway construction. In some cases “initial design criteria” will result in greater (negative) environmental impact than “low cost”. The section 4 ROD allows either or a combination to be used. (41, 74)

FHWA approves design standards for Interstate and other State Highways. The use of locally developed standards is approved by the State. (98)

One solution for continuity of I-69 onto SR 37, based upon preliminary engineering, has been proposed in the Section 4 Tier 2 EIS. Proposals for an intersection, interchange, or roundabout have been made. Decision will be made during final design with input from local officials. (75)

In 2010 INDOT requested a TIP amendment which included I-69 construction of \$61,693,000. In 2011 the cost within the urbanized area was \$32,000,000. INDOT explains the 2010 request contained a large interchange with temporary pavement at SR 37. Changes to the interchange, and refinement of the cost analysis for Section 4 construction within the urbanized area reduced the cost to that requested in 2011. (78)

INDOT’s EIS investigation in Section 4 of slope, using 2:1 (versus 3:1) grades with guardrail showed potential cost savings where embankment heights are greater than 24 feet. At embankment heights less than 40 feet, 2:1 slopes showed potentially acceptable risk of erosion and slides and could be used at appropriate locations. At embankments over 40 feet individual geotechnical slope stability analysis is needed to determine if 2:1 is prudent. Determination will be made during final design. (73, 77)

When questioned if it had received a Draft Project Management Plan (PMP) from INDOT, FHWA replied it had received a draft on September 6th and approved it on September 26<sup>th</sup>. MPO staff has been asked to obtain a copy. (88)

When questioned why it had not engaged with the MPO in a Context Sensitive Solutions process as a means for resolving conflicts and finding solutions, INDOT replied it has applied some of the concepts in Section 4, including public involvement and communication, and looks forward to similar collaboration in future. (92)

INDOT does not anticipate need for any local permits. Non-local permits described in the response to question 100 are required. A U.S. Environmental Protection Agency (USEPA) Class V Injection Well Permit may be needed if untreated fluids are discharged to the ground water. (100, 101)

16. Materials

Lowest life cycle cost determines if asphalt or concrete is used for construction. The criteria use a 20 year lifespan for asphalt paving and 30 years for concrete; maintenance is determined for a 50 year period. Geotechnical analyses and traffic forecasts determine pavement thickness. (67, 68)

17. Hazards

INDOT is unaware of any nuclear storage at Crane. (64)

No areas requiring blasting have been identified. Areas that may require it will be identified in final design. (70)

18. Amenities (Trail)

Shared shoulder/bike lanes are provided at Breeden Road, Harmony Road, Rockport Road, Tramway Road, and Bolin Lane crossings of I-69, as committed in the Section 4 ROD. In Section 5 where existing right of way supports additional uses INDOT will consider a shared-use agreement with local government for planning and programming a local project. (80) **In such an instance, the sub-committee the sub-committee believes that the appropriate agreement may be a memorandum of understanding (MOU).**

A multiuse trail parallel with the Interstate is not included in section 4. INDOT justifies leaving it out by saying I-69 planning predates many of the multiuse trail plans; and increased impacts to right of way and natural environment alongside the interstate are not justified given the purpose and need of the project. INDOT is not responsible for developing projects listed in a community's long range traffic plan. If the community wishes to dedicate resources to a north-south multiuse trail INDOT is willing to consider it as a separate project; but a separate NEPA analysis including environmental analysis; purpose and need and alternatives analysis; mode

analysis; each with right of way and typical sections, will need to be conducted. INDOT does not plan to divert any NHS funds to multiuse trails as part of the I-69 project. (81)

19. Sections 5 and 6

When asked to provide complete plans for the EIS process, Sections 5 and 6, INDOT replied it expects to publish a Draft EIS for Section 5 in fall 2012 and a final in summer 2013. (89)

Section 5 is not currently shown in the 2012-2015 STIP. To appear it has to be included in the MPO TIP, placed in the STIP by amendment, and approved by FHWA. INDOT is finalizing 2014-2015 transportation plans. Once completed and schedules and funding applied, amendments to the TIP and STIP will be requested. (93)

**If BMCMPO does not put Section 4 or 5 into its TIP the State can proceed with I-69 using its own non-federal “at –risk” funding. If it chooses that alternative for Section 4, local projects in the Section 5 corridor -- the Vernal Pike intersection, etc. – would not likely be addressed. Those projects are considered peripheral to Section 4 of I-69. They would be eligible for State funding, but such funding would be diverted to Section 4 of I-69.**

20. Negotiation

**The primary question is how BMCMPO can get involved in decision making with INDOT. Until it sees acceptable solutions, members of the Policy Committee will vote “no” to the TIP amendments for Section 4 and 5. BMCMPO needs a mechanism to enter the decision making process. Examples of decisions requiring BMCMPO participation are road grade (%); erosion control and maintenance; noise abatement; alternative transportation in I-69 ROW: frontage roads; projects outside the I-69 corridor (frontage roads); following local environmental standards (karst); traffic flow and safety during construction (Vernal Pike intersection).**

**Memoranda of Understanding and “Cooperating Agencies” were suggested as two methods possible for agreement and commitment between BMCMPO and INDOT. “Cooperating Agencies” is the more intensive of the two and requires more time commitment and resources from the BMCMPO, but commits Federal action to the issues.**

### Summary of Key I-69 Concerns

The following list of stakeholders whose concerns are represented in one way or another in the questions submitted to INDOT and FHWA. After reviewing the responses to those questions, a list of concerns regarding the inclusion of I-69 into the BMCMPPO TIP that were expressed by I-69 Sub-committee members is provided. These concerns are grouped into two major groups, build and no-build, with additional categorization for the build group.

#### **Stakeholders (an individual may have more than one stakeholder association):**

Those believing that new highways are a poor and wasteful means for accommodating current and future mobility needs, and that improvement to existing roadways and new mass transit or other alternative transportation infrastructure are useful means for future mobility

Those believing that the environmental damage caused by the new terrain highway is unacceptable

Those believing that the consequential near-term cost to the community cannot be recovered quickly, and perhaps ever recovered at all

Those believing that increased travelers and reduced travel times will provide economic benefits to the community

Those believing that traffic congestion will be reduced by building I-69

Those believing that traffic congestion will increase by building I-69

Those believing I-69 is a responsible way to serve our regional neighbors with access to and from Bloomington

Those believing that I-69 from Evansville to Indianapolis will reduce crash incidents in that corridor

Those believing that the scope of crash incidents counted and the categorization of them are relevant to claims of reduction in crash incidents, which are a function of structural conditions and traffic flow rather than kind of highway designation

Those believing improvement of existing state and local roads to reduce structural hazards is the most effective way to reduce crash incidents

Those believing I-69, as an interstate, is critical to national defense – a position Dwight Eisenhower championed with effect during his presidency "The plan is nothing, the planning is everything."

Those believing the 3C process has failed and cannot produce a valid outcome without significant realignment in response to stakeholder concerns

Those believing they should not lose property for an 'unnecessary and wasteful' roadway project

Those believing we should adopt recommendations of INDOT because they 'trust' the judgment surrounding I-69 implementation

Those believing local decisions should always be taken to adopt INDOT projects

Those believing INDOT is at best incompetent and at worst dangerous to the welfare on Indiana residents

Those believing that failure to adopt I-69 will result in irreparable harm to funding streams necessary to support existing and future public services and economic development opportunities

**Concerns -**

**No-build scenario:**

***Loss of State funding***

Estimate of current TIP that could be lost

Estimate of future TIP that could be lost

Estimate of other possible revenue losses

Loss of cooperation with INDOT or other State and Federal agencies

***Loss of economic opportunity***

Lost revenue generated by approximately 10K – 25K vehicle trips daily

Loss of business growth directly tied to I-69 availability

Loss of business growth indirectly tied to I-69 and not otherwise realized

*(IU is a business in the context of economic opportunity – education is our primary export commodity)*

**Build scenario:**

***Loss of property tax valuation***

Taxes lost shifted to other property owners

***I-69 related safety***

Victor Pike, Vernal Pike, and SR45 intersection, etc. improvement prior to opening of Section 4

Assurance of emergency access on Burch Road for Stanford FD

Stanford FD special training and equipment for karst emergency management

Elimination of 5% grade option that adds risk to safety and air quality

Special 1:2 slope maintenance provision in maintenance plan.

***I-69 nuisance mitigation***

Noise barriers at prior standard (new standard can only apply to this if we use current standards for everything, including purpose and scope revision for EIS I)

***I-69 consistency with local plans***

Inclusion of Alternative Transportation Plan elements in specifications for Section 4 as opportunity and Section 5 as constructed

Extension of frontage and connector roads to city and county specifications as now planned

Intersection layouts that do not impede flow on local roadways or increase travel time for those not using interstate

Conformance to City and County standards, which are applied to all other property and residents

***Implementation assurance***

Mechanisms to insure that vote to approve I-69 occurs only after binding assurance to conditions established by MPO that address high priority community expectations

## Bloomington/Monroe County Metropolitan Planning Organization

## MEMORANDUM



To: BMCMPO Policy Committee

From: Joshua Desmond, AICP  
MPO Director

Date: October 28, 2011

Re: TIP Financial Impact Analysis Summary

### Overview

One of the key concerns of the BMCMPO I-69 Subcommittee has been the potential for loss of Federal funding for local projects if I-69 is not included in the local TIP. In order to better understand this potential outcome, MPO Staff has prepared the following analysis. The first part of the analysis examines Fiscal Years 2012 and 2013, and the second part examines Fiscal Years 2014 and 2015. Further explanation of the reasons for splitting the analysis is provided below. Please see the charts attached to this memo for a comprehensive listing of all at-risk funds, broken down by MPO partner community or organization.

### FY 2012 & 2013

The first part of the analysis focuses on the funds at risk during Fiscal Years 2012 and 2013. The FY 2010-2013 TIP is the current, approved TIP for BMCMPO. We are currently four months into Fiscal Year 2012, which runs from July 1, 2011, through June 30, 2012. Even though this TIP is approved as part of the STIP, INDOT still retains the authority to freeze any Federal funding allocated to MPO projects. In order to understand how much Federal funding is at risk, a couple of factors were considered in the analysis. First, it was assumed that, unless a project failed to be let for bidding, all funds for FY 2010 and FY 2011 were either obligated or fully expended and therefore not at risk. For any project that showed funds in years prior to FY 2012 but was not yet let for construction, those prior years of funds were rolled into the FY 2012 totals in the attached charts. Second, some projects listed for FY 2012 in the TIP have been obligated, meaning that the funding is already contractually locked-in, and is therefore not at risk. Considering these two factors, the remaining funds that are potentially at risk in FY 2012 and 2013 are reflected in the attached charts.

It is important to note that BMCMPO is considered a Group II MPO under the Federal regulations because our urbanized area falls within the 50,000-200,000 population range. This means that we are not “entitled” by law to a direct allocation of Federal funds like a Group I MPO (those MPOs with urbanized area populations of 200,000 and above). Rather, the State of Indiana (via INDOT) is considered the official recipient of the Group II funds and retains ultimate authority over their expenditure. Group II MPOs in Indiana enter into an annual Sharing Agreement with the State that provides us with a formula-based allocation of that Group II funding. For these reasons, the FY 2012 and 2013 funds shown in the attached charts are considered to be at risk despite being in an approved TIP.

### FY 2014 & 2015

The second part of the analysis focuses on the funds at risk during Fiscal Years 2014 and 2015. The existing FY 2010-2013 TIP will expire at the end of Fiscal Year 2013, or as of July 1, 2011. If a new FY 2012-2015 TIP is not accepted into the STIP by the State before this date, BMCMPO will not have access to any Federal Funds for FY 2014 or 2015. Therefore, for the purposes of this analysis, the entirety of the TIP for FY 2014 and 2015 is considered to be at risk and those funds are reflected in the attached charts.

### Summary of At-Risk Funds

The following chart summarizes the Federal funds at risk for each local public agency (LPA). A more detailed, project by project listing of at-risk funds is shown in the attached charts.

## Bloomington/Monroe County Metropolitan Planning Organization

Summary					
Local Public Agency (LPA)	Federal Funding At Risk				
	2012	2013	2014	2015	Total
City of Bloomington	\$ 6,608,573	\$ 3,114,434	\$ 1,198,432	\$ 2,854,440	\$ 13,775,879
Indiana University Campus Bus	\$ 4,712,000	\$ 2,594,400	\$ 2,722,872	\$ 2,857,718	\$ 12,886,990
Bloomington Transit	\$ 2,900,963	\$ 2,444,228	\$ 3,682,503	\$ 3,840,843	\$ 12,868,537
Monroe County	\$ 58,500	\$ 1,430,000	\$ 1,779,680	\$ -	\$ 3,268,180
Rural Transit	\$ -	\$ 686,203	\$ 713,651	\$ 742,197	\$ 2,142,051
Town of Ellettsville	\$ 103,795	\$ -	\$ 223,520	\$ -	\$ 327,315
<b>Total</b>	<b>\$ 14,383,831</b>	<b>\$ 10,269,265</b>	<b>\$ 10,320,658</b>	<b>\$ 10,295,198</b>	<b>\$ 45,268,952</b>

Several conclusions can be drawn from the analysis of at-risk funds.

- If the State decides to deny BMCMPO access to Federal funds in the existing, approved TIP, BMCMPO could lose approximately \$24,653,096 in Federal funds for local projects (including transit funds). Several of these projects are currently expected to go to bid for construction contracts in Spring 2012, including the Karst Farm Trail (Ph. I), Rogers Street, and the Sare Road and Rogers Road Roundabout. This also includes a number of Transit projects and operating expenses.
- If a new TIP that includes FY 2014 and 2015 is not accepted into the STIP, BMCMPO could lose access to approximately \$20,615,856 in Federal funds for local projects (including transit funds).
- Going forward, any year without an approved TIP would deny BMCMPO partners access to approximately \$10,000,000 in Federal funds (including transit funds). This number is an estimate due to annual fluctuations in formula distributions and final discretionary grant awards.

Attachments: MPO Federal Funding At Risk: FY 2012-2015 Analysis Charts

MPO Federal Funding At Risk: FY 2012 - 2015

Summary															
Local Public Agency (LPA)	2012			2013			2014			2015			Total		
	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal									
City of Bloomington	\$ 1,697,145		\$ 6,608,573	\$ 982,317		\$ 3,114,434	\$ 299,608		\$ 1,198,432	\$ 713,610		\$ 2,854,440	\$ 3,692,680		\$ 13,775,879
Indiana University Campus Bus	\$ 1,178,000	\$ -	\$ 4,712,000	\$ 648,600	\$ -	\$ 2,594,400	\$ 680,718	\$ -	\$ 2,722,872	\$ 714,430	\$ -	\$ 2,857,718	\$ 3,221,748	\$ -	\$ 12,886,990
Bloomington Transit	\$ 3,297,161	\$ 2,354,138	\$ 2,900,963	\$ 3,285,853	\$ 2,448,303	\$ 2,444,228	\$ 3,702,414	\$ 2,546,235	\$ 3,682,503	\$ 3,853,270	\$ 2,648,085	\$ 3,840,843	\$ 14,138,698	\$ 9,996,761	\$ 12,868,537
Monroe County	\$ 666,500		\$ 58,500	\$ 1,623,828		\$ 1,430,000	\$ 994,920	\$ -	\$ 1,779,680	\$ 858,000	\$ -	\$ -	\$ 4,143,248	\$ -	\$ 3,268,180
Rural Transit	\$ -	\$ -	\$ -	\$ 488,184	\$ 298,919	\$ 686,203	\$ 507,711	\$ 310,875	\$ 713,651	\$ 528,019	\$ 323,310	\$ 742,197	\$ 1,523,914	\$ 933,104	\$ 2,142,051
Town of Ellettsville	\$ 25,949		\$ 103,795	\$ -		\$ -	\$ 55,880	\$ -	\$ 223,520	\$ -	\$ -	\$ -	\$ 81,829	\$ -	\$ 327,315
<b>Total</b>	<b>\$ 6,864,755</b>	<b>\$ 2,354,138</b>	<b>\$ 14,383,831</b>	<b>\$ 7,028,782</b>	<b>\$ 2,747,222</b>	<b>\$ 10,269,265</b>	<b>\$ 6,241,251</b>	<b>\$ 2,857,110</b>	<b>\$ 10,320,658</b>	<b>\$ 6,667,329</b>	<b>\$ 2,971,395</b>	<b>\$ 10,295,198</b>	<b>\$ 26,802,117</b>	<b>\$ 10,929,865</b>	<b>\$ 45,268,952</b>

City of Bloomington										
Project	2012		2013		2014		2015		Total	
	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal
W. 2nd Street Feasibility Study					\$ 25,000	\$ 100,000			\$ 25,000	\$ 100,000
17th St. & Arlington Rd. Roundabout	\$ 175,000	\$ 700,000	\$ 650,000	\$ 2,600,000					\$ 825,000	\$ 3,300,000
17th St. & Jordan Ave							\$ 200,000	\$ 800,000	\$ 200,000	\$ 800,000
Black Lumber Trail Spur					\$ 33,217	\$ 132,866	\$ 68,500	\$ 274,000	\$ 101,717	\$ 406,866
Cascades Trail (Phase I)	\$ 195,000	\$ 500,000							\$ 195,000	\$ 500,000
College Mall Pedestrian Improvements					\$ 25,000	\$ 100,000			\$ 25,000	\$ 100,000
Old Sr 37 & Dunn St. Improvements							\$ 50,000	\$ 200,000	\$ 50,000	\$ 200,000
S. Rogers St.	\$ 834,645	\$ 3,338,573							\$ 834,645	\$ 3,338,573
Sare Rd. and Rogers Rd. Roundabout	\$ 472,500	\$ 1,890,000							\$ 472,500	\$ 1,890,000
Tapp Rd. & Rockport Rd. Roundabout			\$ 63,609	\$ 254,434	\$ 216,391	\$ 865,566	\$ 395,110	\$ 1,580,440	\$ 675,110	\$ 2,700,440
University Courts Brick St. Restoration			\$ 134,354	\$ 130,000					\$ 134,354	\$ 130,000
Upgrade Signs (2 projects)	\$ 20,000	\$ 180,000	\$ 134,354	\$ 130,000					\$ 154,354	\$ 310,000
<b>Total</b>	<b>\$ 1,697,145</b>	<b>\$ 6,608,573</b>	<b>\$ 982,317</b>	<b>\$ 3,114,434</b>	<b>\$ 299,608</b>	<b>\$ 1,198,432</b>	<b>\$ 713,610</b>	<b>\$ 2,854,440</b>	<b>\$ 3,692,680</b>	<b>\$ 13,775,879</b>

Indiana University Campus Bus															
Project	2012			2013			2014			2015			Total		
	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal
Bus Replacement (Illustrative)	\$ 1,148,000		\$ 4,592,000	\$ 617,400		\$ 2,469,600	\$ 648,270		\$ 2,593,080	\$ 680,684		\$ 2,722,734	\$ 3,094,354	\$ -	\$ 12,377,414
Passenger Amenities (Illustrative)	\$ 30,000		\$ 120,000	\$ 31,200		\$ 124,800	\$ 32,448		\$ 129,792	\$ 33,746		\$ 134,984	\$ 127,394	\$ -	\$ 509,576
<b>Total</b>	<b>\$ 1,178,000</b>	<b>\$ -</b>	<b>\$ 4,712,000</b>	<b>\$ 648,600</b>	<b>\$ -</b>	<b>\$ 2,594,400</b>	<b>\$ 680,718</b>	<b>\$ -</b>	<b>\$ 2,722,872</b>	<b>\$ 714,430</b>	<b>\$ -</b>	<b>\$ 2,857,718</b>	<b>\$ 3,221,748</b>	<b>\$ -</b>	<b>\$ 12,886,990</b>

Bloomington Transit															
Project	2012			2013			2014			2015			Total		
	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal									
20 Foot Buses	\$ 15,600		\$ 62,400	\$ 16,225		\$ 64,900							\$ 31,825	\$ -	\$ 127,300
35 Foot Buses (Illustrative)							\$ 400,000		\$ 1,600,000				\$ 400,000	\$ -	\$ 1,600,000
40 Foot Hybrid Buses (Illustrative)										\$ 425,000		\$ 1,700,000	\$ 425,000	\$ -	\$ 1,700,000
BT Access Vehicles	\$ 18,980		\$ 75,920	\$ 19,739		\$ 78,957	\$ 20,529		\$ 82,115	\$ 21,350		\$ 85,400	\$ 80,598	\$ -	\$ 322,392
Fare Collection Equipment (Illustrative)	\$ 200,000		\$ 800,000										\$ 200,000	\$ -	\$ 800,000
Financial Management Software	\$ 10,000		\$ 40,000										\$ 10,000	\$ -	\$ 40,000
Maintenance	\$ 17,399		\$ 69,593	\$ 18,095		\$ 72,377	\$ 18,819		\$ 75,273	\$ 19,572		\$ 78,284	\$ 73,885	\$ -	\$ 295,527
Maintenance Equipment Rehab	\$ 8,000		\$ 32,000										\$ 8,000	\$ -	\$ 32,000
Next Bus Customer Info System (Illustrative)				\$ 100,000		\$ 400,000							\$ 100,000	\$ -	\$ 400,000
Operational Assistance	\$ 3,011,341	\$ 2,354,138	\$ 1,757,687	\$ 3,131,794	\$ 2,448,303	\$ 1,827,994	\$ 3,257,066	\$ 2,546,235	\$ 1,901,115	\$ 3,387,348	\$ 2,648,085	\$ 1,977,159	\$ 12,787,549	\$ 9,996,761	\$ 7,463,955
Passenger Shelters	\$ 5,841		\$ 23,363				\$ 6,000		\$ 24,000				\$ 11,841	\$ -	\$ 47,363
Security Equipment	\$ 10,000		\$ 40,000										\$ 10,000	\$ -	\$ 40,000
<b>Total</b>	<b>\$ 3,297,161</b>	<b>\$ 2,354,138</b>	<b>\$ 2,900,963</b>	<b>\$ 3,285,853</b>	<b>\$ 2,448,303</b>	<b>\$ 2,444,228</b>	<b>\$ 3,702,414</b>	<b>\$ 2,546,235</b>	<b>\$ 3,682,503</b>	<b>\$ 3,853,270</b>	<b>\$ 2,648,085</b>	<b>\$ 3,840,843</b>	<b>\$ 14,138,698</b>	<b>\$ 9,996,761</b>	<b>\$ 12,868,537</b>

Monroe County											
Project	2012		2013		2014		2015		Total		
	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	
Bridge Inventory					\$ 25,920	\$ 103,680	\$ -	\$ -	\$ 25,920	\$ 103,680	
Fullerton Pike/Gordon Pike/Rhorer Road	\$ 550,000	\$ -	\$ 550,000	\$ -	\$ 550,000	\$ -	\$ 858,000	\$ -	\$ 2,508,000	\$ -	
Mt. Tabor Road Bridge #33	\$ 50,000		\$ 15,000		\$ 419,000	\$ 1,676,000	\$ -	\$ -	\$ 484,000	\$ 1,676,000	
Karst Farm Greenway (Phase I)			\$ 901,328	\$ 1,000,000					\$ 901,328	\$ 1,000,000	
Karst Farm Greenway (Phase IIa)	\$ 60,000		\$ 157,500	\$ 430,000					\$ 217,500	\$ 430,000	
Upgrade Signs	\$ 6,500	\$ 58,500							\$ 6,500	\$ 58,500	
<b>Total</b>	<b>\$ 666,500</b>	<b>\$ 58,500</b>	<b>\$ 1,623,828</b>	<b>\$ 1,430,000</b>	<b>\$ 994,920</b>	<b>\$ 1,779,680</b>	<b>\$ 858,000</b>	<b>\$ -</b>	<b>\$ 4,143,248</b>	<b>\$ 3,268,180</b>	

Rural Transit															
Project	2012			2013			2014			2015			Total		
	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal	Local	PMTF (State)	Federal
Operating Budget				\$ 488,184	\$ 298,919	\$ 686,203	\$ 507,711	\$ 310,875	\$ 713,651	\$ 528,019	\$ 323,310	\$ 742,197	\$ 1,523,914	\$ 933,104	\$ 2,142,051
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 488,184</b>	<b>\$ 298,919</b>	<b>\$ 686,203</b>	<b>\$ 507,711</b>	<b>\$ 310,875</b>	<b>\$ 713,651</b>	<b>\$ 528,019</b>	<b>\$ 323,310</b>	<b>\$ 742,197</b>	<b>\$ 1,523,914</b>	<b>\$ 933,104</b>	<b>\$ 2,142,051</b>

Town of Ellettsville										
Project	2012		2013		2014		2015		Total	
	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal
Ellettsville Heritage Trail (Ph. I)	\$ 25,949	\$ 103,795							\$ 25,949	\$ 103,795
Ellettsville Heritage Trail (Ph. II)					\$ 55,880	\$ 223,520			\$ 55,880	\$ 223,520
<b>Total</b>	<b>\$ 25,949</b>	<b>\$ 103,795</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 55,880</b>	<b>\$ 223,520</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 81,829</b>	<b>\$ 327,315</b>

**I-69 Questions from MPO Policy Committee Members (9/21/11)  
and Responses from FHWA (10/5/11) and INDOT (10/7/11)**

*Note [from BMCMPPO]: The following questions were submitted by Policy Committee members and staff. None of the questions have been eliminated or changed in any way. Several questions may be similar but attention should be paid to the differences and the information requested. The questions are loosely bundled together around themes to facilitate review.*

*Note [from INDOT]: The following questions were submitted to INDOT and FHWA by Policy Committee members and staff. The Responses represent the information presented in the question as INDOT understood the question.*

- 1) Of the projected job increases due to I-69, what percent of those will be new jobs as opposed to transfers from other regions of the state and country? *Andy Ruff*

**INDOT RESPONSE:** The forecasted job increases are based upon reductions in business cost (which makes businesses more profitable and able to expand and hire more employees). These forecasted increases also account for changes in “economic geography,” whereby businesses have access to increased numbers of potential customers and suppliers. This increased access also results in business growth. The modeling, however, did not identify specific locations where these additional jobs “might have located elsewhere” if I-69 were not built. Nor did it identify other relocations from which jobs “were relocated” due to the cost and accessibility advantages provided by I-69. Please see Chapter 3.4.1 and 3.4.4 of the Tier 1 FEIS for more information.

- 2) Please provide an official document from the Dept. of Defense that indicates that I-69 is crucial to the survival of Crane. *Andy Ruff*

**INDOT RESPONSE:** Those responsible for activities at Crane NSWC have routinely spoken publicly about the value of the planned interstate to mission of their facility.

In addition, the Tier 1 Final Environmental Impact Statement, Appendix OO contains a report entitled “Evansville-to-Indianapolis (I-69) Project: Regional Economic Needs Analysis”, prepared by The Council for Urban Economic Development, *et. al.* The report discusses the surface transportation situation at Crane and can be found at <http://deis.i69indyevn.org/FEIS/index.html>

- 3) What is the net economic impact (subtracting out any economic activity shifted from other parts of the state) compared with the net economic impact of repairing the aforementioned bridges along with the over 400 bridges that currently have the same structural rating that the bridge in Minnesota had before its collapse? *Andy Ruff*

**INDOT RESPONSE:** The type of comparative economic analysis that this comment requests was not required for the I-69, Section 4 project under the National Environmental Policy Act (NEPA) process. For further information about the requirements of NEPA as related to the type of analysis requested, please see the Tier 1 Final Environmental Impact Statement Appendix FF, Technical Critique of Smart Mobility Report.

In general, transportation planning and prioritization of projects affecting regional and statewide mobility are a responsibility of INDOT.

- 4) How much more will it cost to upgrade IN-37 to an interstate from Bloomington to Indianapolis than constructing I-69 along the least expensive alternative route from the Section 3 terminus to I-70? How much quicker could an interstate connection from Evansville to Indianapolis be completed due to these cost savings *Andy Ruff*

**INDOT RESPONSE:** The route described in this question was considered as Alternative 4A in the Tier 1 FEIS. This alternative was non-preferred because it performed poorly on purpose and need. Due to its poor performance, Alternative 4A was eliminated in Tier 1. Refer to the Tier 1 EIS for additional information regarding the costs of Alternative 4A and other alternatives considered in that study.

- 5) What rule allows fiscal constraint to be determined for the MPO portion of I69 in the MPO jurisdiction when construction funds are not included in the TIP? *Richard Martin*

**FHWA RESPONSE:** Several regulations are used to determine fiscal constraint on the STIP (23 CFR 450.216), TIPs (23 CFR 450.324), and Metropolitan Transportation Plans (23 CFR 450.322). FHWA utilizes the financial demonstrations shown in these documents when determining whether fiscal constraint requirements have been met. Currently, the federally approved 2012-2015 Indiana STIP includes Preliminary Engineering (PE) and Right-of-Way (ROW) for the I-69 Section 4 project both outside and within the MPO boundary and Construction outside the MPO boundary. In addition, the 2007 INDOT Long Range Plan was administratively modified on August 9, 2010 to move the I-69 Section 4 project from the 2016-2020 time period using innovative finance to the 2011-2015 time period using traditional funding. Through these documents, FHWA has determined that full funding can reasonably be anticipated to be available for the entire I-69 Section 4 project (including construction) within the time period estimated for completion.

**INDOT RESPONSE:** See FHWA response.

The projects listed in the Indiana STIP can be found at this link <http://indot.IN.gov/2348.htm>

- 6) Does INDOT, according to Federal guidelines, have proper fiscal constraint to construct I-69 section 4? *Richard Martin*

**FHWA RESPONSE:** The Federal Highway Administration (FHWA) approved the State's STIP, which contained a fiscal constraint determination. Section 4 of I-69 was included in the STIP for the portion outside of the BMCMPPO's boundary and by referencing BMCMPPO's current 2010 – 2013 TIP, the portion inside the BMCMPPO's boundary is included as well. By taking this action, FHWA has determined that this project is contained in a fiscally constrained STIP and TIP. Phases of the project that are identified in the STIP and TIP may be advanced. However, until construction costs for the project are included in the TIP, FHWA can only approve construction for areas of I-69 outside the MPO's planning area boundary.

Please see INDOT's website for the STIP document at <http://www.in.gov/indot/files/STIP2012-2015Final.pdf>.

**INDOT RESPONSE:** See FHWA response.

- 7) Does failure of the MPO to add the portion of I69 inside the BMCMPPO's boundary to its TIP for construction, mean the determination of fiscal constraint for Section 4 is no longer valid and must be revisited? *Richard Martin*

**FHWA RESPONSE:** From FHWA perspective, this is not a fiscal constraint issue, it is an issue of a project (or the portion of a project) within the BMCMPPO boundary being included in approved transportation plans and transportation improvement programs and therefore able to receive a Federal Authorization for construction. If the portion of the project within the BMCMPPO were not to be added to the TIP for construction, then FHWA would not be able to authorize federal funds to construct that portion. However, portions of the project outside of the BMCMPPO boundary would be able to be authorized and approved for construction using federal funds because they would be contained in the approved STIP.

**INDOT RESPONSE:** See FHWA response.

- 8) Indiana currently has many bridges in need of upgrades and repairs. Some major bridges, such as the Cline Ave, Bridge, MLK Bridge, and Sherman-Minton Bridge area closed to traffic. How has the need to repair and upgrade these bridges affected INDOT's budget? *Andy Ruff*

**INDOT RESPONSE:** INDOT's fiscally constrained STIP shows how projects move in and out of our program. Bridges are an example of priorities, but INDOT utilizes an asset management process that helps establish priorities on the statewide system. Much like local governments prioritize projects on a variety of factors, the State exercises similar planning and budgeting. In general, transportation planning and prioritization of projects affecting regional and statewide mobility are a responsibility of INDOT and local projects are planned by local planning agencies.

- 9) What is the estimated economic losses state-wide due to bridge closings as well as lane and weight restrictions?  
*Andy Ruff*

**INDOT RESPONSE:** INDOT is responsible for the mobility on the system of state routes and interstate systems. Each local planning agency is responsible to monitor local road systems and bridges and manage the mobility within its jurisdiction. INDOT does not analyze the economic effects of local decisions. Respectfully, the information requested in this comment is beyond the scope of the decision currently pending before the BMCMPPO, namely the adoption of a new TIP that includes the construction phase of Section 4 of I-69.

- 10) Could you please list INDOT's projected total revenues and total expenditures for the years 2012 to 2015. *Andy Ruff*

**INDOT RESPONSE:** According to pages 28 and 29 of INDOT's Statewide Transportation Improvement Program (STIP), the following is the projected revenues and projected identified project obligations for fiscal years 2012 to 2015. Note that some project obligations are yet to be indentified in each year. Actual project obligations in 2014 and 2015 are expected to approach the revenue projections for those years.

	<b>Projected Revenue</b>	<b>Projected Identified Project Obligations</b>
<b>FY 2012</b>	\$ 2,001,179,501.00	\$ 1,529,977,821.00
<b>FY 2013</b>	\$ 1,593,885,921.00	\$ 1,324,995,887.00
<b>FY 2014</b>	\$ 1,638,205,699.00	\$ 772,774,092.00
<b>FY 2015</b>	\$ 1,686,351,187.00	\$ 748,031,843.00
<b>Total</b>	<b>\$ 6,919,622,308.00</b>	<b>\$ 4,375,779,643.00</b>

- 11) List all I-69 related activities that have taken place in Section 4 and the total amount of money already spent in Section 4. *Andy Ruff*

**INDOT RESPONSE:** The I-69, Section 4 corridor has undergone extensive studies through the National Environmental Policy Act (NEPA) which resulted in the September 8, 2011 Record of Decision (ROD) which approves an alignment for the project. The activities conducted to prosecute the NEPA study are fully discussed in the Final Environmental Impact Statement and its appendices.

With the issuance of the ROD, the NEPA analysis for Section 4 is now complete. Preliminary engineering, right of way acquisition, and design work all are underway within Section 4. Bids for the first construction contract, a design-build contract, are scheduled for opening on October 26, 2011.

\$46.5 million in project obligations for the activities in Section 4 conducted from the beginning of the Tier 2 analysis and through September 23, most of which was spent outside of the BMCMPPO jurisdiction.

- 12) List all I-69 related activities including purpose, dates of activities, specific location, costs, detailed results,contractors that have taken place in Section 4 and the total amount of money already spent in Section 4  
*Andy Ruff*

**INDOT RESPONSE:** The Tier 2 NEPA analysis for Section 4 began in 2004 and has continued through the issuance of the Tier 2 Section 4 Record of Decision on September 8, 2011. The NEPA analysis for Section 4 is now complete. The purpose of the analysis was to comply with federal law. The team involved in preparing the Tier 2 EIS for Section 4 included was led by DLZ Corporation and Bernardin Lochmueller and Associates and also included numerous sub-contractors with specific expertise; a list of preparers can be found in Chapter 9 of the Tier 2 EIS.

In addition to the completed NEPA work, there is now design work under way for Section 4. Design work being conducted in Section 4 is being led by URS Corporation and several specialized sub-contractors.

Below is a list of design consultants and their role in preparing the Section 4 contract designs: URS Corporation (Project Management and engineering services); Acququest, Appraising Indiana, Bartlett and Associates, Beam

Longest & Neff\*, Bernardin Lochmueller & Associates\*, Boomerang Ventures, CPS Acquisitions, E. Valuations, First Appraisal Group, Grimes Appraisal Services, Herbert Pritchett and Associates, Indiana Acquisitions of Indiana, Larry Allison, Mark Keutzer Appraiser, Metropolitan Abstracting consultants, Monroe/Owen Appraisals, Patterson Agency, Right of Way Jones, Roadway Services, RWS South, Security Title Services, Susan Neal, Traynor & Associates (land acquisition,); ATC Group, Earth Exploration\*, K & S Engineers (Geotechnical services); Cardno TBE (Utility); Corradino\* (public involvement); Hydrogeology (karst); Parsons Cunningham & Shartle Engineers (survey); Stephen J Christian & Associates (design). Firms indicated with a \* also serve other roles in the design services listed above.

- 13) INDOT has stated that some of the toll road money budgeted for Sections 1-3 will be left over and used to help build Section 4. How much of the original \$700 million budgeted is left over and will be used for Section 4? *Andy Ruff*

**INDOT RESPONSE:** In the Major Moves program, funded in part by the lease of the Indiana Toll Road, \$700 million was prioritized for the construction of I-69 Sections 1, 2 and 3. The construction bids for the first three Sections total approximately \$600 million.

Section 4 will be funded with a combination of state and federal dollars, often referred to as traditional highway funding. The state expects to use some Toll Road lease proceeds to construct Section 4 of I-69.

- 14) What is the current total cost estimate for all I-69 related activities for Section 5, including ALL costs not just construction costs? *Andy Ruff*

**INDOT RESPONSE:** The Tier 2 Section 5 environmental studies are underway at this time, in the Draft Environmental Impact Statement (DEIS), the cost estimates will be refined based on the conditions and data found through the study. Once the DEIS is published INDOT will have a much firmer understanding of the costs ranges for Section 5.

Currently INDOT is working from the Tier 1 Final Environmental Impact Statement cost estimates for Section 5 until additional analysis is complete. The Tier 1 estimates range between \$405- \$431 million using 2010 dollars.

- 15) What innovative funding options are being considered for funding Sections 5 and 6? *Andy Ruff*

**INDOT RESPONSE:** INDOT is considering a range of funding options for Section 5 and 6. Various forms of innovative project delivery and financing methods may be considered, but tolling is not being considered as an option for funding.

- 16) What is the current estimate of lost revenue for Monroe Co. due to the construction of I-69? Please include property tax losses and losses to businesses, especially during construction and any other anticipated losses. *Andy Ruff*

**INDOT RESPONSE:** The Section 4 FEIS estimated some short-term costs to Monroe County from the Refined Preferred Alternative 2. It estimated that it would result in an annual crop production loss of \$38,000 - \$49,000 (Table 5.5-1, p. 5-187). It also estimated that it would remove from the tax rolls property which provides annual tax receipts of \$342,000 - \$365,000 (Table 5.5-6, p. 5.198).

On the other hand, there will be a significant increase in economic activity associated with the project during the construction phase. The construction in Section 4 will provide hundreds of construction-related jobs, as well as increase local tax receipts. There will be positive indirect impacts due to construction-related expenditures for services and materials, which will increase business revenues significantly. There also will be significant, positive induced impacts as construction personnel secure lodging, meals and incur other expenses. None of these positive impacts were quantified in the FEIS.

In addition, in the longer term, the project will result in new residential and commercial development. This will result in increased property valuations and add to the local tax base. Given the imprecision in assessing the timing and magnitude of these increases in assessed valuation, the FEIS did not attempt to quantify them.

Overall, I-69 will have a significant, positive impact to the economy of Monroe County.

- 17) Will Indiana receive any additional federal funds to construct I-69 than it's normal share of federal funds that would be received by not building I-69 or building along a less costly route? Since earmarks have been discontinued by Congress, what is the source of any additional funds, and what additional amount beyond Indiana's normal share is projected? What are the projections based on? *Andy Ruff*

**INDOT RESPONSE:** INDOT is not expecting earmarks or special designation of federal funds for the completion of I-69. The Congress will determine federal transportation funding, most likely through a six-year transportation authorization act, as it appropriates federal gas tax revenue. INDOT will then set the priorities for the use of the federal funding designated by Congress.

- 18) Is completing I-69 to Indianapolis a higher or lower priority than repairing the structurally deficient bridges around the state? Are priorities set based on net economic impact? If not, on what basis are highway priorities set? *Andy Ruff*

**INDOT RESPONSE:** Priorities for transportation projects are set through the transportation planning process in accordance with 23 CFR Part 450. INDOT's priorities for improvements to the state highway network are reflected in the wide range of projects included in the STIP. The STIP includes numerous projects to maintain and improve existing transportation infrastructure, as well as some projects (such as I-69) that involve construction of new capacity.

- 19) What budget line of INDOT will fund construction of I69 in the MPO jurisdiction if the MPO does not include that portion in its TIP? *Richard Martin*

**INDOT RESPONSE:** INDOT expects that construction of I-69 Sections 4 and 5 will be included in the BMCMPPO's TIP. If I-69 is not included in the TIP, the current TIP will expire and funds for federal transportation projects in the BMCMPPO's planning area will be cut off until the impasse is resolved. INDOT does not expect, and is not planning for, a scenario in which I-69 is omitted from the BMCMPPO's TIP.

- 20) By which mechanism will funds be moved to the I69 budget line for construction if the MPO does not approve the use of Federal funds for I69? *Richard Martin*

**INDOT RESPONSE:** INDOT expects that construction of I-69 Sections 4 and 5 will be included in the BMCMPPO's TIP. If I-69 is not included in the TIP, the current TIP will expire and funds for federal transportation projects in the BMCMPPO's planning area will be cut off until the impasse is resolved. INDOT does not expect, and is not planning for, a scenario in which I-69 is omitted from the BMCMPPO's TIP

- 21) What amount of funding over-run is allowed for the I69 project in Monroe County? *Richard Martin*

**INDOT RESPONSE:** INDOT works diligently to limit change orders in construction management. At the same time the agency establishes a program of highway projects that accounts for both planned spending as well as unexpected conditions. There is no additional funding set aside specifically for Monroe County, but field conditions requiring contract adjustments can be made, if warranted.

INDOT does set an amount in our Capital Program budget for construction overruns anticipated to occur in our projects under construction. The line item is not specific to any defined project but is additional funding to complete these projects as necessary. Historically about 3 percent of our Capital Construction budget is set aside for this purpose and is monitored each year to determine if adjustments are needed.

- 22) What is the process for deciding to fund design changes not recommended in the EIS 2 document? *Richard Martin*

**INDOT RESPONSE:** The Tier 2 EIS for I-69 Section 4 was based on preliminary engineering. In the design phase, which occurs after completion of the EIS, more detailed engineering drawings are developed. It is typical for refinements to be made during the design phase. The project

For the I-69 project, engineering plans are developed by the design consultant and are reviewed by INDOT with the participation of the Monroe County Engineer on a weekly basis. Additionally, the project has engaged local officials communicate findings and coordinate the design suggestions, and will continue to do so throughout the design phase.

- 23) What process should be employed to fund changes outside Section 4, the need for which arises as a consequence of Section 4 use, and inability to construct as part of Section 5 prior to the opening of Section 4 (specifically the Vernal Pike underpass, signalization of existing 37 intersections, and additional left turn lanes)? *Richard Martin*

**INDOT RESPONSE:** INDOT utilizes an asset management process to determine necessity and funding for improvement projects on the state highway system. In the Tier 2 EIS for I-69 Section 4, INDOT identified a need for safety improvements along existing SR 37 in the vicinity where I-69 and SR 37 meet and at Vernal Pike. These improvements will be implemented as part of a separate project. INDOT will coordinate with the BMCMPPO regarding the timing of those improvements.

Additionally, INDOT has been in dialogue with local officials about concern for motorist safety at Vernal Pike. INDOT is continuing with the environmental studies in Section 5 in anticipation of having a Record of Decision in the fall of 2013. Improvements at Vernal Pike can begin after the Section 5 ROD is issued. If the Section 5 ROD is issued on schedule, improvements at Vernal Pike can be underway prior to the completion of Section 4.

INDOT continues to investigate other methods of responding to the safety concerns at Vernal Pike and is committed to a continued dialogue with local officials.

- 24) How will the State fund Section 5 if the MPO does not include Section 5 in its TIP? *Richard Martin*

**INDOT RESPONSE:** INDOT expects that construction of I-69 Sections 4 and 5 will be included in the BMCMPPO's TIP. If I-69 is not included in the TIP, the current TIP will expire and funds for federal transportation projects in the BMCMPPO's planning area will be cut off until the impasse is resolved. INDOT does not expect, and is not planning for, a scenario in which I-69 is omitted from the BMCMPPO's TIP

- 25) If MPO adopts a resolution committing to not include any portion of I69 Section 5 into its TIP and maintains the effect of that resolution through continued requests from INDOT, does the state have sufficient resources to fund that project? *Richard Martin*

**INDOT RESPONSE:**INDOT expects that construction of I-69 Sections 4 and 5 will be included in the BMCMPPO's TIP. If I-69 is not included in the TIP, the current TIP will expire and funds for federal transportation projects in the BMCMPPO's planning area will be cut off until the impasse is resolved. INDOT does not expect, and is not planning for, a scenario in which I-69 is omitted from the BMCMPPO's TIP

- 26) If MPO adopts a resolution committing to not include any portion of I69 Section 5 into its TIP and maintains the effect of that resolution through continued requests from INDOT, i.e. no approval for preliminary design, ROW acquisition, or construction, can the state achieve fiscal constraint for Section 5 to receive matching funds from FHWA for that portion outside of the MPO jurisdiction? *Richard Martin*

**FHWA RESPONSE:** No. If the MPO does not include I-69 Section 5 into its TIP then any project advanced would not comply with federal requirements for planning. This is the case even if the I-69 project is advanced with no federal funding. Federal planning requirements require that regionally significant projects be included in a metropolitan planning areas TIP, regardless of the source of funding.

FHWA would also not be able to approve a Record of Decision for Section 5 without at least the next phase of the project being included in the BMCMPPO TIP. FHWA reminds the MPO and State agencies that Title 23 regulations require a "3C" planning process, which is continuing, cooperative and comprehensive.

**INDOT RESPONSE:** See FHWA response.

- 27) Would the failure of the state to achieve fiscal constraint for Section 5 resulting from MPO action make the Section 4 ROD untenable as a means to achieve the larger goal of I69 through Indiana? *Richard Martin*

**FHWA RESPONSE:** Fiscal constraint for Section 5 does not affect the other five sections of the project. The Tier 1 Record of Decision allowed the I-69 project to move forward with six sections of logical termini and independent utility. These projects are allowed to move forward independently.

**INDOT RESPONSE:** See FHWA response.

- 28) What limits, in terms of dollars or time, exist for recovery by the State of funds spent At Risk, i.e. without Federal approval for recovery? *Richard Martin*

**FHWA RESPONSE:** The Federal Highway Administration cannot dictate what the state can do with its own funds. However, to be eligible for federal reimbursement or used as a match for federal funds, any “at risk” activities must have followed all federal laws and requirements.

**INDOT RESPONSE:** See FHWA response.

- 29) Is the State required to continue projects already in the TIP and STIP at funding levels and schedule specified or can they unilaterally modify funding or schedule without MPO approval? *Richard Martin*

**FHWA RESPONSE:** A state is not required to continue projects included in a TIP or STIP. Projects to be authorized for federal funds by FHWA are requested by the State. At that time, each project must be included in the STIP before it can be authorized. However, there is no requirement that what is contained in a TIP or STIP be required to advance or authorized. In many cases, what is first identified may change either in the dollar amount or year when it occurs. Federal regulations found in 23 CFR 450 also define administrative modifications and amendments to STIP and TIP documents. Page 10 of the Indiana STIP (<http://www.in.gov/indot/files/STIP2012-2015Final.pdf>) further defines what the state considers administrative modifications and amendments. It is appropriate for the State and MPO to define these processes through bylaws and agreements.

**INDOT RESPONSE:** See FHWA response.

- 30) Is there a limit for the amount of funding that is not approved but still allows a project to go forward, i.e. what extent or percent of total budget is considered still within fiscal constraint requirements for Federal funding? *Richard Martin*

**FHWA RESPONSE:** STIP fiscal constraint covers the project and phases found within the four year horizon of a STIP document, as well as those incorporated from the MPO’s TIPs. However, fiscal constraint for phases beyond the four years is not constrained in the STIP.

Per 23 CFR 450, amendments require a redemonstration of fiscal constraint, whereas administrative modifications do not. Again, please reference the Indiana STIP for further clarification on how the State processes administrative modifications verses amendments. In situations not clarified through the STIP and MPO bylaws, the project sponsor may consult with FHWA to determine if an amendment or additional coordination is required.

**INDOT RESPONSE:** See FHWA response.

- 31) With its refusal to accept our new TIP can INDOT withhold our Federal funds and/or redirect those funds for construction of I-69? *Richard Martin*

**FHWA RESPONSE:** The State has the ability to refuse to accept the new TIP and the State does have the authority to withhold Federal-aid funds.

23 CFR 450.330 (b) states that: “In metropolitan areas not designated as Transportation Management Agencies (TMAs), projects to be implemented using title 23 USC funds or funds under title 49 USC Chapter 53, shall be selected by the State and/or the public transportation operator(s), in cooperation with the MPO from the approved

Metropolitan TIP.” The BMCMPPO is designated as a non-TMA and therefore, all projects advanced by the MPO are at the discretion of the State. We expect that the 3C planning process will culminate in an agreed upon list of projects to be included in the TIP and STIP for advancement.

**INDOT RESPONSE:** See FHWA response.

- 32) Since at present the expiration of the current TIP is June 26, 2013, are Federal funds not available for any BMCMPPO projects after that date? *Richard Martin*

**FHWA RESPONSE:** If the TIP expires and a new TIP has not been approved by the MPO and Governor by that date, then no new federally funded projects could be authorized and approved. All currently funded (authorized) projects would be able to continue, but no new authorizations would occur. All federal funds flow from FHWA through the State. In the unfortunate event that the BMCMPPO TIP were to expire, the State would ultimately decide where else in the State they would use any funds that they had previously committed to the BMCMPPO area.

**INDOT RESPONSE:** See FHWA response.

- 33) Are there other ways for the MPO to access Federal funds that do not include INDOT STIP requirements? *Richard Martin*

**FHWA RESPONSE:** FHWA is only able to speak for federal funding from our federal agency. FHWA cannot authorize or approve funding for projects within an MPO boundary that are not included in a current STIP. We believe this is also the case for funding from the Federal Transit Administration.

**INDOT RESPONSE:** See FHWA response.

As a point of further clarification, STIP requirements are established in federal regulations that govern the transportation planning process (23 CFR 450).

- 34) Given that 23 CFR 450.330 (b) states that: “In metropolitan areas not designated as Transportation Management Agencies (TMAs), projects to be implemented using title 23 USC funds or funds under title 49 USC Chapter 53, shall be selected by the State and/or the public transportation operator(s), in cooperation with the MPO from the approved Metropolitan TIP.”, under which circumstances does the "State or public transportation operator(s)" govern the expenditure process between the MPO and FTA? *Richard Martin*

**FHWA RESPONSE:** INDOT is responsible for administering certain FTA funds to the local agencies. FHWA defers to FTA and INDOT for specific details on funding transfers. However, all FTA and FHWA funded projects must be in an approved TIP and STIP. Only expenditures or costs that occur after federal project authorization can be reimbursed. Costs that occur without federal authorization cannot be reimbursed by either FHWA or FTA. However, some “at risk” costs are eligible to be counted towards the state/local match on projects.

**INDOT RESPONSE:** See FHWA response.

INDOT acts as the pass-through agency for transit funding to the Bloomington transit system. A grant agreement is executed between the state and the transit operator for every allocation of funding.

- 35) Can FTA funds be used as match for interstate construction? *Richard Martin*

**FHWA RESPONSE:** No, FTA funds cannot be used to match FHWA interstate construction funds.

**INDOT RESPONSE:** See FHWA response.

- 36) To what extent are Federal funds directed for public mass transportation support eligible for discretionary allocation by the State? *Richard Martin*

**FHWA RESPONSE:** FHWA defers to FTA and INDOT on specific details on fund transfers for transit programs and how they are managed. However, all FTA and FHWA funded projects must be in an approved TIP and STIP before they can be authorized by either federal agency.

**INDOT RESPONSE:** See FHWA response.

INDOT acts as the pass-through agency for transit funding to the Bloomington transit system. A grant agreement is executed between the state and the transit operator for every allocation of funding

- 37) Which projects in the list of SR37 improvements prior to Section 5 construction have been programmed to be completed concurrent with Section 4 construction? *Richard Martin*

**INDOT RESPONSE:** INDOT is actively considering the possibility of expediting near-term safety improvements at one or more intersections on SR 37, with the goal of completing those improvements concurrently with construction of Section 4. Based on input received at the September 7 meeting with local officials, INDOT understands that improvements at Vernal Pike are an especially high priority for local officials.

INDOT looks forward to continued close cooperation with the BMCMPPO regarding the timing of intersection improvements on SR 37.

- 38) Do Federal or State \$\$ limits exist for elements of INDOT's Interstate programming phases? Would you explain the \$\$ amounts and how they affect programming? *Jack Baker*

**INDOT RESPONSE:** The Federal Highway Administration allocates Federal Interstate Maintenance (IM) funds for each State for each Federal fiscal year. These funds can be used to maintain the existing Interstate System. In that Section 4 of I-69 is a new road the IM category of Federal funds cannot be used but National Highway System (NHS) can be and are being used. For the recently closed Federal fiscal year 2011 (10/1/2010 to 09/30/2011), INDOT was allocated \$205.7 million of NHS funds. There are five core Federal funding programs; Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge, along with Equity Bonus which can be used for any federal eligible project. States are allowed to request the ability to transfer funds between the five core programs in order to have the necessary contract authority to use. The only "limits" on Federal and State funds are the legislatively passed Biennium Budget for INDOT. The budget is subject to budget augmentations if actual revenue exceeds our estimate, or prior year funds are not used and available for the current year.

INDOT's total highway program takes into account the status of all the projects planned and the phase at which the funding is needed. The STIP is the state's program schedule and the funding plan by phase (preliminary engineering, right-of-way, construction). The STIP can be found at: <http://www.in.gov/indot/files/STIP2012-2015Final.pdf>

- 39) Will INDOT and their contractor be following Monroe County regulations for building in karst areas? *Andy Ruff*

**INDOT RESPONSE:** INDOT will follow the steps established in the Karst Memorandum of Understanding (MOU). This agreement was entered into by INDOT, IDNR, IDEM, and USFWS in order to delineate guidelines for the construction of transportation projects in karst regions of the state. Appropriate Best Management Practices (BMPs) will be utilized throughout the project to avoid and minimize impacts to karst features and water quality. A list of potential BMPs being considered is provided in Section 4 FEIS Table 5.21-2a. This list is not intended to be all inclusive. Other appropriate water quality protection/treatment measures may be developed and implemented. The karst MOU can be found in the Section 4 FEIS Appendix AA

Indiana Code Section 36-7-4-1104 addresses the relationship between state and local governments. INDOT is working with Monroe County and other local officials on design features and coordinating with storm water officials, and will continue to do so for those portions of the Section 4 Project located in Monroe County.

40) Does this route alignment for Section 4 meet acceptable criteria for environmental impacts? *Richard Martin*

**FHWA RESPONSE:** Per National Environmental Policy Act (NEPA) requirements, ongoing consultation with State and Federal Resource Agencies occurred throughout the project development process for this project. The US Fish and Wildlife Service, US Environmental Protection Agency, Indiana Department of Environmental Management, and Indiana Department of Natural Resources, among others, were consulted throughout the Tier 1 and Tier 2 processes. These agencies were consulted to ensure Federal and State environmental requirements were met, and they also assisted with avoidance, minimization and mitigation decisions. FHWA determined that I-69 Section 4 meets federal requirements and issued a Record of Decision on September 8, 2011.

**INDOT RESPONSE:** See FHWA response.

41) Could Section 4 be built at acceptable criteria for environmental impacts if it used the full cost project specifications? *Richard Martin*

**INDOT RESPONSE:** The term 'full cost project specifications' in this the question may refer to the design criteria that were initially used to develop alternatives for I-69 Section 4. The Tier 2 EIS for Section 4 analyzed each alternative using two different sets of design criteria – the "initial design criteria" and the "low cost" design criteria. Both sets of design criteria meet the minimum standards for Indiana highways. The determination of the design criteria to be used will be made as part of final design. The final design may consist of a combination of both "initial design" criteria and "low cost" design criteria. As demonstrated in the Tier 2 EIS for Section 4, the "initial design criteria" often resulted in greater environmental impacts than the use of the "low cost" criteria. The Section 4 ROD allows the use of both sets of criteria, or a combination of the two in implementing the Section 4 project.

As part of the design phase, which is under way now, the design consultant is gathering data on field conditions to determine an appropriate design solution within the Refined Preferred Alternative 2. Field conditions will dictate many of the decisions on the road and bridge design. The county engineer attends many of the meetings where design criteria are discussed.

42) What standards will be employed to safe-guard over sensitive karst features in or near the I69 corridor? *Richard Martin*

**INDOT RESPONSE:** INDOT will follow the steps established in the Karst Memorandum of Understanding (MOU). This agreement was entered into by INDOT, IDNR, IDEM, and USFWS in order to delineate guidelines for the construction of transportation projects in karst regions of the state. Appropriate Best Management Practices (BMPs) will be utilized throughout the project to avoid and minimize impacts to karst features and water quality. A list of potential BMPs being considered is provided in Section 4 FEIS Table 5.21-2a. This list is not intended to be all inclusive. Other appropriate water quality protection/treatment measures may be developed and implemented. The karst MOU can be found in the Section 4 FEIS Appendix AA.

43) Karst area construction activities / mitigation *Bill Williams*

**INDOT RESPONSE:** INDOT will follow the steps established in the Karst Memorandum of Understanding (MOU). This agreement was entered into by INDOT, IDNR, IDEM, and USFWS in order to delineate guidelines for the construction of transportation projects in karst regions of the state. Appropriate Best Management Practices (BMPs) will be utilized throughout the project to avoid and minimize impacts to karst features and water quality. A list of potential BMPs being considered is provided in Section 4 FEIS Table 5.21-2a. This list is not intended to be all inclusive. Other appropriate water quality protection/treatment measures may be developed and implemented.

44) Did INDOT use the latest air quality conformity data and traffic modeling data to determine the impact of increased traffic emissions on Bloomington and Monroe County? *Andy Ruff*

**INDOT RESPONSE:** INDOT used the latest quality assured data available for the Greene County Conformity Analysis. The decision regarding which data to use was determined through interagency consultation with the

Indiana Department of Environmental Management (IDEM), Federal Highway Administration (FHWA) and United States Environmental Protection Agency (US EPA). For more information on the conformity analysis, see Appendix MM of Section 4's FEIS. Bloomington and Monroe County are in attainment of all of the National Ambient Air Quality Standards (NAAQS) and therefore are not subject to conformity. However, hotspot analyses for Carbon Monoxide (CO) and a qualitative analysis of Mobile Source Air Toxics (MSAT) emissions were performed for Monroe County using the latest planning assumptions and traffic modeling data. This analysis was performed for informational purposes under NEPA. For more information regarding these analyses see Chapter 5.9 and Appendix J of Section 4's FEIS.

45) What air quality and traffic models were used for these determinations? *Andy Ruff*

**INDOT RESPONSE:** All air quality analysis supporting Section 4's FEIS were based on US EPA's MOBILE6.2 emissions factor model. The CO hotspot analyses also made use of CAL3QHC dispersion model. Traffic forecasts were generated using both the I-69 Corridor Travel Demand Model and the Indiana Statewide Travel Demand Model. For details regarding traffic modeling, see Appendix B of Section 4's FEIS.

46) Were changes in design, such as the deferral of the interchange at SR-37, taken into account in the air quality modeling? If not, please explain why these changes were not addressed. *Andy Ruff*

**INDOT RESPONSE:** The air quality impacts of the interim SR 37 interchange were explicitly investigated in a CO hotspot analysis. The results of this investigation are documented in Appendix J of Section 4's FEIS. The analysis demonstrates an interim intersection would result in CO levels well below the NAAQS.

47) Since Section 5 will not be constructed for some time, was this taken into account when doing the air quality modeling? For example, there are many stop lights on existing SR-37 which means more idling and more emissions as traffic increases. *Andy Ruff*

**INDOT RESPONSE:** The Greene County Conformity Analysis includes I-69 Section 4 being open to traffic without the completion of Section 5 in 2015. Results show that conformity is achieved under these conditions. Please see Appendix MM of Section 4's FEIS for more information. For Monroe County, a CO hotspot analysis was conducted for the interim intersection at I-69 and SR 37. This location provides a "worst case analysis" because this location has the largest increase in traffic on SR 37 due to the construction of Section 4. The analysis demonstrates that no localized air quality impacts are anticipated. Please see Appendix J of Section 4's FEIS for more information. Based on the results of the CO hotspot analysis and the fact that Monroe County is in attainment of all of the NAAQS, no further air quality analysis was conducted. However, traffic analysis examining SR 37 during the interim period between the completion of Sections 4 and 5 shows that SR 37 could continue to operate at acceptable levels of service with minor intersection improvements. Please see Appendix QQ of Section 4's FEIS for more information.

48) What is the current and projected air quality impact of I69 Sections 4 and 5 over the next 30 years if the low cost alternative is implemented on Section 4 and Section 5 construction is delayed for 10 years? *Richard Martin*

**INDOT RESPONSE:** The interim condition between the completion of I-69 Sections 4 and before the completion of Section 5 was studied in several analyses. No instances resulted in any violation of the NAAQS. Please see response to comment 47 for more information. Most of the low-cost design standards (such as narrower clear zones) would not result in any additional air quality impacts. Although grade is known to influence emissions (e.g., Cicero-Fernandez et al., 1997; Kelly and Groblicki, 1993), EPA's MOBILE6.2 emissions factor model is not able to represent changes in grade. A literature search found no published research on the effect of length of grade on vehicle emissions. It was therefore not possible to predict the impact of varying length of grade requirements on air quality.

49) Has anyone determined the additional emissions from truck traffic on a 4% versus a 5% grade and the cumulative affect this will have on air quality in the areas of the proposed steeper grades? *Richard Martin*

**INDOT RESPONSE:** The determination of grade will be made at the design phase once field data is analyzed for soil and subsurface conditions. For the portion of Section 4 that is within the BMCMPPO's jurisdiction, INDOT

will continue to coordinate with local officials to share information and provide an opportunity for local officials to provide input on design issues.

US EPA's MOBILE6.2 emissions factor model does not take into account differences in roadway grade, and as there are no requirements or guidance for estimating emissions related to grade, it was therefore not analyzed in the Section 4 FEIS. Although various research studies (e.g., Cicero-Fernandez et al., 1997; Kelly and Groblicki, 1993) have attempted to measure the effect of grade on emissions, their results have varied significantly. Please see response to comment 48 for additional information

50) Air quality – 2004 data vs. 2009 data *Bill Williams*

**INDOT RESPONSE:** The 2004 vehicle fleet age distribution was used for the Greene County Conformity Analysis. The corresponding 2009 data could not be quality assured at the time of the analysis. This determination was made through interagency consultation between INDOT, IDEM, FHWA and EPA on August 17, 2010

51) What is the expected effect of interstate traffic upon our air quality? Is a study required by State or Federal agencies to determine the effect? If not required will one be done? What is INDOT's current opinion – will Interstate traffic have a significant effect; will it take us over the limit for a non-attainment area? What is INDOT's responsibility if this occurs? *Jack Baker*

**FHWA RESPONSE:** In 2005, EPA designated Greene County a "maintenance area" for ozone. Because of the maintenance designation, the I-69 project (Sections 3 and 4) in Greene County is subject to transportation conformity requirements found in 40 CFR Part 93 as amended. A conformity demonstration for Greene County, Indiana's 8-hour ozone maintenance area for the I-69 Tier 2 Section 4 Final Environmental Impact Statement (FEIS) was completed in December 2010. Before it could be approved, the I-69 Section 4 Tier 2 FEIS was required to demonstrate compliance with the Clean Air Act by demonstrating conformity with the State Implementation Plan budgets. FHWA, IDEM and the US EPA completed their reviews and found that the analyses and documentation meet the criteria outlined in the conformity rule. For more details regarding the analysis and FHWA, IDEM and the USEPA comments see the Tier 2 Section 4 FEIS **Appendix MM, Greene County Air Conformity.**

**INDOT RESPONSE:** See FHWA response.

During the environmental studies for Section 4, localized hotspots were analyzed in the study area for Carbon Monoxide (CO). In Monroe County this included the interim intersection and full interchange at SR 37. All analysis confirmed that CO levels would remain well within the national standards. Please see Appendix J of Section 4's FEIS for more information.

An analysis of Mobile Source Air Toxics (MSAT) emissions was conducted for each of the counties in the study area, including Monroe and Greene counties. The analysis concluded that MSAT emissions rates would likely decrease due to national efforts to produce cleaner vehicles and fuels. Even with additional traffic from I-69, future MSAT levels would be at or lower than those today. Please see Chapter 5.9. of Section 4's FEIS for more information.

Similar CO and MSAT studies will be conducted in the Section 5 study area. This approach to air quality analysis was developed in coordination with FHWA and is fully consistent with FHWA's policies and procedures.

Both Monroe and Greene counties are in attainment of national standards for fine particulate matter (PM 2.5). Monroe County air quality monitoring data for PM 2.5 shows it has the lowest PM 2.5 concentrations in the state. These levels are well below the national standards for what constitutes unhealthy conditions. Please see Chapter 5.9 of Section 4's FEIS for more information.

There is no air quality monitoring data for ozone in Monroe County. INDOT is not aware of Monroe County making a request for IDEM to monitor ozone levels. Monroe County is officially designated an attainment county, meaning it is in compliance with national ozone standards. "Maintenance areas," such as Greene County, have additional study requirements as compared to communities which have not violated federal air quality

standards. In Section 4, an air quality conformity analysis was performed because Greene County had been in violation of ozone standards in the past.

The Section 4 FEIS contains an air quality conformity analysis for Greene County. An air quality analysis was required because Greene County is designated a “maintenance area” for federal air quality standards for ozone. As part of that conformity analysis, INDOT performed an in-depth emissions assessment of ozone precursors in consultation with FHWA, US EPA, and IDEM. All concurred that Section 4 I-69 conforms to the State Implementation Plan (SIP), and therefore meets the conformity requirement. No further study is required for I-69 Section 4.

The I-69 Section 5 environmental studies will include additional air quality studies for Monroe and Morgan counties.

- 52) The FEIS indicates that Monroe County’s VMT is expected to increase by 22% (p. 5-277) by 2030 as a result of I-69. What assurances is INDOT willing to provide that this will not result in reduced air quality and non-conformity with the Clean Air Act? *Staff*

**INDOT RESPONSE:** No absolute assurances can be made regarding Monroe County’s future ozone attainment status. However, the Greene County Ozone conformity analysis shows a 40% reduction in ozone precursor emissions from 2002 to 2009 with continued decreases expected. This reduction occurred even with the addition of I-69. This is due to national efforts to produce cleaner vehicles and fuels. For Green County, emissions are forecasted to be less than ¼ of 2002 levels in 2025. Please see Appendix MM of Section 4’s FEIS for more information. It would be reasonable to conclude national trends of cleaner vehicles and fuels will also produce lower vehicle emissions of ozone precursors in Monroe County, even with increased traffic volumes.

- 53) What are the traffic estimates for the stop light at SR-37? *Andy Ruff*

**INDOT RESPONSE:** Detailed traffic estimates for the interim intersection with SR 37 are reported in Appendix PP of Section 4’s FEIS. These estimates, include turning movements by time of day, were developed using Synchro’s traffic simulation program.

- 54) What happened to the study done by BLA for App. NN? :How much were they paid? *Andy Ruff*

**INDOT RESPONSE:** The text in the Section 4 Final Environmental Impact Statement that refers to Appendix NN was in error. There was no Appendix NN in the Section 4 FEIS. The erroneous reference was removed and corrected copies were distributed to all who received the Section 4 FEIS. It was determined that there was no need for an appendix and the determination could be fully explained in responses to comments. Additional analysis of the suggested alignments made in comments to the Draft Environmental Impact Statement was performed and has been made part of the administrative record for Section 4 of I-69. Further detail is available in the I-69 Section 4 Record of Decision, page 97.

- 55) Why was Appendix NN removed from the Section 4 FEIS? How much was BLA paid to do the Appendix NN Study? Who made the decision to remove Appendix NN after the FEIS was issued? Who at the Federal Highway Administration approved the ROD knowing Appendix NN was removed post issuing of the FEIS. If FHA did not know about removal of Appendix NN from the FEIS how was the Record of Decision for Section 4 a valid decision? *Andy Ruff*

**FHWA RESPONSE:** This appendix was a placeholder in the I-69 Section 4 FEIS, but it was not used. An analysis of the Munson and IKC alignments was completed, and a summary of that analysis was included in the response to comments section of the Section 4 FEIS.

**INDOT RESPONSE:** See FHWA response.

56) What projections do you have for truck and non-truck traffic increase, in five year increments, over the first 30 years of Section 4 use? *Richard Martin*

**INDOT RESPONSE:** Traffic forecasts in five year increment are not required as part of a NEPA analysis. Such traffic projections have not been produced for Section 4's FEIS. The traffic forecasts can be found in Chapter 5.6 of Section 4's FEIS.

57) What local emergency response entities will be held responsible for accidents on I-69? For example, will the Indian Creek Firefighters be responsible for accidents on I-69 through their area of responsibility? *Andy Ruff*

**INDOT RESPONSE:** I-69 will not alter current responsibilities of emergency responders in Monroe County. It will be the responsibility of the emergency responder within its boundaries to respond to an accident. For instance, if an accident occurs along a portion of I-69 within Van Buren Township, it is Van Buren Townships responsibility to respond to the accident. It is anticipated that most local emergency responders will have mutual aid agreements between townships.

58) What are the anticipated cost to Bloomington/Monroe County due to I-69 induced crime? *Andy Ruff*

**INDOT RESPONSE:** There is no evidence that I-69 will "induce" crime in Monroe County or elsewhere. Hence, there is no basis for estimating any associated cost. This issue was addressed in the Responses to Comments on the Section 4 DEIS. See Section 4 FEIS, Volume III, Part A (pp. 839 – 840), Response to Comment PI619-02.

59) What specific criteria must be met to allow an emergency access on Burch Road for the purpose of decreasing response time to environmental emergencies unique to the new terrain highway? *Richard Martin*

**FHWA RESPONSE:** It is in the national interest to maintain the Interstate System to provide the highest level of service in terms of safety and mobility. Adequate control of access is critical to providing such service. The type of access being sought on Burch Road is directly related to the FHWA policy regarding Locked Gate Access Points on the Interstate System as follows:

1. Locked gate access points on the Interstate system are used primarily to provide access for fire, medical and other emergency vehicles to reduce travel time, for maintenance activities at remote utility facilities and as part of the right-of-way consideration, to provide land access in remote locations.
2. Any request for locked gate access should be reviewed to ensure that vehicles can enter the Interstate safely, appropriate sight distance is available to and from the access, and the access is located such that the intended function is served (distance to nearest interchange and/or median crossover). Each new locked gate access approval needs to incorporate the following conditions:
  - a. The gate shall be locked at all times except when opened for passage of the authorized vehicles. The distribution of keys for the lock should be limited.
  - b. The access roadway will be constructed of any inconspicuous natural material to discourage unauthorized use.
  - c. The purpose of the access should be specified. This includes demonstrating how this section of I-69 differs from any other similar sections of the Interstate System where emergency responders are required to respond to safety or environmental emergencies.

Additional documentation that will be required includes:

1. Map with locations of planned interchanges, Emergency responders and treatment facilities (e.g. hospitals).
2. Distances and run times (estimated since this is a new facility) for incidents at various locations along the interstate for both with and without locked gate.
3. Anticipated number of incidents per year for which gate would be used.
4. Location description of proposed gate and access along with site characteristics (sight distance, curves, grades, etc.). Need assurance that this site will not cause undue traffic safety issues.
5. Description of type of surface for proposed access. (not pavement)
6. List of people (positions) with keys or ability to open gate.

7. Description of operations of gate, including assurance of gate being closed and not used except by emergency vehicle on run.
8. Agreement that if gate is found open or used by other than emergency vehicles on run more than X number of times, gate access will be renege.

INDOT and FHWA will make the final determination for approval based on the information provided. Additional information on additional access to the interstate system can be found on FHWA's design website located at <http://www.fhwa.dot.gov/design/access.cfm>

**INDOT RESPONSE:** See FHWA response.

- 60) How do we delay the opening of I69 Section 4 until after specific safety concerns for existing SR 37 intersections are addressed with sufficient roadway improvements to meet anticipated traffic flow needs? *Richard Martin*

**INDOT RESPONSE:** INDOT does not intend to delay the opening of I-69, Section 4. The traffic analysis performed for Section 4 concluded "current safety problems in the SR 37 corridor through Bloomington are relatively limited. Although several intersections have a meaningful number of crashes (as noted by the BMCMPPO's comments), our assessment indicates that most have crash indices in line with expectations based on statewide averages." Two locations warrant attention based on compelling indices of crash cost, which indicate potentially hazardous conditions due to higher than expected crash severities, Vernal Pike and Bloomfield Road. Each of these locations can be assessed for short-term improvements while long-term solutions are analyzed as part of the Section 5 EIS. More information about the analysis is in Appendix QQ of the Section 4 EIS.

INDOT utilizes an asset management process to determine necessity and funding for improvement projects on the state highway system. In the Tier 2 EIS for I-69 Section 4, INDOT identified a need for safety improvements along existing SR 37 in the vicinity where I-69 and SR 37 meet and at Vernal Pike. These improvements will be implemented as part of a separate project. INDOT will coordinate with the BMCMPPO regarding the timing of those improvements.

Additionally, INDOT has been in dialogue with local officials about concern for motorist safety at Vernal Pike. INDOT is continuing with the environmental studies in Section 5 in anticipation of having a Record of Decision in the fall of 2013. Improvements at Vernal Pike can begin after the Section 5 ROD is issued. If the Section 5 ROD is issued on schedule, improvements at Vernal Pike can be underway prior to the completion of Section 4.

INDOT continues to investigate other methods of responding to the safety concerns at Vernal Pike and is committed to a continued dialogue with local officials.

- 61) Emergency access – Harmony (ICFD) & Burch (VBFD) *Bill Williams*

**INDOT RESPONSE:** Please see FHWA response to question 59 for specific requirements. In addition, INDOT requests the local emergency service providers develop a plan for use of a proposed emergency access point through interlocal agreements or other coordinating documentation. Emergency response is important for the safety of both the community and traveling public, a demonstration of need based on response time will include a plan for use.

- 62) Commitment to SR 37 improvements prior to Section 5 construction - are the projects listed in the FEIS real projects? I know the INDOT has began design of the intersection improvements at State Road 45 with Harmony / Garrison Chapel Road and with Breeden Road. Progress? Vernal Pike has the highest crash rate in the area and we are extremely concerned with the safety of travelers in this area, as well as the other intersections mentioned in the FEIS. What commitment will INDOT make to assure they become a reality as soon as possible? *Bill Williams*

**INDOT RESPONSE:** INDOT has programmed improvements to SR 45 at Harmony/Garrison Chapel Road and with Breeden Road. The minor improvement projects at these locations are on schedule to open by the end of 2012.

INDOT utilizes an asset management process to determine necessity and funding for improvement projects on the state highway system. In the Tier 2 EIS for I-69 Section 4, INDOT identified a need for safety improvements along existing SR 37 in the vicinity where I-69 and SR 37 meet and at Vernal Pike. These improvements will be implemented as part of a separate project. INDOT will coordinate with the BMCMPPO regarding the timing of those improvements.

Additionally, INDOT has been in dialogue with local officials about concern for motorist safety at Vernal Pike. INDOT is continuing with the environmental studies in Section 5 in anticipation of having a Record of Decision in the fall of 2013. Improvements at Vernal Pike can begin after the Section 5 ROD is issued. If the Section 5 ROD is issued on schedule, improvements at Vernal Pike can be underway prior to the completion of Section 4.

INDOT continues to investigate other methods of responding to the safety concerns at Vernal Pike and is committed to a continued dialogue with local officials.

- 63) Appendix QQ indicates several intersections along SR37 beyond the project limits of Section 4 have demonstrable safety concerns which will likely be exacerbated by the construction of Section 4. When will INDOT proceed with improvements to SR37/Vernal Pike and SR37/Bloomfield Rd? When can the BMCMPPO expect a TIP amendment request for these improvements? Will these improvements be in place by the time I-69 is complete? If each section of I-69 is deemed to have independent utility, how can Section 4 rely on improvements anticipated as part of Section 5 to address these safety concerns, especially in the absence of a schedule or budget for Section 5? *Staff*

**INDOT RESPONSE:** The determination that a project has independent utility signifies that it serves an independent transportation purpose. The Tier ROD established the termini for the Tier 2 sections of the project. The Tier 1 ROD also determined that each of the Tier 2 sections serves an independent transportation purpose, in addition to being part of the overall Evansville-to-Indianapolis project.

The fact that a project serves an independent transportation purpose does not preclude it having impacts upon other parts of the transportation system. Each I-69 Tier 2 EIS contains the analysis of these effects in Section 5.6, *Traffic Impacts*. This portion of each EIS discloses the impacts which each Tier 2 section has upon other parts of the transportation system.

In response to comments from the Bloomington MPO on the Section 4 DEIS, the Section 4 FEIS includes more detailed analyses of impacts to the existing transportation system than were provided in the FEISs for Sections 1, 2 and 3. These analyses include recommendations to alleviate some of these impacts. See FEIS Appendix OO, *SR45 Operational and Safety Analysis*, and Appendix QQ, *SR 37 Operational and Safety Analysis*.

- 64) Does Crane have plans to store nuclear waste on site? If so, will I-69 facilitate that plan? *Andy Ruff*

**INDOT RESPONSE:** INDOT has no knowledge of nuclear waste being stored at Crane.

- 65) Please list all changes in construction that have and are occurring, after the ROD was issued, in Sections 1-3. *Andy Ruff*

**INDOT RESPONSE:** The Tier 2 EIS for I-69 Sections 1-3 were based on preliminary engineering. In the design phase, which occurs after completion of the EIS, more detailed engineering drawings were developed. It is typical for refinements to be made during the design phase.

Any refinements that caused an impact not disclosed in the EIS for a given Section were analyzed. Changes to the impacts were then documented in the form of a reevaluation, submitted to FHWA for concurrence and posted on the project Website. Every change that resulted in an impact that was not previously disclosed is available for review at the following links under the title 'reevaluation'.

Section 1 <http://www.i69indyevn.org/section-1/>

Section 2 <http://www.i69indyevn.org/section-2/>

Section 3 <http://www.i69indyevn.org/section-3/>

- 66) Numerous changes in design and construction have occurred, after the ROD was approved, in Section 1-3. Does INDOT anticipate similar changes in Section 4? *Andy Ruff*

**INDOT RESPONSE:** The Tier 2 EIS for I-69 Sections 1-3 were based on preliminary engineering. In the design phase, which occurs after completion of the EIS, more detailed engineering drawings were developed. It is typical for refinements to be made during the design phase.

The Section 4 ROD is also based on preliminary engineering. For the I-69 project, engineering plans are developed by the design consultant and are reviewed by INDOT with the participation of the Monroe County Engineer on a weekly basis. Additionally, the project has engaged local officials communicate findings and coordinate the design suggestions, and will continue to do so throughout the design phase.

- 67) What is the life expectancy of asphalt versus concrete pavement for a major truck corridor such as I-69? *Andy Ruff*

**INDOT RESPONSE:** The design to determine thickness of asphalt pavement uses a 20 year design life. The design to determine thickness of concrete pavement uses a 30 year design life. The final determination to construct the roadway with asphalt or concrete is based on a life cycle cost analysis. This analysis compares the expected initial construction as well as maintenance/rehabilitation over a 50 year period. A decision is then made based upon which option has the lowest overall life cycle cost. On many recent projects, INDOT has asked contractors to submit bids using both asphalt and concrete pavements. These actual bid prices, along with maintenance and rehabilitation costs over a 50 year life, are used to specify the pavement which has the lowest life-cycle cost

- 68) What thickness of pavement will be used for Section 4? *Andy Ruff*

**INDOT RESPONSE:** Based on the final geotechnical report and forecasted traffic (including truck volumes), pavement design/thickness will be specified for the final set of contract documents for construction. The thickness of the pavement, as well as whether concrete or asphalt will be used, is specified at that time.

- 69) As part of the I-69 project, will intelligent traffic systems be installed to monitor traffic? *Andy Ruff*

**INDOT RESPONSE:** Intelligent traffic systems are an element of final design. It is not known if a system of this nature will become part of final design at this time

- 70) List all areas in Monroe County that will be subject to blasting during the construction of I-69. *Andy Ruff*

**INDOT RESPONSE:** The need for cut or fill work in any given area is an element of final design. The final road elevation within the BMCMPPO jurisdiction has not been designed, therefore it is not yet known what areas may require blasting.

- 71) How can the MPO become more involved in the analysis and decision process related to design trade-off studies to assure that local concerns are given greater priority in a regional context where Bloomington and Monroe County are the dominate economic influence? *Richard Martin*

**INDOT RESPONSE:** This question was discussed at a local official coordination meeting on September 7, 2011. At that time a decision was made to hold periodic coordination meetings with local officials where information about proposed designs and project progress would be shared and ideas discussed. INDOT expects that this format would be an opportunity for concerns to be raised. Individuals are encouraged to contact our Section 4 project office in Bloomington for concerns or ideas that surface between the periodic meetings. The Bloomington project office can be reached at 812-334-8869.

- 72) Since the justification of steeper grades on Section 4 seems very weak in terms of risk assessment, what additional studies or data have been collected to support the low cost recommendation in terms of risk to life and prperty? *Richard Martin*

**INDOT RESPONSE:** INDOT does not believe that there is a risk with the proposed grades. The INDOT Design Manual specifies that the maximum grade for any freeway in a rural area in rolling terrain is 4%. This is the maximum grade that will be used on I-69 in Section 4.

- 73) What specific mitigation steps will be taken to eliminate the increased soil loss caused by the low cost roadway side slope implementation that was not considered in the FEIS. *Richard Martin*

**INDOT RESPONSE:** Multiple options exist for addressing slope stability pending final soil analysis. Many slopes are anticipated to be constructed with rock, and slopes may be protected with rock or other measures to address soil stability concerns. The final slope angle and stability measures will be analyzed based on final geotechnical evaluations to assure all slopes are stabilized appropriately

- 74) Is it possible to construct Section 4 in the assigned alignment corridor without resorting to low cost construction alternatives and still meet environmental impact criteria? *Richard Martin*

**INDOT RESPONSE:** This the question may refer to the design criteria that were initially used to develop alternatives for I-69 Section 4. The Tier 2 EIS for Section 4 analyzed each alternative using two different sets of design criteria – the "initial design criteria" and the "low cost" design criteria. Both sets of design criteria meet the minimum standards for Indiana highways. The determination of the design criteria to be used will be made as part of final design. The final design may consist of a combination of both "initial design" criteria and "low cost" design criteria. As demonstrated in the Tier 2 EIS for Section 4, the "initial design criteria" often resulted in greater environmental impacts than the use of the "low cost" criteria. The Section 4 ROD allows the use of both sets of criteria, or a combination of the two in implementing the Section 4 project.

As part of the design phase, which is under way now, the design consultant is gathering data on field conditions to determine an appropriate design solution within the Refined Preferred Alternative 2. Field conditions will dictate many of the decisions on the road and bridge design. The county engineer attends many of the meetings where design criteria are discussed.

- 75) Intersection vs. Interchange vs. Roundabout at SR 37 *Bill Williams*

**INDOT RESPONSE:** In the Tier 2 EIS for I-69 Section 4, a proposed solution was offered for the intersection of I-69 where it meets SR 37 based on preliminary engineering. A goal of the intersection is to provide good service for traffic meeting at that location, while allowing flexibility for Section 5 as they analyze the continuation of I-69 onto SR 37. Another goal for this intersection is to limit the amount of temporary roadwork that may be removed when Section 5 begins construction.

The decision about an intersection, interchange or use of roundabouts at this location will be considered in final design with input from local officials.

- 76) Truck Grades - the FEIS references a study conducted in Brazil as it relates to grades for trucks. In reviewing the document and having had correspondence with the author of the study, the referenced study may not be suitable for application to this project. It specifically states that additional data and study should be conducted. We are concerned that this has not been thoroughly reviewed and have concerns with the application of the Brazil study. Also, as it relates to truck grades over the study period of the FEIS, what data or further studies have been conducted to account for additional trucks in the 20 year design period? Has anyone determined the additional emissions from truck traffic on a 4% versus a 5% grade and the cumulative affect this will have on air quality in the areas of the proposed steeper grades? *Bill Williams*

**INDOT RESPONSE:** The study mentioned in this comment is "Revising the AASHTO Curve: Accident Involvement Rates for Trucks and Speed Differentials on Highway Grades" (Brazil, 2007). This study was considered in a technical appendix to the I-69 Section 4 FEIS. See Section 4 FEIS Appendix GG, "Section 4 Level Two Design Exception for Critical Length of Grade." Appendix GG considered the 2007 Brazil study because it provided useful information, even while taking into account the differences in road infrastructure between Brazil and the United States. The call by Melo and Setti (the authors of the Brazil study) for additional

research is typical of such studies (e.g., researchers will typically warrant that additional research would be helpful) and does not in any way impeach the research findings.

There is no need for studies on additional emissions in going from a 4% to a 5% grade. The design calls for a maximum grade of 4%.

- 77) Slopes - There has been a lot of work reviewing the clear zone requirements relative to a 3:1 slope versus a 2:1 slope. It appears the safety issue has been adequately addressed with the 30 foot clear zone requirement. The concern we have with increasing the slope is the erodability of the soils in this area. In reviewing the Universal Soil Loss Equation LS table, it appears that soil loss would almost double given the proposed increase in slope, going from LS factor of 6.5 to LS factor of 13 over a 50' horizontal area. What will be done to mitigate this and how will the slopes be maintained? *Bill Williams*

**INDOT RESPONSE:** The use of 2:1 slopes with guardrail in areas of "high" fills (embankment heights > 24') was identified as a potential cost savings measure in the EIS/Engineer's Report; however, the final location(s) of any 2:1 slopes would be determined during final design. Preliminary geotechnical investigations have been completed and a determination was made that for embankment heights < 40 feet, the use of 2:1 slopes presents an acceptable amount of "risk" related to future maintenance of the slopes (erosion, slides, etc.) and therefore could be implemented during the design phase in locations deemed appropriate (e.g. to minimize the amount of borrow material or R/W required to construct the embankment). Embankment heights greater than 40 feet would require individual geotechnical slope stability analysis to determine if the use of 2:1 slopes is prudent.

This is an example of a design issue that would be a topic of consultation in the on-going discussions between public officials and the project. As the design develops into the BMCMPPO jurisdiction, additional coordination and communication is expected.

- 78) In 2010, INDOT requested a TIP amendment which included construction of I-69 at a cost of \$61,693,000. In 2011, the I-69 construction cost within the urbanized area was \$32,000,000. Please specify the changes to the project which have resulted in this change to the construction cost in the urbanized area. *Staff*

**INDOT RESPONSE:** The level of preliminary engineering completed with the FEIS allowed INDOT to better analyze the expected costs associated with the portion of Section 4 within the BMCMPPO boundary. The 2010 TIP request included a large interchange with temporary pavement at SR 37. It also relied on the preferred alternative recommended in the DEIS for the two EIS segments within the BMCMPPO boundary. Those segments were refined in the FEIS allowing for a more refined cost analysis. The amount of information collected in preliminary engineering efforts between 2010 and 2011 allowed INDOT to reduce the expected construction cost to the amount requested in 2011.

- 79) Amenities, such as bicycle and pedestrian paths, etc., have been promised to Bloomington/Monroe County. In light of funding shortfalls and other pressing needs, are these amenities still going to be built? What are the "consequences" for INDOT if they are not? *Andy Ruff*

**INDOT RESPONSE:** Shared shoulder/bicycle lanes are provided as part of the project where Breeden Road, Harmony Road, Rockport Road, Tramway Road, and Bolin Lane cross the I-69 right-of-way. Providing these bicycle lanes is a commitment in the Section 4 ROD (see Section 2.1.1, p. 3). These facilities are included in designs now underway. Not providing them would require formal modification of the Section 4 ROD.

- 80) What agreements need to be made now so that in the future as project plans and funding sources are programmed for non-vehicular use of the I69 ROW, as identified in the Monroe County Alternative Transportation Plan, that use of selected portions of the corridor is made available? *Richard Martin*

**INDOT RESPONSE:** Throughout the development of I-69, Section 4 INDOT has attempted to reduce the footprint of the interstate and thereby reduce the impacts to property owners and the natural resources in the corridor. The planning for the Interstate pre-dates many of the multi-use trail plans, but INDOT will continue to discuss the needs of local roads within the I-69 right of way, in cooperation with local units of government.

INDOT will continue to exercise economy in Section 5 to reduce the footprint of the Interstate and thereby reduce impacts to property owners and the natural resources. In areas of Section 5 where the existing right-of-way size supports additional uses, INDOT can consider a shared-use agreement with local government as a mechanism for the local agency to plan and program a local project.

- 81) Why is a parallel multi-use trail not incorporated into the project? Please provide specific rationale. What would have to be done to incorporate such a facility into the I-69 project? *Staff*

**INDOT RESPONSE:** The I-69, Section 4 project does not include a multi-use trail in parallel with the interstate. Throughout the development of I-69, Section 4 INDOT has attempted to reduce the footprint of the interstate and thereby reduce the impacts to property owners and the natural resources in the corridor. The planning for the interstate pre-dates many of the multi-use trail plans, but INDOT has demonstrated flexibility in adjusting the shoulder widths on local roads within the I-69 right of way, in cooperation with local units of government.

- a. The inclusion of I-69 in the adopted LRTP has been cited as justification for the I-69 TIP amendment. The LRTP specifically calls for a parallel multi-use trail to be incorporated into the project. How can the LRTP be used to support one aspect of the project (road) and not the other (trail)? *Staff*

**INDOT RESPONSE:** INDOT is responsible for the development and funding of the I-69 corridor and has determined that increasing the impacts to right-of-way and to the natural environment alongside the Interstate is not justified given the purpose and need of the project.

INDOT is not responsible to fund or develop every project listed in a community's long range plan. Long range planning documents are global in nature, whereas the Transportation Improvement Program is a specific plan of action for a set number of years. INDOT is asking the BMCMPPO to include construction of I-69 into its TIP because the state has funding and intention of building the project in the TIP-covered years.

If the community chooses to dedicate resources to the development of a separate project creating a north-south multi-use trail, INDOT is willing to discuss the state's involvement. As a separate project a multi-use trail must undergo a separate environmental analysis, including purpose and need and alternatives analysis. The analysis for a multi-use trail would need to consider which modes (pedestrian, bicycle, other non-motorized transportation) would use it, and the right-of-way/typical sections required for each, all as part of a stand-alone NEPA analysis.

INDOT has demonstrated flexibility in adjusting the shoulder widths on local roads within the I-69 right of way, in cooperation with local units of government. The dialogue with local government on the plan for multi-use trails in conjunction with existing local paths or roads within the I-69 right-of-way will continue with the development of the project.

- b. INDOT's response to the BMCMPPO's comment on the inclusion of the trail states, "INDOT will support the efforts of other government agencies who wish to consider (as a separate project) multi-use facilities parallel to I-69." Please identify what "other government agencies" are expected to build the trail. Why would "other government agencies" be expected to build the trail and not the interstate? *Staff*

**INDOT RESPONSE:** INDOT is responsible for the development and funding of state and interstate projects with FHWA oversight. A multi-use trail can be developed by local government or private entities, without state or federal oversight. The development of multi-use trails can be a goal of local government, a city, town, township or county. INDOT offers support in these efforts, but not as a component of the I-69 development.

- c. Given the effort required to procure right-way, design, and construct a statewide multi-use trail, why has the State not planned to incorporate a trail in all Sections of the project despite it being identified as a Priority Visionary Trail in the Indiana State Trails, Greenways and Bikeways Plan? *Staff*

**INDOT RESPONSE:** Throughout the development of I-69, Section 4 INDOT has attempted to reduce the footprint of the interstate and thereby reduce the impacts to property owners and the natural resources in the corridor. The planning for the Interstate pre-dates many of the multi-use trail plans, but INDOT will continue to discuss the needs of local roads within the I-69 right of way, in cooperation with local units of government.

- d. National Highway System funds can be used for bicycle transportation and pedestrian walkways (23 USC 217(b)). The State has claimed that other sections of I-69 have come in under budget and are ahead of schedule. If this is true, is it correct to assume that funding is available to include a multi-use trail into the project? *Staff*

**INDOT RESPONSE:** First, the comment is correct in stating that the first three Sections of I-69 were bid under budget. INDOT does not currently plan to divert any National Highway System funds to the purpose of multi-use trails as part of the development of the I-69 project.

If the community chooses to dedicate resources to the development of a separate project creating a north-south multi-use trail, INDOT is willing to discuss the state's involvement

- 82) In the July 11, 2011 letter to INDOT approving the FY 2012-2015 STIP, FHWA reminded INDOT that it must take action on the BMCMPPO FY 2012-2015 TIP "within a reasonable time." BMCMPPO approved the TIP on May 13, 2011, but the state has not submitted it to FHWA/FTA for certification yet.

Several other MPOs around the state have adopted 2012-2015 TIPs around the same time as BMCMPPO, all of which have been certified (See below). TIP approval letters indicate that the TIPs were only reviewed for accuracy and compliance with SAFETEA-LU before certification. In light of the quick approval of other TIPs, how does INDOT justify the unreasonable delay in submitting the BMCMPPO 2012-2015 TIP to FHWA/FTA for certification?

Indianapolis – May 4, 2011 / Certified May 26, 2011  
 MCCOG – April 7, 2011 / Certified May 18, 2011  
 Columbus (2012-2016 TIP) - April 27, 2011 / Certified April 28, 2011  
 Fort Wayne – April 12, 2011 / Certified May 24, 2011  
 Tippecanoe County – April 20, 2011 / Certified May 18, 2011  
 Muncie – April 20, 2011 / Certified May 18, 2011  
 MACOG – April 13, 2011 / Certified April 25, 2011  
 Terre Haute – May 10, 2011 / Certified May 18, 2011  
 OKI – April 14, 2011 / Certified April 28, 2011  
*Mark Stoops & Andy Ruff*

**INDOT RESPONSE:** INDOT's response to the Bloomington MPO's TIP was provided on August 23, 2011, via letter to MPO staff. The letter explained why INDOT was declining to approve the TIP, and described the steps that should be taken by the BMCMPPO in order for INDOT to accept the 2012-2015 TIP. To date, INDOT has not received a response to this letter from the BMCMPPO.

- 83) Given that the 1978 MOU governing relations between BMCMPPO and INDOT gives the MPO sole responsibility for "[d]evelopment and endorsement of a Transportation Improvement Programs" (sic), from where does INDOT believe it is given the authority to withhold an adopted TIP from federal certification? *Mark Stoops & Andy Ruff*

**INDOT RESPONSE:** The only MOU that INDOT is aware of is the MOU developed and signed in 1981. Any provisions in a 1978 MOU would be overridden by the execution of the 1981 MOU. In any event, the MOU cannot override federal laws and regulations. Under the transportation planning regulations, a TIP is not incorporated into the STIP until after "approval by the MPO and the Governor." See 23 U.S.C. 450.326(b) This regulation provides the authority under which INDOT acted when it declined to approve the BMCMPPO's proposed TIP.

- 84) According to Chapter 1.4 C of the BMCMPPO Bylaws, “[r]eports, programs, and plans become official process documents following adoption by resolution of the Metropolitan Planning Organization Policy Committee.” Therefore, the 2012-2015 TIP became the official TIP upon adoption by resolution on May 14, 2011. Since the operating agreement currently in place does not grant INDOT the authority to override the decisions of the MPO, where does INDOT attain the authority to continue to recognize the 2010-2013 TIP and to represent to FHWA that the previous TIP remains valid? *Mark Stoops & Andy Ruff*

**INDOT RESPONSE:** As noted in the response to Question # 83, 23 CFR 450.326 states “After approval by the MPO and the Governor, the TIP shall be included without change into the STIP...”. This provision of Federal Regulation provides that both the MPO and Governor shall approve the TIP prior to inclusion in the STIP. The MPO’s bylaws do not contradict this regulation. The bylaws simply state that the plan or program approved by the Policy Committee becomes an “official process document.” It is an official process document in the sense that it moves on to the next step in the process, which is INDOT’s approval pursuant to 23 CFR 450.326(b). Without INDOT’s approval, the TIP is not incorporated into the STIP and therefore does not become effective.

- 85) A Record of Decision (ROD) for a federally funded transportation project within an MPO’s border can not be issued if the project is not included in that MPO’s current TIP. If the 2012-2015 TIP is certified by FHWA/FTA without Section 4 of I-69 included, will the ROD be invalidated? Alternatively, if the 2010-2013 TIP is amended to remove Section 4 of I-69, will the ROD be invalidated? Does INDOT believe that the portion of the project outside the MPO boundary may continue if the project is not included in the TIP? If so, from where does INDOT get its authority to proceed with an unapproved project? *Mark Stoops & Andy Ruff*

**FHWA RESPONSE:** FHWA has approved the ROD for Section 4 of the I69 project. This decision was based on the next phase of Section 4 of the I-69 project being included in the STIP and TIP. This decision will remain valid unless FHWA determines the need for a Supplemental Environmental Impact Statement (SEIS), which is not anticipated at this time. If the 2012-2015 TIP were to be approved by the Governor and amended into the STIP without Section 4 of I-69 included, the ROD will not be invalidated. If the 2010-2013 TIP were to be amended to remove Section 4 of I-69, and that amendment was approved by the Governor and amended into the STIP, it would similarly not invalidate the ROD. In either case, INDOT may continue to advance to construction that portion of the project outside of the MPO boundary at their discretion.

**INDOT RESPONSE:** See FHWA response.

- 86) Does INDOT consider the construction of Sections 1-4 to have independent utility and a stand alone project? Even if Sections 5-6 are not built? *Andy Ruff*

**INDOT RESPONSE:** Sections 1 to 4 (as well as each of these sections individually) have independent utility. The cited example (Sections 1 through 4) connects two major cities (Bloomington and Evansville) which presently do not have a high-level road connecting them. INDOT also remains committed to the completion of the entire Evansville-to-Indianapolis project, including Sections 5 and 6. INDOT’s *2010-2035 Draft Long Range Transportation Plan* shows the completion of I-69 between Bloomington and Indianapolis along SR 37 as one of four high-priority corridors statewide.

- 87) Does the decision regarding the independent utility of I69 Sections 1 thru 6 mean that there is no dependency between the sections with regard to completion of I69 through Indiana? *Richard Martin*

**INDOT RESPONSE:** In order to complete I-69 between Evansville and Indianapolis, each of Sections 1 through 6 must be completed. In that sense, each section “depends” upon the other sections. However, each Tier 2 section also has independent utility, and serves an independent transportation purpose. For statewide and national connectivity, all Sections must be completed.

- 88) Has a Project Management Plan been completed for Section 4? If so, please supply us with a copy of that plan. *Andy Ruff*

**FHWA RESPONSE:** FHWA received a Draft Project Management Plan (PMP) from INDOT on September 6, 2011. The PMP was approved by FHWA on September 26, 2011.

**INDOT RESPONSE:** See FHWA response.

- 89) Please supply with complete plans for the EIS process through construction and completion of Sections 5 and 6.  
*Andy Ruff*

**INDOT RESPONSE:** In September, INDOT announced the acceleration of the Tier 2 I-69 Section 5 environmental studies, after receiving the Section 4 Record of Decision. The current expectation is to publish a Draft EIS for Section 5 in fall 2012 and a Final EIS in summer 2013. This would allow for a ROD in late summer 2013.

Once the ROD for Section 5 is issued, INDOT will turn its resources to the completion of the Tier 2 I-69 Section 6 EIS.

- 90) At what date does a vote by the MPO become irrelevant regarding the expenditure of federal funds for that portion of I69 in the MPO jurisdiction, i.e. when does FHWA eliminate the use of Federal funds for construction in Section 4 within the MPO jurisdiction? *Richard Martin*

**FHWA RESPONSE:** Federal funding has currently been approved for preliminary engineering and right-of-way within the MPO's planning area boundary. FHWA has not approved the use of federal funds for construction within the MPO boundary because the MPO TIP has not been amended to include that phase within the boundary. Once construction within the MPO boundary has been amended into the TIP and approved by the Governor, INDOT will send the STIP amendment to FHWA for consideration.

- 91) Are there any mechanisms by which the State can use Federal funds to construct I69 within the MPO jurisdiction without inclusion of that portion of I69 in the MPO TIP? *Richard Martin*

**FHWA RESPONSE:** No, a TIP amendment to include the construction phase of Section 4 within the metropolitan boundary is necessary before a Federal Authorization can be made to use federal funds to construct that portion.

**INDOT RESPONSE:** See FHWA response.

- 92) Why has the State not engaged with the MPO within a Context Sensitive Solutions process, as recommended by FHWA, as the means to resolve conflicts between State and Local standards to find solutions that work for both the State and the Community? *Richard Martin*

**INDOT RESPONSE:** Additional information is needed to understand the question's reference to conflict with state and local standards. INDOT uses Context Sensitive Solutions and has applied some of the concepts, including public involvement and communication in the development of Section 4, I-69. INDOT will continue through the design phase of a project to engage public officials. INDOT has demonstrated its ability to work with local communities along I-69 where the road is currently under construction (Sections 1 through 3). In Section 4, INDOT looks forward to a similar collaborative working relationship with local communities.

- 93) Does STIP failure to show I69 Section 5 as a scheduled project for 2012 – 2015 mean that they do not meet the requirements for STIP inclusion or that they expect to not be performing any I69 Section 5 work during 2012 - 2015? *Richard Martin*

**FHWA RESPONSE:** In order for FHWA to approve an amendment to the STIP showing the use of federal funds for a project within an MPO boundary, that portion of the project must also be listed within the metropolitan TIP.

**INDOT RESPONSE:** See FHWA response. In addition, it should be noted that INDOT is working on finalizing the 2014 and 2015 transportation plans. Once final scheduling and funding determinations are made, appropriate TIP and STIP amendment requests will be made. I-69 Section 5 will be a part of those amendments.

- 94) Does the use of Federal funds for highway projects within the MPO jurisdiction always require concurrence in MPO TIP whether or not it is included in STIP? *Richard Martin*

**FHWA RESPONSE:** The project must be amended into the STIP before federal funds can be authorized. In order for a project within an MPO boundary to be in the STIP, it must first be included in that MPO's TIP.

**INDOT RESPONSE:** See FHWA response.

- 95) Can INDOT continue to reject our most recent adopted TIP; for how long? What are Federal requirements regarding State acceptance or rejection of a locally adopted TIP? *Richard Martin*

**FHWA RESPONSE:** 23 CFR 450.324 provides the Federal requirements for development and content of the Transportation Improvement Program (TIP). Section (a) of this citation requires that a TIP be updated at least every four years, and be approved by the Metropolitan Planning Organization (MPO) and the Governor. This citation further states that the TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. The current TIP for the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is from 2010 to 2013, which remains in effect until it either expires or is replaced by a TIP approved by the MPO and Governor. If either the Governor or the MPO do not approve the TIP, then it is not valid and cannot be included in the STIP. That is why the new Indiana Department of Transportation (INDOT) STIP was approved with the 2010 to 2013 TIP referenced as the BMCMPPO's current TIP. The expiration of the current TIP (June 26, 2013) is the critical date after which no further federal actions on projects would be able to be taken unless a new TIP has been approved before then by the MPO and Governor.

**INDOT RESPONSE:** See FHWA response.

- 96) Was it appropriate for INDOT to ask that I-69 be included in our local TIP prior to the completion of a final EIS? *Richard Martin*

**FHWA RESPONSE:** Yes, it was appropriate for INDOT to request that I-69 be included in the TIP prior to the completion of the EIS process. Federal regulations require that before signing a Record of Decision (ROD), that the selected alternative be consistent with the TIP, STIP and Plans for the MPO and State. The Federal Regulations further require that at least the next phase of the project (final design and/or Right-of-Way) be included in the TIP and/or STIP before a ROD is signed.

**INDOT RESPONSE:** See FHWA response.

- 97) Is the MPO obligated to now include construction of this project in our TIP if environmental questions still cannot be answered during the September 9 meeting? *Richard Martin*

**FHWA RESPONSE:** The MPO as a policy body may decide what projects are included in their TIP and Plan. The MPO is not "obligated" to act on a sponsor's request, but the Policy Board is to act in accordance with their By-Laws, Planning Agreement and 3C process with the State when voting on such requests.

**INDOT RESPONSE:** See FHWA response.

- 98) To what extent can a local community standard be over-ridden by state and federal authorities to promote regional objectives? *Richard Martin*

**FHWA RESPONSE:** As part of FHWA's oversight of State DOTs, we approve design standards used for Interstate and other State Highways which are to be used for Interstate and National Highway System (NHS) projects regardless of funding source and for all other federally funded highways off of those systems. The use of locally developed standards is up to the State DOT to decide if that is appropriate. We encourage (but not require) the State and Local Agencies to work through and resolve any conflicts between State and Local standards within a Context Sensitive Solutions process to attempt to find solutions that work for both the State and the Community.

**INDOT RESPONSE:** See FHWA response.

- 99) Since the Governor and the BMCMPPO do not agree upon a list of projects at this point, is it the desire of FHWA that the BMCMPPO defer to the state policy? *Richard Martin*

**FHWA RESPONSE:** This is an issue that remains to be resolved between the State and the MPO. FHWA is neither for nor against any specific project. In this type of situation, FHWA provides technical assistance and makes eligibility determinations regarding project sponsor requests. It is not the role of FHWA to direct either party to take a specific position regarding these types of issues, rather we encourage the State and MPOs to work together to resolve these types of matters in a cooperative manner.

**INDOT RESPONSE:** See FHWA response.

- 100) Are any local permits needed for activities related to I69? *Richard Martin*

**INDOT RESPONSE:** No local permits are anticipated at this time. INDOT will coordinate with the appropriate agencies if local permits are needed.

- 101) Permits needed from other regulatory agencies to proceed to construction *Bill Williams*

**INDOT RESPONSE:** The following permits will be required for the project: Indiana Department of Environmental Management (IDEM) Section 401 Water Quality Certification, a Rule 5 Erosion Control Permit, U.S. Army Corps of Engineers (USACE) Section 404 Permit, Indiana Department of Natural Resources (IDNR) Construction in a Floodway Permit. A U.S. Environmental Protection Agency (USEPA) Class V Injection Well Permit may be required if untreated fluids are discharged to the ground water.

- 102) Staff is of the impression that the comments submitted by the BMCMPPO Director on the DEIS were largely dismissed or remain unresolved. What is FHWA's impression of the responses given by INDOT to the BMCMPPO's DEIS comments and how this adheres to the 3-C process? *Staff*

**FHWA RESPONSE:** FHWA reviewed all comments and responses as part of our approval of the I-69 Section 4 DEIS, FEIS and Record of Decision. The continuing, cooperative, and comprehensive (3-C) planning process specifically pertains to the way that Metropolitan area transportation plans and programs are intended to be developed, not the NEPA process. However, MPO involvement should occur before, during, and after the environmental process as appropriate.

**INDOT RESPONSE:** See FHWA response.

- 103) It has been suggested that INDOT may proceed with construction of I-69 up to the urbanized boundary absent inclusion of the project in the BMCMPPO's TIP. Wouldn't the BMCMPPO and INDOT need to come to resolution of the segment within the urbanized boundary before any aspect of the project proceeds with construction? How could Section 4 function without the connection to SR37? *Staff*

**FHWA RESPONSE:** If the portion of the project within the BMCMPPO were not to be added to the TIP for construction, then FHWA would not be able to authorize federal funds to construct that portion. However, portions of the project outside the BMCMPPO boundary would be able to be authorized and approved for construction using federal funds because they would be contained in the approved STIP. However, if construction within the metropolitan boundary were not to be added to the TIP, then FHWA and INDOT would evaluate and decide which portions of the highway between the Green/Monroe County Line interchange and SR-37 would be appropriate to be constructed and opened to traffic.

**INDOT RESPONSE:** See FHWA response.

- 104) INDOT has threatened "consequences" if this MPO does not include all aspects of I-69 in its TIP. Indeed, some funds were withheld for a period of time. What are the consequences for INDOT if it does not design and

build I-69 in Section 4 to its original plans? For example, numerous changes in design and construction have been made after the ROD in Sections 1-3/ If similar changes are made in Section 4 what are the consequences for INDOT? *Andy Ruff*

**FHWA RESPONSE:** 23 CFR 771.129 (c) states “After approval of the EIS, FONSI or CE designation, the applicant shall consult with the Administration prior to requesting any major approvals or grants to establish whether or not the approved environmental document or CE designation remains valid for the requested Administration action.” Reevaluation documents are completed on environmental documents in areas where design changes may cause the project to go outside the original footprint of the project. Any reevaluation completed on a federal oversight project (such as I-69) must be approved by FHWA.

**INDOT RESPONSE:** See FHWA response.

- 105) By what means does the MPO, and its LPA’s, maintain productive relationships in terms of project acceptance, funding, scheduling, and completion, if the MPO does not approve the use of Federal funds for I69 construction in Section 4 and/or preliminary design, ROW acquisition, and construction for Section 5? *Richard Martin*

**INDOT RESPONSE:** Concerns such as this should be taken into consideration by the BMCMPPO Policy Board when making decisions regarding state projects in the BMCMPPO area.

- 106) Is the rejection on 06/20/2011 of Monroe County funding for Stinesville Bridge #12 of 4/22/11 for \$1,132,100, Unionville Rail Trail of 3/11/11 for \$532,680, and Kinser Pike Bridge #46 of 4/22/11 for \$1,858,400 = \$3,523,180 the result of BMCMPPO action in May, and if not, what was the reason for rejection? *Richard Martin*

**INDOT RESPONSE:** All local funding programs are highly competitive across the state and applications always total more than is available. The Stinesville Bridge and the Kinser Pike Bridge competed for funding with 49 other projects totaling over \$55 million in the Bridge program call. Available in the Bridge program call was \$20 million. The Unionville Rail Trail competed with 79 other projects totaling approximately \$48 million in the most recent Transportation Enhancement program call. Available funding in the transportation enhancement program call was \$20 million. The Monroe County projects did not rank high enough for funding.

- 107) Future MPO funding if TIP does not include I-69 *Bill Williams*

**INDOT RESPONSE:** INDOT expects that construction of I-69 Sections 4 and 5 will be included in the BMCMPPO’s TIP. If I-69 is not included in the TIP, the current TIP will expire and funds for federal transportation projects in the BMCMPPO’s planning area will be cut off until the impasse is resolved. INDOT does not expect, and is not planning for, a scenario in which I-69 is omitted from the BMCMPPO’s TIP.

- 108) Project funding losses to date – (applications denied on 6/20/2011 for Stinesville Bridge #12 of 4/22/11 for \$1,132,100, Unionville Rail Trail of 3/11/11 for \$532,680, and Kinser Pike Bridge #46 of 4/22/11 for \$1,858,400 = \$3,523,180) *Bill Williams*

**INDOT RESPONSE:** All local funding programs are highly competitive across the state and applications always total more than is available. The Stinesville Bridge and the Kinser Pike Bridge competed for funding with 49 other projects totaling over \$55 million in the Bridge program call. Available in the Bridge program call was \$20 million. The Unionville Rail Trail competed with 79 other projects totaling approximately \$48 million in the most recent Transportation Enhancement program call. Available funding in the transportation enhancement program call was \$20 million. The Monroe County projects did not rank high enough for funding.

- 109) If the BMCMPPO’s actions are unacceptable to the State, is the State willing to document this in writing with suggested remedies? Is it fair for the BMCMPPO to assume it is in good standing with the State and that projects will not be adversely affected absent any formal written notification to indicate otherwise? *Staff*

**INDOT RESPONSE:** INDOT provided, in writing, on July 27, 2011, and August 23, 2011, comments regarding the BMCMPPO’s actions in regards to the 2012-2015 TIP. These communications have specifically outlined

INDOT's concerns with the actions taken by the BMCMPO Policy Board and have outlined suggested remedies. Further communications regarding the MPO's actions will continue to be in writing.

### Follow Up Questions and Answers

- 1) Does the MPO have the necessary authority to deny the I-69 project for Section 4 in Monroe County and Section 5 entirely? *Richard Martin (10/18/11)*

**FHWA RESPONSE (10/20/11):** The BMCMPO, in cooperation with the State and any affected public transportation operator(s) has responsibility for developing the TIP for the metropolitan planning area. The MPO and the Governor are both responsible for taking action to approve or deny the TIP. The State has responsibility for developing the STIP for all areas of the State. For each metropolitan area in the State, the STIP shall be developed in cooperation with the MPO designated for that metropolitan area. Each TIP, after it has been approved by the MPO and the Governor, shall be included without change in the STIP. For each non-metropolitan area in the State, the STIP shall be developed in consultation with affected non-metropolitan local officials with responsibility for transportation using the State's consultation process(es). As such, in order for a project(s) within the metropolitan planning area to be added (or deleted) to the TIP, the MPO has to amend or update the TIP and the MPO board and the Governor have to take action to approve or deny the updated or amended TIP. For projects outside of the MPO planning area boundary, the project is amended into the STIP by the State after consultation with rural officials. Therefore, it is our position that the BMCMPO only has authority to adopt or amend a TIP for projects or phases of projects within their metropolitan planning boundary, after which such amendments or TIPs, once approved by the MPO Board are submitted to the Governor for his consideration.

- 2) While it may not be appropriate for FHWA to comment on the question [#82] because it addresses INDOT actions, we feel it is appropriate for FHWA to help us understand FHWA expectations regarding the timely acceptance of the BMCMPO TIP into the STIP. *Richard Martin (10/18/11)*

Question #82 stated "In the July 11, 2011 letter to INDOT approving the FY 2012-2015 STIP, FHWA reminded INDOT that it must take action on the BMCMPO FY 2012-2015 TIP "within a reasonable time." BMCMPO approved the TIP on May 13, 2011, but the state has not submitted it to FHWA/FTA for certification yet. Several other MPOs around the state have adopted 2012-2015 TIPs around the same time as BMCMPO, all of which have been certified (See below). TIP approval letters indicate that the TIPs were only reviewed for accuracy and compliance with SAFETEA-LU before certification. In light of the quick approval of other TIPs, how does INDOT justify the unreasonable delay in submitting the BMCMPO 2012-2015 TIP to FHWA/FTA for certification?

Indianapolis - May 4, 2011 / Certified May 26, 2011

MCCOG - April 7, 2011 / Certified May 18, 2011

Columbus (2012-2016 TIP) - April 27, 2011 / Certified April 28, 2011

Fort Wayne - April 12, 2011 / Certified May 24, 2011

Tippecanoe County - April 20, 2011 / Certified May 18, 2011

Muncie - April 20, 2011 / Certified May 18, 2011

MACOG - April 13, 2011 / Certified April 25, 2011

Terre Haute - May 10, 2011 / Certified May 18, 2011

OKI - April 14, 2011 / Certified April 28, 2011 -Mark Stoops & Andy Ruff'

**FHWA RESPONSE (10/20/11):** There are no specific time frames provided in Federal law regarding how long a State may take to review or act on a TIP request from an MPO. Nor does Federal law provide any guidance on what elements a State may review and use to approve or reject a TIP request. In addition, the planning agreements between the State and MPOs do not specify any time frames for the State to review and act on such requests. It should be noted that after we approved the State's STIP with the 2010-2013 BMCMPO and 2009-2013 NIRPC TIPs, we sent letters to both entities on July 15, 2011 alerting each MPO that their proposed new TIPs were not included in the approved STIP and that we would continue to recognize the current TIPs as amended as the basis for future Federal actions. We are also aware that INDOT responded to the BMCMPO's 2012-2015 TIP on August 23, 2011 via letter to the MPO Staff. To our knowledge, the BMCMPO has not responded back to INDOT regarding their letter.

- 3) What does FHWA consider to be a reasonable time for INDOT and BMCMPPO to resolve their differences?  
*Richard Martin (10/18/11)*

**FHWA RESPONSE (10/20/11):** We are hopeful that the continuing increased communication between our organizations and the BMCMPPO will help make progress toward resolving these issues. This is an issue that remains to be resolved between the State and the MPO. FHWA is providing technical assistance and is making eligibility determinations regarding project sponsor requests. FHWA encourages the State and MPO to work together to resolve this matter in a cooperative manner. We remind INDOT and the BMCMPPO that the current 2010-2013 TIP expires on June 26, 2013, which is the critical date after which no further federal actions on projects would be able to be taken unless a new TIP has been approved before then by the MPO and Governor.

- 4) What form of agreement between BMCMPPO and INDOT would FHWA consider to be binding in the context of the I-69 project? *Richard Martin (10/18/11)*

**FHWA RESPONSE (10/20/11):** FHWA only recognizes the following documents as binding on the State: The Record of Decision (ROD) which contains all environmental commitments, Section 106 Historic Properties Memorandum of Understanding (MOU) if needed and commitments for Endangered Species, etc. In addition, FHWA recognizes and enforces other Federal Agency Permit requirements, such as Section 404/401 (Wetlands/Water Quality), NPDES (National Pollutant Discharge Elimination Standards), as well as OSHA (Occupational Safety and Health Administration) requirements. In addition, all of the Federal requirements are conveyed onto INDOT as part of the Federal Contract Provisions for each federal authorization that is made. Only TIP amendments that are approved by both the MPO and Governor will be recognized by FHWA for us to base future federal authorization actions on.



**Bloomington/Monroe County Metropolitan Planning Organization**  
I-69 Subcommittee

**I-69 Subcommittee Meeting Minutes**

**September 19, 2011 4:00pm**

**McCloskey Conference, City Hall, 401 N. Morton St. Ste. 135, Bloomington, IN 47404**

*I-69 Subcommittee minutes are transcribed in a summarized outline manner. Meetings are not recorded.*

**I-69 Subcommittee:** Jack Baker (Bloomington Plan Commission), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Mayor Mark Kruzan (City of Bloomington), Mark Stoops (Monroe County Commissioner), Jason Banach (Indiana University – proxy for Lynn Coyne).

**Others:** Patrick Murray (CAC Chair), Bill Williams (Monroe County Highway Department), Julie Thomas (Monroe County Council) and Mick Harrison.

**MPO Staff:** Josh Desmond, Raymond Hess and Tom Micuda.

The meeting opened with a motion by Mr. Kruzan to appoint Mr. Martin as Sub-committee chairperson with a second by Mr. McDaniel. With unanimity the members agreed. Mr. Martin reviewed the MPO motion of September 9, 2011 establishing the sub-committee. The charge is to collect from MPO Policy Committee members a set of questions for INDOT and FHWA to clarify issues important to participants, submit those questions to INDOT and FHWA on or about September 20, review responses to the questions from INDOT and FHWA to be delivered on or about October 4, negotiate appropriate responses to the questions and the issues they raise, and report the result of those negotiations to the Policy Committee at its next meeting November 4, 2011.

Staff suggested that we set another meeting for October 10 to discuss the responses with INDOT and FHWA. Mr. Martin indicated that some sub-committee members may want to meet prior to that to identify questions for discussion or clarification of responses. Participants agreed with unanimity to the October 10 meeting date at 4PM and instructed staff to make arrangements and notify INDOT and FHWA of the date, time, and meeting place.

The sub-committee members agreed with unanimity to limit public participation to observation and access to documents without the opportunity for input at committee meetings. Mr. Martin noted that anyone could contact individual members to discuss progress and issues. Mr. Stoops moved and Mr. Kruzan seconded that all submissions to the sub-committee should be assembled as raw input and transmitted to INDOT and FHWA as part of the September 20 document submission. The motion passed with unanimity. Jack Baker moved and Mark Stoops seconded that all materials sent to INDOT and FHWA should be complete sets without differentiation. The motion passed with unanimity.

Mr. Hess stated that the material submitted so far included four separate packages including: 1) a list of 169 Questions/Concerns/Issues raised by the public received between 10/21/2010 and 09/19/2011 assembled by staff; 2) a Summary of Issues Raised by PC Members at November/May Meetings assembled by staff; 3) I-69 Questions/Concerns/Issues raised by BMCMPPO staff as a result of DEIS in October, 2010; and 4) a packet of question submitted by BMCMPPO Policy Committee members. There appear to be a total of about 150 individual questions submitted.



**Bloomington/Monroe County Metropolitan Planning Organization**  
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Mr. Hess began a review of document 1) above. Mr. Stoops pointed out that time was insufficient to review each submitted document and the questions they raise. Members discussed various ways to organize the material for submission to INDOT and FHWA as topics where some questions applied to more than one topic. Topics suggested include: financial and fiscal constraint, environmental impacts and mitigation, design issues, alternative transportation, project sequencing, consequences for failure to approve project, context sensitive solution process, safety, traffic increases, SR37 upgrading and maintenance and leverage for the MPO.

The members agreed with unanimity to request staff to compile a list of questions from the submitted material and arrange those questions into rough topical categories but presented as a single list. For material that is not in question form, they are to craft suitable questions where possible. All questions, unless they are identical, are to be included. Staff is to contact sub-committee members if they have specific questions about the material but the sub-committee will not need to review the list before submission. The list is to be sent under a cover letter signed by Mr. Martin and is to be accompanied by the raw input. Staff acknowledged the tasks and timeline.

The responses from INDOT and FHWA are to be distributed to sub-committee members as soon as delivered to the MPO. Members can then decide if another meeting will be useful before October 10. The meeting adjourned at 5:15 PM.

Minutes prepared by Richard Martin



**Bloomington/Monroe County Metropolitan Planning Organization**  
I-69 Subcommittee

**I-69 Subcommittee Meeting Minutes**

**October 7, 2011 1:30pm**

**McCloskey Conference, City Hall, 401 N. Morton St. Ste. 135, Bloomington, IN 47404**

*I-69 Subcommittee minutes are transcribed in a summarized outline manner. Meetings are not recorded.*

**I-69 Subcommittee:** Jack Baker (Bloomington Plan Commission), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Lynn Coyne (Indiana University), Mayor Mark Kruzan (City of Bloomington), Mark Stoops (Monroe County Commissioner).

**Others:** Larry Jacobs (Chamber of Commerce), Rod Spaw (Herald Times), Mark Haggarty.

**MPO Staff:** Josh Desmond and Tom Micuda.

The meeting opened with 4 of 6 members present approving the minutes of the September 19, 2011 meeting.

Mr. Martin reported receipt of responses to 30 of our questions from FHWA on October 5, 2011, and that so far no responses had been received from INDOT. Most of the responses are similar to others received to questions over the past several months. One new response was the detailed information regarding the emergency access issue on Burch Road. This is the first time MPO members have been given explicit criteria to meet. The sub-committee members decided to review the FHWA responses in sequence.

Participants discussed the relationship between the current INDOT request to add I-69 Section 4 construction into the TIP and expected INDOT request to add I-69 Section 5 funding into the TIP. The requests are slightly different because the current 2010 – 2013 TIP has some I-69 Section 4 funding but the 2012 – 2015 TIP has none and was not accepted by the Governor. The direct relationship is the extent of safety related concerns identified in the FEIS for Section 4 that occur in Section 5 and the need for assurance that the upgrades needed to address the safety concerns are addressed in a timely manner, especially at Vernal Pike.

Discussions with staff about the dates of funding commitment indicated that projects already underway were not expected to be impacted because of contractual obligations but there are still questions about projects that are committed but spanning 2012 – 2013.

Mr. McDaniel stated that transit funding is done by contract agreement and that Federal, State, and discretionary funds account for about 57% of the Bloomington Transit annual funding.

Staff discussed the Context Sensitive Process as they believe it exists and noted that they were unaware of its use anywhere in Indiana.

Participants asked staff to further investigate the amendment and administrative procedures referenced in the FHWA response.



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Mr. Martin noted that INDOT has yet to inform Monroe County concerning karst feature identified during the FEIS as specified in the TIP amendment last November. Appendix sections related to the issue are redacted from the final report and have not been made available. This information can aid the Planning Department as it processes subdivision and rezoning requests along the corridor – 2 are now pending action.

Participants noted the distinction between the NEPA process that lead to the FEIS and the MPO process for approval of Federal funding. While we tend to consider them as part of one project process, the FHWA clearly indicates that they are different in purpose and outcome.

Participants expressed general satisfaction with the answers received from the FHWA but do need to clarify if the State can build I-69 without MPO approval. The impression is that until the MPO agrees to inclusion of I-69 construction into its TIP, the State cannot build any part of the interstate highway in the MPO jurisdiction.

Mr. Micuda suggested three future meeting options: Oct 17, 2011 4-6PM, Oct 19, 2011 1-3PM, and Oct 24, 2011 1-4PM. Participants agreed to schedule meetings at all three times and use those necessary to conduct review of responses, continue discussions with FHA and INDOT as appropriate, and determine the form and content of a report to the MPO Policy Committee. Mr. Desmond indicated that they will send out the meeting packet on Oct 28.

The meeting adjourned at 5:15 PM.

Minutes prepared by Richard Martin



**Bloomington/Monroe County Metropolitan Planning Organization**  
I-69 Subcommittee

**I-69 Subcommittee Meeting Minutes**

**October 17, 2011 4:00pm**

**McCloskey Room (#135), City Hall, 401 N. Morton St. Ste. 135, Bloomington, IN 47404**

*I-69 Subcommittee minutes are transcribed in a summarized outline manner. Meetings are not recorded.*

**I-69 Subcommittee:** Jack Baker (Bloomington Plan Commission), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Lynn Coyne (Indiana University), and Mark Stoops (Monroe County Commissioner).

**Others:** Larry Jacobs, Tom Tokarski, M. Williams, and D. Goldblatt.

**MPO Staff:** Josh Desmond, Tom Micuda, and Raymond Hess.

The meeting opened with 4 of 6 members present approving the minutes of the October 7, 2011 meeting.

Participants decided to review in sequence the responses provided by INDOT to the questions submitted. The following highlights discussion and participant comments to responses. Not all questions raised concerns or comment beyond acknowledgement of the response.

- (1) Several responses, like this one, include rhetoric for which substantive evidence is not included and must therefore be considered to be speculative in nature rather than direct answers. For this question and others, INDOT is not required and therefore does not gather information pertinent to the question topic.
- (2) Neither INDOT nor the Federal government is able to provide an "official document" linking Crane survivability as a resource with provision of I-69. This response is consistent with previous information.
- (3) see (1)
- (4) The determination of "poor performance on purpose and need" criteria remains a central issue because of the criteria measures considered and the subjective nature of their weighting.
- (8) Mr. Desmond discussed the INDOT asset teams that score projects for State efforts. He does not know if the outputs of those team activities are available. Mr. Martin noted that the response states "In general, transportation planning and prioritization of projects affecting regional and statewide mobility are a responsibility of INDOT and local projects are planned by local planning agencies." This implies that there are specific situations in contrast to the general situation. As we have been informed by FHWA, one special situation is that the MPO shares responsibility (and decision authority) with INDOT for regional and statewide projects within its jurisdiction. And certainly we share with INDOT responsibility for local projects seeking state and federal funding opportunities.
- (9) This response indicates a failure on the part of INDOT to recognize the responsibility of the BMCMPPO for determining the appropriateness of public fund expenditures in our jurisdiction as required by Federal law. In determining the implementation specifics of public policy, the MPO Policy



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Committee is not constrained or limited in the information that it can consider pertinent and it can range as far as it deems purposeful in arriving at a decision. INDOT has spent millions of dollar and years of effort to examine those aspects of the I-69 project it believes pertinent to arrive at its recommendation to the BMCMPPO. Whether to build as recommended by INDOT is the question before the BMCMPPO and we will examine that question appropriately from our perspective as those most impacted by the decision.

(10) Mr. Martin remarked that the figure provided match those in the STIP with slightly different column labeling.

(13) Mr. Martin noted that the distribution of funding sources is difficult to determine but it seems clear the Federal Highway System funds plus the state match are insufficient to complete I-69 anytime soon.

(14) Mr. Hess noted that in addition to the estimate given must be added the cost of completing the I-69/SR27 interchange that is deferred from Section 4. The difference between the initial estimate for the BMCMPPO jurisdiction and the T-interchange version proposed temporarily is about \$30 million.

(16) Mr. Martin observed that INDOT did not seem to be aware of tax policy in Indiana. The \$350,000 now contributed by property in the I-69 ROW will be shifted to other property owners in Monroe County. About the only tax collect and dedicated to local use that might arise from construction of I-69 is whatever is collected in the Hotel/Motel tax and that would go to the Convention and Visitors Bureau. Construction workers that do not reside in Monroe County do not pay income or option taxes here and sales taxes are collected by the state, as are fuel taxes, and distributed by formula rather than source of revenue. Other claims for tax benefits and growth related benefits are speculative and diminished by tax policies that severely restrict the ability of local communities to respond to local needs and desires.

(17) and (18) see (9)

(19) Participants agreed that the INDOT reply to the question was a NON-Response and noted that the same reply occurs for 5 different questions. Staff suggested that the response does indicate that the "cut-off" of funds is tied to the expiration of the current 2010-2013 TIP in June of 2013. Mr. Martin noted that since INDOT could not build I-69 in the MPO jurisdiction without BMCMPPO including it in the TIP, INDOT could only respond that there is no budget line to use to fund that portion.

(20) see (19)

(21) Mr. Desmond stated that staff assumed the 3% number was based on funded projects, similar to the way the BMCMPPO has established such a fund. And like the BMCMPPO, major deviations from budgeted amounts must be separately considered as administrative amendments or reevaluations.

(22) Mr. Martin read an email he received from Bill Williams, Monroe County Highway Engineer, indicating that he was travelling to the weekly meetings when it appeared that discussions of interest to Monroe County were going to occur.



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(23) Mr. Martin observed that the safety improvement projects were identified as both "separate project" and to "begin after the Section 5 ROD is issued". Such a response indicates that addressing elevated safety risk caused by Section 4 use are contingent upon State and FHWA approval of Section 5 activities. This situation could be the result of NEPA provisions and rules regarding Federal participation. Mr. Desmond identified the list of potential safety related improvements prior to completion of Section 5 for which a determination of exactly what would occur when is outstanding.

(24) and (25) see (19)

(26) Since INDOT references the FHWA response, we want to know if they agree with the FHWA response.

(34) Mr. McDaniel verified that BT has a signed agreement of fiscal year 2012 and that agreements with the State are for a one year term.

(36) Mr. McDaniel identified 309 Formula money received as the Governor's Apportionment. The BT budget could be cut about 60% after 2013 but only 30% if PMTF remained.

(37) Mr. Martin stated that it was important that INDOT had recognized the importance of addressing the Vernal Pike intersection concurrently with Section 4.

(38) Mr. Martin stated the information provided is consistent with previous information and noted that the \$205 million in NHS funds must serve needs across the state and not just I-69.

(39) Mr. Stoops asked if the BMCPMO vote last November required the county karst regulations be met. Mr. Martin identified the Karst MOU as the requirement established but stated that the other requirement related to informing the County Surveyor had not been met. Two annexes dealing with karst features are redacted from the FEIS. The County Plan Commission has two pending petitions in the Bolin Lane area and the karst information would be very helpful in considering those petitions.

(41) Mr. Martin asked if there were other interstates in Indiana that traversed the same kind of and extent of karst features? Certainly parts of SR37 may have encountered similar conditions and resulted in the Karst MOU. What standards were applied there?

(44) What is "quality assured data" and why is that distinction made. Question (50) raises the same concern. Mr. Martin observed that if air quality is not bad, then it is assumed to remain good if it cannot be shown that I-69 alone makes it bad. But air quality is the result of many factors, all of which contribute. Again INDOT did what was necessary to meet NEPA alone. Mr. Hess noted that a FEIS comment requesting more analysis was rejected.

(48) and (49) Mr. Martin observed that the 4% or 5% grade impact on emissions is recognized but not quantified. Without quantification it is not possible to determine the cumulative impact of I-69 on air quality.

(51) and (52) The claim of reduced emission "due to national efforts to produce cleaner vehicles and fuels" is plausible but may not apply in our specific situation. How can we validate this kind of claim?



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Our understanding of the situation in Greene County is that a particular facility change resulted in the reduction rather than a general change in traffic emissions.

(57) Mr. Martin asked if staff was aware of any additional funding provided to local agencies to help defray the added cost of emergency response responsibilities for I-69. Mr. Desmond indicated that he was not aware of any additional funding but it is possible that reduced response requirements elsewhere are considered. Mr. Martin asked if consideration is given for special training or equipment for karst related spill mitigation. Mr. Desmond responded that no provisions of that kind have been discussed for any project. Mr. Martin stated he would ask Bill Williams if he was in contact with local emergency service providers about the access on Burch Road and if they had discussed associated funding opportunities.

(60) Mr. Hess observed that while the long-term solutions of increased safety risk are being discussed, they have not been involved in discussion with INDOT about short-term solutions. Also see (23).

(61) Mr. Martin observed that the INDOT response seem to indicate that getting agreements between local emergency response provider concerning a Burch Road access was now the responsibility of local officials.

(62) Mr. Desmond indicated that the Harmony/Garrison Chapel Road project was on-going. Mr. Martin asked if INDOT can reject a TIP amendment if we add a project deemed necessary. Mr. Desmond stated that INDOT has an administrative procedure to send TIP amendments to FHWA on a monthly cycle and that since it is an INDOT process, they can probably reject the TIP change.

(63) Mr. Martin asked if staff knew of the specific purpose ascribed to Section 4 that gave it independent utility. Mr. Desmond replied that it was probably related to the connection between Crane and Bloomington but did not know where it was stated in INDOT or FHWA documents.

(65) Mr. Hess observed that the "reevaluation process" was different with design build procedures because the obligations occur much earlier in the process than traditional project plans. He also stated that a 2013 TIP Construction authorization did not necessarily means a 2013 build – it could be several years out. For example the obligation for the transit terminal occurred 2 years ago and construction has not yet begun. Generally their experience is that construction begins about 6 weeks after obligation for highway projects.

(67) Mr. Martin agreed to ask Bill Williams about the ways lifecycle costs were calculated for asphalt and concrete surfaces to verify that the different event frequencies and intensity of effort were considered.

(69) Mr. Hess stated that intelligent traffic management was limited to discussion of things like Amber Alert messaging. Mr. Martin identified issues related to power and network communications as enablers to assure future capabilities.

(70) Mr. Martin noted that the response was more evidence for the distinction between policy planning decisions that the BMCMPPO needed to make and detailed design decisions INDOT was making. The question was broad and interpreted as specific.



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(71) Mr. Hess stated that the comment process was also a mechanism for involvement. Mr. Martin noted that limited review time and vague answers made that opportunity of limited utility to MPO members. It appears that the way we get involved in the decision process is through our vote as a Policy Committee.

(72) Is 4% really the maximum grade that will be in the final design or does INDOT expect to request a waiver or design exception from FHWA to use 5% in some locations?

(73) Mr. Martin expressed concern for specific maintenance provisions related to 1:2 side slopes. Experience has shown they are unstable over time and require special construction methods and maintenance to sustain.

(75) Mr. Martin indicated he was not aware of a roundabout option but did know such a configuration was considered in Greene County. This is another opportunity for input via vote of the MPO.

(76) see (72)

(77) see (73)

(78) Mr. Hess stated that about \$30 million seems to have been shifted to Section 5 but it may be less because of other design changes.

The review of responses was ended for the day to resume on Wednesday. Mr. Micuda stated that on Wednesday the participants needed to determine a strategy for a face-to-face meeting with INODT and FHWA. Mr. Baker stated that we need to translate the questions and responses into negotiating points for further discussion.

The meeting adjourned at 6:00 PM.

Minutes prepared by Richard Martin.



**Bloomington/Monroe County Metropolitan Planning Organization**  
I-69 Subcommittee

**I-69 Subcommittee Meeting Minutes**

**October 19, 2011 1:00pm**

**Hooker Room (#245), City Hall, 401 N. Morton St., Bloomington, IN 47404**

*I-69 Subcommittee minutes are transcribed in a summarized outline manner. Meetings are not recorded.*

**I-69 Subcommittee:** Jack Baker (Bloomington Plan Commission), Richard Martin (Monroe County Plan Commission), and Kent McDaniel (Bloomington Public Transportation Corp.).

**Others:** L. Jacobs, C. Bassen, V. Sorenson, C. Sorenson, C. Gillenwater, K. Bauer, T. Tokarski, T. Maloney, D. Goldblatt, G. Frazee, L. Sowinski, D. Hewitt, and M. Hutton.

**MPO Staff:** Josh Desmond and Raymond Hess.

The meeting opened with 3 of 6 members present at 1:10 PM.

Review of INDOT responses to questions continued with discussion highlights and member comments as follows:

(79) Mr. Martin noted the inclusion of wide roadway shoulders at bridges. He also noted that the list given in the response does not include Burch Road and that Burch Road was indicated as closed in the PMP. The issues will be discussed with Bill Williams.

(80) Mr. Martin noted that while the planning for I-69 pre-dates many of our most recent Alternative Transportation Plan documents, it does not pre-date all of them nor does it pre-date any of them in specification of details. Section 5 in particular has very specific plans already developed to integrate city and county networks. What we lack is commitment from INDOT to execute the plans developed largely with grants from INDOT and FHWA. Our alternative transportation facilities and commitment to them are a part of the competitive advantage this community offers and it must be sustained as planned to maintain that advantage.

(81) INDOT is clear that funding for I-69 cannot be used for Alternative Transportation projects as such but is willing to accommodate opportunities traversing the corridor. The difficulty will be facilities like the I-65/SR46 interchange in Columbus. In some specific areas along I-69 it may be desirable to use the corridor to connect off-corridor facilities as they are implemented locally.

(82) Mr. Martin indicated that the MPO needs to respond to the INDOT letter of July 11, 2011. The claim in that letter regarding the procedures followed by the MPO is incorrect.

(92) The question asks about a specific process suggested by FHWA and it is evident that INDOT does not use that approach. Mr. Hess stated that they may use aspects of a documented approach but there appears to be no way for us as an MPO to link with that process or determine if aspects are missing. Mr. Martin indicated that responses from FHWA lead him to believe that a more formal process is to be available.

(93) Mr. Martin noted that inclusion of Section 5 in the STIP cannot occur without BMCMPPO inclusion in the TIP, completion of all FHWA planning requirements, and demonstration of fiscal constraint. There are illustrative entries for Section 5 in the 2012-2015 STIP.



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(101) Mr. Martin asked about the need for Injection Well permits. Mr. Baker stated that may refer to drilling lubricants used during boring operations.

(105) Mr. Martin noted this as another NON-Response from INDOT. The question requires an answer that identifies adherence to the 3C process no matter what particular projects are included or excluded from the BMCMPPO TIP.

(106) Mr. asked what feedback is provided to the MPO and LPA's when funding is denied. Mr. Hess replied that unfunded projects can have technical problems or fail to include information that results in a higher score. Most of the time they know if a project will be accepted before they actually apply, and do not submit projects that cannot succeed.

(107) see (19)

(108) see (106)

(109) see ((82)

Having completed the review of responses, Mr. Martin asked Mr. Desmond to discuss the "at risk" projects should the 2012 – 2015 TIP continue to be rejected by the Governor. Mr. Desmond identified a report for fiscal years 2014 and 2015 TIP projects by LPA with the ranking by dollars at risk. Clearly Bloomington Transit operating funds are most at risk. Mr. McDaniel stated that about 57% of BT funds come through the state. The IU bus system is self-funded through student fees and it also contributes \$1 million to BT for unlimited student, staff, faculty, and visitor access to BT. If the system is downsized as a result of lost funding then the proposed bus garage upgrade would not be needed. (The report is available on the MPO web site).

Mr. Martin asked staff if there was any indication that other funding identified in the 2010 – 2013 TIP was at risk. Mr. Desmond replied that they had no communication indicating that those funds were at risk and many of the projects had been obligated and were proceeding. Mr. Hess indicated that while they had seen some temporary delays for a variety of reasons, all projects are on-tract. Mr. Martin asked if a project status update would be given at the MPO meeting and Mr. Hess said yes.

Mr. Desmond notified that in response to Mr. Martin's invitation to Ms. Flum for Monday, he and been copied on an email stating that she would be unavailable. Mr. Martin stated that it was vital for INDOT to meet with the sub-committee to identify a means for resolving the impasse. Perhaps a superior is available to meet. Time was getting short for preparation to meet the October 28<sup>th</sup> packet deadline.

Mr. McDaniel asked about the meeting agenda and sub-committee report schedule. Mr. Hess stated that there would be TIP amendments to consider beside the I-69 request. Mr. Baker suggested that they modify the agenda to move all I-69 items toward the end, that the sub-committee report be first in that group, followed by old business of the INDOT request, and then new business to related to I-69 in the current TIP. Mr. McDaniel asked Mr. Martin to give the I-69 Sub-committee report. Mr. Martin agreed and identified that the packet material should include a collated question and response list to be prepared by staff, the sub-committee meeting minutes, and the At Risk analysis. He indicated that he was preparing a "Concerns Document" with two primary sections, one for a no-build decision by the MPO, and one for a build decision by the MPO. Each section will list the concerns expressed during



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the review of questions. Mr. Baker agreed to prepare a "Major Topics" with a couple of sentences for each topic to be sent to sub-committee members for editing. Both Mr. Martin and Mr. Baker identified the need to begin negotiations with INDOT for ways in which to resolve the impasse. Mr. Martin agreed to work with Mr. McDaniel on a response to the July 11st letter from Mr. Cline at INDOT.

The meeting adjourned at 3:00 PM.

Minutes prepared by Richard Martin



**Bloomington/Monroe County Metropolitan Planning Organization**  
I-69 Subcommittee

**I-69 Subcommittee Meeting Minutes**

**October 26, 2011 1:00pm**

**McCloskey Room (#135), City Hall, 401 N. Morton St., Bloomington, IN 47404**

*I-69 Subcommittee minutes are transcribed in a summarized outline manner. Meetings are not recorded.*

**I-69 Subcommittee:** Jack Baker (Bloomington Plan Commission), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Lynn Coyne (Indiana University), Mark Kruzan (City of Bloomington Mayor).

**I-69 Subcommittee Guests:** Sandra Flum (INDOT), Jay DuMontelle (FHWA), Robert Tally (FHWA).

**Others:** L. Jacobs, C. Sorenson, T. Tokarski, R. Spaw, J. Wykoff, P. Ash, J. Holthaus, and M. Hutton.

**MPO Staff:** Tom Micuda, Josh Desmond, and Raymond Hess.

The meeting opened with 4 of 6 members present at 1:10 PM. Mr. McDaniel joined the meeting at 1:40PM.

Mr. Martin noted several editorial corrections to the minutes of October 17 and October 19. Mr. Baker moved to accept the minutes with second by Mr. Kruzan. The motion was adopted with unanimity.

Mr. Martin read a draft letter to INDOT in response to the INDOT letter of July 27, 2011, rejecting the proposed BMCMPPO 2012-2015 TIP. The purpose of the response is first to formally reply to the INDOT letter and secondly to refute the incorrect claim of failure to follow procedures identified in the BMCMPPO Bylaws and the purpose and intent of the MPO. The wording is strong because the claims in INDOT's letter are not only incorrect but strongly worded. Mr. Martin stated that the draft letter would become a part of the sub-committee report since the failure to reply so far was specifically mentioned in an INDOT response. Action on the draft letter can be considered by the full Policy Committee.

Mr. Martin began discussion with INDOT and FHWA by asking for clarification of responses of FHWA to question 26. Mr. DuMontelle noted that it was important to distinguish the situation of Section 4 from that of Section 5. Question 26 specifically referred to Section 5. Mr. Martin referred to question 103 that dealt with Section 4. Mr. DuMontelle stated that Section 4 project was approved for connection to SR 37, but if Federal funds were not available for the BMCMPPO jurisdiction, FHWA and INDOT would review which portions of the remainder made sense to construct. This could include bridges or other appropriate work in support of the final completion of Section 4. It would not make sense to dump interstate traffic on SR 45.

Mr. Coyne reviewed, with the aid of participants, the geometry of I-69 as it related to Section 4 and Section 5 and the BMCMPPO jurisdiction. Mr. Martin reviewed the history of LRTP and TIP action related to I-69 taken by the BMCMPPO.

Mr. Tally stated that the BMCMPPO may be reading more into the question 26 response than is appropriate. Section 4 is approved. Even if Federal funds cannot be used for the 1.7 miles in the BMCMPPO jurisdiction, the State can use State funds to complete construction work. The State can use State funds as it sees fit. Mr. Kruzan asked about the phrase "would not comply with Federal



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requirements". How was that phrase interpreted differently in Section 4 and Section 5? Mr. Tally replied that everything that has occurred to date, including actions over the past several years by the BMCMPPO, indicate the project is to go forward. FHWA would need to discuss with the State any change in direction resulting from further action. Mr. Kruzan asked if an MPO says NO anywhere in the US, can the State build the highway. Mr. Tally replied yes, this is a Federal funding assisted project that is owned by the State. At this point, FHWA would likely respond with a Corrective Action notice if there were differences between the BMCMPPO and INODT decisions. Mr. Kruzan stated that you have not said what it is going to look like, but just that it can be built. Our issue is what are we going to get and how do we best benefit the community. Do we not have the power to stop the project? Mr. Tally responded that you are correct, but we need the MPO to decide we can go forward. Mr. Kruzan asked if we can stop Section 5? Mr. Tally replied that they must wait for the BMCMPPO decision to move forward. Mr. Kruzan asked if the State can build Section 5 without Federal authorization? Mr. Tally replied yes, but it would not meet Federal planning requirements.

Mr. Coyne asked if, after the State completed the 1.7 mile portion of Section 4 to SR 37, other projects like Vernal Pike may not be built if Section 5 does not occur. Mr. Tally replied that because Section 5 is in-process, any sub-project could not be addressed.

Mr. Martin asked about clarification of the 'funds cut-off' statement in the INODT responses. Mr. Tally replied that as far as FHWA is concerned, the state has authority over every current or future project. Ms. Flum added that we do not want to contemplate that situation. We would want to prioritize that situation. Mr. McDaniel asked if the State can restrict access to Federal funds. Mr. Tally replied that in his letter of June 24, 2009 on page 5 he stated that Federal authorization assumes completion of PS&E and then he noted that it is the State that actually controls agreements with contractors. Mr. DuMontelle added that the key term is 'Authorized', which means they 'authorize the system and obligate the funds'. Mr. McDaniel noted that Bloomington Transit usually works directly with the Federal government. Does the State get involved? Mr. DuMontelle replied that the FTA is different than the FHWA in the way they operate.

Mr. Martin asked how do we stay involved in the decision process. We seem to have no more standing than the general public. Ms. Flum replied that you should tell us in writing what your priority list looks like. Mr. Martin asked about karst feature reports specified in the Nov. 2010 TIP Resolution. Ms. Flum replied that they are continuing to do geotechnical work. There are security concerns for some of the karst information. Mr. Martin stated that the Monroe County Plan Commissions has two current petitions for areas near the proposed I-69 route and expected many more in the years to come. One aspect of its deliberations about these petitions is to examine karst features for applicability of ordinance provisions. That often means field work and sometimes the petitioner hiring a geotechnical consult to prepare a report. If the State has already done that work, why should we be asking property owners to pay for it again? Ms. Flum replied that we need to establish a mechanism to provide requested information. Mr. Tally noted that the emergency response access issue is an example of involvement in the decision process. Mr. Martin noted that the FHWA response did provide an action list for meetings that are on-going with emergency responders in that area.

Mr. Martin then summarized a list of concerns that are identified in the questions, responses and meeting discussion. Mr. Tally stated that it was important to remember that no one has unending deep pockets. Local priorities are local and the FHWA role is to look at Federal interests. Mr. Martin stated that it was more a matter of not eliminating opportunities for local projects like alternative



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transportation aspects of bridges in Section 5. Ms. Flum stated that there might be an opportunity for an MOU or cooperating agreement that would get the MPO more involved. Mr. Tally stated that it was something that FHWA could consider. We understand that there are secondary and cumulative effects to consider. Ms. Flum pointed out that currently the Section 5 effort included local input about land use projections. Mr. DuMontelle said that the LRTP update process now being conducted by the MPO was another way to be involved by presenting future transportation needs. Mr. Tally stated that FHWA would research ways in which they might implement a Cooperative Agreement under EIA opportunity to provide a higher level of involvement. He noted that such an agreement would require more effort on the part of the local agency involved. Mr. Martin noted that the community had experience with the dedication of resources to that kind of effort through its PCB situation involvement. Mr. Tally also noted that FHWA was using the Kentucky Parkway conversion of an existing facility to I-69 as a learning experience that it could apply to SR 37.

Mr. Martin asked about funding for Section 5 that was as yet unspecified. Ms. Flum stated that INDOT will revise estimates and set priorities as it goes forward. Mr. Tally stated that FHWA was required to validate commitments to fund as part of the decision process. Because it is an existing facility, Section 5 is a bit different than Section 4. We have many sources of funds to manage for a variety of projects specifics. INDOT has worked with us to identify the best sources and uses of funds for State and local projects. Ms. Flum added that they do not want to fix one problem and create another. Mr. DuMontelle noted the INDOT cooperation with emergency responders on the east side of Indianapolis as roadway and ramp improvements occurred. We need to pay close attention to operational issues.

Mr. Martin identified the following items for the I-69 Sub-committee report to the Policy Committee: minutes for the five meetings, the consolidated list of questions and responses from FHWA and INDOT, the summary of projects at risk that include future TIP items and current TIP items not already authorized, the stakeholder and concerns list, the draft reply to INDOT letter, summary of responses assembled by Mr. Baker, emails from Chairperson with FHWA and INDOT.

Mr. Coyne expressed sub-committee appreciation to Mr. Tally, Mr. DuMontelle, and Ms. Flum for meeting with us today and continuing the discussion. Mr. Tally stated that the discussion was helpful to them and you learned a lot about the process.

The meeting adjourned at 3:00 PM.

Minutes prepared by Richard Martin

Mr. Michael B. Cline  
INDOT Commissioner

Dear Mr. Cline:

In your letter of July 27, 2011 addressed to me as Policy Committee Chairperson of the Bloomington/Monroe County Metropolitan Planning Organization you made certain claims that are incorrect. Whether these incorrect claims result from a failure to understand the public process established by the Bylaws of BMCMPPO or result from a failure to understand the responsibility and authority granted to the BMCMPPO by a previous Governor as authorized by Federal statute, it is our purpose and intent to abide by the responsibility of BMCMPPO to participate fully in the determination of appropriate use for local, State and Federal tax and fee dollars to fund transportation projects within the jurisdictional area of the BMCMPPO.

On several occasions in the past, the question of I-69 inclusion into BMCMPPO plans has been put forth before the Policy Committee for action. Those motions have never carried with unanimity and indeed as more information has become available, the margin for approval has diminished. Any motion before this public body, including the proposed 2012 – 2015 TIP for BMCMPPO, can succeed or fail and any motion before the BMCMPPO can be amended before the question is called (see BMCMPPO Operation Bylaws Section 1.5). The action taken regarding the 2012 – 2015 TIP followed established procedures correctly.

You are apparently reading too much into previous actions regarding I-69 taken by the BMCMPPO Policy Committee. Each action stands alone as an element of the transportation planning process; otherwise there would be no necessity for the action. Cooperation requires agreement among parties and it should be very clear to INDOT that agreement with respect to I-69 in the BMCMPPO jurisdiction is absent and has been contentious for many years. I encourage you to direct your Department's staff to begin engaging with the BMCMPPO in meaningful ways to resolve our differences regarding the best use of limited public funds for transportation projects within the BMCMPPO jurisdiction.

## MEMORANDUM



To: BMCMPO Committee Members  
From: Raymond Hess, Sr. Transportation Planner  
Date: October 28, 2011  
Re: Project Tracking

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### Background

The BMCMPO Unified Planning Work Program includes project tracking as a task to be accomplished quarterly. Project updates are also warranted pursuant to the Complete Streets Policy adopted in January 2009. The rationale for these project updates is to keep the committees of the BMCMPO informed of project development in the hopes that projects stay on schedule and on budget. The 2010-2013 Transportation Improvement Program (TIP) is referenced for each project by page number and should be consulted for further details (available online at: [http://bloomington.in.gov/BCMCPO\\_Documents\\_Clearinghouse](http://bloomington.in.gov/BCMCPO_Documents_Clearinghouse)).

### INDOT Projects

#### *I-69 Section 4 segment p. 11 of TIP*

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /  
email: [secommunications@indot.in.gov](mailto:secommunications@indot.in.gov)

- Current Status: The PE and ROW phases of the project were amended into the TIP in November 2010. There is a pending request from INDOT to amend the construction phase into the TIP.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

#### *State Road 45/46 Bypass from Monroe St. to Kinser Pike (DES# 0600811) p. 12 of TIP*

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /  
email: [secommunications@indot.in.gov](mailto:secommunications@indot.in.gov)

- Current Status: This project was let in May 2010. This phase is expected to be complete with final surface and open to traffic before Thanksgiving 2011
- Complete Streets: The Complete Streets Policy does not apply to State projects.

#### *State Road 45/46 Bypass - Kinser Pike to Pete Ellis Dr. (DES# 0300585,9010075,9611470,0015830) p.13*

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /  
email: [secommunications@indot.in.gov](mailto:secommunications@indot.in.gov)

- Current Status: This project was let in May 2010. The first half of the project (the section between Balfour St. and 17<sup>th</sup> St.) is expected to be complete with final surface and open to traffic before Thanksgiving 2011. Work on the railroad (S. of 10<sup>th</sup> St.) and pedestrian underpass (near 7<sup>th</sup> St.) were completed this summer. The second half of the project is expected to be complete by Thanksgiving 2012.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

#### *State Road 45 intersection improvement at Garrison Chapel Road (DES# 0710011) p.14*

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /  
email: [secommunications@indot.in.gov](mailto:secommunications@indot.in.gov)

- Current Status: This project was amended into the TIP in June 2011. The projected letting date is February 2012.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

#### *State Road 45 intersection improvement at Liberty Dr/Hickory Leaf Dr. (DES# 0400392) p.15*

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /  
email: [secommunications@indot.in.gov](mailto:secommunications@indot.in.gov)

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- Current Status: This project was amended into the TIP in September 2011. The projected letting date is March 2012.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

**State Road 46 intersection improvement at Smith Road (DES# 0100773) p.16**

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /

email: [secommunications@indot.in.gov](mailto:secommunications@indot.in.gov)

- Current Status: This project has been eliminated. It was evaluated using the State’s Hazard Analysis Tool and it did not score high enough compared to other projects across the State.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

**State Road 446 Resurfacing(DES# 1005184) p.15**

Project Contact: Seymour District Customer Service / phone: (877)305-7611 /

email: [secommunications@indot.in.gov](mailto:secommunications@indot.in.gov)

- Current Status: This project was amended into the TIP in September 2010. This project is complete.
- Complete Streets: The Complete Streets Policy does not apply to State projects.

**Monroe County Projects**

**Fullerton Pike road reconstruction from SR 37 to Sare Rd. (DES# 0801059) p. 19 of TIP**

Project Contact: Bill Williams / phone: (812)349-2555 / email: [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us)

PE	ROW	Construction
\$2,208,000	\$1,472,000	\$14,720,000

- Ready for Contracts = 04/2014; Letting Date = 08/2014 (est.)
- Current Status: Contract approved with Am. Structurepoint on 8/26/11 to provide scoping of study of project, inclusive of env. phase of project. Also, submitting this project for TIGER 3 funding to FHWA. Local funds have been used to date for project costs..
- Complete Streets: No changes in scope which affect CS compliance: bike, ped, and transit accommodations expected including sidepath, sidewalks, and transit turnouts.

**Karst Farm Greenway Phase I (DES# 0600370) p. 20**

Project Contact: Bill Williams / phone: (812)349-2555 / email: [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us)

PE	ROW	Construction
\$558,737	\$56,335	\$1,901,328

- Ready for Contracts = 01/2012; Letting Date = 03/2012
- Current Status: Trying to close on the last required parcel as quickly as possible. It has gone to condemnation proceedings.
- Complete Streets: Not applicable because the project is not a road project.

**Karst Farm Greenways Phase IIa (DES# 09002263) p.21**

Project Contact: Bill Williams / phone: (812)349-2555 / email: [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us)

PE	ROW	Construction
\$80,800	\$91,200	\$688,000

- Ready for Contracts = 10/2012; Letting Date = 12/2012
- Current Status: The County plans to re-submit applications for additional federal funds in the amount of \$532,680. The current funding award is \$595,000.
- Complete Streets: Not applicable because the project is not a road project.

**Mt. Tabor Road (Matthews Dr.) Bridge over Jack Defeat’s Creek (DES# 0801060) p. 22**

Project Contact: Bill Williams / phone: (812)349-2555 / email: [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us)

PE	ROW	Construction
\$366,786	\$15,000	\$2,135,000

- Ready for Contracts = 09/2013; Letting Date = 12/2013

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- Current Status: Field investigation for archeological study completed in 9/2011. The MPO approved additional federal construction funds (\$476,000) in 5/2011 to make construction phase of project 80%/20%. INDOT has not approved the new TIP, therefore, the previous TIP amount is used pending approval of the new TIP by INDOT.
- Complete Streets: The project will include construction of on-road opportunity (widened shoulders) for bicycle and pedestrians.

**Pavement Preservation (DES# 0901219, 0901220, 0901216, 0901540, 0901218)p. 23**

Project Contact: Bill Williams / phone: (812)349-2555 / email: [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us)

- Current Status: This project is complete.
- Complete Streets: Not applicable because the project was maintenance.

**Vernal Pike Phase II from Curry Pike to Woodyard Rd. (DES# 9683080) p.24**

Project Contact: Bill Williams / phone: (812)349-2555 / email: [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us)

- Current Status: The project will be complete by mid November.
- Complete Streets: Not applicable because the project was “grandfathered.”

**Upgrade Signs (DES# 1006377) p.25**

Project Contact: Bill Williams / phone: (812)349-2555 / email: [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us)

PE	ROW	Construction
\$10,000	\$0	\$55,000

- Ready for Contracts = 02/2012; Letting Date = 05/2012
- Current Status: Currently determining if same consultant for rural sign modernization can be used for this project. Will proceed accordingly once this determination has been made.
- Complete Streets: Not applicable because this is not a road project.

**City of Bloomington Projects**

**W. 3<sup>rd</sup> St. from SR 37 to Landmark (DES# 0300766) p. 27 of TIP**

Project Contact: Joyce Williams / phone: (812)349-3417 / email: [williajo@bloomington.in.gov](mailto:williajo@bloomington.in.gov)

- Current Status: The project is complete.
- Complete Streets: Not applicable because the project was “grandfathered.”

**17<sup>th</sup> St. roundabout at Arlington Rd. (DES# 0900216) p. 28**

Project Contact: Adrian Reid / phone: (812)349-3417 / email: [reida@bloomington.in.gov](mailto:reida@bloomington.in.gov)

PE	ROW	Construction
\$338,660	\$875,000	\$3,250,000

- Ready for Contracts = 12/2012; Letting Date = 04/2013
- Current Status: The City is finishing up right-of-way.
- Complete Streets: The project’s preferred design solutions include sidewalks, sidepaths, improved pedestrian crossings, and traffic calming.

**17<sup>th</sup> St. intersection improvement at Jordan Ave. (DES#0901710) p. 29**

Project Contact: Adrian Reid / phone: (812)349-3417 / email: [reida@bloomington.in.gov](mailto:reida@bloomington.in.gov)

PE	ROW	Construction
\$209,000		

- Ready for Contracts = 01/2014; Letting Date = 03/2015
- Current Status: The bid letting date has been moved to FY2015 because the City has included a request for construction funding in the next iteration of the TIP..
- Complete Streets: Not applicable because the project is grandfathered. The project’s preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and improved sight distance.

**Atwater Ave. intersection improvement at Henderson St. (DES#0800443) p. 30**

Project Contact: Joyce Williams / phone: (812)349-3417 / email: [williajo@bloomington.in.gov](mailto:williajo@bloomington.in.gov)

- Current Status: The project is complete
- Complete Streets: Not applicable because the project was grandfathered.

**B-Line Trail Phase II from 2<sup>nd</sup> St. Country Club Dr. and Rogers St. to Adams St. (DES# 0901422) p. 31**

Project Contact: Dave Williams / phone: (812)349-3700 / email: [williamd@bloomington.in.gov](mailto:williamd@bloomington.in.gov)

- Current Status: The project is complete.
- Complete Streets: Not applicable because the project is not a road project

**Cascades Trail Phase I from Dunn St. to Club House Dr. p. 32**

Project Contact: Dave Williams / phone: (812)349-3700 / email: [williamd@bloomington.in.gov](mailto:williamd@bloomington.in.gov)

PE	ROW	Construction
complete	\$0	\$695,000

- Current Status: A TIP amendment was processed 09/2010 to moved the construction year from FY2010 to FY2012.
- Complete Streets: Not applicable because the project is not a road project.

**Jackson Creek Trail Phase I from Rogers Rd. to Sherwood Oaks Park (DES# 0200987) p. 33**

Project Contact: Dave Williams / phone: (812)349-3700 / email: [williamd@bloomington.in.gov](mailto:williamd@bloomington.in.gov)

- Current Status: This project is complete.
- Complete Streets: Not applicable because the project is not a road project.

**Old SR37 Intersection improvement at Dunn St. p. 34**

Project Contact: Adrian Reid / phone: (812)349-3417 / email: [reida@bloomington.in.gov](mailto:reida@bloomington.in.gov)

PE	ROW	Construction
\$209,000		

- Ready for Contracts = ; Letting Date =
- Current Status: None provided.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, sight distance improvements, and intersection improvements.

**Rogers Street road improvement from Rockport Rd. to Watson St. (DES# 0600496) p. 35**

Project Contact: Adrian Reid / phone: (812)349-3417 / email: [reida@bloomington.in.gov](mailto:reida@bloomington.in.gov)

PE	ROW	Construction
Complete	\$730,000	\$4,173,218

- Ready for Contracts = 01/2012; Letting Date = 05/2012
- Current Status: Finishing up parcel acquisition.
- Complete Streets: Not applicable because the project was “grandfathered.” The preferred design solutions include sidewalk, sidepath, tree plot separation, and formalized on-street parking.

**Sare Rd. roundabout at Rogers Road (DES# 0900213) p. 36**

Project Contact: Joyce Williams / phone: (812)349-3417 / email: [williajo@bloomington.in.gov](mailto:williajo@bloomington.in.gov)

PE	ROW	Construction
\$160,740	\$116,000	\$2,637,516

- Ready for Contracts = 12/2011; Letting Date = 04/2012
- Current Status: All parcels have been acquired. Certification of ROW clear remains to be done.
- Complete Streets: Project includes connections for sidewalk and sidepath.

**Tapp Rd. intersection improvement at Rockport Rd. (DES#0901730) p. 37**

Project Contact: Adrian Reid / phone: (812)349-3417 / email: [reida@bloomington.in.gov](mailto:reida@bloomington.in.gov)

PE	ROW	Construction
\$319,373	\$318,043	

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- Ready for Contracts = 01/2015; Letting Date = 04/2015
- Current Status: Change in PE and R/W amounts reflect Tip amendment from 5/9/11.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and traffic calming.

**Traffic Signal upgrade at 4<sup>th</sup>/Walnut and 4<sup>th</sup>/College (DES# 0901808, 0901809) p. 38**

Project Contact: Adrian Reid / phone: (812)349-3417 / email: [reida@bloomington.in.gov](mailto:reida@bloomington.in.gov)

- Current Status: The project is complete.
- Complete Streets: The project modernized the pedestrian signals and update curb ramps.

**University Courts Brick Street Restoration (DES# 0902258) p. 39**

Project Contact: Adrian Reid / phone: (812)349-3417 / email: [reida@bloomington.in.gov](mailto:reida@bloomington.in.gov)

PE	ROW	Construction
		\$264,354

- Ready for Contracts = 10/2012; Letting Date = 12/2012
- Current Status: None provided.
- Complete Streets: Not applicable because this is considered a maintenance project.

**Walnut Street pavement preservation from 1<sup>st</sup> St. to Country Club Dr. (DES# 0901506) p. 40**

Project Contact: Joyce Williams / phone: (812)349-3417 / email: [williajo@bloomington.in.gov](mailto:williajo@bloomington.in.gov)

- Current Status: This project is complete.
- Complete Streets: Not applicable because this is considered a maintenance project.

**Sidewalk Restoration at various locations in the City (DES# 0901685) p. 41**

Project Contact: Joyce Williams / phone: (812)349-3417 / email: [williajo@bloomington.in.gov](mailto:williajo@bloomington.in.gov)

- Current Status: This project is complete.
- Complete Streets: Not applicable because this is not a road project. The project includes new sidewalks and updated curb ramps.

**Upgrade Signs (DES# 1006383) p.41**

Project Contact: Adrian Reid / phone: (812)349-3417 / email: [reida@bloomington.in.gov](mailto:reida@bloomington.in.gov)

PE	ROW	Construction
		\$100,000

- Ready for Contracts = n/a; Letting Date = n/a
- Current Status: Traffic division is working on the sign inventory for Zone #1 as a detailed inventory and map of all signs to be replaced is required before force account can be established by INDOT.
- Complete Streets: Not applicable since this is not a road project.

**Town of Ellettsville Projects**

**Heritage Trail Phase I from Main St. to Depot Rd. (DES 0301167) p. 43 of TIP**

Project Contact: Connie Griffin / phone: (812)876-8008 / email: [connie\\_griffin@bluemarble.net](mailto:connie_griffin@bluemarble.net)

PE	ROW	Construction
\$57,585	\$17,281	\$163,688

- Ready for Contracts = ; Letting Date = 07/2012 (est.)
- Current Status: Will submit the Categorical Exclusion for approval with the next 2 weeks. Plans will be submitted for initial review within the next 30 days.
- Complete Streets: Not applicable because this is not a road project.

**Community School Corporation Projects**

**RBBCSC Sidewalk Construction along Ridge Springs Ln. (DES# 0800021) p.45 of TIP**

Project Contact: Connie Griffin / phone: (812)876-8008 / email: [connie\\_griffin@bluemarble.net](mailto:connie_griffin@bluemarble.net)

Bloomington/Monroe County Metropolitan Planning Organization

PE	ROW	Construction
\$33,000	\$32,619	\$184,381

- Ready for Contracts = ; Letting Date =
- Current Status: None provided.
- Complete Streets: Not applicable because the project is not a road project.

**MCCSC Batchelor Middle Infrastructure (DES# 0710204) p. 46**

Project Contact: John Carter / phone: (812)330-7720 / email: [jcarter@mccsc.edu](mailto:jcarter@mccsc.edu)

- Current Status: This project is complete.
- Complete Streets: Not applicable because this is not a road project.

**Change Orders**

In 2007 the MPO adopted a Change Order Policy. The Policy sets aside 5% of the MPO’s allocation of Surface Transportation Program (STP) funds into a Change Order Reserve. The Change Order Reserve can then be tapped by local public agencies for projects which have run into unforeseen costs once construction has begun. The following table provides a synopsis of the Change Order Reserve status for fiscal year 2012.

Project – Nature of CO	Approval	Date	Local Match	CO Reserve	Other funding	Total
B-Line- changes to cost of ped bridge over Grimes; changes to stormwater structure and piping	Admin	7/8/11	\$12,805.59	\$51,222.36		\$64,027.95
S. Walnut Repave – added additional construction inspection costs	Admin	7/25/11	\$2,397.15	\$9,588.60		\$11,985.75
4 <sup>th</sup> Street Signals – added additional construction inspection costs	Admin	8/23/11	\$5,450.71	\$21,802.84		\$27,253.55
W. 3 <sup>rd</sup> St. – changes to warning tape and conduit type	Admin	8/24/11	\$897.60	\$3,590.40		\$4,488.00
W. 3 <sup>rd</sup> St. – removal of culvert and replacement due to rock	Admin	8/29/11	\$2,829.13	\$11,316.48		\$14,145.61
W. 3 <sup>rd</sup> St.- added casings fro telecom conduit	Admin	8/30/11	\$17,257.12	\$69,028.46		\$86,285.58
Atwater/Henderson – added survey markers for the project	Admin	8/30/11	\$278.90	\$1,115.60		\$1,394.50
W. 3 <sup>rd</sup> St. – temporary sewer relocation	Admin	9/27/11	\$1,219.60	\$4,878.40		\$6,098.00
Atwater/Henderson – disconnect hangers and rock excavation	Admin	9/27/11	\$1,038.77	\$4,155.07		\$5,193.84
W. 3 <sup>rd</sup> St – signal pole adjustments for ped signal	Admin	9/27/11	\$902.21	\$3,608.79		\$4,511.00
W. 3 <sup>rd</sup> St - slope and swale stabilization around detention areas	Admin	9/27/11	\$623.42	\$2,493.66		\$3,117.08
<b>Change Order Reserve Balance = \$5,010.04</b>						



## 2012 Meeting Schedule\*

	POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
<b>January</b>	No meeting	1/25/2012; 10:00am	1/25/2012; 6:30pm
<b>February</b>	2/10/2012; 1:30pm	2/22/2012; 10:00am	2/22/2012; 6:30pm
<b>March</b>	No meeting	3/28/2012; 10:00am	3/28/2012; 6:30pm
<b>April</b>	4/13/2012; 1:30pm	4/25/2012; 10:00am	4/25/2012; 6:30pm
<b>May</b>	No meeting	5/23/2012; 10:00am	5/23/2012; 6:30pm
<b>June</b>	6/8/2012; 1:30pm	6/27/2012; 10:00am	6/27/2012; 6:30pm
<b>July</b>	Summer Recess - No Meetings		
<b>August</b>	No meeting	8/22/2012; 10:00am	8/24/2012; 6:30pm
<b>September</b>	9/14/2012; 1:30pm	9/26/2012; 10:00am	9/26/2012; 6:30pm
<b>October</b>	No meeting	10/24/2012; 10:00am	10/24/2012; 6:30pm
<b>November</b>	11/9/2012; 1:30pm	11/28/2012; 10:00am	11/28/2012; 6:30pm
<b>December</b>	Winter Recess - No Meetings		

Meetings are held at\*: City of Bloomington City Hall at the Showers Complex  
 McCloskey Room; Suite 135  
 401 N. Morton Street  
 Bloomington, IN 47404

*\*subject to change*

MEMORANDUM



To: BMCMPO Policy Committee  
From: Raymond Hess, Sr. Transportation Planner  
Date: June 3, 2011  
Re: Policy Committee Meeting Recordings on CATS

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**Policy Committee Meeting Recordings**

Policy Committee meetings have been recorded irregularly by Community Access Television Services (CATS) over the past several years. Historically, requests have been made directly to CATS to film and broadcast meetings by a Policy Committee member or the public if the Policy Committee was expected to discuss I-69.

Staff would like the Policy Committee to consider making the filming and broadcasting of its meetings more predictable for the benefit of the public, Committee members, staff, and CATS.

Some considerations:

- Which meetings of the Policy Committee should be filmed and broadcast by CATS (all, none, other)?
- If filmed, by what date should regular recording begin?
- If filmed, the meeting room will likely need to be changed from the McCloskey Room to Council Chambers.

# MEMORANDUM



To: BMCMPO Policy Committee  
 From: Raymond Hess, Sr. Transportation Planner  
 Date: October 28, 2011  
 Re: FY2010-2013 Transportation Improvement Program (TIP) Amendments.

This request by INDOT to add the construction phase of I-69 to the current FY2010-2013 Transportation Improvement Program was postponed at the September 9<sup>th</sup> Policy Committee meeting (additional material about the TIP amendment request can be found in the 9/9/11 Policy Committee packet). INDOT requests the MPO to amend the TIP to reflect the following:

### Amendments to INDOT Projects:

State of Indiana Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> I-69 Section 4 segment	NHS State		\$ 2,200,000		
<b>Location:</b> Boundary of Planning Area (creek s. of Rolling Glen Estates) to SR 37 (s. of Bloomington) (~1.75 miles long)			\$ 550,000		
<b>Description:</b> New Interstate highway road construction with conditions added concerning karst terrain (preservation and reporting requirements) and road access (Harmony Rd., That Rd., Bolin Rd., & other locations) (NOTE: refer to Resolution FY2011-06 in Appendix VIII)	ROW			\$ 2,496,000	
	CON			\$ 624,000	
<b>DES#:</b> TBD	NHS				\$ 25,600,000
<b>Support:</b> LRTP	State				\$ 6,400,000
<b>Allied Projects:</b>	<b>TOTAL</b>		\$ 2,750,000	\$ 3,120,000	\$ 32,000,000

Changes: Added construction costs in FY2013.

### Committee Recommendations

As a reminder, the Technical Advisory Committee recommended approval of the amendment at their August 24, 2011 meeting. The Citizens Advisory Committee recommended denial of the amendment at their August 24, 2011 meeting

### Action Requested

The Policy Committee is requested to take action on the proposed amendment to the FY2010-2013 Transportation Improvement Program to add the construction phase of I-69 Section 4.

# MEMORANDUM



To: BMCMPO Policy Committee  
 From: Raymond Hess, Sr. Transportation Planner  
 Date: October 28, 2011  
 Re: FY2012-2015 Transportation Improvement Program Amendment

Though the FY2012-2015 Transportation Improvement Program has not been accepted by INDOT, amendments need to be processed to reflect recent changes to projects. This request by INDOT to add the right-of-way and construction phases of I-69 to the FY2012-2015 Transportation Improvement Program was postponed at the September 9<sup>th</sup> Policy Committee meeting (additional material about the TIP amendment request can be found in the 9/9/11 Policy Committee packet). INDOT requests the MPO to amend the TIP to reflect the following:

### Amendments to INDOT Projects:

State of Indiana Projects	Funding Source	Fiscal Year			
		2012	2013	2014	2015
<b>Project:</b> I-69 Section 4 segment <b>Location:</b> Boundary of Planning Area (creek near Rolling Glen Estates) to SR 37 (s. of Bloomington) (~1.75 miles long)	NHS State				
<b>Description:</b> New Interstate highway road construction with conditions added concerning karst terrain (preservation and reporting requirements) and road access (Harmony Rd., That Rd., Bolin Rd., & other locations) (NOTE: refer to Resolution FY2011-06)	NHS State	\$ 2,496,000			
	NHS State	\$ 624,000			
<b>DES#:</b> TBD <b>Support:</b> LRTP	NHS State		\$ 25,600,000		
	NHS State		\$ 6,400,000		
<b>Allied Projects:</b>	<b>TOTAL</b>	\$ 3,120,000	\$ 32,000,000	\$ -	\$ -

Changes: This is a new project to the FY2012-2015 TIP; Added right-of-way in FY2012; Added construction in FY2013.

### Committee Recommendations

The Technical Advisory Committee recommended approval of the proposed amendment at their meeting on August 24, 2011. The Citizens Advisory Committee recommended denial of the amendment at their meeting on August 24, 2011.

### Action Requested

The Policy Committee is requested to take action on the proposed amendment to the FY2012-2015 Transportation Improvement Program.

# MEMORANDUM



To: BMCMPO Policy Committee  
 From: Raymond Hess, Sr. Transportation Planner  
 Date: October 28, 2011  
 Re: Transportation Improvement Program(s) Amendments.

**a) Removal of I-69 Section 4:**

Policy Committee Member Andy Ruff is sponsoring an amendment to the FY2010-2013 TIP to remove Section 4 of I-69. He requests the following changes be made to the TIP:

State of Indiana Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> I-69 Section 4 segment	NHS State		\$ 2,200,000		
<b>Location:</b> Boundary of Planning Area (creek s. of Rolling Glen Estates) to SR 37 (s. of Bloomington) (~1.75 miles long)			\$ 550,000		
<b>Description:</b> New Interstate highway road construction with conditions added concerning karst terrain (preservation and reporting requirements) and road access (Harmony Rd., That Rd., Bolin Rd., & other locations) (NOTE: refer to Resolution FY2011-06 in Appendix VIII).	ROW	NHS State		\$ 2,496,000 \$ 624,000	
	CON	NHS State			
<b>DES#:</b> FBD					
<b>Support:</b> LRTP			-		
<b>Allied Projects:</b>	<b>TOTAL</b>		\$ 2,750,000	\$ 3,120,000	\$ -

According to the Federal Highway Administration, funds for preliminary engineering and right-of-way have already been approved (refer to FHWA response to question #90). Additionally, INDOT has indicated “the proposed amendment to remove I-69 from the existing 2010-2013 TIP is not, nor will it be, supported by INDOT and therefore, regardless of action taken, it will not be approved by the Governor” (refer to letter from A. Blasdel dated 10/24/11 in the Public Comment compilation).

**Public Comment:**

Pursuant to the Public Participation Plan, the proposed TIP amendment is considered a major amendment. Therefore a written public comment period ran from September 27<sup>th</sup> to October 26<sup>th</sup>. The public comments received during this time are attached to this memo and are provided for Policy Committee review and consideration.

**Recommendations:**

The Technical Advisory Committee (TAC) reviewed the proposed amendment at their October 24<sup>th</sup> meeting and recommended denial. The Citizens Advisory Committee (CAC) also reviewed the proposed amendment on October 24<sup>th</sup> and recommended denial.

Bloomington/Monroe County Metropolitan Planning Organization

**b) SR 46/Arlington Road Traffic Signal:**

INDOT has requested an amendment to the TIP to add a traffic signal project at the intersection of State Road 46 and Arlington Road. INDOT requests the project be reflected in the TIP as follows:

State of Indiana Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> State Road 46	Intersection of State Road 46 and Arlington Road	PE STP State				
<b>Location:</b>		ROW NHS State				
<b>Description:</b> New traffic signal at the Intersection of SR46 and Arlington Road.		CON STP State			\$ 150,000	
<b>DES#:</b> 1173076						
<b>Support:</b>						
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ -	\$ -	\$ 150,000	\$ -

This project is considered a minor amendment. Consequently, a written public comment period was not issued. The project was also not reviewed by the TAC or CAC.

It should be noted that if this amendment is adopted by the Policy Committee, it should be reflected in both the existing FY2010-2013 Transportation Improvement Program and the FY2012-2015 Transportation Improvement Program in an effort to maintain continuity between the two documents.

**Action Requested**

The Policy Committee is requested to take action on the two proposed Transportation Improvement Program amendments: Removal of I-69 Section 4; Addition of Traffic Signal at State Road 46 and Arlington Road.

Attachments: Public Comments

**Public Comments**

*Note from BMCMPPO staff: A written public comment period for Andy Ruff's amendment to the FY2010-2013 Transportation Improvement Program ran from September 27, 2011 to October 26, 2011. The comments received during that time period are copied and pasted below. The contents of the messages were not altered except that font size, font type, and font color were changed to be consistent and dead space was eliminated. It should also be noted that some images may have not been accepted by the email client if they were embedded in the message (this only pertains to logos in digital signatures of some emails).*

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From: <ccedge@alumni.iu.edu>  
 Date: Tue, Oct 11, 2011 at 8:56 AM  
 Subject: more citizens against I-69  
 To: mpo@bloomington.in.gov  
 Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu

Dear MPO:

We are so proud of you and our community for holding out against the very bad planning and execution of the new terrain I-69. Thank you. Please know that a great many of us who are not vocal about it feel this way. Just this morning, in response to the onslaught from our misguided (and misguiding) legislators, we joined CARR.

Fight the good fight against this boondoggle fossil and we will win!!

With best regards,  
 Ron and Carol Edge  
 813 W. Rosewood Drive  
 Bloomington, IN 47404

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From: **Paula Knoblett** <paula.knoblett@solution-tree.com>  
 Date: Tue, Oct 11, 2011 at 9:11 AM  
 Subject: Your position on I-69  
 To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>, "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>

I urge you to change your position & give consent to INDOT to include I-69 in the Bloomington corridor. It is short-sighted to think we will not need funds from the state in the future for roads & other projects in the city & county.

I-69 is going to be built regardless. We would be better off to work with INDOT to create the safest, most efficient, least intrusive interstate project coming through Bloomington, rather than have traffic detoured & rerouted on our existing highways. This stand-off is starting to look like the federal government in congress & does not reflect well on our city.

Paula Knoblett  
 1512 E Browning Lane  
 Bloomington IN 47401  
[knobletts@comcast.net](mailto:knobletts@comcast.net)

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From: **Garber, Cathleen Diane** <catgarbe@indiana.edu>  
 Date: Fri, Oct 14, 2011 at 12:31 PM  
 Subject: the debate and I-69

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

I rarely, if ever, decide to comment actively regarding our local government. However, as a regular voter, a lifelong Bloomington native, and graduate from IU, I do not believe it is in the best interest of our city to deny the I-69 project any longer. In fact, many of the council's decisions to try to avoid this project has now led us to a stalemate with Indiana's INDOT. If seems further negotiation is impossible and will only serve to diminish Bloomington. It is time to move forward!! I can assure you, many of the permanent residents in this city are ready to move forward with the I-69 project and the improvement to our road system.

Thank you for your time,  
Cathy Garber

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From: <cindybloom5@aol.com>  
Date: Tue, Oct 18, 2011 at 10:16 PM  
Subject: I-69 Concerns  
To: mpo@bloomington.in.gov

The reason for our letter is the location that I-69 will be from our home that we have lived in for 33 years. We live on a quiet dead end street, West Victor Heights Drive, Bloomington. We love our small peaceful neighborhood and are very concerned with I-69 being built right next to our home. It will be approximately 300 to 400 feet away.

Our neighborhood has met at the local I-69 office with INDOT stating our concerns with noise that I-69 will create for our neighborhood and how our quality of life will be affected in a negative way. The noise level could increase to the point we would have to wear ear protection to be in our yards. The suggestion was brought up in the meeting about building a noise barrier wall for our neighborhood. INDOT representatives said it would depend on noise study results. A noise study that was done several months ago, which included I-69 noise, showed the estimated noise level of 68 decibels, which is a significant increase from our current noise level of approximately 40 decibels. We will also be in close proximity to the on/off ramp which will increase noise tremendously due to trucks down shifting and up shifting. We called the I-69 office on 10/11/11 and also visited the office on 10/18/11 and were told both times there are no plans to build a noise barrier wall for our neighborhood. Per INDOT, the federal government feels it is not feasible to build a noise barrier wall due to cost and not enough home population. We feel INDOT and the federal government does not care about our situation.

We wanted to inform the MPO committee of our neighborhood's situation in hopes of getting support from you. If our homes are not going to be bought because of noise and location to I-69, we feel we definitely need a noise barrier wall. This I-69 boondoggle is going to be devastating to the quality of life for the residents of West Victor Heights Drive.

We hope the MPO Committee will care about our situation.

If you would be willing to visit our neighborhood, we would like to show you the location I-69 is going to be from our homes.

Sincerely,

Doug and Cindy Jeffers  
1845 W. Victor Heights Drive  
Bloomington, IN 47403

From: **Linda Greene** <lgreene@bloomington.in.us>  
Date: Wed, Oct 19, 2011 at 10:58 AM  
Subject: Comments on I-69  
To: mpo@bloomington.in.gov

Dear members of the MPO:

For environmental and fiscal reasons=97not to mention common sense=97I've =  
been opposed to the new-terrain extension of I-69 since it first became =  
an issue over 20 years ago.

I urge you to read the following articles I wrote on the environmental =  
and economic impacts (or lack thereof) of the highway plus the necessity =  
of omitting the highway from the TIP:

<http://www.bloomingtonalternative.com/articles/2011/09/09/10769>  
<http://www.bloomingtonalternative.com/articles/2011/08/10/10733>  
<http://www.bloomingtonalternative.com/node/10781>

Sincerely,  
Linda Greene  
7487 N. John Young Rd.  
Unionville, IN 47468=

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From: **Paula Knoblett** <paula.knoblett@solution-tree.com>  
Date: Thu, Oct 20, 2011 at 11:12 AM  
Subject: I urge you to include I-69 in the TIP...  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

So the community & county will be able to get the federal & state funds we need for projects you/we want/need to see in the community.

It may be blackmail, but I do believe they hold the cards & you are just cutting off your nose to spite "our" faces. You have been dragging your feet on this issue too long. It is time to bite the bullet & say "OK, we will cooperate".

Thank you.

Paula Knoblett  
1512 E Browning Lane  
Bloomington IN 47404  
[knobletts@comcast.net](mailto:knobletts@comcast.net)

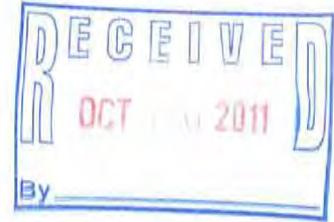
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From: **Paul Smith** <ptsmith@bloomington.in.us>  
Date: Thu, Oct 20, 2011 at 2:53 PM  
Subject: I69  
To: mpo@bloomington.in.gov

I oppose the new terrain I69 highway and support Andy Ruff's amendment to the TIP to remove I69 sec 4.

Paul Smith  
Unionville, IN

**4427 W. Tanglewood Road  
Bloomington, IN 47404  
October 18, 2011**



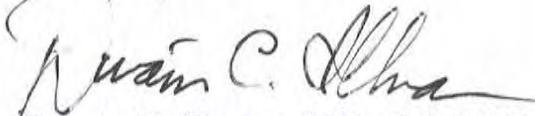
**Der MPO:**

**Re: Interstate 69**

**I would suggest to the team that you have made your point in opposition to the I-69 through Monroe County. In good conscience you can now approve I-69 to follow the proposed route through our county. The consequences are too horrific to consider. It would be a horrible injustice for our county with the penalties that will be dealt us if this is not done.**

**Big government is hard to fight. This will be an appalling loss for the citizens of Monroe County and the urban areas.**

**Sincerely,**

  
**Dwain C. Illman, M.D., F.A.C.E.P.**

From: **Grey Larsen** <grey@greylarsen.com>  
Date: Fri, Oct 21, 2011 at 8:59 AM  
Subject: Please oppose I-69!  
To: mpo@bloomington.in.gov  
Cc: Cindy Kallet <cindy@cindykallet.com>

Dear members of the MPO,

I have been following the recent developments around the I-69 situation, and I urge the MPO to oppose I-69. I applaud the courage the MPO has shown thus far in the face of the INDOTs efforts to railroad this through. I-69 is not in the best interests of Monroe County, and any short-term withholding of funds from the state will be something we can live with. The longterm effects of I-69 would be far worse for us.

Sincerely,

Grey Larsen  
917 W. Howe Street  
Bloomington, IN 47403  
=====

Grey Larsen  
<http://www.GreyLarsen.com>  
Check out our new song and video!  
"Back When We Were All Machines" <http://kalletlarsen.com> or <http://www.youtube.com/user/glarsen127> .  
Author of The Essential Guide to Irish Flute and Tin Whistle  
Irish Flute Concerts and Educational Programs  
Producer, Mastering Engineer, Recording Engineer, Music Editor  
PO Box 2652, Bloomington, IN 47402-2652, USA  
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From: **James&susan Pennington** <sujpenn@sbcglobal.net>  
Date: Fri, Oct 21, 2011 at 9:49 AM  
Subject: I-69  
To: mpo@bloomington.in.gov

WE are in support of Andy Ruff's amendment to the 2010-2013 Transportation Improvement Program- Although we are residents of Morgan County, We have serious concerns about the health of all residents unlucky enough to be in the path of this unnecessary NAFTA highway! Morgan county already has "non-attainment" due to poor air quality, and we join with the Monroe County residents to help them maintain their quality of air and life.

James & Susan Pennington  
Martinsville,indiana

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From: <cindybloom5@aol.com>  
Date: Fri, Oct 21, 2011 at 10:28 AM  
Subject: Fwd: I-69 Section 4 Highway Noise Analysis Inquiry Response  
To: mpo@bloomington.in.gov

-----Original Message-----

From: cindybloom5 <[cindybloom5@aol.com](mailto:cindybloom5@aol.com)>  
 To: hessr <[hessr@bloomington.in.gov](mailto:hessr@bloomington.in.gov)>  
 Sent: Thu, Oct 20, 2011 9:13 pm  
 Subject: Fwd: I-69 Section 4 Highway Noise Analysis Inquiry Response  
 Mr. Hess:

My husband and I would like for the MPO Committee to be aware of the following information we requested from the I-69 office. We feel that the I-69 route is going to be devastating to the quality of life in our neighborhood. The noise impact study results clearly show we will be greatly affected by the increased noise level. This I-69 boondoggle is only going to be 300 - 400 feet from our home. The I-69 reps have told us our homes will not be purchased and we are not getting a noise barrier wall. It is sad that the federal government and INDOT can do this to us. Is there anything we can do to help our situation?

We hope I-69 does not get included in the 2012-2015 TIP since there are issues and unanswered questions.

The letter from Rusty Yeager, Environmental Biologist III, is attached below.

Sincerely,

Doug and Cindy Jeffers  
 1845 W. Victor Heights Drive  
 Bloomington, IN 47403

[812-824-6622](tel:812-824-6622)

-----Original Message-----

From: Yeager, Rusty <[RYeager@blainc.com](mailto:RYeager@blainc.com)>  
 To: 'cindybloom5@aol.com' <[cindybloom5@aol.com](mailto:cindybloom5@aol.com)>  
 Cc: DuPont, Jason <[JDupont@blainc.com](mailto:JDupont@blainc.com)>; Swickard, Eric <[ESwickard@blainc.com](mailto:ESwickard@blainc.com)>; Dave Pluckebaum <[dpluckebaum@corradino.com](mailto:dpluckebaum@corradino.com)>; Steven Winters <[swinters@dlzcorp.com](mailto:swinters@dlzcorp.com)>; Steve Walls <[swalls@indot.in.gov](mailto:swalls@indot.in.gov)>; Goffinet, David <[DGoffinet@blainc.com](mailto:DGoffinet@blainc.com)>  
 Sent: Thu, Oct 20, 2011 5:24 am  
 Subject: I-69 Section 4 Highway Noise Analysis Inquiry Response  
 Ms. Jeffers,

Your inquiry concerning the I-69 Section 4 noise assessment and barrier analysis results has been forwarded to my attention for response. Hopefully, the following synopsis and attachments will help to explain the findings of the study for your particular location. If you have any additional questions, please feel free to contact me at the toll free number listed at the close of this e-mail.

A comprehensive highway noise technical report was prepared for Section 4 to document existing sound levels within the environment throughout the general project corridor. Your residence at 1845 W Victor Heights Drive was cataloged as receptor R-325 in the study. Existing condition sound levels were recorded in the Victor Heights area at both the residence at the end of Victor Heights on the north side of the road (M-60) and at a residence on the corner of Victor Heights Drive and Victor Pike (M-44). On the attached map (see page 898) note the location of your residence and the two sampled locations identified as R-328 (M-60) and R-408 (M-44) in the upper right corner of the map. The measured sound levels for these two locations were 43.2 decibels at M-60 and 53.7 decibels at M-44.

Noise modeling using the FHWA Traffic Noise Model (TNM 2.5) was conducted for each of the potential noise sensitive receptors within at least 500 feet of any of the proposed alternatives. This methodology used

forecasted traffic volumes for I-69 to predict the traffic noise levels at each of the nearby residences along the proposed highway routes. Because there were two options for the Refined Preferred Alternative No. 2 (Initial Design and Low Cost Design) two predicted highway traffic noise level predictions were calculated. The attached tables (page 984 and 997) indicate that for your property the predicted level would be 64.5 decibels for the Initial Design and 62.9 decibels for the Low Cost Design.

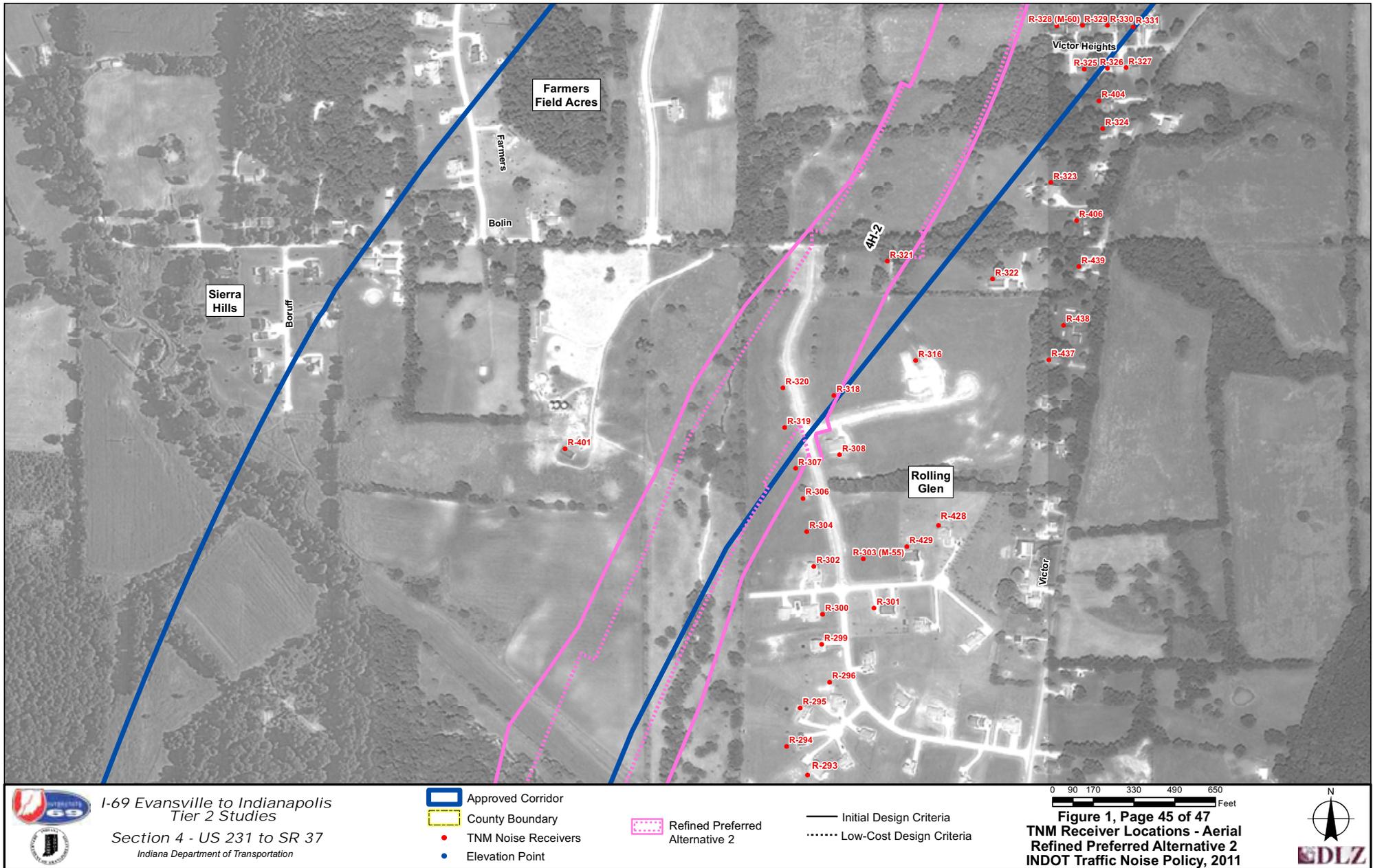
The INDOT Traffic Noise Analysis Procedure, which was approved by the FHWA in June 2011, establishes two criteria by which a road project can result in a noise impact to a potential noise sensitive receptor. First, for residential land use such as yours, a predicted noise level of 66 decibels or more would constitute an impact. Second, an increase of 15 decibels in the predicted noise levels over existing levels is considered a “substantial increase” and would also constitute an impact. Although the predicted 64.5 and 62.9 decibel levels at your property do not meet the first criteria, each of these predicted levels do represent an increase of 15 decibels or more above the current (ambient) levels documented for your neighborhood (43.2 decibels). As such, yours as well as the other residences in your neighborhood, were identified as being impacted by the proposed highway.

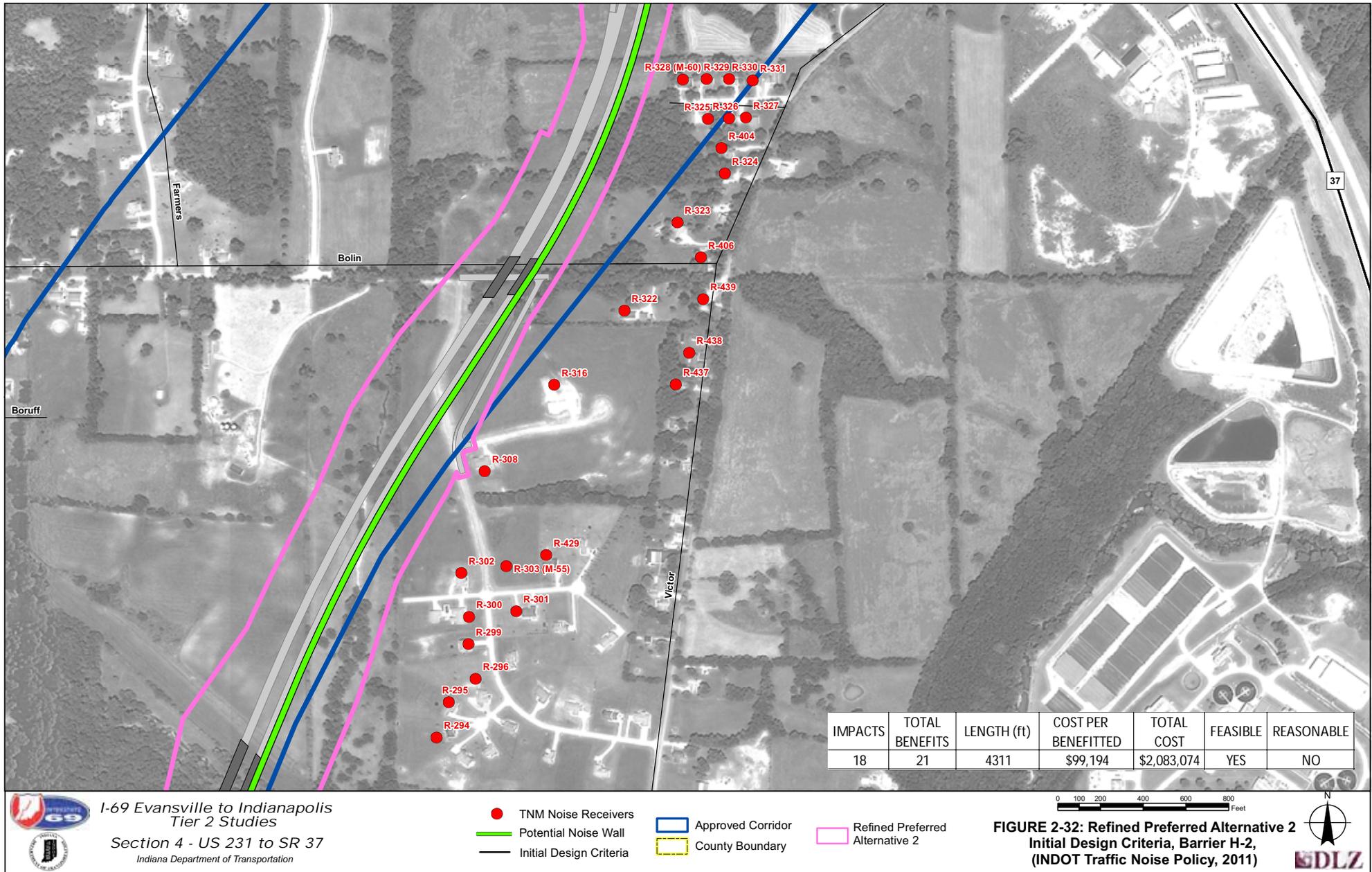
Concerning the use of noise barrier walls as a mitigation measure for the impacts to your property, as well as others in the Victor Heights and Rolling Glen housing developments, the TNM 2.5 was utilized to predict the effectiveness of such a measure to reduce noise levels in these neighborhoods. Barrier H-2 was analyzed for both the Initial Design and Low Cost Design options of the Refined Preferred Alternative No. 2 to determine if it meet both the “feasible” and “reasonable” criteria established in the INDOT Traffic Noise Analysis Procedure. Both barrier analyses concluded that a barrier was “feasible” because they could achieve the 5 decibel reduction goal in the highway traffic noise and there were no apparent engineering limitations to constructing such a feature. However, neither of the H-2 barriers analyzed meet the cost-effectiveness part of the “reasonableness” criteria. In order for a barrier to be considered to be cost-effective, it must be equal to or below the \$30,000 per benefited receptor threshold, where benefited receptor is defined as any receptor that would experience a 5 decibel reduction as a result of the barrier. In the case of barrier H-2 for the Initial Design (see page 932), a total of 21 benefited receptors within Rolling Glen and Victor Heights were identified, but at an estimated cost of \$2,083,074, the cost per benefited receptor would be \$99,194, which is well above the “reasonableness” criteria. Similarly, for the H-2 Low Cost Design barrier analysis (see page 968), the estimated cost of \$2,459,210 yielded a cost per benefited receptor value of \$129,432.

Because the barrier analysis conducted in the NEPA phase of the highway project are not based on final designs, each construction segment is reviewed for any possible changes from the preliminary NEPA design that might warranted a second evaluation of the barrier analysis. However, because of the layout of the residences in the Victor Heights and Rolling Glen neighborhoods relative to the proposed highway, professional experience indicates that any minor or even moderate changes to the roadway geometry (i.e., minor shift in the alignment, change of grade, cross section alteration) would not likely constitute a notable change in conditions at this location that would result in the either neighborhood falling within the cost-effective threshold.

Again, if you have any additional questions, please feel free to contact our office.

Rusty Yeager  
Environmental Biologist III  
Bernardin, Lochmueller and Associates, Inc.  
6200 Vogel Road  
Evansville, IN 47715-4006  
[800-423-7411](tel:800-423-7411) toll free  
[812-479-6200](tel:812-479-6200) phone  
[812-479-6262](tel:812-479-6262) fax



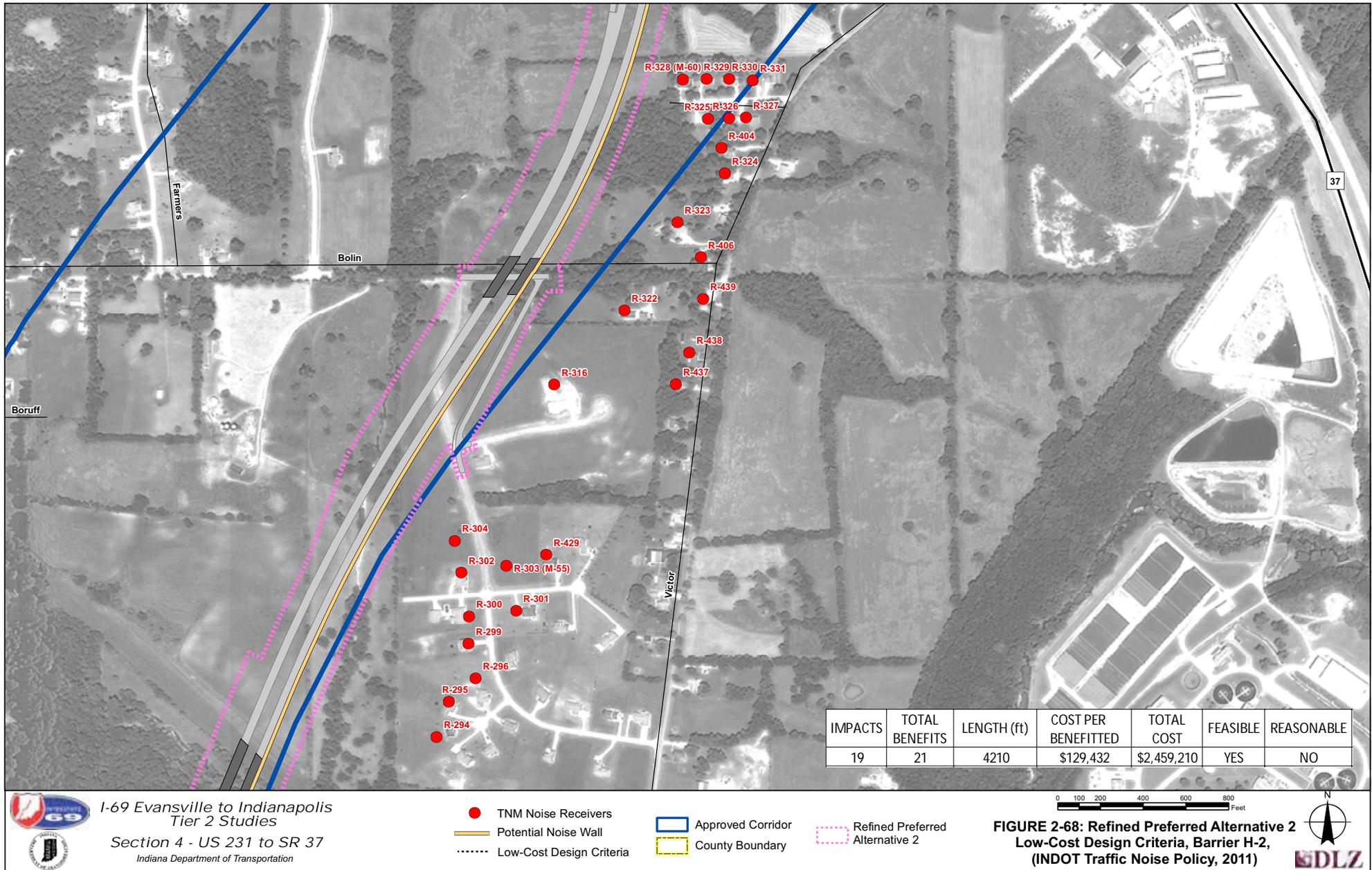


**I-69 Evansville to Indianapolis Tier 2 Studies**  
 Section 4 - US 231 to SR 37  
 Indiana Department of Transportation

- TNM Noise Receivers
- Potential Noise Wall
- Initial Design Criteria
- Approved Corridor
- County Boundary
- Refined Preferred Alternative 2

0 100 200 400 600 800 Feet

**FIGURE 2-32: Refined Preferred Alternative 2 Initial Design Criteria, Barrier H-2, (INDOT Traffic Noise Policy, 2011)**



**I-69 Evansville to Indianapolis**  
 Tier 2 Studies  
 Section 4 - US 231 to SR 37  
 Indiana Department of Transportation

- TNM Noise Receivers
- Potential Noise Wall
- ⋯ Low-Cost Design Criteria
- ▭ Approved Corridor
- ▭ County Boundary
- ▭ Refined Preferred Alternative 2

0 100 200 400 600 800 Feet

**SDLZ**

APPENDIX B-1: - SUMMARY OF MODELING RESULTS - INITIAL DESIGN CRITERIA - SUBSECTION H

	Receiver not included in the TNM Run
	Receiver has a Substantial Increase Impact
	Receiver being acquired as part of the Project
	Receiver has a Substantial Increase and NAC impact
	Receiver has a NAC impact

Receiver Name	Representative Ambient Site	Ambient-Existing Conditions (dBA)	Predicted-Existing Conditions (dBA)	Future No Build (dBA)	Refined Preferred Alt No. 2 (4H-2)		
					Predicted Noise levels (dBA)	Increase Over Existing (dBA)	Increase Over Future No-Build Adjusted (dBA)
R-191	M-38	40.7		45.7	58.3	17.6	12.6
R-190	M-38	40.7		32.4	65.1	24.4	32.7
R-189	M-38	40.7		32.3			
R-193	M-38	40.7		11.3	59.6	18.9	48.3
R-194	M-40	43.2		30.1	63.6	20.4	33.5
R-195 (M-58)	M-58	57.9	33.2	23.5	63	5.1	39.5
R-289	M-55	40.0		12.4	58.8	18.8	46.4
R-401	M-43	43.0		37.6	63	20.0	25.4
R-321	M-42	52.0		40.5			
R-335	M-46	57.4		58.5			
R-336	M-46	57.4		56.6			
R-337	M-46	57.4		55.3			
R-338 (M-46)	M-46	57.4	58.3	60.0			
R-355 (M-45)	M-45	61.2	61.6	62.8	61.5	0.3	-1.3
R-354	M-45	61.2		58.5	59.2	-2.0	0.7
R-328 (M-60)	M-60	43.2	44.0	44.3	66.6	23.4	22.3
R-329	M-60	43.2		45.5	64.7	21.5	19.2
R-330	M-60	43.2		46.1	62.9	19.7	16.8
R-331	M-44	53.7		47.0	60.6	6.9	13.6
R-325	M-60	43.2		46.1	64.5	21.3	18.4
R-326	M-44	53.7		46.8	62.2	8.5	15.4
R-327	M-44	53.7		47.7	60.9	7.2	13.2
R-320	M-55	40.0		35.7			
R-319	M-55	40.0		35.5			
R-307	M-55	40.0		35.3			
R-306	M-55	40.0		34.1			
R-304	M-55	40.0		34.6			
R-302	M-55	40.0		34.6	62.4	22.4	27.8
R-300	M-55	40.0		34.3	61.5	21.5	27.2
R-301	M-55	40.0		34.8	61.9	21.9	27.1
R-308	M-55	40.0		35.7	63.8	23.8	28.1
R-318	M-55	40.0		36.1			
R-316	M-55	40.0		37.9	67.4	27.4	29.5
R-299	M-55	40.0		34.0	61.2	21.2	27.2
R-296	M-55	40.0		33.1	60.4	20.4	27.3
R-295	M-55	40.0		33.7	60.9	20.9	27.2
R-294	M-55	40.0		33.6	60.9	20.9	27.3
R-293	M-55	40.0		33.5	60.1	20.1	26.6
R-339	M-46	57.4		47.7	54.1	-3.3	6.4
R-340	M-46	57.4		50.9	53.6	-3.8	2.7
R-341	M-46	57.4		55.1	57.1	-0.3	2.0
R-343	M-46	57.4		58.8	58.5	1.1	-0.3
R-342	M-46	57.4		63.5			
R-344	M-45	61.2		59.9			
R-345	M-45	61.2		55.9			
R-348	M-45	61.2		61.3			
R-349	M-45	61.2		59.1	65.3	4.1	6.2
R-350	M-49	54.4		55.2	58.2	3.8	3.0
R-351	M-50	60.8		53.6	54	-6.8	0.4
R-356	M-49	54.4		57.8	57.9	3.5	0.1

APPENDIX B-2: - SUMMARY OF MODELING RESULTS - LOW-COST DESIGN CRITERIA - SUBSECTION H

	Receiver not included in the TNM Run
	Receiver has a Substantial Increase Impact
	Receiver being acquired as part of the Project
	Receiver has a Substantial Increase and NAC impact
	Receiver has a NAC impact

Receiver Name	Representative Ambient Site	Ambient-Existing Conditions (dBA)	Predicted-Existing Conditions (dBA)	Future No-Build (dBA)	Refined Preferred Alt No. 2 (4H-2)		
					Predicted Noise levels (dBA)	Increase Over Existing (dBA)	Increase Over Future No-Build Adjusted (dBA)
R-191	M-38	40.7		45.7	58.6	17.9	12.9
R-190	M-38	40.7		32.4	65.3	24.6	32.9
R-189	M-38	40.7		32.3			
R-193	M-38	40.7		11.3	57.5	16.8	46.2
R-194	M-40	43.2		30.1	62.8	19.6	32.7
R-195 (M-58)	M-58	57.9	33.2	23.5	63	5.1	39.5
R-289	M-55	40.0		12.4	60.7	20.7	48.3
R-401	M-43	43.0		37.6	61.8	18.8	24.2
R-321	M-42	52.0		40.5			
R-335	M-46	57.4		58.5			
R-336	M-46	57.4		56.6			
R-337	M-46	57.4		55.3			
R-338 (M-46)	M-46	57.4	58.3	60.0			
R-355 (M-45)	M-45	61.2	61.6	62.8	62.1	0.9	-0.7
R-354	M-45	61.2		58.5	59.2	-2.0	0.7
R-328 (M-60)	M-60	43.2	44.0	44.3	64.5	21.3	20.2
R-329	M-60	43.2		45.5	62.8	19.6	17.3
R-330	M-60	43.2		46.1	61	17.8	14.9
R-331	M-44	53.7		47.0	58.6	4.9	11.6
R-325	M-60	43.2		46.1	62.9	19.7	16.8
R-326	M-44	53.7		46.8	60.5	6.8	13.7
R-327	M-44	53.7		47.7	58.9	5.2	11.2
R-320	M-55	40.0		35.7			
R-319	M-55	40.0		35.5			
R-307	M-55	40.0		35.3			
R-306	M-55	40.0		34.1			
R-304	M-55	40.0		34.6	65.5	25.5	30.9
R-302	M-55	40.0		34.6	65.1	25.1	30.5
R-300	M-55	40.0		34.3	63.4	23.4	29.1
R-301	M-55	40.0		34.8	61.5	21.5	26.7
R-308	M-55	40.0		35.7	67.5	27.5	31.8
R-318	M-55	40.0		36.1			
R-316	M-55	40.0		37.9	66.7	26.7	28.8
R-299	M-55	40.0		34.0	62.1	22.1	28.1
R-296	M-55	40.0		33.1	60.9	20.9	27.8
R-295	M-55	40.0		33.7	62.1	22.1	28.4
R-294	M-55	40.0		33.6	62.3	22.3	28.7
R-293	M-55	40.0		33.5	60.5	20.5	27.0
R-339	M-46	57.4		47.7	52.9	-4.5	5.2
R-340	M-46	57.4		50.9	53.6	-3.8	2.7
R-341	M-46	57.4		55.1	57.2	-0.2	2.1
R-343	M-46	57.4		58.8	59.4	2.0	0.6
R-342	M-46	57.4		63.5			
R-344	M-45	61.2		59.9			
R-345	M-45	61.2		55.9			
R-348	M-45	61.2		61.3			
R-349	M-45	61.2		59.1	65.1	3.9	6.0
R-350	M-49	54.4		55.2	58.3	3.9	3.1
R-351	M-50	60.8		53.6	54.2	-6.6	0.6
R-356	M-49	54.4		57.8	58	3.6	0.2

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From: **Fuller, Kimberly Lentz** <kifuller@indiana.edu>  
 Date: Fri, Oct 21, 2011 at 10:40 AM  
 Subject:  
 To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Unfortunately because of the 1:30pm time of the Friday Nov. 4<sup>th</sup> meeting, I am unable to attend because of work. Please hear my voice.

**\*\*Building I-69 would result in severe environmental damage and safety problems for county residents. There is no money to build Sections 5 and 6. That means minimal or no upgrades to SR-37. To save money, there will be no interchange where I-69 connects to SR-37. There will only be a stop light. There will be massive karst impacts resulting in altered drainage, water well changes, damage to homes from heavy blasting, many wildlife impacts. Increased erosion of steep slopes into sinkholes and caves will cause major problems. Environmentally, I-69 would be an unprecedented disaster for Monroe and Greene Counties for the foreseeable future.**

There is overwhelming opposition to this project within this MPO region. The MPO should be accountable to, and serve, the citizens within its jurisdiction. It was not set up to be a pawn of the state. This is a political move to force I-69 on Bloomington. **Governor Daniels stated: "They're going to get it whether they like it or not." What happened to our democracy? Local control?** Monroe County is doing better economically than the rest of the state. I-69 will do nothing to advance the economy of Bloomington, Monroe County or the rest of the state. **The state is not able to maintain the roads and bridges it has now.**

My family in Monroe County dates back to the early 1800's and Monroe County is a very special place to many of us who have raised our families here. I have family and a friend that would lose their home(s) and land to this monstrosity of an interstate that we cannot afford in the first place or afford to upkeep. My parents Don and Pat Lentz who are deceased now and buried in Payne Cemetery (north of blgtn) were also against the destruction of I69, so I am speaking up for them too. NONE of my immediate living relatives in Monroe County are for I69 and feel that if they did speak up their voices would not be heard and I too feel that way, but I am sending this to you in hopes you will STOP I69 from coming through here because of the MANY reasons stated. One of the biggest reasons it is wrong is because it is just WRONG for the State to take homes and land from citizens that do not want to sell their property, but it is taken from them anyway. That doesn't sound like the American way to me.

Thank you for listening,

Kim Lentz Fuller  
 5135 S. Indian Valley Drive 47403  
 54 year old resident of Monroe County

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From: **Sharon and Dave Parsons** <dashparsons@bluemarble.net>  
 Date: Fri, Oct 21, 2011 at 10:55 AM  
 Subject: Use this opportunity  
 To: mpo@bloomington.in.gov  
 Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu

My name is David Parsons and I live at 8779 S Rockport Road in Monroe County. I urge you to take this opportunity to force INDOT to engage in honest dialogue regarding this project. Although the Herald Times is quick to point out that Monroe County may lose funding they have not editorialized the other side of the coin—that INDOT and the state face equally serious consequences. If the TIP does not include I-69 the state faces a loss of federal funding and a re-working of the highway route for this

area. This is the perfect time to challenge the culture of INDOT. Please take the fullest advantage of this possibility. I ask this because I have observed is that INDOT and the current state government will not and do not engage in any meaningful discussion regarding the merits of their plans unless forced to do so. They have made changes in the past when forced by federal court rulings that found their shoddy work unacceptable but the massive negative public comment as well as realistic objections and questions from local government fall largely on deaf ears. At INDOT, the public welfare and the wishes of the citizens take a back seat to the governor and political promises made long ago.

Dave Parsons  
8779 S Rockport Rd  
Bloomington, IN

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From: **Dason Anderson** <dasonsolo@gmail.com>  
Date: Fri, Oct 21, 2011 at 3:15 PM  
Subject: We don't need Interstate 69  
To: mpo@bloomington.in.gov

Dear members of the MPO,

As a concerned and emotionally invested resident of Monroe County, and a young IU student, I urge you to please hold firm and keep I-69 out of our transportation plan. Please continue to support our quality of life in Bloomington and Monroe County! We do not need I-69!

Just the other day I was driving through the area of southern Indiana affected by I-69 and, as I rolled over the soft autumnal hills south of Petersburg, I was brought to tears by the sight of the interstate construction. Please make this stop.

Thankfully,  
Dason Anderson

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From: **Steven Gilbert** <stevengilb@gmail.com>  
Date: Fri, Oct 21, 2011 at 3:57 PM  
Subject: Reject I-69 Amendment  
To: mpo@bloomington.in.gov

While I am certain that MPO members opposing I-69, section 4, have reasons for opposing its inclusion in the TIPS, I believe that accepting the amendment to remove it would be a major mistake for Monroe County. I-69 will be completed to the county line, after which traffic on the highway will be routed onto secondary roads, creating a dangerous and environmentally problematic situation. This traffic will then use Hwy 37 as it exists, further increasing the risks, and incurring the same or greater secondary costs to the city and county as the interstate would. Furthermore, Monroe County will be gambling with the loss of federal funding, notwithstanding rosy and highly unlikely predictions by some that future governors will not want to finish the job. It seems much more likely that (a) Republicans will take the governorship at the next election, and (b) that they will want to finish the highway. Likely candidates from both parties have already gone on record as supporting I-69. Is it really worth the gamble? Does it serve the people of this county to draw out this battle, or is this, as it appears, an idealistic catfight?

Bloomington and Monroe County do not exist in a vacuum apart from the rest of the state and nation. It is difficult not to see this issue as more of a childish power struggle than a matter of considered good policy. For all of the good intentions of the leadership in this county, it tends emulate the tea partiers in its dogged adherence to idealistic actions even when reason would suggest other actions would be best. I urge you not to

draw out a battle in a war you are highly unlikely to win. Wars always come with serious costs, and the people of the County will lose.

Steven Gilbert  
1601 S. Nancy Street  
Bloomington, IN 47401  
[stevengilb@gmail.com](mailto:stevengilb@gmail.com)  
[812-332-3404](tel:812-332-3404) or  
[812-322-5771](tel:812-322-5771) (mobile)

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From: **ralph dunbar** <[redunbar1@sbcglobal.net](mailto:redunbar1@sbcglobal.net)>  
Date: Fri, Oct 21, 2011 at 4:39 PM  
Subject: I69  
To: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

Please include I69 in the TIP. It is what the majority wants.

Ralph E. Dunbar

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From: **Huffman, John Curtis** <[huffman@indiana.edu](mailto:huffman@indiana.edu)>  
Date: Fri, Oct 21, 2011 at 7:41 PM  
Subject: I69  
To: "[mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)" <[mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)>

I seldom express my views on items of a political nature, but feel compelled to do so with regard to I-69 and the efforts of our local representatives to stop its construction. I unfortunately cannot ride a bicycle any more, and in spite of an excellent bus system, still depend on my automobile to shop, visit friends, go to my physician, etc. And yes, I even travel to other parts of the state on occasion. I avoid the latter because roads connecting Bloomington to both the north and south are inadequate to say the least (have any of you ever tried to visit Evansville?). While I sympathize with the local families who will be personally inconvenienced by the new highway, I fail to see how punishing all of Bloomington (withholding of highway funds, including the bus system) will make anyone happy in the long term.

Please, work with the state and try to make I-69 a highway that we can live with, not learn to hate.

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**John C. Huffman, PhD**  
*Professor Emeritus*  
*Chemistry/Informatics*  
*Indiana University*

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From: **Jennifer Miers** <[jenmiers2003@yahoo.com](mailto:jenmiers2003@yahoo.com)>  
Date: Sat, Oct 22, 2011 at 6:14 PM  
Subject: I-69  
To: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

I appreciate the MPO's persistence in refusing to become a rubber stamp for INDOT's I-69 plans. I hope you will be able to maintain your stance in light of the most recent blackmail regarding public transit funding.

My sales job requires that I drive a minimum 4 days a week throughout central and southern Indiana (even to Vanderburgh County-- not a hardship on existing roads) and I spend a lot of time on 65 and 70. Both are landscapes of dead deer, shredded semi tires and persistent potholes. In most of the small towns these highways

pass through, I do not see a thriving main street. I see a thriving gas/convenience store.

I am not an economist but I find the argument that I-69 is necessary for economic development suspect. Would the Bloomington section of I-69 completed have kept GE or OTIS in Bloomington? Not likely. When industry pulls up stakes to chase cheaper labor and sweeter tax deals, the hills, forests, homes and southern Indiana character that have been paved over will be irretrievable.

Thank you for your efforts.

Jennifer Miers  
3212 S. Rogers St.  
Bloomington, IN 47403

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From: **Lee Blandford** <lee.blan@gmail.com>  
Date: Sun, Oct 23, 2011 at 12:14 AM  
Subject: Please vote for I-69  
To: mpo@bloomington.in.gov

MPO,

I have lived in Monroe County for 22 years, and I urgently request that you approve the construction of I-69 through Monroe County. I live on Hwy 45 and see the overload of semi and car traffic daily. I also frequently drive to south western Indiana, and the use of the state highways that exist are very dangerous. This city needs this interstate to help alleviate the extreme congestion we already have on our curvy, hilly state highways. Every day, there are collisions that occur as a result of stopped traffic trying to make a left hand turn onto a side street with 55+ mph traffic failing to judge the situation correctly.

For the safety of our older state highways, please give us this corridor to move the majority of the semi traffic off of these roads, and onto a proper 4 lane interstate (with no stopped cars making left turns). There are lives at stake, and this decision could save countless suffering.

Thank You,  
Lee Blandford (Monroe County citizen)

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From: **Dan Olvey** <olveyl@gmail.com>  
Date: Sun, Oct 23, 2011 at 6:49 AM  
Subject: I-69  
To: mpo@bloomington.in.gov

MPO:

We are in favor of the construction of I-69 through Monroe County and Bloomington.

Daniel and Sandra Olvey  
4849 Red Oak Ln.  
Bloomington, IN 47401

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From: **William Moore** <moor9482@yahoo.com>  
Date: Sun, Oct 23, 2011 at 7:14 AM  
Subject: I69 TIP  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

I am requesting that you vote NO to adding I-69 to the TIP. I do not believe INDOT will do what is best for Bloomington and Monroe County.

Thanks,  
Bill Moore

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From: **Powell, Frona M** <powellf@indiana.edu>  
Date: Sun, Oct 23, 2011 at 7:38 AM  
Subject: I 69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

To members of the committee: I appreciate the opportunity to add my thoughts about the I-69 plan for your consideration.

It is with increasing dismay I read about the continuing controversy over proposed I-69 plans. I have never opposed this project, primarily because I remember the year that my husband drove to and from Bloomington to Indianapolis while working for the governor there, and the year my daughter commuted to Indianapolis for work. For me the I-69 project has always been about safety for those in our community who travel 37 regularly to Indianapolis. It is a highly dangerous road for drivers. And frankly, for IU to continue to grow its national reputation, and for new business to locate in our town, easy access to our city and campus is important.

I personally know no one in Bloomington who is opposed to the I-69 project as planned--some are ambivalent, of course, but the people I work with at the university, my friends in the community, and my neighbors, all see the need to move ahead with the project, especially in light of the draconian possibility that the state will withdraw funding for future transportation projects. I know there is also vocal opposition to I-69, but I think there are many more of us in the community who have assumed that the project will ultimately go forward and are waiting for that to happen, than those who are shouting about stopping the project.

I continue to support environmental conservation and good planning--but as someone pointed out today in my Y class, even if we're driving cleaner cars, we still need good safe roads. That pretty much sums up my thinking on that score.

Regards,

Frona Powell  
2360 Linden Hill Road  
Bloomington, IN 47401

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From: **Ron Firebaugh** <jrfirebaugh@gmail.com>  
Date: Sun, Oct 23, 2011 at 8:05 AM  
Subject: Yes for I-69  
To: mpo@bloomington.in.gov

VOTE YES FOR I-69!

Bloomington needs the input to make sure it is built to our satisfaction.

We can't lose money for our badly needed city roads and transportation needs.

Ron Firebaugh  
515 E. Moss Creek Drive

Bloomington, IN 47401

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From: **Robert Woodling** <robertwoodling@netscape.net>  
 Date: Sun, Oct 23, 2011 at 8:37 AM  
 Subject: I69  
 To: mpo@bloomington.in.gov

I wish to express my support for including I-69 in the Monroe Co./Bloomington TIP.

Regards,  
 Robert Woodling

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From: **Mike Bodnar** <mbodnar1007@gmail.com>  
 Date: Sun, Oct 23, 2011 at 9:41 AM  
 Subject: Hw I-69Vote  
 To: mpo@bloomington.in.gov

To: MPO members

I would like you to consider not to include I-69 in any form to the current, or to any future TIP. I have researched this issue for quite some time and have communicated with INDOT my own own questions and concerns. INDOT has provide me with a large amount of information, which I have also studied in great detail. Recently I have had a chance to reviewed the responses from INDOT to the series of questions posed by your organization. I have also studied other communities in Indiana to see what impact such Interstate highways have on those communities. I am now convinced that the benefits of such a highway in Monroe County will not offset the negative impact the highway will have on this community. I believe we can do better and that the current I-69 plan should not be added to the TIP.

Thank you --  
 Michael L. Bodnar

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From: **Vera Murphy** <vera\_murphy@comcast.net>  
 Date: Sun, Oct 23, 2011 at 10:13 AM  
 Subject: I-69  
 To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Please support the amendments necessary to allow I-69 to pass through Monroe County. It would benefit the state of Indiana and Bloomington, as well. I am 69 years old and I would appreciate a quick and safer way to travel outside Bloomington while I am still able to drive!

Vera Murphy  
 938 S Coriander Ct  
 Bloomington 47401

Sent from my iPad

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From: **McNabb, Alan B.** <mcnabba@indiana.edu>  
 Date: Sun, Oct 23, 2011 at 11:42 AM  
 Subject: I 69 Opinion  
 To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

To: MPO Membership

From: Alan B. McNabb  
Subj: I 69 Opinion  
Date: October 23, 2011

I write to express my opinion on the MPO position as it regards the impending vote to include or exclude I 69 Planning for Monroe County in the Monroe County Transportation Plan for 2011 and beyond.

It is my belief that the time to argue about the building of I 69 ended several years ago when the State of Indiana and the Federal Highway Administration made the decision to proceed with the proposed project. As we all know, the project is underway, and it is going to be built, and contracts for the work have already been let, and some portions of the construction are nearing completion, while others are also beginning to take shape. Certainly, there can be no denying that I 69 is coming and coming to edge of Monroe County very soon.

I wish to encourage each and every member of the MPO to ask themselves whether or not they want to represent themselves, or the best interests of our Community as they vote to either be included in the planning for I 69, or excluded, with all of the consequences that are clearly apparent. Can we afford to take a chance that future transportation projects and our local Transit Authority will suffer or perhaps be halted because we want to "stand on principle" of the Tokarski family ?

In Indiana, all sectors of the economy are served by Interstate roads. East by I 70; West by I 70 & I 74; NE by I 69 NW by I 65 SE by I 74 and SSE by I 65. There is only one major urban area, Evansville, in the Southwest that remains unserved in terms of an Interstate connection to the State Capitol and the commerce hub of Indiana.

Bloomington needs the economic impact of having high speed transportation between Evansville and Indianapolis. We need the jobs that will be created to construct the road and we need the jobs that will almost certainly be created along the interstate as they have been along all of our other interstates in Indiana.

Please vote to include I 69 in our Transportation Planning for the the future.

Respectfully,

Alan B. McNabb

Ps: I encourage all who wish to express their opinions on I 69 to do so Immediately. An important meeting is coming up this coming week, and if you have an opinion to share, NOW is the time to express it.

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From: **Max Skirvin** <m.skirvin@comcast.net>  
Date: Sun, Oct 23, 2011 at 12:00 PM  
Subject: Re: I 69 Opinion  
To: "Alan B. McNabb" <mcnabba@indiana.edu>  
Cc: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Alan,  
I totally agree with your letter.  
Max

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From: **Alex Cookman** <alexander.drc@gmail.com>  
Date: Sun, Oct 23, 2011 at 12:02 PM  
Subject: Vote Against I-69

To: mpo@bloomington.in.gov

I am a Bloomington resident. I grew up in this city and have recently returned after living on the East Coast for the past eight years. I love my hometown and have been distressed by the state government's undemocratic efforts to shove I-69 down our throats. If constructed, this highway will be an economic and ecological disaster. As a piece of NAFTA infrastructure, it weakens the ability of workers to demand fair wages and treatment. Furthermore, destroying yet more of the relatively healthy land base in Southern Indiana at this point in human history is nothing short of suicidal. It does not make sense to further commit ourselves to infrastructure based around automobiles. As more and more ecosystems around the world become destabilized by human avarice, it is incumbent upon us to safeguard our own for future generations. We can't eat money. And even if we could, I-69's not going to bring us any.

I strongly encourage you to vote to keep I-69 out of Bloomington. I realize there is a great deal at stake with the threats to hold back transportation funding but I believe that, if you vote against this catastrophe of a road, history will vindicate your decision.

Best regards,  
Alexander Cookman

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From: **Martin Spechler** <mspechler@gmail.com>  
Date: Sun, Oct 23, 2011 at 12:08 PM  
Subject: I-69 approval  
To: mpo@bloomington.in.gov

Dear Committee Members:

Though many of us would have preferred a different routing for I-69, the time has now passed to block the highway. It's time to cooperate with INDOT and get the best deal we can for safety and accessibility for all of us--with Federal money. This is my opinion and that of most citizens I talked to while running for election this spring. The concerned and vocal, but relatively few, opponents of the highway must not block a legal and generally approved highway. When finally built, I-69 will be safer for those of us who drive to Indianapolis and is strongly welcomed by our fellow Hoosiers to our southwest, too. We cannot and should not try to oppose what most of our fellow citizens want and need.

I was told by knowledgeable people in Bloomington City Hall that unless we approve inclusion we may not be able to get funds and approval for needed improvements elsewhere in the Country. In District 3, which I will be representing on the Bloomington City Council, we badly need a traffic light and intersection improvements at 10th Street and Smith Road. With our inadequate road infrastructure everywhere in the City and County, we cannot afford to alienate INDOT and the likely future State administrations.

Martin Spechler

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From: **Muehling, James** <jmuehlin@indiana.edu>  
Date: Sun, Oct 23, 2011 at 12:10 PM  
Subject: Re: I 69 Opinion  
To: "McNabb, Alan B." <mcnabba@indiana.edu>  
Cc: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Alan

Very well said. As I waited to make a left turn from southbound 37 onto Tapp Road Tuesday morning and watched a fully loaded 18 wheeler traveling southbound run the dead red signal while doing at least 55-60

MPH, my exact thoughts were (as president of the school board) ....what if there was a school bus crossing 37 the moment this trucker elected to run the light? Would the outspoken critics of the 69 project still be so adamant in their opposition to the installation of this safe, efficient and practical solution? I should hope not.

Sincerely,  
Jim Muehling  
Board President  
MCCSC

Sent from my iPhone

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From: **Mike Franklin** <mr\_franklin1@comcast.net>  
Date: Sun, Oct 23, 2011 at 12:24 PM  
Subject: I-69 vote  
To: MPO@bloomington.in.gov

I want to add my vote to those in favor of I-69 and encourage you to do the right thing for Monroe County and the State by voting to include it.

Michael R. Franklin  
Bloomington

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From: **Ron Firebaugh** <jrfirebaugh@gmail.com>  
Date: Sun, Oct 23, 2011 at 1:26 PM  
Subject: VOTE YES ON I-69!!!  
To: mpo@bloomington.in.gov

Any possibility that I-69 could bring employment opportunities for the hungry, the lost, the ill the hopeless -- which at this time is not possible -- would be a good thing.

And, if they had jobs they might be able to afford to buy local and fewer businesses would go under.

Yes for me.

Sincerely,

Jean Firebaugh

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From: <RRkovener@aol.com>  
Date: Sun, Oct 23, 2011 at 1:29 PM  
Subject: I-69  
To: mpo@bloomington.in.gov

I-69 should ABSOLUTELY and enthusiastically supported!! We lived in Washington, DC when the Georgetown neighborhood decided NOT to have a subway station. Since then, Georgetown has changed from a vibrant area to a backwater. Bloomington is struggling to achieve its potential. Limiting I-69 will have a devastating long range negative impact.

Ronald Kovener  
[812-337-8920](tel:812-337-8920)

From: **Donald Patnode** <donald.patnode@yahoo.com>  
Date: Sun, Oct 23, 2011 at 1:30 PM  
Subject:  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

I believe that the majority of people in Bloomington want I69 to go through. The State of Indiana needs this highway. I do not understand why the city government is so set against it. I for one, along with a number of people will not vote for any elected government official that votes I69 down. It seem like a hand few of people are against it. Take a vote of the people and find out what the results are. The reason I have heard so far from your group does not make sense.

Thank You  
Don Patnode

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From: **Heidi Leisz** <heidi@leisz.com>  
Date: Sun, Oct 23, 2011 at 1:41 PM  
Subject: no to I-69  
To: mpo@bloomington.in.gov

Bloomington/Monroe County MPO Members,

Please vote no to I-69!

Your vote will determine the quality of life for residents of Bloomington for many years to come. I-69 will mean more traffic, more noise and more air pollution.

Please don't be bullied by the threats to withhold federal funding. Stand your ground and don't give in! Many years ago we were told that an incinerator would be built in Bloomington and there was nothing we could do to stop it. Well, here it is 2011 and there's no incinerator.

This highway is not a done deal for our community and you can make sure it never gets built.

Regards,  
Heidi Leisz

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From: **Hustad, Thomas P.** <hustad@indiana.edu>  
Date: Sun, Oct 23, 2011 at 1:50 PM  
Subject: comment on I-69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

My knowledge is limited to what I have read about this challenging issue. While I am truly sympathetic to the individuals who will see impact on their property, I feel that the interests of the Bloomington community will greatly suffer if the project is excluded from the Transportation Improvement Program.

There are implications for economic activity and traffic flows. I have read that there is hope that a future governor would not approve next stages of the project. In my opinion a future governor would be more responsive to citizens throughout the state than strictly to those residing in Bloomington. In any event, including plans in the TIP plan would open the door to further discussion to identify solutions. If a future governor cancelled the program for financial reasons, that would still happen. If a future governor somehow forces the development, Bloomington would may little or no leverage to open discussions at that late date.

More specifically:

- > Ending the highway and forcing traffic to Highway 37 will probably increase congestion and potential for accidents
- > The current "brinkmanship" strategy places public transportation at risk. With increasing numbers of IU students dependent on buses, this may increase pressure on parking if those students shift to automobiles to reach campus. Obviously other groups will also be affected, including some with no other means of transportation. With an unknown future, resources may be consumed by various "contingency" planning steps that we do not foresee.
- > Mechanisms exist for financial compensation to property owners. This is always imperfect since some also have emotional attachments to their property. Obviously it is important to establish as fair and equitable a process as possible, but there is an issue of "the greater good." The benefits of the project extend far beyond the residents of our community.
- > In the past, Indiana has created many jobs associated with transportation and distribution of goods. The improved highway creates further opportunity to leverage our strengths for economic development. This might even be particularly true with regard to investments at Crane, but I do not have insight into those possibilities.

There is also an unknown risk of being "bypassed" by economic development if we are somehow excluded. While some favor "no development" that does carry a risk of stagnation and possible decay. We have long realized that the US must understand how to work in an international economy. On a smaller but more immediate scale, we must see how Bloomington must connect to our region and beyond. Isolation is not a viable strategy.

These are just my views. Again, I do have great sympathy for those who are directly affected; however, I also fear for many others who might become disadvantaged by the consequences of our current strategy of confrontation.

Tom

Thomas P. Hustad  
Professor Emeritus of Marketing  
Kelley School of Business  
Indiana University  
Bloomington, IN 47405  
home: +812 333 6406

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From: **Jean Boquist** <jeanboquist@alumni.iu.edu>  
Date: Sun, Oct 23, 2011 at 2:07 PM  
Subject: Please vote YES on I-69.  
To: mpo@bloomington.in.gov

We are definitely **in favor** of allowing the work on Interstate 69 to continue in Monroe County.

Please vote YES.

Thank you.

John A. and Jean E.B. Boquist

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From: **Dale Glenn** <dglenn62@yahoo.com>  
Date: Sun, Oct 23, 2011 at 5:00 PM

Subject: I-69

To: mpo@bloomington.in.gov

Members of the MPO,

I am writing to urge the MPO to do the reasonable thing and approve I-69 in the county transportation plan. Do do otherwise is arrogant, short-sighted, and punitive to the residents of Southwestern Indiana.

Having lived in three southwestern Indiana counties, I know the isolation felt from the lack of access to the state capitol and to our state university. The southwest quadrant of the state is the only one remaining that lacks a North-South interstate highway. Like the others quadrants, it should have the same access to hospitals, universities, government centers, culture, education, entertainment, and shopping that we in Bloomington enjoy. The prevailing attitude from some here in Bloomington seems to be: "we have it; we don't care if you do or not."

Years ago I carpooled with other educators from along the Ohio River on week nights in the winter to take night classes at I.U.-Bloomington, leaving work early, spending five hours (round trip) on the road, three hours in class, and returning home on dangerous, curving, hilly roads well past midnight. Hundreds of others were doing the same. That was in 1973. Indiana University is still the only Big Ten school not on an interstate highway, and we still have the same dangerous, ineffecient roads today. This highway if way past due.

Failing to pass this plan raises the question: Should a small minority exclude this highway from those who need it? Would the same be true of those denying funding for the library because they do not use it? It is time we in Bloomington pay back the vast largesse the taxpayers of this state have bestowed on us through their university and the 40,000 students whose spending we enjoy. It is Indiana University--not Bloomington University, and we should be grateful we can enjoy its benefits, but we should never forget who put it here.

We should not allow the vocal minority deny this road to the majority, and we know it's the majority when we realize every administration for the past thrity years, from both parties, have supported this road (as do candidates in the upcoming election.) If the opponents were in the majority, they would have won the elections.

I urge you to support I-69.

Sincerely,  
Dale Glenn  
Bloomington

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From: **Antonia Matthew** <antonia.matthew@gmail.com>

Date: Sun, Oct 23, 2011 at 6:40 PM

Subject: I-69

To: mpo@bloomington.in.gov

Dear MPO members,

I think that you have a very difficult job ahead of you. Whatever you decide, I will support you because I know that you will have taken much care and time in coming to your decision.

I would like I-69 not to come through Bloomington and Monroe County. The thing that worries me most is losing Federal funding, particularly for Bloomington Transit. Not only do I ride the bus, but sometimes I use BT Access and it is a lifesaver.

So I feel on the horns of a dilemma and I expect that you do too. But if it is possible to keep I-69 out, please do.

Sincerely,  
Antonia Matthew

From: **ILIANA** <ileticacr@yahoo.com>  
Date: Sun, Oct 23, 2011 at 9:17 PM  
Subject: Stop I-69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>  
Cc: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "kemcdani@indiana.edu" <kemcdani@indiana.edu>

There is no money to build Sections 5 and 6, which means minimal or no upgrades to SR-37. To save money, there will be no interchange where I-69 connects to SR-37. There will only be a stop light for the foreseeable future.

I live close to this intersection, when they first put a traffic light on 37 and Victor PK.there were so many accidents...

Imagine all the lives you can save if you stop this death road!

Please!!!!!!!!!!!!!!!!!!!!Help!!!!!!!!!!!!!!!!!!!!

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From: **Karen Lynch** <lynchk@bluemarble.net>  
Date: Sun, Oct 23, 2011 at 9:43 PM  
Subject: I 69 Opinion  
To: mpo@bloomington.in.gov

To: MPO Membership  
From: Karen Lynch  
Subj: I 69 Opinion  
Date: October 23, 2011

I write to express my opinion on the MPO position as it regards the impending vote to include or exclude I 69 Planning for Monroe County in the Monroe County Transportation Plan for 2011 and beyond.

It is my belief that the time to argue about the building of I 69 ended several years ago when the State of Indiana and the Federal Highway Administration made the decision the proceed with the proposed project. As we all know, the project is underway, and it is going to be built, and contracts for the work have already been let, and some portions of the construction are nearing completion, while others are also beginning to take shape. Certainly, there can be no denying that I 69 is coming and coming to edge of Monroe County very soon.

I wish to encourage each and every member of the MPO to ask themselves whether or not they want to represent themselves, or the best interests of our Community as they vote to either be included in the planning for I 69, or excluded, with all of the consequences that are clearly apparent. Can we afford to take a chance that future transportation projects and our local Transit Authority will suffer or perhaps be halted because we want to "stand on principle" of the Tokarski family ?

In Indiana, all sectors of the economy are served by Interstate roads. East by I 70; West by I 70 & I 74; NE by I 69 NW by I 65 SE by I74 and SSE by I 65. There is only one major urban area, Evansville, in the Southwest that remains unserved in terms of an Interstate connection to the State Capitol and the commerce hub of Indiana.

Bloomington needs the economic impact of having high speed transportation between Evansville and Indianapolis. We need the jobs that will be created to construct the road and we need the jobs that will almost certainly be created along the interstate as they have been along all of our other interstates in Indiana.

Please vote to include I 69 in our Transportation Planning for the the future.

Respectfully,

Karen Lynch

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From: **John Steele** <steele@bluemarble.net>

Date: Sun, Oct 23, 2011 at 9:48 PM

Subject: I 69 Opinion

To: mpo@bloomington.in.gov

I write to express my opinion on the MPO position as it regards the impending vote to include or exclude I 69 Planning for Monroe County in the Monroe County Transportation Plan for 2011 and beyond.

It is my belief that the time to argue about the building of I 69 ended several years ago when the State of Indiana and the Federal Highway Administration made the decision the proceed with the proposed project. As we all know, the project is underway, and it is going to be built, and contracts for the work have already been let, and some portions of the construction are nearing completion, while others are also beginning to take shape. Certainly, there can be no denying that I 69 is coming and coming to edge of Monroe County very soon.

Bloomington needs the economic impact of having high speed transportation between Evansville and Indianapolis. We need the jobs that will be created to construct the road and we need the jobs that will almost certainly be created along the interstate as they have been along all of our other interstates in Indiana.

Please vote to include I 69 in our Transportation Planning for the the future.

Respectfully,

John Steele

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From: **Art Mullins** <vmullins@bluemarble.net>

Date: Mon, Oct 24, 2011 at 5:48 AM

Subject: I-69JOBS

To: mpo@bloomington.in.gov

To The MPO:

We live on the south side of Bloomington and travel 37 and 45 daily to get to work. We would like to see I-69 build for the reason it would be safer to drive to work, one of us works at Crane and the other works at GE. So we both have to go through dangerous intersections to get to work. Example is Fullerton Pike, Tapp Road , That Road, these are on 37. Then you have the intersections on 45 and 54 that are dangerous, example Eller Road, Harmony Road, Breeden Road. These are just examples of roads that are dangerous that people have to travel through everyday usually twice a day. We both have seen accidents on these roads that could have been prevented if I-69 were build, people not stopping at stop signs at 37 and just pulling out in front of someone without even slowing down, expecting the other cars or trucks to move over. This would be eliminated if there were interchanges or just overpasses ( sometimes people just cross both North and South bound lanes without

looking, That Road and Rockport Road are examples of this. Then you have Hwy 45, if any of you grew up around here maybe you remember Killer 37 before it became 4 lanes of travel. Well 45 is Killer 45 now! The same happens on 45 at some of these intersections, Eller, Harmony, Breeden, Green County, Timber Trace ( I think that's its name, in Green County) where people don't look or stop before they pull out into traffic. These all would be eliminated if I-69 were built.

People say well just move closer to work, well when you both work in two different directions, you split the difference. That's what we did, so we are both traveling on Dangerous Roads.

Oh, and by the way GE is bringing JOBS back to Bloomington (200-250) in the next several years (remember it was announced last year). Some of these JOBS are COMING BACK FROM MEXICO, NOT THE OTHER WAY AROUND. Imagine the NAFTA Highway bringing JOBS back to Bloomington. Maybe i-69 had something to do with GE deciding to stay in Bloomington and NOT CLOSING, (who knows about big corporations). But you will have more people traveling on these roads (and others) to get there.

PLEASE VOTE YES FOR I-69!!

Thank you,  
The Mullins

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From: **Fred Hays** <f.hays@att.net>  
Date: Mon, Oct 24, 2011 at 7:42 AM  
Subject: I 69  
To: MPO@bloomington.in.gov

Please vote yes for I69, for the plannig for our future.

Fred Hays II

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From: **Eva Rambo** <rambo@bluemarble.net>  
Date: Mon, Oct 24, 2011 at 8:22 AM  
Subject: Interstate 69  
To: mpo@bloomington.in.gov

To members of the Bloomington/Monroe County MPO:

My husband and I have traveled from here to Texas. For many years we have seen the signs "FUTURE CORRIDOR OF I-69." We are going to see newspaper headlines in the future about Bloomington---A TOWN OF THE 50'S, NO INTERSTATE FOR THAT UNIVERSITY TOWN! Have members of the MPO had their heads in the sand for the last 60 years? Interstates may go through cities, but there are access roads that local residents soon learn to get to their destinations. How would you like to drive through Chicago on local streets instead of using the toll roads or interstates? We all know the answer to that question. Local streets could not handle the traffic. Isn't that what is going to happen here in Bloomington with I-69 coming to our southern doorstep within two years and then have to be routed through local streets. **How many lives will be lost from additional accidents at Highway 37 intersections?**

When my husband and I first came to Indiana University in the late 50's, it would take nearly 5 hours to make the trip from northern Indiana. Now to go visit our relatives, it takes right at 3 hours—a two hour savings in time. Also, there is a savings in fuel as the miles per gallon we get is much greater on the interstates than the stop and go travel on local roads. I never hear those opponents of the interstate mention the savings on fuel brought by interstate travel. We understand people are dislodged from their homes and there are hardships. Did

that keep Lake Monroe from being formed? Would **present** MPO members have voted "no" on the formation of Lake Monroe?

**I strongly urge you to vote "YES" for bringing I-69 through Monroe County. Work with the state to get the best results possible.**

Sincerely,  
Eva Rambo  
Retired MCCSC Teacher

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From: **Jeana Kapczynski** <jkappy@bluemarble.net>  
Date: Mon, Oct 24, 2011 at 9:30 AM  
Subject: Comment on I-69  
To: mpo@bloomington.in.gov  
Cc: jkappy@bluemarble.net

Greetings - I have sent this to the HT as a Letter to the Editor. Please add it to the public comments you have requested.  
Thank you.

To the editor:

As a life-long resident of Monroe County, I encourage the MPO to include I-69 in its planning and then work WITH INDOT and have a seat at the table. I've read the 100+ questions to INDOT and many would take a doctoral dissertation to answer and some would require a crystal ball. Five times INDOT replied that "If I-69 is not included in the TIP, the current TIP will expire and funds for federal transportation projects in the BMCMPPO's planning area will be cut off UNTIL THE IMPASSE IS RESOLVED." The Federal and State funding we will lose are OUR tax dollars coming back to us. We deserve to have that money. INDOT has hundreds of fluid projects, and the money will simply go elsewhere. The MPO can't keep kicking this can down the road.

What is the MPO doing right NOW to plan for life WITHOUT these millions of dollars? Who will pay to keep the buses rolling, fix roads and bridges, build the trails? Higher local taxes? If you fail to plan, you plan to fail. So let's hear the MPO's scenario of 2013 and beyond "until the impasse is resolved" for the future of Monroe County.

Jeana Kapczynski  
Bloomington  
876-7350

Jeana Kapczynski  
[jkappy@bluemarble.net](mailto:jkappy@bluemarble.net)

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From: **Lind, David C.** <dlind@hallrender.com>  
Date: Mon, Oct 24, 2011 at 9:45 AM  
Subject: I-69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

As a resident of Indianapolis and the owner of a home on Rock Creek Drive in Bloomington, I am a big supporter of the I-69 extension from Indianapolis through Bloomington. It would cut the time that it takes me to visit my mother in Bloomington, it would lower the amount of gas that it takes to travel to Bloomington since there would not be any stoplights and starts and stops, and it would give me easier access to Indiana University football and basketball games, when I generally stay in a hotel overnight and eat at one of the local restaurants

in Bloomington. In short, I would be spending more money in Bloomington and Monroe County and less time to get there, which is a win for the City and County and a win for me.

David C. Lind, II  
*Attorney-At-Law*

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direct [\(317\) 977-1437](tel:3179771437)  
fax [\(317\) 633-4878](tel:3176334878)  
email [dlind@hallrender.com](mailto:dlind@hallrender.com)  
web [www.hallrender.com](http://www.hallrender.com)

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One American Square,  
Suite 2000  
Box 82064  
Indianapolis, Indiana  
46282

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From: **J Rosenbarger** <jrosenbarger@sbcglobal.net>  
Date: Mon, Oct 24, 2011 at 10:11 AM  
Subject: I-69 Comments  
To: Raymond Hess <hessr@bloomington.in.gov>

**Hello Raymond,**

**Please forward the attached comments to member of the MPO Policy Committee.**

**If you need hard copies of the comments, I can deliver them to you.**

**Thanks You,**

**Jim Rosenbarger**

Jim Rosenbarger  
1303 E. University St.  
Bloomington, Indiana 47401

Re: The Decision

Dear MPO Policy Committee Members,

It wouldn't be the first time Bloomington blocked the construction of a highway. Four lane West Third Street was bored under the tracks and stopped just before it tore through what is now called the Prospect Hill neighborhood. Countless other Hoosier neighborhoods and small towns have had their Main Streets torn out and replaced by a highway. It's the norm in Indiana. To INDOT, cities and towns are mostly just obstacles.

You now have the very rare opportunity to say no to continuing the unnecessary sacrifice of community and countryside. Bloomington's unique character as a vibrant small city closely surrounded by green fields and forests is in the way of another highway to somewhere.

There is no doubt that developers have already staked out the potential sites for new big boxes along the proposed I-69 route. The intersection with SR37 has probably fetched the premium. Has Wal-Mart already decided to abandon its existing store and move? A lot of future outcomes are impossible to accurately predict. The results of building I-69 aren't. It's sprawl. It's been that way for half a century.

While the outcomes of voting in favor of I-69 are highly predictable and irreversible, a no vote takes us in to new territory. Some folks are conjuring images of the transit-dependent poor freezing while waiting on a bus that will never come again. Is INDOT really that ruthless? If they are, how will that picture play out in the local, state, and national media? How would the federal level react?

Concern over INDOT strangling our transit system might lead some to a yes for I-69, but it would also be a vote for less dense, spread out development. Transit systems don't work with sprawl. They need dense, compact, walk-able communities.

What if we lose money for pedestrian and bicycle projects? While I'd be disappointed to see INDOT'S vindictiveness cut money for walking and cycling, I'm convinced that we can still make strong progress without their support.

The B-Line is great, but it doesn't begin to compensate for the damage to Bloomington's walk-ability inflicted by INDOT's bypass widening. Instead of a wide, fast highway with lots of stoplights, it could have been a beautiful, walk-able urban-style street, and still carried the traffic. If you walk much, you'll find yourself avoiding INDOT funded road projects.

We can build a great, economical bicycle and pedestrian network without INDOT. Our Greenway plan and the soon to be released Platinum Task Force Report call for a system of Bicycle Boulevards and Neighborhood Greenways built on shared, existing streets. This system will directly connect residents with daily destinations, making walking and cycling more practical and accessible. This approach can be far less costly than building B-Lines.

Building authentic community character is becoming increasingly important, both for a quality of life, and for economic health. The leaders of the 'creative class' (the true job creators) aren't attracted by interstates. Saying no reinforces Bloomington's image as an independent community that doesn't just give lip service to sustainability.

It's not just about what happens to Bloomington. Our primary gift, a highly educated population in a relatively small city, gives us the ability and the responsibility to explore new paths. We can build a vibrant and sustainable alternative to the State's status quo.

Sincerely,

Jim Rosenbarger

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From: **Jan.Gene** <jan.gene@att.net>  
Date: Mon, Oct 24, 2011 at 10:13 AM  
Subject: I-69  
To: mpo@bloomington.in.gov

I know the local government here would like to keep Bloomington and the county some environmentally-friendly, throw-back to a 1960s commune, but we really do need to be part of the 21<sup>st</sup> century and of the state, so please just vote YES for the I-69 construction. Quit screwing around before you cost the city millions of dollars needed for bus system and roads in the county.

Gene and Jan Coyle  
Bloomington

---

From: **Carol Derflinger** <cderflinger@co.monroe.in.us>  
Date: Mon, Oct 24, 2011 at 11:04 AM  
Subject:  
To: mpo@bloomington.in.gov

Please, please keep I69 out of Bloomington. I do not want to lose my property or have all that noise in my back yard after building a house in what I thought was going to be a nice out in the country area!  
Thank you for all you are doing on this matter. You are appreciated.  
Carol

Carol Derflinger  
Associate Court Reporter

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From: **Behrman, Eric L** <ebehrman@indiana.edu>  
Date: Mon, Oct 24, 2011 at 11:22 AM  
Subject:  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

I write to express my opinion on the MPO position as it regards the impending vote to include or exclude I-69 Planning for Monroe County in the Monroe County Transportation Plan for 2011 and beyond.

It is my belief that the time to argue about the building of I-69 ended several years ago when the State of Indiana and the Federal Highway Administration made the decision to proceed with the proposed project. As we all know, the project is underway, and it is going to be built, and contracts for the work have already been let, and some portions of the construction are nearing completion, while others are also beginning to take

shape. Certainly, there can be no denying that I-69 is coming and coming to edge of Monroe County very soon.

I wish to encourage each and every member of the MPO to ask themselves whether or not they want to represent themselves, or the best interests of our Community as they vote to either be included in the planning for I-69, or excluded, with all of the consequences that are clearly apparent. Can we afford to take a chance that future transportation projects and our local Transit Authority will suffer or perhaps be halted because we want to “stand on principle” of the Tokarski family ?

In Indiana, all sectors of the economy are served by Interstate roads. East by I-70; West by I-70 & I-74; NE by I-69 NW by I-65 SE by I-74 and SSE by I-65. There is only one major urban area, Evansville, in the Southwest that remains not served in terms of an Interstate connection to the State Capitol and the commerce hub of Indiana.

Bloomington needs the economic impact of having high speed transportation between Evansville and Indianapolis. We need the jobs that will be created to construct the road and we need the jobs that will almost certainly be created along the interstate as they have been along all of our other interstates in Indiana.

Please vote to include I-69 in our Transportation Planning for the the future.

Thanks for all that you do!

Respectfully,

Eric L. Behrman  
Mobile: [\(812\)322-6791](tel:8123226791)  
[ebehrman@indiana.edu](mailto:ebehrman@indiana.edu)

---

From: **James Reed** <[tepidman@gmail.com](mailto:tepidman@gmail.com)>  
Date: Mon, Oct 24, 2011 at 11:23 AM  
Subject: I-69  
To: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

Dear Bloomington/Monroe County MPO,

The People of the greater Bloomington area have made our position clear on the building of I-69 for 20 years. We have simply said No Thank You. We've done it with hundreds of thousands of letters to INDOT and politicians at all levels, we've done it with mass and minor demonstrations here, at the Capital and elsewhere, we've done it by showing up to hundreds of meetings, hundreds, and thousands strong. Why can't you Hear us. Now our numbers swell in the streets of this and 2100 other Towns and Countries across the globe with the Occupy Movement, and we will not longer be ignored. So please Hear us. This community is very dear to all of us and we know what we risk to become Crane's afterthought, Evansville's playground, and the culmination of satisfied political favors, backroom deals and cronyism and it is in no way worth it. The 'Common Sense Alternative' of I-70/US41 still makes some sense since Terre Haute actually wants it. And there is the good old 'No Build Alternative', which when Peak Oil, state, federal, and world economys, building it on the cheap plans, and government and economics systems facing flux, flex,or perhaps perish scenarios are considered, is rapidly becoming the 'NEO Common Sense Alternative'.

We are still here, now even stronger, please hear us now....again.

James Roger Reed

2435 N Mt Gilead Rd  
Bloomington IN 47408

P.S. On a personal note, my properties have never been directly, physically in the path of the proposed highway, my battle of over 20 years has been one of principle. Having this highway forced on the People when the People do not want it is just simply wrong and exactly the sort of thing the Occupy Movement is holding up to the light. Expect us.

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From: **Karen Bauer** <karenbauer@bauerdensford.com>  
Date: Mon, Oct 24, 2011 at 11:36 AM  
Subject: I69  
To: mpo@bloomington.in.gov.

I am proud to be a citizen of a town that is not afraid to stand up for what they believe is right. The MPO members, Mark Stoops, Julie Thomas, Andy Ruff and Patrick Murray, who are saying NO to I69, are heroes as far as I'm concerned. I69 does not need to come through Monroe County. It will destroy hundreds of acres of farm land and woods. Those voting yes are not having their land destroyed by an interstate that we do not need. I am asking the MPO members to vote to keep I69 out of our community. The citizens need you to be our voice and vote NO to I69.

*Karen Bauer, Legal Assistant*  
*Bauer & Densford*  
*608 West Third Street*  
*P. O. Box 1332*  
*Bloomington, IN 47402*  
*karenbauer@bauerdensford.com*  
[\*\(812\) 334-0600\*](tel:(812)334-0600)

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From: **Robert A. Brookshire** <bbrook@iquest.net>  
Date: Mon, Oct 24, 2011 at 12:01 PM  
Subject: I-69  
To: mpo@bloomington.in.gov

Please give your consideration to the attached:

Thank you.  
Robert A. Brookshire

Probably the best way to slow economic growth and development in the Bloomington/Monroe County area is to **not** move forward with I-69 coming through Monroe County. Talk to the people in Greensburg, Columbus, Franklin, Brownsburg, Seymour, Fort Wayne, and numerous other communities and cities along the corridors of Interstates 70, 74, 65, 69. I have lived in Indiana all of my life and I don't recall any of these communities creating so many obstacles to interstate construction as have come from the local area. Are we that unique?

With the current state of the economy, I would think that the local powers-that-be would do everything possible to encourage growth and development in the area. I have not heard any great objection from communities like Bedford or Martinsville or from Green, Davies, or Morgan counties.

If I-69 is blocked in Monroe County, it will most likely move to the west. It would seem counter-productive to miss the opportunity to take advantage of the opportunity to have this highway service our area in the most direct way. Not doing so would cause considerable increase in traffic on current roadways – specifically

Highway 37. This is already a very dangerous thoroughfare. Blocking I-69 would just add to an already bad situation. We will have to live with Highway 37 whether I-69 comes through Monroe County or not, and the situation can only get worse, not better.

I have not even addressed the issue of future funding for road and highway construction as well as funding for public transportation. This seems to be the current "hot topic" in the discussion of I-69. The ramifications for excluding I-69 would most likely be very negative for a very long time to come in many respects.

I would be the first to admit that I do not know all the facts and figures regarding this issue, but not moving forward in a timely manner could have devastating effects for the local economy. Is that what we want for our area?

I feel the objections to I-69 come from a very vocal minority – not the majority. If the inclusion of I-69 could be put to a referendum vote, I'm sure it would pass overwhelmingly. If other segments of the interstate across the country had been met with as much opposition as this section of I-69, we would have no Interstate system.

There are suppositions and speculations being circulated by those opposed to the construction of I-69 that are based solely on conjecture. There are no facts or figures to back up these arguments. I feel that in decisions of this magnitude, those decisions should be based on what does the most good for the most people. It is unfortunate that there will always be those who are harmed to some degree or inconvenienced in some way. That is unavoidable.

Certainly you have heard all these arguments before, but I encourage you to add your voice to the inclusion of I-69 through Monroe County.

Respectfully submitted,  
Robert A. Brookshire  
Bloomington, Indiana

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From: **Kate Frank** <katef@sciremc.com>  
Date: Mon, Oct 24, 2011 at 12:04 PM  
Subject: public comment letter regarding I-69 attached  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Kate Frank  
Vice President of Finance  
South Central Indiana REMC  
300 Morton Avenue  
Martinsville, IN 46151

Dear Monroe County MPO committee members:

I want to thank you for asking for comments on the construction of I-69. I appreciate the opportunity to have my voice heard. I strongly believe that I-69 should be included in the TIP and that I-69 needs to be completed as planned and without delay.

While I have listened with an open mind to the many arguments for and against the construction of I-69, the only one that matters for me is safety. I rarely hear anybody mention that I-69 will save countless number of lives.

My family and I have lived in Bloomington since 1996. I came to Bloomington from Downers Grove, Illinois, a suburb of Chicago. I came to attend graduate school at Indiana University. My husband and I really enjoyed living in Bloomington so we decided to stay in Bloomington after my graduation. I have come to realize that many people in Bloomington come for the school, but then decide to stay because of the community.

The community of Bloomington is one of compassion and understanding, and I am grateful that my children have the opportunity to grow up in such a community. However, I am troubled why a compassionate and understanding city concerned with quality of life, rarely mentions safety in the dialogue regarding I-69. I do not accept the premise that I-69 will hurt our quality of life. I believe that I-69, in addition to actually improving our quality of life, will save lives that contribute to the quality of life.

When I stop and think about the countless lives lost on the state roads in and surrounding Bloomington, it saddens me deeply. Each time I read one of the stories in the Herald Times about a wreck with casualties on our state roads, I pray for the families of the victims while at the same time praying that one day my children will not become the victims of such a tragedy. From the time we had children, we have hoped that I-69 would be built before they started driving. The oldest of our three children is now thirteen and very much looking forward to getting her driver's license soon. My husband and I however are concerned.

Our concern comes from experience. My husband and I work outside of Bloomington. I drive north to Martinsville. My husband drives to NSW Crane. Both of us have had our share of close calls on SR37 and SR45. I can't tell you how many times cars shoot out in front of me from a side road that intersects at SR37. So, far I have been able to brake in time to avoid a collision, but many others are not as fortunate. Some of the tragedies that have occurred have hit close to home, involving co-workers or affected friends and neighbors. Regardless, every life is important. More important than money, land, trees, or farms.

For the past few years, a few well-organized groups have loudly protested the inclusion of I-69 through Monroe County. I can certainly sympathize with the people who live in the beautiful rural areas of Monroe County and want to maintain the quality of life they have become accustomed to. I remember reading about a couple that retired to the area and the real estate professional was not honest with them about how I-69 that would be coming through their land. That is a travesty. I don't know how to fix that situation for that couple, but I certainly understand their anger and disappointment.

As I said at the outset, I have listened respectfully to both sides of the argument. I understand the economics. I understand the concerns of the environment. I sympathize with the families whose property is affected by the construction. I understand the politics involved.

However, in the end, I am asking you to put all that aside and think about the lives that will be saved and the lives that have already been lost. People are the most important thing in any community. Our quality of life is diminished every time another life is lost that could have been prevented. Please do the right thing and include I-69 in the TIP.

Thank you,

A handwritten signature in black ink, appearing to read "Kate Frank". The signature is fluid and cursive, with the first name "Kate" written in a larger, more prominent script than the last name "Frank".

Kate Frank

2703 N Browncliff Lane

Bloomington, IN 47408.

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From: **Ceil Bereskin** <[cjbereskin@gmail.com](mailto:cjbereskin@gmail.com)>  
Date: Mon, Oct 24, 2011 at 12:47 PM  
Subject: Comment on I-69  
To: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

I have been following the discussion on the inclusion of I-69 into the TIP closely.

This road is needed and needed desperately. Five days a week, I and streams of others commute to and from the Crane area. We do this to earn a living. The current road is crowded and sometimes difficult to use. I have watched people trying to make left turns onto or off of the road. They must either have a large amount of patience or take their life in their hands and risk a dash between the cars. Sometimes they make it, other times they do not. When they do not, the whole of the commuting community knows about its sometimes tragic outcome.

The benefits for I-69 are great. The Crane base and its community of workers are here and growing thanks to the promise of the interstate coming through the area. Without this promise, Crane could have been shut down during the last BRAC. That would have meant that all of the jobs associated with the base and its contractors would have been lost forever to the Southern Indiana area. If you want to see how fast the area is growing, take the time to come out to the [Westgate@Crane](#) Technology Park. This area is located outside of the Crane gate. There are new buildings being opened on a regular basis. There are plans for future buildings as well. Many of these workers are making the daily trip from their homes in the Bloomington area out to their jobs at Crane. These people are actively contributing to the economy of Bloomington. Having the commutes shortened will help us and our families. We do what we must do make a living.

Please consider the impact of your vote on the entire economy of Southern Indiana not just one small group in Bloomington. The city of Bloomington, along with IU, and all of the surrounding areas need to be kept economically viable for everyone.

I want to thank you for considering my opinion.

Sincerely,

Ceil Bereskin

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From: **Blasdel, Audra** <[ABlasdel@indot.in.gov](mailto:ABlasdel@indot.in.gov)>  
Date: Mon, Oct 24, 2011 at 2:19 PM  
Subject: Formal Comment on Proposed Amendment to 2010-2013 BMCMPPO TIP  
To: Joshua Desmond <[desmondj@bloomington.in.gov](mailto:desmondj@bloomington.in.gov)>  
Cc: "Cline, Michael B (INDOT)" <[mcline@indot.in.gov](mailto:mcline@indot.in.gov)>, "Zier, Robert" <[rzier@indot.in.gov](mailto:rzier@indot.in.gov)>, "Sarvis, Samuel" <[SSARVIS@indot.in.gov](mailto:SSARVIS@indot.in.gov)>, "Stark, Jim" <[jstark@indot.in.gov](mailto:jstark@indot.in.gov)>, "Eaton-McKalip, Kathy" <[KAEATON-McKALIP@indot.in.gov](mailto:KAEATON-McKALIP@indot.in.gov)>

Josh,

The attached letter is intended for distribution to the BMCMPPO Staff and Policy Board. It is also intended to be a formal comment on the proposed I-69 amendment to the 2010-2013 BMCMPPO TIP. Hard copy to follow.

Please contact me if you have any questions.

Thanks,

Audra

Audra Blasdel  
Director of LPA/MPO and Grants Administration  
Indiana Department of Transportation  
100 N. Senate Ave., IGCN 955  
Indianapolis, IN 46204  
[317-234-5142](tel:317-234-5142)  
[317-650-6927](tel:317-650-6927) (cell)



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N955  
Indianapolis, Indiana 46204

PHONE: (317) 234-5142  
FAX: (317) 232-0238

**Mitchell E. Daniels, Jr., Governor**  
**Michael B. Cline, Commissioner**

October 24, 2011

BMCMPO Staff and Policy Board Members  
C/O Josh Desmond  
401 N. Morton St.  
Suite 160  
Bloomington, IN 47402

Dear MPO Staff and Policy Board Members,

The Indiana Department of Transportation (INDOT) is writing in response to the advertisement of the proposed amendment to the Bloomington Monroe County Metropolitan Planning Organization's (BMCMPO) 2010-2013 Transportation Improvement Program (TIP). According to 23 CFR 450.326, "After approval by the MPO and the Governor, the TIP shall be included without change into the STIP...". This is inclusive of any adjustments to an existing or new TIP. Under this law, neither the BMCMPO nor the State of Indiana via INDOT can unilaterally approve an update or amendment to the TIP. There is a two step process to any new TIP approval and any TIP amendment approval: first the MPO approves the update or amendment, and then the Governor (through INDOT) concurs in that approval.

With this established, the proposed amendment to remove I-69 from the existing 2010-2013 TIP is not, nor will it be, supported by INDOT and therefore, regardless of action taken, it will not be approved by the Governor in the second step of the approval process. Therefore, an amended TIP that does not include I-69 will not be included in the STIP. Lacking clarity in regulation or by-law the advertised TIP amendment may qualify to be on the agenda, INDOT is expressing its concern that the publication of the amendment may be misconstrued by the BMCMPO Staff and/or the BMCMPO Policy Board as a valid attempt at changing the existing 2010-2013 TIP.

In addition, the practice around the state, including other MPOs and the local planning areas, limits TIP proposals and amendments to be submitted by project sponsors only. INDOT has never submitted an amendment to alter local MPO funded projects because those projects reflect the decision of local officials and INDOT is not the project sponsor. As an essential part of the cooperative aspect of the planning process, INDOT expects the same courtesy to be extended to all state projects listed in the BMCMPO TIP. The request and allowance of a member of the BMCMPO Policy Board to unilaterally take action on a project not sponsored by the individual's community is disconcerting to INDOT and found to be uncooperative in the planning process.



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N955  
Indianapolis, Indiana 46204

PHONE: (317) 234-5142  
FAX: (317) 232-0238

**Mitchell E. Daniels, Jr., Governor**  
**Michael B. Cline, Commissioner**

Sincerely,

A handwritten signature in blue ink that reads "Audra Blasdel".

Audra Blasdel  
INDOT Director LPA/MPO and Grants Administration

CC:

Michael B. Cline, INDOT Commissioner  
Robert L. Zier, INDOT Chief of Staff  
Sam Sarvis, INDOT Deputy Commissioner  
Jim Stark, INDOT Deputy Commissioner  
Kathy Eaton, INDOT District Deputy Commissioner Seymour

From: <dljohnson61@aol.com>  
Date: Mon, Oct 24, 2011 at 3:21 PM  
Subject: I69  
To: mpo@bloomington.in.gov

I would ask that you consider voting NO and keep I69 out of our community. I have property along the proposed interstate site. An interstate will destroy the peace and harmony of living out the country, destroy the woods and wildlife. We do not need the interstate coming through Monroe County. Please consider what the citizens of Monroe County want and vote NO. thank you.

Dianna Johnson.

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From: **Yoder, Peter W** <pyoder@indiana.edu>  
Date: Mon, Oct 24, 2011 at 3:33 PM  
Subject: I-69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

I write to urge the inclusion of I-69 in the MPO.

I believe that I-69 will be a benefit for the public good not only in Monroe County but for all of southwestern Indiana. For this reason alone I think I-69 should be included in the MPO but there are other reasons as well. I can't imagine the impact on the transportation routes in Monroe County if I-69 is built to the edge of Monroe County and stops. This would create even more dangerous traffic problems than what already exists for roads such as IN 45 and other roads. This situation would be disastrous for the safety of citizens of Monroe County. Also, to the detriment of all the citizens in our county would be the State withholding future transportation funding. This would have a negative impact on the county's infrastructure and transportation for years to come.

Please include I-69 in the MPO.

Respectfully,

Peter Yoder

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From: <fernhill@aol.com>  
Date: Mon, Oct 24, 2011 at 5:54 PM  
Subject: I69  
To: mpo@bloomington.in.gov

Please do not let I69 come through Bloomington. We do not want to lose the tranquility of our place. We appreciate all that you do to keep I69 out of our city.  
Fern Hills management

---

From: **Carole Bushert** <cbushert@hotmail.com>  
Date: Mon, Oct 24, 2011 at 6:07 PM  
Subject: Supporting I-69  
To: mpo@bloomington.in.gov

To: Bloomington/Monroe County MPO

Please vote in favor of I-69. I love Bloomington and want my children and grandchildren to find work here.

An interstate means more jobs and a stronger tax base for Bloomington. It is unfortunate that Bloomington didn't have I-69 when Honda and Toyota were looking to build their new factories.

The arguments against I-69 are the same as those against four-lane 37 from Indianapolis to Bedford. Try driving from south of Martinsville on Old Hwy. 37 (through Morgan/Monroe Forrest and Dolan) to get to Bloomington. How many lives have been saved by four-lane 37 and how many more will be saved by having an interstate?

Thanks for listening!

Carole Bushert  
730 E. Pepperridge Dr.  
Bloomington, IN 47401

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From: **Carol** <lilwaves1@aol.com>  
Date: Mon, Oct 24, 2011 at 6:16 PM  
Subject: I69  
To: mpo@bloomington.in.gov

Please do not let I69 come to Bloomington!! We do not want to lose our nice quiet homes.  
Thanks for all you are doing.  
Carol Sue

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From: <fisk33@sbcglobal.net>  
Date: Mon, Oct 24, 2011 at 6:29 PM  
Subject: I69/Monroe County  
To: mpo@bloomington.in.gov

To Whom It May Concern:

We are writing to express our concern for I69 going through Monroe County. We are members of Fern Hills Club in Bloomington and have been for over 13 years. We love going there for the peace and tranquility it brings into our lives. We can't imagine what the building of this interstate will do to damage this wonderful area of southern Indiana.

Please vote NO in bringing this interstate into one of the prettiest areas of the wonderful State of Indiana.

Thank you for your consideration.

Perry and Anne Fiscus  
Carmel, Indiana

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From: **Dean Christie** <dchristie@bluemarble.net>  
Date: Mon, Oct 24, 2011 at 6:56 PM  
Subject:  
To: mpo@bloomington.in.gov

I know that I69 would be a great thing for some people but there are others that it would not be. I have belonged to a camp ground near Bloomington for a long time. It is like a happy, quite world to me and all the members there. Takes alot of strain out of our heads. I think I69 should go through some areas where there is nothing like

a peachful world. We all pay our taxes and should be left with some peace and quite world. There is so much going on in this world now and we don't need something else.

All of us at camp is just like one BIG family.

HOPE WE DON'T GET I69 THROUGH BLOOMINGTON.

Thanks

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From: **McNabb, Sara N** <mcnabb@indiana.edu>  
Date: Mon, Oct 24, 2011 at 7:24 PM  
Subject: I 69 Inclusion  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Members of the MPO Policy Committee:

I write to strongly encourage you to include I 69 in the Monroe County Transportation Improvement Program (TIP). Bloomington and Monroe County need and deserve close access to the interstate highway that is going to be built—with or without us. In my opinion, the short- and long-term economic benefits are reason enough to include I 69 in the TIP. Add to these benefits the fact that the county will lose its federal funding of highway projects and Bloomington Transit/IU Campus Bus System (to name a few) if I 69 is excluded, it totally mystifies me how anyone could rationally vote against I 69. The phrase, “cutting off one’s nose to spite one’s face” comes to my mind.

I personally consider the exclusion of I 69 as an isolationist attitude. I can think of no overall benefit that the residents of the county, the cities, the university, and the businesses will accrue if I 69 is “snubbed” by your Committee. I find it totally ironic that the university has done so much to connect the world through high-speed networks, yet those who are responsible for vehicular connectivity in the home county of IU seem determined to physically cut us off from the rest of the state and nation. Like it or not, our society will continue to rely on quick and easy vehicular access. Monroe County MPO members should support our current and future residents and visitors by including I 69 in the TIP.

Sincerely,

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From: **Jared Bauer** <jar556@sbcglobal.net>  
Date: Mon, Oct 24, 2011 at 7:32 PM  
Subject: I-69  
To: mpo@bloomington.in.gov

Dear MPO members,

I'm sure you all know what stress is, you all have needed to just get away from everything and everyone sometimes. I myself am no different. My favorite place to get away and relax is a piece of land about 70 acres in size just south of Bloomington in monroe county. Its quiet, just far enough away from the busy city to be able to forget all cares and worries. That is something we all need in this crazy world. That piece of land full of wildlife just so happens to be my get away. Sometimes at night you can hear dogs in all different directions far off in the distance barking and talking to each other. The quiet little stream that runs through our property can be heard whether its a soft trickle of water when it hasnt rained in awhile or a loud roar after a heavy rain storm. Growing up in the city limits these surreal sounds of nature are hard to come by because they are usually accompanied by other white noise and lights and car fumes and litter. This is why for the past 20 years going a few miles south on rockport road has been such a blessing to me. I experience peace and safety i get no where else. If I-69 comes through im terrified this will be taken away by loud highway noise, pollution, litter and destruction of the nature that i love so much. This highway im afraid will just push people and animals who have lived their whole lives here away. First this huge interstate then what? How far can people be pushed? The

highway itself may not push me away but the lack of a peaceful, safe, amazing place to go and unwind when i need to just may push me in a direction mentally that ive never had to handle before. At 20 years old im still trying to figure out what to do with my life and where my place in this world is. This 70 acres of land could very well be the place im ment to be or at least its the place that will help guide me to where im meant in the world. If its no longer there i dont wanna get lost in this dangerous world. What if your place of relaxation or serenity was taken away from you after your whole life.

Would you know how to cope? Would you be happy? I highly doubt it. So im asking you, for my sanity to please help stop this intrusion on the beautiful get away called Bloomington and Monroe County.

Thank you for your time.

Jared

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From: **John Clower** <jclower2@yahoo.com>

Date: Mon, Oct 24, 2011 at 7:58 PM

Subject: "no" to inclusion

To: mpo@bloomington.in.gov

Dear MPO,

Given the information we have at the moment, I agree with Commissioner Stoops that the likely cost in the mid-term and long-term of allowing I-69 to be built through Monroe County is greater than the threatened cost of defying INDOT. So I support a decision to leave I-69 out of the TIP.

John Clower

2616 E. Covenanter

Bloomington, IN 47401

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From: **Ashok Desai** <ashokone@hotmail.com>

Date: Mon, Oct 24, 2011 at 9:14 PM

Subject: Commentslyncoyne@indiana.edu, bwilliams@co.monroe.in.us

To: mpo@bloomington.in.gov, pmurray@indiana.edu, richardm@tinwisle.com, lyncoyne@indiana.edu, ajbaker@indiana.edu, myselfime2001@yahoo.com, johnsons@bloomington.in.gov

**\*\*INDOT and FEDERAL HIGHWAY are pressuring the MPO to include funding for I-69 in their TIP with the threat of withholding transportation funding for other projects. This may be illegal. Threats of extortion should be rejected publicly by the MPO.**

**\*\*Building I-69 creates significant costs for the City and County:** decreased tax revenues, increased costs for public safety departments (police and fire). New personnel and equipment will be needed to respond to increases in traffic and to be prepared for a major toxic waste spill. I-69 will be a hazardous cargo route. There will be increased costs for maintaining frontage and connector roads. Increased traffic will lead to unsafe highways and more air pollution which may lead to limits on development.

**\*\*Building I-69 would result in severe environmental damage and safety problems for county residents. There is no money to build Sections 5 and 6. That means minimal or no upgrades to SR-37. To save money, there will be no interchange where I-69 connects to SR-37. There will only be a stop light for the foreseeable future.**

**\*\*There will be massive karst impacts resulting in altered drainage, water well changes, damage to homes from heavy blasting, many wildlife impacts. Increased erosion of steep slopes into sinkholes and caves will cause major problems. Environmentally, I-69 would be an unprecedented disaster for Monroe and Greene Counties.**

**\*\*Once I-69 is in the TIP, local officials will have little to say in how the highway is actually built.** INDOT does not understand the concept of cooperation, their word cannot be trusted. INDOT has made it clear that they are not bound by local ordinances.

**\*\*There is no legal requirement to build Section 4 through Monroe County and Greene County.** Each section of I-69 has independent utility (Section of Independent Utility, or SIU) i.e., each is studied and funded independently of the others. SIUs were a tactic used so INDOT would not have to show all of the costs and impacts for the whole route. This, again, is a deception, but it is how the process is set up. By INDOT's own rules, Section 4 does not have to be built.

**\*\* I-69 should not be in the TIP unless it is fiscally constrained i.e. reliable funding sources have been identified and verified by an independent source. This has not been done. InDOT and FHWA have demonstrated they are not trustworthy in regards to funding for I-69.** Section 4 is not fiscally constrained. Section 5 and 6, from Bloomington to Indy, are also not funded.

**\*\*There is overwhelming opposition to this project within this MPO region. The MPO should be accountable to, and serve, the citizens within its jurisdiction. It was not set up to be a pawn of the state. This is a political move to force I-69 on Bloomington. Governor Daniels stated: "They're going to get it whether they like it or not." What happened to our democracy? Local control?**

**\*\*Monroe County is doing better economically than the rest of the state. I-69 will do nothing to advance the economy of Bloomington, Monroe County or the rest of the state. The state is not able to maintain the roads and bridges it has now.**

.Ashok Desai  
4012 Colonial Drive  
Anderson, IN 46012

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From: <lynnemay@att.net>  
Date: Mon, Oct 24, 2011 at 9:52 PM  
Subject: I-69  
To: mpo@bloomington.in.gov

Yes, I want I-69! Even though it will make me have to go a little out of my way to get to where I am going it is a small price to pay for bringing more jobs and revenue to Monroe county. Beside the bonus of being able to Evansville, let alone anywhere else, without having to go through small towns. Yes, Please vote YES to I-69!

Lynne Gorman

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From: **darrell bogges** <tomm22@comcast.net>  
Date: Mon, Oct 24, 2011 at 10:09 PM  
Subject: TIP comments  
To: mpo@bloomington.in.gov

I have traveled to Evansville from Bloomington for more than 40 years on business and visiting family and friends, using every possible route. None of the highways east or west from Monroe County are fast or safe, but traffic volume is generally low other than locally near Evansville, Bedford and Bloomington. More passing lanes on existing roads would help. Semi trucks are in the minority except for south of Washington where trucks are hauling coal. US 50 west of Bedford is designated a scenic highway. 37 south of Paoli is surrounded by the Hoosier National Forest.

The argument for I-69 is to support interstate commerce from Canada to Mexico. Without an I-69, that heavy truck traffic will continue to take the path of least resistance, which is I-65 from Indy to Louisville - Nashville - Memphis.

Intrastate commerce from Indy to Evansville could benefit from a better highway, but Evansville is already the tri-state hub for business with southern Indiana, Illinois and west Kentucky. The potential positive effects of I-69 traffic between Vanderburgh and Marion counties are unlikely to justify the cost of completing the remaining sections because Indiana is similar to neighboring states in having distinct regions. North, central and southern Indiana and Illinois are relatively independent, as are East, central and west Kentucky and Tennessee. Interstate highways are more efficient at moving traffic through the regions from and to other states, rather than moving intrastate traffic between adjacent regions.

It is unfortunate that the B-T subsidy is being used as a pawn in the negotiations. Perhaps funding priorities will change after the next election. As much as I personally would like to have a better route to Evansville, I believe that our tax dollars could be better used for other purposes.

For the above reasons I favor the amendment to remove section 4 from the TIP.

Darrell Boggess

Bloomington

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From: <GWMcMillin@aol.com>  
Date: Mon, Oct 24, 2011 at 11:38 PM  
Subject: I-69 in Monroe County  
To: mpo@bloomington.in.gov

Dear Sirs, Please consider keeping I-69 out of Monroe County. We feel it would adversely affect the recreational park we love in that County. respectfully, Gary and Paula McMillin

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To the members of the Monroe County  
metropolitan Planning Organization,

I think now is the time for all of  
you to realize you are putting the  
residents of Bloomington in a non-  
win situation.

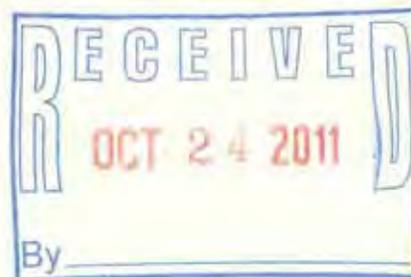
You need to represent everyone  
including people who don't stand on  
the streets with STOP I-69 signs.

Please include the highway in  
the master plan.

Terry Baer  
937 S. Fieldcrest Ct.  
Bloomington, In.

812-334-0522

Oct. 20, 2011



OCT 24 2011

## LET I-69 SAVE LIVES

When we look at the goal of reducing traffic fatalities, the continuing furor over Interstate 69 planning seems a painfully unfortunate distraction. Are environmentalists and economic developers still arguing their off-the-mark cases? What about the incidence of traffic deaths and serious injuries on the existing routes between southside Bloomington and Indianapolis?

I was undecided about I-69 until one clear day in a recent year when I drove by two accident scenes on my way home from Indianapolis. One vehicle along highway 37 was upside down, wheels in the air. The other near Mooresville on highway 67 was later reported in the news as involved in a fatal accident. Realizing that my horror could be regarded as anecdotally based, I sought data about our routes from Bloomington to Indianapolis. My extensive inquiries with the Indiana Department of Transportation finally produced the response that such information was not recorded specifically for that system of 4-lane roadways. Intersected by numerous roads and bounded by busy, new commercial and residential developments, it has more than its share of little white crosses memorializing the lives and deaths we could otherwise forget. I accepted the bureaucracy's conclusion that the data simply did not exist until - until I read a front page article in the Mooresville Times celebrating the use of federally-funded State Police enforcement patrols on those very roads. The grant for expanded patrols was based on the same data I had concurrently been told was non-existent.

According to the news article, research had demonstrated that highways 67 and 37 around Mooresville and Martinsville were prone to fatal or serious accidents. So long as the federal money keeps flowing we can be confident that there will be some lessening of serious auto crashes, presumably in ratio to the number of speeding tickets issued. Wouldn't better road engineering make more sense?

Unfettered commercial and residential development along these roads, a defect of non-regulation, simply cannot be reversed. A limited-access highway will save lives. Please check data for yourselves on fatalities per mile of interstate versus crowded 4-lane conventional highway.

Folks in Bloomington can shift I-69 discussions from a small-town contest between developers and environmentalists to a larger question: How can we save lives? Ask for the data. Demand the data. Then let's talk about a solution.

Roger Heimer  
307 Lakewood Drive, Bloomington IN 47408  
Phone: 812-333-5664

Bloomington/Monroe County MPO  
 Po Box 100  
 Bloomington, IN 47402

I am in complete support of the amendment by Mr Andy Ruff to remove I69 Section 4 from the Transportation Improvement Plan (TIP) for 2010-2013

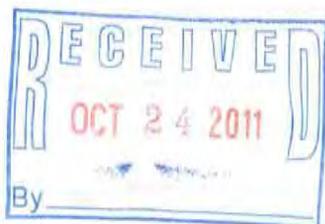
This project is unnecessary, does major damage to the environment, will destroy many thousand acres of forest and farm land and render many more acres useless to the owners by cutting off access. and polluting the environment with noise, chemicals, etc.

This project is poorly designed, poorly engineered and with no plan as what to do with all the extra traffic that will be added to a full access highway 37 from Bloomington to Indianapolis

Please pass this amendment and stand up to Mr Dant's Indot Bullies who have threatened to come on to our land with bulldozers and chainsaws without our permission or proper compensation

Sincerely Harvey W Sullivan  
 5929 West Koontz Rd.  
 Bloomington IN 47403

Harvey W Sullivan



From: **dap1999** <dap1999@sbcglobal.net>  
 Date: Tue, Oct 25, 2011 at 9:19 AM  
 Subject: I-69  
 To: mpo@bloomington.in.gov

I am a member of a camp site in Monroe county and would like to see I-69 relocated out of Monroe county to keep the area I enjoy a quiet and enjoyable area that our members enjoy so much.

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From: **James Keith** <ejfudd1@comcast.net>  
 Date: Tue, Oct 25, 2011 at 10:31 AM  
 Subject: highway 69  
 To: mpo@bloomington.in.gov

Dear MPO,

I am the person who wrote the editor of the paper a few days ago, about the very heavy traffic on State Rd. 45, and I am assuming you all read my letter. I just have a few more comments to make. What is the big deal? We already have a 4 lane highway west of Bloomington. It already has overpasses and entrances and exits at 2<sup>nd</sup> street, 3<sup>rd</sup> street and the bypass. We already have gas stations and plenty of restaurants for the use of the vast majority of people who will be just passing through. An advantage will most likely be an overpass at Vernal Pike.

The only other reason I can think of is "not in my backyard". Somebody else's backyard is OK just not mine. I hope this is not the reason some of you oppose it. As I said, it is way out on the west side and will not affect the vast majority of people who live in Bloomington. For the good of us all please vote yes on Nov. 4<sup>th</sup>.  
 Thank You, Mary Therese Keith

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From: **Carrol Krause** <lorrac58@gmail.com>  
 Date: Tue, Oct 25, 2011 at 10:57 AM  
 Subject: I-69  
 To: mpo@bloomington.in.gov

We oppose I-69 as a massive waste of money that will irrevocably destroy land, community and fragile ecosystems. Vote as your conscience directs you, but if we could humbly state our preference, it would be to obstruct this unnecessary and damaging project as long as possible until there is no longer any alternative but to acquiesce. Simply because our state government favors this project doesn't mean it is the right thing for Monroe County, which will be split into two pieces and forever uglified as a result of the highway.

thank you for your time.  
 Carrol Krause and Frank Reiter  
 1925 E. Marilyn Drive  
 Bloomington, IN 47401

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From: **Pauwels, Suzanne M** <spauwels@indiana.edu>  
 Date: Tue, Oct 25, 2011 at 11:39 AM  
 Subject: I69  
 To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

I feel that Bloomington and the surrounding areas will benefit greatly from I 69. Those who continue to say that "we" don't want I 69 are erroneous in including me. Bloomington has long lost its idyllic atmosphere, just look at the downtown. Nothing but apartment complexes to cater to the students who don't appreciate Bloomington EXCEPT FOR ITS EASY ACCESS TO BARS. It is time Bloomington and Monroe County realize that there is a great need to encourage establishing industry and manufacturing jobs so that people who

are not employed by IU can earn a decent wage. I 69 will open up new opportunity for much of southern Indiana. Are the I 69 opponents unable to see beyond the city limits?

To jeopardize millions of dollars in federal funds that could be used to improve infrastructure and support public transit is unacceptable and will again impact those who can least afford it.

One last thought, if the current geographical plan for I 69 is the objection, I suggest that we widen the B line and reroute it there.

I SUPPORT I 69

Suzanne M. Pauwels, M.S., A.C.C., L.M.H.C.  
Retired

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From: **Mary Ann Williams** <ma\_williams@sbcglobal.net>  
Date: Tue, Oct 25, 2011 at 11:55 AM  
Subject: Comments to MPO on I-69 Section 4  
To: mpo@bloomington.in.gov  
Dear Commissioners:

I am a resident of southwest Bloomington and I'd like for you to help INDOT and FHWA to find another route. Please hold firm and keep I-69 out of our transportation plan. We do not need I-69 Section 4.

INDOT and FEDERAL HIGHWAY are pressuring you to include funding for I-69 Section 4 in the TIP by threatening to withhold funding for other transportation projects. I hope that you will publicly reject these threats of extortion.

The bottom line, of course, is the money. Funding for the project is uncertain. Building I-69 creates significant costs for the City and County, e.g. on-going maintenance, decreased tax revenues, increased costs for police and fire departments to respond to increased traffic and inevitable toxic waste spills. The state is not able to maintain the roads and bridges it has now.

Please hold firm and exclude I-69 Section 4 from the TIP. We can find another route that will be less costly.

Respectfully,

Mary Ann Williams

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From: **niktacl@aol.com** <niktacl@aol.com>  
Date: Tue, Oct 25, 2011 at 12:09 PM  
Subject: Peaceful place  
To: mpo@bloomington.in.gov

To whom it may concern,

I would like to express my strong aversion towards the I-69 thru Bloomington proposal. Please use your power/vote to decline this option. For me, as a frequent visitor and owner of a cabin south of Bloomington, my summers are spent enjoying the peace and tranquility provided by nature. I like the slower, small-town feel, even when I leave the cabin to go spend money in Bloomington eating and shopping. An interstate 800 ft from the campground entrance would disrupt this peace, and have harmful effects on the local environment. Although I would like to be able to zip down to the cabin faster on the weekends, I prefer to slow down and enjoy the view.

Please preserve our southern Indiana atmosphere and vote no to I-69.

Nicole Schattner

[Niktac1@aol.com](mailto:Niktac1@aol.com)

[319-430-6930](tel:319-430-6930)

*Connected by DROID on Verizon Wireless*

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From: **Jim Ansaldo** <jim.ansaldo@gmail.com>

Date: Tue, Oct 25, 2011 at 12:49 PM

Subject: RE: Amendment to the FY 2010-2013 Transportation Improvement Program

To: mpo@bloomington.in.gov

I am writing in support of the proposed amendment to remove I-69 Section 4 from the TIP, including the preliminary engineering and right-of-way (land acquisition) phases. I believe that an alternate route for I-69, one that uses existing roads to the maximum extent possible, would accomplish the primary objectives of the highway's extension while preserving important features of the natural environment, as well as existing land valued by families and communities. I also believe that the State of Indiana's threat to withhold federal money would not hold up in court, given the intent behind the creation of MPOs. Please include my comments in your discussions, thank you.

Jim Ansaldo

7239 W Holland Hill Lane

Bloomington, IN 47403

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From: **Edward Hitchcock** <eeh@bloomington.in.us>

Date: Tue, Oct 25, 2011 at 1:04 PM

Subject: I-69 Through Bloomington, IN

To: MPO@bloomington.in.gov

I want the MPO to support the bringing of Interstate 69 through Monroe County and Bloomington. I believe Bloomington area needs an interstate that will help southwestern Indiana in bringing industry and jobs to this part of the state. Also, this will help the Naval Surface Warfare Center at Crane. The present two lane roads in this area are curvy and dangerous. This interstate will save lives. There are more advantages than disadvantages for this interstate.

Sincerely yours,

Edward Hitchcock

2305 S. Boulder Ct.

Bloomington, IN 47403

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From: **A Huntoon** <jajjhuntoon@gmail.com>

Date: Tue, Oct 25, 2011 at 1:45 PM

Subject: Stop I-69

To: mpo@bloomington.in.gov

Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu

Attention MPO-

I am speaking out against I- 69. Please hold firm and keep I-69 out of the transportation plan. The proposed highway will be in constant view and will forever change our local environment. The noise pollution will be

dramatic. The noise will not only affect my neighborhood of Rolling Glen , but will stretch to residents in Victor Heights, Farmers' Field, and those along Bolin Lane. Have you considered the implications of damage done to SR-37 and the much needed upgrades to connect to the proposed I-69? A stoplight is not enough! Environmentally speaking, I-69 will increase erosion of steep slopes into the sinkholes and caves resulting in major damage to karst. The massive karst impacts include altered drainage, water well changes, and damage to homes from heavy blasting. Karst are home to the endangered Indiana bat. Not only will bats be further threatened, but wolves, deer, and other wildlife will be impacted. New highways, such as I-69 have historically altered nature's balance. Consider the increase in deer and vehicle accidents, and the increase in insect infestations due to the elimination of the Indiana bat. We don't need I-69. Environmentally, it would be an unprecedented disaster for Monroe County. Monroe County needs to take care of it's existing state roads and bridges. Don't be bullied by INDOT and the Federal Highway. Let's maintain the quality of life we have in Bloomington and Monroe County. Do not include funding for I-69 in the TIP.

Respectfully,

Mrs. Ann Huntoon  
Rolling Glen Subdivision resident  
5812 S. Glenview Drive  
Bloomington, IN 47403

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From: **Stephanie Duval** <sbnurse@sbcglobal.net>  
Date: Tue, Oct 25, 2011 at 3:01 PM  
Subject: Stephanie Duval I-69  
To: mpo@bloomington.in.gov

I'm writing to voice my thoughts on I-69 coming through Bloomington, In. I couldn't be more against the I-69 project. It truly saddens me that this could possibly disrupt my heaven on earth. Fern Hills Club on Rockport Rd has been a part of my entire life. It's who I am, it's what invented me, it's what makes me who I am. The greatest pleasure I've ever experienced in my life is being a part of Fern Hills Club. The serenity the beautiful rolling hills of the southern Bloomington is absolutly breath taking, it's calming, it's amazing!!! Bringing in an interstate will completely disrupt one of the the city's most beautiful aspects it has to offer.

Stephanie Duval

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From: **christine campbell** <christine.l.campbell@comcast.net>  
Date: Tue, Oct 25, 2011 at 3:45 PM  
Subject: I69  
To: mayor@bloomington.in.gov  
Cc: mpo@bloomington.in.gov

Mayor Kruzan and Bloomington Monroe County Metro Planning Organization

I am emailing you to request that you do not include I69 in the TIP. Please vote against this highway. We have four major bridges in Indiana that are in need of repair, so why spend billions of dollars on a highway that most citizens of Monroe County do not want. The jobs that this highway claims to create will be gas station, fast food and dead end jobs. The proposed route will dump onto State Route 37 causing more damage to a highway that already is patched and in need of being repaved. The proposed route will destroy beautiful rural land, and bring pollution and noise to our area. One of the factors that bring out of state students to Bloomington is the beauty and small town feel. I69 may not run through downtown, but it will change the landscape and bring unwanted crime to the area. I urge you to vote against I69.

Thank you!

Christine Campbell  
2206 W Tobacco Road  
Bloomington Indiana  
[812-824-2794](tel:812-824-2794)

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From: <stormy61@comcast.net>  
Date: Tue, Oct 25, 2011 at 3:53 PM  
Subject: I - 69  
To: mpo@bloomington.in.gov

my name is scott schnizler. i have a camper in a campground in bloomington,in. this is where my wife and i spend our weekends from march to november. we enjoy the peace, quiet, and wildlife of this family camp. it would be a shame to lose this place we call "our saving grace from the world" to the interstate 69 hwy. please vote no to the hwy in bloomington.

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From: **GREG SCHNUCK** <gschnuck1@hotmail.com>  
Date: Tue, Oct 25, 2011 at 4:06 PM  
Subject: I-69  
To: mpo@bloomington.in.gov

we are a member of a campground that will be affected and do not want I69 in Monroe County. we love the peace and quiet that we enjoy at our campsite and the interstate would take all this away from us.

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From: **lnms** <lnms@bluemarble.net>  
Date: Tue, Oct 25, 2011 at 3:53 PM  
Subject: MPO decision  
To: mpo@bloomington.in.gov

Please see attached letter regarding the MPO decision you will be making.

Mike and Linda Stines

October 25, 2011

Dear MPO Committee:

Twenty-One years ago we went into a partnership with Bloomington Parks and Recreation to install a batting cage at Winslow Sports Complex. We had driven round trip from Bloomington to Evansville one summer in order to move a batting cage to Bloomington. The weekend trips became very time consuming because there was not a direct route from Bloomington to Evansville. Because we had two young children with us on these trips, it was not the safest route to take. At the time we were travelling the roads, we would often comment "wouldn't it be nice if there were a four lane highway?"

Now, we have the chance to get the highway we so desperately needed 21 years ago and the MPO committee is taking their sweet time trying to decide what to do. We were both born in Monroe County and have lived here all our lives until we moved from Monroe to Owen County last year, but we both continue to work, shop, attend events, etc. in Monroe County so feel we still have some say about these types of decisions by the committee, especially since the decision the MPO committee makes effects residents all over the state. Do not take this decision lightly and decide to include the MPO in your plan.

Another story that we can relate is when we lived in Pocatello, Idaho about 30 years ago there was a small town called Tremonton between Pocatello and Salt Lake City. The state wanted to put the interstate around their town but they fought like crazy to keep it out. So, the state built the interstate from the north and south and

dumped the traffic onto the city streets. Keep in mind that this was a small rural town. It was extremely hazardous for the people who lived in Tremonton. Several years later on a return trip to Pocatello we noticed Tremonton had an interstate all the way around their town. The state finally got their way, but it took several years for Tremonton to get the situation rectified and to begin to have safe streets again. Please do not let this happen to Bloomington. Put yourself in a position where to have a seat at the table to plan for the residents of Bloomington and the surrounding counties.

Vote to include I-69 in the MPO and bring safe highways and streets to the residents.

Sincerely,

Mike and Linda Stines  
7392 State Highway 43  
Spencer, IN 47460  
[lnms@bluemarble.net](mailto:lnms@bluemarble.net)

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From: **Tom Gorman** <tgcllc@att.net>  
Date: Tue, Oct 25, 2011 at 6:57 PM  
Subject: I69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Whether you are for or against I-69, safety is the issue. If I-69 stops at the Monroe County line all the traffic from I-69 will go down 37 to get on or off I-69. There will be two or three times the traffic. Have you ever seen a car or semi run a red light on 37? Three times the traffic, three times the accidents. I would like to see the elected officials effort go to get as many overpasses as possible. Thank you!

Tom Gorman  
[8123605222](tel:8123605222)

Sent from my iPhone

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From: **Dave Larr** <dandydave@att.net>  
Date: Tue, Oct 25, 2011 at 9:07 PM  
Subject: I-69 Proximity to Fern Hills Resort  
To: mpo@bloomington.in.gov

The need for highways is well understood, however, it is hard to understand building through pristine, tranquil and somewhat historic country side. Fern Hills club is a quiet, tranquil, extremely relaxing environment filled with close friends and their families from all over mid United States. The resort has served many people and their families for nearly 70 years. The resort is recognized throughout the middle United States nudists for the previously delineated qualities as exemplified by the continuous selection (every other year) of Fern Hills to host the week long Midwest AANR Convention. What is significant is over 20 other nudist resorts which may be selected in the Midwest AANR region. This alone brings considerable financial benefit to the Bloomington, Monroe County area. Even though the club property will not be affected by I-69 construction, the disturbance of the peaceful environment will drive away current and future patrons resulting in loss of considerable revenue for entire area. Moving the highway only a few hundred yards north or rerouting using existing highway rightaways would greatly reduce the pressure I-69 would put on Fern Hills Resort. If neither of these alternatives can or will be reconsidered, we respectfully request the MPO members to vote NO to construction of I-69 in Monroe County.

V/R, Nancy and David Larr

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From: <lboruff@lightbound.com>  
Date: Tue, Oct 25, 2011 at 9:35 PM  
Subject: I-69 vote

To: mpo@bloomington.in.gov, richardm@tinwisle.com, mstoops@co.monroe.in.us  
Cc: carr@bluemarble.net

MPO Board Members,

I ask that you please vote to keep I-69 out of Bloomington.

Thank you.

Lois Boruff

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This message was sent using IMP, the Internet Messaging Program.

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From: **Jochim** <jochim@bluemarble.net>  
Date: Tue, Oct 25, 2011 at 10:08 PM  
Subject: Removal of I-69 from TIP  
To: mpo@bloomington.in.gov

Please note that I am not in favor of I-69 Section 4 and support its removal from Monroe County TIP. My husband and I both work in Monroe County and own 5 properties in Bloomington. We strongly believe that dumping all the traffic from I-69 onto State Road 37 would be a major catastrophe for the city of Bloomington and the county. There are other more economical, environmental and financially feasible routes for this interstate to take; if indeed it is built. Thank you for considering the public comments and support for Andy Ruff's amendment.  
Kenda Jochim

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From: **Claire Detrich** <claire.detrich@gmail.com>  
Date: Tue, Oct 25, 2011 at 10:09 PM  
Subject: i-69  
To: mpo@bloomington.in.gov

Please, please do not allow i-69 to come through monroe county!!!

--  
Claire Teresa Detrich  
[317.213.2106](tel:317.213.2106)

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From: **Philip Bastin** <philb43@att.net>  
Date: Tue, Oct 25, 2011 at 11:05 PM  
Subject:  
To: mpo@bloomington.in.gov

Have you people in the m.p.o. , city council , and the mayor of this city ever considered how many people are going to die on highway forty five and all the grade crossings in section five. Highway forty five is all ready a killer highway like old thirty seven south was before the four lane was built. If you do not include section four in the m.p.o. the new four lane will dump all traffic from south west Indiana on to highway forty five north of Crane when it is finished. Are all you people going to sleep good at night knowing you are responsible for all the extra deaths that will happen. Section five has had many deaths at Fullerton pike, Tap rd., Vernal pike, Sample rd. and many more between here and Indy. The only thing that will save lives is an closed access highway. Just how many lives is your little don't mess with my town or take my property attitude worth? If the whole united states had of had your attitude sixty years ago, we would be driving to California on gravel roads. I-69 was drawn on the map and planned at the same time as all the rest of the interstate highways in Indiana, on

the very route it is being built on now. The people of southwest Indiana have paid taxes for sixty plus years, and all the money has been spent on other routes. *It's time to quit the nonsense. and GET ER DONE.*

Comments for document FY 2010-2013 Transportation Improvement Program

Highway I-69 is designed to provide a roadway that is safer travel for the many trucks to quickly move products from producers to consumers. Travel is said to be safer on a highway built for heavy trucks and speed vs. the same trucks and many vehicles on narrow curvy roads. The idea is safety for all.

Questioned are the negative affects of this highway.

I am not aware of all the questions that are reported unanswered in the news media but stopping that highway at the Greene/Monroe county line could have a very negative impact on this whole community. I can count a few—the loss of bus routes (that would stop many of our county citizens from getting to school and/or work or receive health care.) Although I do not currently use a bus but they are available now. It would be a serious situation without that choice. Our economy would be greatly affected. Not everyone can ride a bicycle or walk to work especially in inclement weather.

I also believe another negative impact if this highway is stopped would be the great need for higher taxes to provide the services that would be affected by the cuts made by the Federal Government for non-compliance. Can we really afford that? Oh, yes, the state controls the percentage of taxes that a legal to assess from the citizens but there always seems to be a way to overcome the set fees.

More air pollution has been noted. Does anyone realize that most of our homes are filled with a poisonous gas that we can not see or smell? That gas, I am told, is radon and is very prevalent in our geographic location. We read only about the exhaust fumes and noise from the trucks and vehicles moving on I-69.

What would the loss of buses mean to Indiana University, Ivy Tech, and other businesses? Would that force each private citizen to own a car to travel? That could have a negative affect on income and education plus add more and more pollution. My question—could either of our universities move to a location where more desirable roads are available? Or other businesses move?

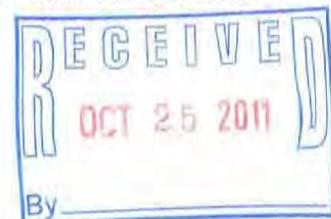
I have noted comments of the drugs, undesirables, etc coming to our city. But those items are already here including the gangs. If they desire to come, they will come regardless of the size or condition of the roadways.

Can Bloomington/Monroe County afford to move backwards? It seems the losses can not totally be realized at this time if a “no” vote is the final answer. The negatives sound like paralyzing a community. Do you want that for this viable community? That seems like a major reason to vote “yes.”

Again, I encourage a “yes” vote on I-69.

Sincerely, *Jerne Stout*

*2323 Beaumont Ln.  
Bloomington, In. 47404*



2236 East Cape Cod Drive  
Bloomington, IN 47401

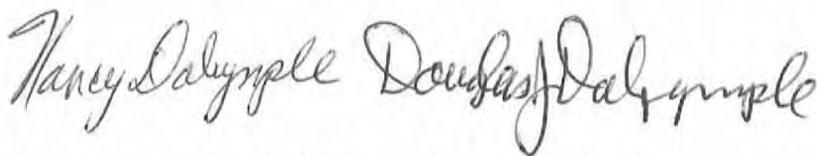
October 24, 2011

Members of the Bloomington/Monroe County MPO:

It's time to include I-69 in our long term plan. We have lived in Bloomington for 43 years and have watched the growth everywhere. We often do shop on the West side and believe there are several very dangerous intersections now. It would have been nice to have the highway go further West and have a connector road to it, but it looks like it is too late to have that happen. We now need to have the safest roads possible and have good access roads so our city, county and citizens are connected and safe.

We also are part of Indiana. It is highly unlikely another Governor will stop this road while so much has been done. It also is estimated to help many areas of the State particularly South of us. We can not risk losing money that funds our model transit system and helps out so many, nor can we forfeit future highway dollars to make a point. It appears Bloomington was not given all the facts accurately and that is not right, but perhaps had we been able to be at the table and willing to listen and compromise from the beginning the outcome would be different.

However, here we are. Please include I-69 in the plan to make it possible for the highway to go forward and include all the ideas we have for making it safe and accessible to all our citizens.



Nancy and Doug Dalrymple



4860 W. Woodland Dr.  
Bloomington, IN 47404  
October 24, 2011

Bloomington/Monroe County MPO  
401 N. Morton St.  
Suite 160, PO Box 100  
Bloomington, IN 47402

Members of the Bloomington/Monroe County MPO,

Some facts that should be considered by the members who are responsible for voting for or against I-69 going through Monroe County:

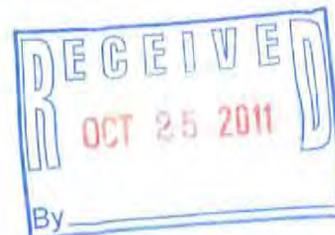
1. Have you ever used an interstate highway versus a winding, curvy two lane road? Safety and travel time are givens via interstates.
2. In case you did not notice, Indiana University is the ONLY Big Ten University without an interstate within a short distance.
3. When I-69 ends at the southern end of Monroe County, how congested do you think all of our roads will be when that traffic is dumped on our existing roads? That is stupid planning MPO!
4. I for one do not want to raise taxes to pay for local bridges, roads, bus service, and so on because the "no" voters causes Monroe County to **LOSE millions of federal dollars**. In fact, if that occurs proponents of I-69 should sue the "no" voters.
5. **How much money has already been lost because of the previous "no" votes? This information has been kept from the taxpayers of Monroe County. Worthy projects have been lost or delayed. Who pays for this?**

Vote "yes" for I-69 or sign a pledge NEVER to use ANY interstate for the rest of your life.

Most sincerely,



Phillip D. Rambo  
Retired EJHS Principal  
Monroe County Taxpayer



23 Oct. '11

Bloomington/Monroe County  
Metropolitan Planning Organization  
401 N. Morton St., Suite 160  
PO Box 100  
Bloomington, In. 47402

Dear MPO:

I am against this organization making any changes in the proposed I-69 as designed by the Federal Highway Administration.

Can this area afford to lose millions of dollars of state money, which could be used for highways, bus routes, and etc? Or, should this area lose money because of a few individuals vote? In my opinion, it is not fair for the MPO to make changes that would effect future generations.

Sincerely,

Dr. A.D. Osborne  
3502 E. Winston St.  
Bloomington, In. 47401



This I-69 through Greene + Monroe County needs to end now;  
 We have adequate roads to Indianapolis from Evansville already.  
 We did not need I-69 to begin with. If Mitch Daniels wanted to  
 really improve transportation he would have planned to restore  
 railroads, repair current roads and repair bridges before,  
 (God forbid) someone gets injured or killed in a bridge collapse -  
 This is a very sensitive ecological area about to be destroyed.  
 Please wake up and stop this foolish spending.  
 Olive Marling

MPO

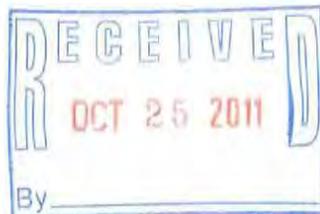
10/24/11

Greetings,

Mark me down as against  
 I-69 going through Monroe  
 County for reasons expressed  
 by Tokarski in his most  
 recent article in the HT.

Jeff Johnson

812-334-2193



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From: **Gayle Hart** <gchart3@gmail.com>  
Date: Wed, Oct 26, 2011 at 6:34 AM  
Subject: I-69  
To: mpo@bloomington.in.gov

Please vote YES for I-69.

Please quit gambling with funding due to Monroe County and start fighting to make sure the interstate built is well built and as safe as possible.

Gayle Hart  
Bloomington

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From: **Jochim** <jochim@bluemarble.net>  
Date: Wed, Oct 26, 2011 at 7:46 AM  
Subject: Removal of I-69 from TIP  
To: mpo@bloomington.in.gov

I would like to register my strong opposition to I-69 Section 4 and would like it's removal from the Monroe County TIP.

I work in Monroe County and own property in Bloomington and believe bringing I-69 to Monroe County would ruin the pleasant atmosphere that Bloomington has.

There are better ways to build this road that would be more economical, and financially feasible.

Thank you for considering the public comments and support for Andy Ruff's amendment.

Tom Jochim

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From: **Burrus, Sandra K** <burrus@indiana.edu>  
Date: Wed, Oct 26, 2011 at 8:27 AM  
Subject: I-69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

I support the policy to include I-69 in the local transportation improvement program for Bloomington. It is important for Bloomington to

Be in the mainstream.

Kay burrus  
2238 e. cape cod dr.  
Bloomington, 47401

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From: **William A. Boyd** <waboyd@iquest.net>  
Date: Wed, Oct 26, 2011 at 8:29 AM  
Subject: Comments about I-69  
To: mpo@bloomington.in.gov, "Stoops, Mark -- Mark Stoops" <mstoops@co.monroe.in.us>, richardm@tinwisle.com  
Cc: Sandra Tokarski <carr@bluemarble.net>, Bill & Jan Boyd <waboyd@iquest.net>

Board members,

Please see the attached documents containing comments for your consideration in deciding to exclude I-69 from your TIP.

Thank you for the opportunity to provide comments.

William A. Boyd

## Comments for Bloomington MPO

Thank you for accepting public input on this matter.

I have looked over a few applicable Federal Regulations, albeit briefly, making note of a few comments. Please keep in mind that I really have a layman's interpretation of these regulations and my comments may not be anywhere close to being applicable to the issue before the MPO.

- Under 134(c)(2) it mentions that the plan should provide for the operation of transportation systems...that will function as an intermodal transportation system.
- 134(h)(1)(H) states the plan should emphasize the preservation of the existing transportation system.
- 134(j)(1)(C) discusses the need to develop estimates of funds that are reasonably expected to be available to support program implementation.
  - Does this mean that INDOT should produce documents that outline just from where the funds will come – rather than just “traditional sources”?
- 135(h) – Funding – here again it states that funds set-aside...shall be available. – Are the funds really available and again we have to ask “from where” – or at the expense of what other communities or projects?
- 450.306(f) speaks to having the planning process consistent with the development of applicable regional intelligent transportation systems (ITS) architectures...
  - INDOT claims (See Q69) in the MPO responses it doesn't know if an ITS will be part of the final design. I need to check the bid specs for I-69 to see if an ITS is referenced, my guess it IS included. An ITS system is in effect the base for Tolling of a roadway. (If find it odd that the tolling question is #69 - go figure how that happened)
- Lastly – there are several mentions to Air Quality conformity in the regulations – and additional measures that may need to be undertaken should Bloomington fall into a “Maintenance Area” due to I-69.
  - The question here is where will funding for additional staff and reporting come from. What INDOT and Gov. Daniels are doing is shifting costs to the citizens of Bloomington for the Air Quality problems that will result.

I think INDOT is making every effort to keep pressure on the MPO members because they know that MPO concurrence is absolutely necessary to ensure Federal funding for I-69. The regulations require it. I know Bloomington just got some extra grant money and voted on the top bus systems in the country, so INDOT might look kind of foolish to pull funding from a good program with national recognition. Maybe it should be noted that the transit system is a model for the rest of the nation at a time when good public transit is what is needed. Not more highways, as INDOT is pushing.

I am attaching two documents which I believe indicate that INDOT really has no interest in helping Bloomington with planning, as they should do.

In a letter from Jeremy Weir of the Bloomington MPO on Jan. 5, 1996, he discusses two issues. It appears to me that INDOT ignored the requests in this letter from 1996. Indicating that INDOT really does not care about any input from the Bloomington MPO. Nor is INDOT interested in providing guidance to a community for long-range planning.

The second document is the meeting minutes from a Nov. 16, 1995 Coordination meeting between INDOT, and Bloomington MPO. This letter discusses the consultation with the MPO's on traffic impacts. The meeting notes close the first paragraph with the statement that the meeting "*was intended to provide for this (consultation), as well as providing full disclosure in keeping with the spirit of NEPA regulations.*" Again it seems that INDOT only wants to make it appear that they consult with MPO's, when in reality INDOT keeps the MPO in the dark because they have information to hide.

INDOT cannot be trusted as we all know. I don't know how to best convey to you as Board members the deceitful nature of the INDOT beast.

It should be the community's decision and only their decision to say what transportation means they prefer. It seems obvious that the public transit system is well received by the Bloomington community. Any transportation plan should include enhancements to that transportation means. INDOT should not dictate to the community. Once I-69 is in the TIP, local officials will have little to say in how the highway is actually built. INDOT does not understand the concept of cooperation, their word cannot be trusted. INDOT has made it clear that they are not bound by local ordinances. So where does that leave future planning decisions by the MPO? Future planning will have to be a "work-around" at best instead of being a true plan developed for the vision of the community.

Gridlocked roads and highways, endless asphalt parking lots and other hydrocarbon burning slow motion time bombs have been "mandated" for years by the highway lobby and their obliging retained politicians; why not some progressive intelligent transportation policies for a change? Why not insist that public transit be the priority for Bloomington and not another highway dividing the community? Why not look towards the future of transit for Bloomington instead of repeating the history of just more highways?

The government (at all levels) should be doing what individuals do all the time - make decisions based on the ability to pay. Many have asked "whose money is it?", "where will the money come from?" and what harm is INDOT placing on other communities so that it may bestow the I-69 blessing upon Bloomington? I-69 diverts limited funds from other projects, thus leaving fewer and fewer funds for things like bridge repairs, public transit, bike lanes and the like.

The greater the risk to public safety, the higher the priority. Yet INDOT has chosen to pursue this brand-new project and ignore the many safety problems that exist in every county in the State.

While I might not live in the community, I do visit frequently, as do many others. The attraction of the mobility around Bloomington is a key part of why people come to visit; it's easy to get around. I-69 will only bring a means to by-pass the city which begins the slow decline to any community placed in such a position.

Thank you.

William A. Boyd  
6990 S. Stone Road  
Bloomfield, IN 47424

192-0121

City of  
Bloomington  
Indiana

Post Office Box 100  
Municipal Building  
Bloomington, Indiana 47402



Planning Department

812-331-6423

Tomilea Allison  
Mayor

January 5, 1996

Mr. Vince Bernardin  
Bernardin, Lochmuller, and Associates, Inc.  
Suite 606 Hulman Building  
Evansville, IN 47708

RECEIVED

JAN 11 1996

BLA

Mr. Bernardin:

Please accept this letter as input from the Bloomington Area Transportation Study, the MPO for the Bloomington area, in regards to the Southwest Indiana Highway Study being conducted by your firm.

On November 16, 1995, we participated in a coordination meeting regarding the traffic impacts of the Southwest Indiana Highway. From this meeting two issues came to my attention that I feel should be considered as you complete your work.

First, with the determination that this project is to run from Evansville to Bloomington we feel that it is important to recognize the impacts that this road will have on the entire Bloomington Urbanized Area. With this understanding, and so that this highway can truly service the Bloomington Area, we feel that the termination point for the Evansville to Bloomington Highway should be the intersection of State Road 37 and North Walnut Street (Old S.R. 37), located north of Bloomington. With this as the termination point for the project your study should at a minimum include capacity analysis along the entire length of State Road 37 running within the boundaries of the Bloomington MPO and intersection analysis for all existing intersection between where the new highway will join State Road 37 and the intersection of State Road 37 and North Walnut Street (Old S.R. 37).

Second, the location of the interchange of the Southwest Indiana Highway and existing State Road 37 should be aligned with the proposed Southeast Bypass that Monroe County has identified on the Master Thoroughfare Plan. This should be easy to accommodate with continued coordination between ourselves, INDOT, and the Monroe County Highway department.

Let me know if I can be of any assistance.

Sincerely,

Jeremy Weir  
Transportation Planner

MEETING MINUTES  
SOUTHWEST INDIANA HIGHWAY  
COORDINATION MEETING WITH BLOOMINGTON MPO  
NOVEMBER 16, 1995 10:30AM RM 749 IGCN

Attending:

Vince Berndardin	Berndardin, Lochmuller, and Associates, Inc.
Steve Cecil	INDOT-Pre-Engineering and Environment Div.
Larry Heil	FHWA-Indiana Div.
Pat Martin	INDOT-Transportation Planning
Frank Nierzwicki	INDOT-Transportation Planning
Steve Smith	INDOT-Transportation Planning
Jeremy Weir	Bloomington MPO

The meeting was opened by a brief overview by Steve Smith of the Major Investment Study (MIS) identification process held cooperatively with the INDOT, the FHWA, and the MPOs during the review of the Unified Overall Work Programs in 1995. During this process it was agreed that the MPOs would be consulted on the traffic impacts of the Southwest Indiana Highway Study even though the project was primarily a rural intercity highway which only touched the actual MPO study areas. Larry Heil stated that in earlier review of the Southwest Indiana Highway issues, all MIS requirements had been met with the exception of the consultation with the MPOs on traffic impacts. It was stated that this meeting was intended to provide for this consultation, as well as providing full disclosure in keeping with the spirit of NEPA regulations.

Vince Berndardin presented the Traffic Forecast Update information as contained in the attached information packet of overhead slides. Following the presentation a number of issues were discussed including:

--It was noted that the proposed Southwest Indiana Highway would connect with SR 37 south of Tapp Rd. in the location that would allow it to connect to the proposed Bloomington southeast bypass.

--It was noted that the proposed Southwest Indiana Highway would provide for significant diversion of traffic from the parallel SR 45 route.

--Jeremy Weir noted the concern over the potential future traffic impacts which would result on SR 37 from higher traffic volumes and the possible upgrading of SR 37 at grade-signalized intersections to access controlled interchanges (the improvements to SR 37 are outside the scope of the Southwest Indiana Highway Study). He noted that growth in Bloomington is occurring on the west side and that SR 37 provides a north-south corridor for local traffic circulation. He further noted that if SR 37 were "closed off" due to upgrading to a totally controlled access facility a major circulation problem would exist on the west side.

--It was noted that the proposed Southwest Indiana Highway traffic impacts would not have a significant impact on the SR 46 bypass project east of SR 37.

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From: **David Gulyas** <davidgulyasdesign@gmail.com>  
Date: Wed, Oct 26, 2011 at 8:41 AM  
Subject: I-69  
To: mpo@bloomington.in.gov

Dear MPO Members,

Please keep I-69 out of the transportation plans.

Sincerely,

David Gulyas

---

From: **Martha Crouch** <marticrouch@sbcglobal.net>  
Date: Wed, Oct 26, 2011 at 8:51 AM  
Subject: Please do not put I-69 in the TIP  
To: mpo@bloomington.in.gov  
Cc: Mark Kruzan <mayor@bloomington.in.gov>, kemcdani@indiana.edu

Dear MPO members,

Please continue to protect our short- and long-term quality of life here in Monroe County and Bloomington by excluding I-69 from the TIP.

I live on the Near Westside, and will hear the highway and breathe in the pollution every single day, both during construction, and after the road is operational. Construction will cause enormous ecological damage in our fragile Karst area. After the highway is completed, it will cut our county in two, with less ability to move freely from one side to the other - for both people and wildlife. There will be less money to fix the roads and bridges we have.

I realize the enormous pressure you are under to put I-69 in the TIP, with threats that transportation funds for other local projects will be kept back. Even if they follow through and withhold such funds, it will be a temporary setback for us. I-69 and its negative impacts will last for generations.

For over 20 years I have been attending public meetings related to I-69 and have gotten quite an education in the anti-democratic processes employed by INDOT to get their way in the face of significant public opposition. Please stand up for our legitimate local democracy.

Sincerely,

Marti Crouch

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From: **Don Smith** <dons5248@yahoo.com>  
Date: Wed, Oct 26, 2011 at 9:19 AM  
Subject:  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

To the members of MPO, I want to give my opinion on the new I69. I am totally against it. You should think of your children and grand children's future, when voting on this . The present route will destroy forest, water supply in this area . It will never recover. You can't even salt it in winter. There are under ground springs ,two

that I know of ,that run in the 7300 block of Rockport Road . And the noise will destroy the tranquility of the area. I'm sure they can tie to State Road37 further south of here and save money. S.R. 37, in my opinion can't carry anymore traffic. Don't be bullied by Mitch Daniels, He cares only about personal gain, not the future of our children or the conservation issues . I will vote against anyone who votes in favor of the new terrain I69. I do vote in all elections. Respectfully, Leonard Smith

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From: **Thomas & Sandra Tokarski** <carr@bluemarble.net>

Date: Wed, Oct 26, 2011 at 9:20 AM

Subject: comments on TIP and Questions

To: mpo@bloomington.in.gov

Please include the enclosed comments for the November 4th meeting. Thank You

Thomas Tokarski



Thomas & Sandra Tokarski

CARR

PO Box 54

Stanford, IN 47463

[carr@bluemarble.net](mailto:carr@bluemarble.net)

[812-825-9555](tel:812-825-9555)

[800-515-6936](tel:800-515-6936)

25 October 2011

*COMMENTS BY CITIZENS FOR APPROPRIATE RURAL ROADS*

CONCERNING FHWA AND INDOT RESPONSES TO BMCMPPO QUESTIONS

AND IN PREPARATION FOR THE MEETING ON NOVEMBER 4<sup>th</sup>.

General Comments:

\*\*Many of INDOT's and FHWA's answers were incomplete or non answers. This is typical of their past dealings with local officials. They are clearly not committed to dealing with this MPO in a cooperative, open and transparent manner. Simply put, they cannot be trusted to follow 3C protocols.

\*\*As shown in INDOT's responses, many of the design features of the highway will not be known until final design. This is a design/build project so there will be little opportunity for local input on final designs.

\*\*Building I-69 would result in severe environmental damage and safety problems for county residents. There is no money to build Sections 5 and 6. Costs for building Section 4 are seriously underestimated.

\*\*There will be massive karst impacts resulting in altered drainage, water well changes, damage to homes from heavy blasting and many wildlife impacts. Environmentally, I-69 would be an unprecedented disaster for Monroe and Greene Counties.

\*\*Monroe County is doing better than the rest of the state economically. We don't need I-69.

\*\*There will be significant financial costs to Bloomington and Monroe County if I-69 is built. These must be weighed against any averred benefits. They must also be considered next to any threatened cuts to local transportation funding.

\*\*Threatened cuts will not come until 2014. There is no predicting what will happen before then to alter or eliminate the threats.

\*\*It should be apparent to this MPO that once the I-69 project is in the Tip the role of the MPO in designing and planning this highway disappears. You will not have a seat at the table but will be relegated to just another audience member on the sidelines.

Specific Comments:

Notation: NA = INDOT's and FHWA's answers not responsive to the question.

Ques. 1: NA.

These agencies know, or should know, that most jobs brought by a new highway are not new jobs but rather are transferred from other areas. This "transfer effect" is well known and was made very clear in the Corridor 18 study which looked at the entire proposed I-69 route from Canada to Mexico. This is one in a long string of examples of these agencies "cherry picking" the data to support their chosen project.

Ques. 2: NA

Ques 3: NA

This alternatives economic analysis should be done for NEPA studies. It was not done because it might not support the agencies' choice of alternatives.

Ques. 4: NA

Ques. 5: NA

FHWA's answer does not credibly address the source of funding for Sections 4 or 5. In the Tier 1 NEPA studies FHWA also declared that the entire route was fiscally constrained. We all now know that it was not. Also, when the total costs for Sections 1-3 are added up they are way over budget on those sections. INDOT's public statements which claim the project is under budget are misleading because they only consider construction costs.

Ques. 6 and 7:

These answers appear to conflict with the answer for question 26.

Ques. 8: NA

Ques. 9: NA

Ques. 10:

As noted, not all projects are included in the "Project Obligations" list. When included it is unlikely there will be funds left over. The amount in the "Projected Revenue" list is very much higher than what INDOT has identified in other lists. For example, the Indiana Legislative Services Agency present a much smaller revenue figure from fuel taxes. INDOT needs to be questioned as to why this list is different than other lists. If you can't verify the revenue list you can't know whether or not the money is there for the projects list.

Ques. 12:

Only partially answered—there are no dates, locations, costs or results of activities.

Ques. 13:

INDOT's answer is misleading. As in their public statements, they do not include the total costs for Sections 1-3. If you include everything, sections 1-3 will cost over \$900 million. We have tried to find out how much money is left of the toll road lease funds and INDOT has not released that information. We suspect it is mostly gone.

Ques. 14 and 15: NA

Ques. 16:

There will be significant losses, as listed in this answer, and many more costs to local entities not listed. For example, emergency personnel will have to be increased and likely they will need to purchase additional equipment to handle the expected increase in accidents, spills and crime. I-69 will be a hazardous materials route. Interstates are well known to be major drug running corridors. Frontage and access roads will be maintained by local highway departments.

The promise of increased revenue due to the highway is pure speculation. INDOT makes no attempt to quantify the revenue increases. We also note that much of the construction activities in Sections 1-3 are being carried out using out-of-state contractors and materials. URS, the company overseeing the construction of Section 4, is a multinational corporation.

Ques. 17:

INDOT acknowledges, by default, that it will use regular gas tax revenues to build Section 4. Please note also that any claim to use toll road lease money is suspect. That money may well be gone.

Ques. 18: NA

Ques. 19: NA

Presumably, this question refers to Sections 4 and 5. Both have areas within the BMCMPD district.

Ques. 20: NA

Ques. 21: NA

Ques. 22: NA

Ques. 23: NA

INDOT's vague hints at what they might do is not reassuring. There are no guarantees. They have a legacy of making design changes in Sections 1-3. These changes have all been negative—shortening bridges, closing more roads, deferring interchanges, cutting environmental mitigation projects and cheapening erosion control methods. Most of these changes are due to cost cutting. There is no reason to believe they will act differently in Section 4.

Ques. 24 and 25: NA

Ques. 26:

No Section 5 in the TIP means no federal funding for that section. INDOT's reminder that the MPO regulations require the planning process to be "continuing, cooperative and comprehensive" does not appear to apply to INDOT's behavior.

Ques. 27:

FHWA confirms that each of the 6 sections of the I-69 project is a section of independent utility (SIU). Sections 4 and 5 do not have to be built.

Ques. 28: NA

Ques. 31: NA in part.

FHWA did not answer the question of whether or not they can redirect money from TIP projects to funding I-69 projects. This appears unlikely.

Ques. 33: NA

There may be other federal funds available to the MPO.

Ques. 36: NA

Ques. 37: NA

INDOT only says they are considering selected improvements on SR-37. The implied threat is that the MPO must cooperate with the state if the improvements are to be carried out in a timely manner. If the SR37 projects are a problem now, why aren't they programmed for upgrading in the near future, regardless of what happens with I-69? This is a matter of public safety and should not be held hostage to agreement on some other project. Also, what funds will be used for the possible improvements on SR-37? INDOT's response may be another indication that there is no money to do Section 5. If work on that section were imminent they wouldn't have to plan for intermediate fixes. Also, are the fixes on SR-37 going to satisfy the regulations for an interstate highway?

Ques. 39:

It is very clear that INDOT will not follow Monroe Co. regulations for building in karst areas. In the ROD for Tier 1 INDOT said they do not have to follow any local ordinances.

Ques. 40:

In regards to this issue it is important to note that in the real world I-69 is a politically driven project. State agencies are heavily influenced by the governor and their oversight role is limited due to that political reality. FHWA is little more than a rubber

stamp for INDOT and has failed miserably in their oversight role. The oversight system is broken.

Ques. 41: NA

It is clear from this answer that final design plans are incomplete, even though the ROD has been issued. It is important to understand this is a design/build project. This type of project does not lend itself to local oversight. It is meant to speed up the process and as a result, state and federal agencies and local bodies are often left out of the design process. A portion of the project can be designed and construction started before other parts of the project are considered. This has led to many problems on other projects.

Ques, 42 and 43:

See comments on # 39. INDOT has already identified 1465 karst features that will be impacted in Sect. 4. Most of these are in Monroe County. Heavy blasting will also occur. INDOT is also cutting cost wherever it can. This will impact its decisions on construction in karst. There is no way to avoid severe and destructive karst impacts. INDOT covered up the extent of the expected karst impacts until after their preferred route was selected. This is clearly a disaster in the making.

Ques. 44, 45, 46 and 47:

INDOT's responses on air quality are very misleading. They did not use the latest air quality data available to determine air quality conformity. Their contractors were instructed not to use the latest data because it showed Greene Co. would be out of conformity and I-69 could not be built through that county. The impact of increased emissions on Monroe County is uncertain and could lead to air quality conformity issues here. INDOT is not giving this MPO accurate and honest answers to this question. Their claim that the latest data is not quality controlled is an excuse. They could have affirmed the data but they didn't want to because they understood the implications—I-69, Section 4, could not be built. This will become a matter of great concern in the future. This is another example of why INDOT cannot be trusted. Once again, the agencies cherry pick the data.

Ques. 48 and 49: NA

Change of grade does increase emissions and INDOT knows it. Their claim that no research is available on this topic is simply wrong. They cited older studies; newer studies are available. Google "vehicle emissions and length of grade".

See also comments on #44-47

Ques. 50:

See above comments.

Ques. 51:

The assumption that air quality will improve with newer air quality standards is irresponsibly optimistic. In fact, the latest data shows just the opposite, that is why INDOT didn't use it!

We have to question INDOT's claim that Monroe County has the lowest PM 2.5 concentrations in the entire state. Where did they do the readings? In the middle of a forest? Certainly not on SR-37.

Ques. 52:

Modeling can be deceptive. That is why INDOT used 2004 modeling data rather than the newer 2009 data. Air quality is a serious issue that impacts public health. It also impacts what kinds of development can occur in a region. This MPO needs to get an independent analysis of the air quality impacts due to I-69. It is too important to rely on INDOT's obviously biased models and studies.

Ques. 53 NA

Ques. 54 and 55: NA

INDOT's answer is incorrect. There was an appendix NN but it mysteriously disappeared. BLA was paid to do the study. We are attempting to find out what happened to it. The information it likely contained was damning to INDOT's preferred alternative and would have required a new study, at least in Section 4. A slightly altered route would have saved a considerable amount of money and significantly reduced karst and other environmental impacts.

Ques. 56: NA

Ques. 57:

Emergency personnel will be held responsible for the segments of I-69 within their jurisdiction but will they have good access to those areas? Will they have the needed personnel and equipment to handle the expected increases in accidents and potential emergency situation, such as toxic spills?

Ques. 58:

INDOT's answer is incorrect. There will be an increase in crime with the opening of I-69. Interstates are known to be major illegal drug corridors. Witness the recent marijuana bust in Indianapolis which netted 5 tons of the drug. This drug was transported from Mexico in semi trailers. I doubt the trucks drove on back roads. The Indiana State Police have special drug interdiction teams that work the interstates.

Ques. 59 and 61:

It is uncertain if emergency access will be allowed on Harmony, Burch or any other road. Cost cutting measures may rule out those improvements.

Ques. 60: NA

Ques. 62:NA

Ques. 63 NA

Ques. 64:

Crane is looking at plans for a small nuclear reactor at the base to serve their energy needs. There is also an ongoing federal search for storage sites for nuclear waste from power plants around the country. The commission looking in to this matter is headed by Lee Hamilton. Crane has been mentioned as a possible storage cite with its many fortified bunkers. I-69 would serve Crane.

Ques. 65 and 66:

Numerous changes to I-69 design have taken place in Sections 1-3. Regardless of what INDOT says now, changes will also occur in Section 4. It is unlikely that this MPO will have much input into that process.

Ques. 67:

There is a significant difference in the durability of concrete versus asphalt. INDOT has told contractors to use whichever is cheaper. Using asphalt will lead to greater maintenance costs in the long run. That does not seem to be a concern for INDOT now. They want Sections 1-4 done fast and cheap. This is the result of a politically driven project. Getting I-69 to Bloomington before he leaves office is Daniels' directive to INDOT. After that, he does not care what happens to the highway or the areas it traverses.

Ques. 68: NA

Ques. 69: NA

Ques. 70: NA

In the ROD, INDOT writes that heavy blasting will be used to get through the rugged terrain in SW Monroe Co. Such blasting in this densely karstic area will generate many problems. Any agency truly concerned with protecting the environment would never have chosen this route.

Ques. 72: NA

Ques. 73: NA

We have a report from a resident in Section 2 that side slope erosion control measures have been reduced. A clay cap is no longer being considered on steep slopes. Sandy soil will be left as is and simply seeded with grass. This is sure to erode in a short time. Once again cheaper design standards will result in long term problems.

Ques. 74: NA

INDOT acknowledges that the final design of the highway is unknown at this time. This MPO will have little say in what the final design will be.

Ques. 75: NA

A cheap intersection is planned at SR-37. For example, INDOT writes in its answer: "Another goal for this intersection is to limit the amount of temporary roadwork that may be removed when Section 5 begins construction." This intersection is likely to be there for many years and will create serious safety problems.

Ques. 76: NA

INDOT has a habit of cherry picking data to support its predetermined conclusions. Studies with conclusions contrary to what it is looking for are simply dismissed. Also, don't be surprised if a return to a 5% grade is used in final design. Every other design feature is subject to change, why not this one?

Ques. 77: NA

See comments for #73. Once again, we won't know the details of slope requirements until final design.

Ques. 78: NA

What will be the cost of bringing the SR-37 interchange up to interstate standards during the construction of Section 5? Our concern is that that interchange, because it is being deferred now, will cost much more in the long run and therefore may take longer to actually be built. It raises the cost of Section 5. The question of when Section 5 will be built has not been answered.

Ques. 79: NA

There appear to be no consequences for INDOT if the amenities mentioned here are not built. Formal modifications to take them out is all that is required. When this project is being cheapened in Sections 1-3 it is questionable if these "extras" will make it through final design. If non-vehicular uses would reduce environmental impacts such as air, water and noise pollution why are they not being considered?

Ques. 80 and 81:

Non-vehicular uses of the I-69 ROW will not be a part of this project. Apparently, alternate transportation is not considered important enough to be a part of I-69.

INDOT states that the community's long range plans are not binding on INDOT. If the community wants to pay for alternative plans then the community will pay for it.

Once again, INDOT's response to part d is misleading. Sections 1-3 are not coming in under budget. The total costs are well above cost estimates for those sections. This may be one reason why alternative transportation options are not being considered.

INDOT is simply not interested in alternatives to highways.

Ques. 82, 83 and 84:

The BMCMPPO's most current TIP was valid but INDOT refuses to accept it without all aspects of I-69 being included.

INDOT is refusing to follow 3C guidelines. The Governor, according to INDOT, has the authority to overrule any and all MPO approved projects.

Ques. 85:

Legal questions concerning the Section 4 ROD and TIP will have to be decided in court. INDOT and FHWA are attempting to exercise improper authority and may be in violation of federal and state laws.

Ques. 86: NA

Ques. 87:

INDOT waffles in this response. They created a process which broke the entire project into 6 sections of independent utility, i.e., each is a stand alone project. This was done to avoid having to consider the costs and impacts for the entire project and doing an in-depth analysis of the entire route. The total, detailed impacts and costs would have been enormous and could have caused decision makers to balk. Now they want to say that it is indeed one project that must be completed "For statewide and national connectivity". This entire process has been manipulated to assure a predetermined outcome. INDOT cannot be trusted to tell the truth.

Ques. 88:

The Project Management Plan was not approved until a month ago. It contains information that is different from what is in the EIS and ROD. For example, the cost of Section 4 is now estimated in the PMP to be \$600 million.

Ques. 89:NA

There is no identified, credible funding source for Sections 5 and 6. There is no time schedule for any aspect of Section 6. The time schedule for Section 5 is vague and subject to change. It was "accelerated" due to pressure from local officials over the impacts of dumping I-69 traffic onto SR-37 with no plans to upgrade that highway. After the present governor leaves office the priority of I-69 may also change. Without funding there can be no credible plans for construction of Sections 5 or 6.

Ques. 92: NA

Ques. 93 and 94: NA

INDOT says there is work ongoing on Section 5, even though it is not fiscally constrained and it is not in the TIP or STIP. Is this a violation of proper procedure? Is federal money being used?

Ques. 96:

This answer seems to indicate that the Section 4 ROD is invalid. Why was a ROD for Section 4 signed before it was in the TIP and STIP? Final design and/or ROW acquisition was not in the TIP before the ROD was signed.

Ques. 97: NA

Ques. 98: NA

Ques. 99:

FHWA says it "is neither for nor against any specific project." This is a joke. Of course FHWA is "for" I-69. It is willing to override local interests and local desires and is attempting to force I-69 on this community against the community's wishes.

Ques. 101:

Are EPA Class V Injection Well Permits required in karst areas? If not, they should be due to runoff from the highway into karst features and into ground water.

Ques. 102:NA

Ques. 103:

The MPO vote is important. It can prevent I-69 from traversing Monroe Count. It is unlikely that the project would proceed past SR-231 (Section 3) if it cannot end at SR-37

Ques. 104: NA

Significant changes in design have occurred in Sections 1-3 after the ROD was signed and after supposed "final designs". These changes will cause more environmental damage, more flooding, economic losses and a less safe highway. It seems clear from FHWA's answer that significant changes to I-69 designs in Section 4 can take place with no consequences to the agency. Because of INDOT's non- response, we assume the same applies to INDOT. If I-69 is added to the TIP there is no assurance as to what kind of highway will be built and how it will impact Bloomington/Monroe County.

Ques. 105: NA

Ques. 106:

It is no secret that FHWA and INDOT have threatened to cut local projects if the MPO did not add I-69, in its entirety, to its TIP. These agencies apparently have forgotten that

threats of extortion play no part in the 3C process. These are powerful, arrogant agencies that expect to get whatever they want and are not afraid to punish anyone who objects to their plans. This MPO should stand up to these bullying tactics and stand up for the people of the community they represent.

Ques.: 107: NA

Ques. 108: NA, in part.

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From: **Monroe County Resident** <hoosiers2011@gmail.com>

Date: Wed, Oct 26, 2011 at 9:46 AM

Subject: Don't Allow I-69 in Monroe County

To: mpo@bloomington.in.gov

Cc: richardm@tinwisle.com, drjuliethomas@gmail.com, lyncoyne@indiana.edu, mstoops@co.monroe.in.us, bwilliams@co.monroe.in.us, johnsons@bloomington.in.gov, ruffa@bloomington.in.gov, kemcdani@indiana.edu

As all of you are aware, Monroe County is a very special place. We need to preserve the elements that make Monroe County and Bloomington, Indiana that special place. The wooded areas and diverse wildlife and the tranquility of being out in the county are more valuable than the interstate. I grew up in Bloomington and I have relatives who own property along Rockport Road in an area that will be heavily affected by I-69 if it is built. I spent many hours, days, and nights with my brothers and cousins as a kid exploring the wooded, rolling hills of Monroe County in an area that could be marred by an interstate if Monroe County's government officials allow the state to proceed.

I know many other county residents beyond my relatives who will be negatively impacted by this project. These impacts range from having their houses or large portions of their land taken to having the peace and quiet they have sought and enjoyed for so many years in this lovely county taken from them by Mitch Daniels and INDOT. In a democratic society, shouldn't those affected by the proposed changes have a voice? Many hard working people who have dreamed of owning a house on a parcel of property in the county where they can enjoy the woods and wildlife will have that taken from them.

I believe there are too many people in this area against I-69 and too many underhanded tactics by Mitch Daniels and the state to warrant allowing this project to go forward. Please, continue to fight against the destruction of our county. Someone needs to stand up to the threats the state is making concerning funding, and Monroe County is in a position to do that.

What will I-69 bring to our count anyway? A nice slab of concrete to look at, cars racing through our county without stopping, just leaving behind pollution as they motor through? Also, add the hazardous chemicals going by in the semi-trucks and it is a real treat for the county.

You should know that you have a lot of support from the county and the city to stand up to Mitch Daniels and the state of Indiana and fight to keep I-69 out of Monroe County. Don't give up. You have more people than you may realize behind you in full support.

Best,  
Monroe County Resident

---

From: **Nick Bauer** <ngbauer@gmail.com>

Date: Wed, Oct 26, 2011 at 9:54 AM

Subject: Stop I-69

To: mpo@bloomington.in.gov

Hello Bloomington/Monroe County Metropolitan Planning Organization.

I wanted to send a brief note to show my support for keeping I-69 out of Monroe County, Indiana. Our county (and city) are too beautiful to destroy with such a project. From what I know, we don't need I-69 and a large number of residents are opposed to the project. Please consider the environmental impacts as well as the social impacts and continue to stand tough against Governor Daniels and the state of Indiana in your opposition to the project. Many hard working residents of our county would be adversely affected when their land, homes,

and/or businesses are destroyed by the proposed interstate. Now more than ever, we need you to stand together and keep I-69 out of Monroe County.

Best,  
Nick

---

From: **Clark Sorensen** <clarksorensen1234@gmail.com>  
Date: Wed, Oct 26, 2011 at 10:04 AM  
Subject: Vote "No" on I-69 in MPO TIP  
To: mpo@bloomington.in.gov, mayor@bloomington.gov, kemcdani@indiana.edu

Dear MPO Members, Mayor Kruzan and Mr. McDanials

Please hold fast on NOT including I-69 in MPO's TIP.

Going forward, the REAL costs of I-69 in Monroe County far exceed INDOT's threats of extortion.

I-69's REAL environmental impacts on Bloomington and Monroe County far outweigh the marginal benefits.

Our children and grandchildren will bear the REAL costs of maintaining an unneeded substandard road and the areas.

We will all lose a significant lifestyle which is a real draw for commerce.

Thank you,

Clark Sorensen

--

25 Year Resident  
Indian Creek Township  
Monroe County  
Indiana, USA

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From: **Vicky Sorensen** <vickyasorensen@gmail.com>  
Date: Wed, Oct 26, 2011 at 10:17 AM  
Subject: Nov. 4th vote  
To: mpo@bloomington.in.gov  
Cc: mayor@bloomington.in.gov, kamcdan@indiana.edu

November 4th vote will be an important vote regarding whether to keep I-69 out of our transportation plan. The outcome of this vote will determine our future quality of life in Monroe County. The prospect of I-69 stopping at a stop-light onto Highway 37 is a major concern. Highway 37 will become a dumping ground of interstate traffic and for how many years??? before INDOT can complete I-69 to Indianapolis.

I appreciate the work that the MPO subcommittee has been doing to have INDOT answer questions and not be satisfied with a partial answer from INDOT.

Please do not let INDOT "bully" our County. We are still a democracy that allows freedom to stand up and have our voices heard.

--

**Vicky Sorensen**

*Proud Resident of Indian Creek Township  
Monroe County,  
Bloomington, Indiana*

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From: **S Christopher Rollins** <propilot3000@gmail.com>  
Date: Wed, Oct 26, 2011 at 10:23 AM  
Subject: I-69 MPO (Long Time Resident of Bloomington, Indiana) "A HOOSIER"  
To: mpo@bloomington.in.gov  
Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu, pmurray@indiana.edu, richardm@tinwisle.com, drjuliethomas@gmail.com, lyncoyne@indiana.edu, mstoops@co.monroe.in.us, ajbaker@indiana.edu, bwilliams@co.monroe.in.us, myselfme2001@yahoo.com, johnsons@bloomington.in.gov, ruffa@bloomington.in.gov

To MPO and all the members

I am a long time long time citizen of Bloomington, born and raised here. I have personally reviewed most of the material regarding this project I-69. This project has been thought of before and those folks back then said "NO" and the answer today is still "NO".

There is absolutely no need for a highway to cut across the state going up to INDY. There is already two highways that take you to INDY. DO NOT make indiana look like TEXAS with all the concrete. This state was home to President Lincoln and he said it was a beautiful state, I dont think he be saying this if he saw all the extra extra concrete.

I know from talking to lots of folks, they are already using the spencer route to go to INDY and they say they will continue to do so, especially if this project goes through and the road becomes a TOLL road. Many many folks will not use this highway and will find other routes, this will cause other routes to need more up keep and the new highway will not be used or be able to be kept up do to the lack of funds from tolls. also it would just plain look UGLY going through one of the most beautiful parts of the state.

Now, why don't we fix highway 37 and 67 first as I have been on these roads lately and they are full of pot holes and uneven surfaces and much more. I and a lot of other folks in this state and this community agree on one big thing, FIX WHAT WE HAVE and keep INDIANA beautiful rather than spend the money and time on this project.

This is a wasted project and the governor and the rest of the politicians know it too.

for 41 years of living here, I really thought the state was smarter than this. Please do not give into the State and FWHA.

KEEP THE PROJECT OUT OF MONROE COUNTY.. "NO I-69"

I do not want this in my beautiful county or city. KEEP IT OUT plain and simple.

We have lived and prospered without this highway all these years quite nicely. We don't need it.

c

***-"Winners Never Cheat, even in tough times"  
"Honor in Business is the most important thing"- Jon Huntsman***

**S Christopher Rollins, capt**

Hawker Pilot/PIC

**Emergency Communications**

Global Emergency Communications

BARC Member

Amateur Radio/RACES/ARES

SATcomm

General Class FCC

Call Sign KC9MTG

IGR Member

Apple Consultant & Specialist

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From: **Thomas & Sandra Tokarski** <carr@bluemarble.net>

Date: Wed, Oct 26, 2011 at 12:07 PM

Subject: MPO comments

To: Raymond Hess <hessr@bloomington.in.gov>

Hi Raymond,

Enclosed are comments for the MPO meeting in November, including comments on the MPO's questions and Agency responses.

Thomas Tokarski

25 October 2011

*COMMENTS BY CITIZENS FOR APPROPRIATE RURAL ROADS*

CONCERNING FHWA AND INDOT RESPONSES TO BMCMPO QUESTIONS

AND IN PREPARATION FOR THE MEETING ON NOVEMBER 4<sup>th</sup>.

General Comments:

\*\*Many of INDOT's and FHWA's answers were incomplete or non answers. This is typical of their past dealings with local officials. They are clearly not committed to dealing with this MPO in a cooperative, open and transparent manner. Simply put, they cannot be trusted to follow 3C protocols.

\*\*As shown in INDOT's responses, many of the design features of the highway will not be known until final design. This is a design/build project so there will be little opportunity for local input on final designs.

\*\*Building I-69 would result in severe environmental damage and safety problems for county residents. There is no money to build Sections 5 and 6. Costs for building Section 4 are seriously underestimated.

\*\*There will be massive karst impacts resulting in altered drainage, water well changes, damage to homes from heavy blasting and many wildlife impacts. Environmentally, I-69 would be an unprecedented disaster for Monroe and Greene Counties.

\*\*Monroe County is doing better than the rest of the state economically. We don't need I-69.

\*\*There will be significant financial costs to Bloomington and Monroe County if I-69 is built. These must be weighed against any averred benefits. They must also be considered next to any threatened cuts to local transportation funding.

\*\*Threatened cuts will not come until 2014. There is no predicting what will happen before then to alter or eliminate the threats.

\*\*It should be apparent to this MPO that once the I-69 project is in the Tip the role of the MPO in designing and planning this highway disappears. You will not have a seat at the table but will be relegated to just another audience member on the sidelines.

Specific Comments:

Notation: NA = INDOT's and FHWA's answers not responsive to the question.

Ques. 1: NA.

These agencies know, or should know, that most jobs brought by a new highway are not new jobs but rather are transferred from other areas. This "transfer effect" is well known and was made very clear in the Corridor 18 study which looked at the entire proposed I-69 route from Canada to Mexico. This is one in a long string of examples of these agencies "cherry picking" the data to support their chosen project.

Ques. 2: NA

Ques 3: NA

This alternatives economic analysis should be done for NEPA studies. It was not done because it might not support the agencies' choice of alternatives.

Ques. 4: NA

Ques. 5: NA

FHWA's answer does not credibly address the source of funding for Sections 4 or 5. In the Tier 1 NEPA studies FHWA also declared that the entire route was fiscally constrained. We all now know that it was not. Also, when the total costs for Sections 1-3 are added up they are way over budget on those sections. INDOT's public statements which claim the project is under budget are misleading because they only consider construction costs.

Ques. 6 and 7:

These answers appear to conflict with the answer for question 26.

Ques. 8: NA

Ques. 9: NA

Ques. 10:

As noted, not all projects are included in the "Project Obligations" list. When included it is unlikely there will be funds left over. The amount in the "Projected Revenue" list is very much higher than what INDOT has identified in other lists. For example, the Indiana Legislative Services Agency present a much smaller revenue figure from fuel taxes. INDOT needs to be questioned as to why this list is different than other lists. If you can't verify the revenue list you can't know whether or not the money is there for the projects list.

Ques. 12:

Only partially answered—there are no dates, locations, costs or results of activities.

Ques. 13:

INDOT's answer is misleading. As in their public statements, they do not include the total costs for Sections 1-3. If you include everything, sections 1-3 will cost over \$900 million. We have tried to find out how much money is left of the toll road lease funds and INDOT has not released that information. We suspect it is mostly gone.

Ques. 14 and 15: NA

Ques. 16:

There will be significant losses, as listed in this answer, and many more costs to local entities not listed. For example, emergency personnel will have to be increased and likely they will need to purchase additional equipment to handle the expected increase in accidents, spills and crime. I-69 will be a hazardous materials route. Interstates are well known to be major drug running corridors. Frontage and access roads will be maintained by local highway departments.

The promise of increased revenue due to the highway is pure speculation. INDOT makes no attempt to quantify the revenue increases. We also note that much of the construction activities in Sections 1-3 are being carried out using out-of-state contractors and materials. URS, the company overseeing the construction of Section 4, is a multinational corporation.

Ques. 17:

INDOT acknowledges, by default, that it will use regular gas tax revenues to build Section 4. Please note also that any claim to use toll road lease money is suspect. That money may well be gone.

Ques. 18: NA

Ques. 19: NA

Presumably, this question refers to Sections 4 and 5. Both have areas within the BMCMPD district.

Ques. 20: NA

Ques. 21: NA

Ques. 22: NA

Ques. 23: NA

INDOT's vague hints at what they might do is not reassuring. There are no guarantees. They have a legacy of making design changes in Sections 1-3. These changes have all been negative—shortening bridges, closing more roads, deferring interchanges, cutting environmental mitigation projects and cheapening erosion control methods. Most of these changes are due to cost cutting. There is no reason to believe they will act differently in Section 4.

Ques. 24 and 25: NA

Ques. 26:

No Section 5 in the TIP means no federal funding for that section. INDOT's reminder that the MPO regulations require the planning process to be "continuing, cooperative and comprehensive" does not appear to apply to INDOT's behavior.

Ques. 27:

FHWA confirms that each of the 6 sections of the I-69 project is a section of independent utility (SIU). Sections 4 and 5 do not have to be built.

Ques. 28: NA

Ques. 31: NA in part.

FHWA did not answer the question of whether or not they can redirect money from TIP projects to funding I-69 projects. This appears unlikely.

Ques. 33: NA

There may be other federal funds available to the MPO.

Ques. 36: NA

Ques. 37: NA

INDOT only says they are considering selected improvements on SR-37. The implied threat is that the MPO must cooperate with the state if the improvements are to be carried out in a timely manner. If the SR37 projects are a problem now, why aren't they programmed for upgrading in the near future, regardless of what happens with I-69? This is a matter of public safety and should not be held hostage to agreement on some other project. Also, what funds will be used for the possible improvements on SR-37? INDOT's response may be another indication that there is no money to do Section 5. If work on that section were imminent they wouldn't have to plan for intermediate fixes. Also, are the fixes on SR-37 going to satisfy the regulations for an interstate highway?

Ques. 39:

It is very clear that INDOT will not follow Monroe Co. regulations for building in karst areas. In the ROD for Tier 1 INDOT said they do not have to follow any local ordinances.

Ques. 40:

In regards to this issue it is important to note that in the real world I-69 is a politically driven project. State agencies are heavily influenced by the governor and their oversight role is limited due to that political reality. FHWA is little more than a rubber

stamp for INDOT and has failed miserably in their oversight role. The oversight system is broken.

Ques. 41: NA

It is clear from this answer that final design plans are incomplete, even though the ROD has been issued. It is important to understand this is a design/build project. This type of project does not lend itself to local oversight. It is meant to speed up the process and as a result, state and federal agencies and local bodies are often left out of the design process. A portion of the project can be designed and construction started before other parts of the project are considered. This has led to many problems on other projects.

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Ques. 44, 45, 46 and 47:

INDOT's responses on air quality are very misleading. They did not use the latest air quality data available to determine air quality conformity. Their contractors were instructed not to use the latest data because it showed Greene Co. would be out of conformity and I-69 could not be built through that county. The impact of increased emissions on Monroe County is uncertain and could lead to air quality conformity issues here. INDOT is not giving this MPO accurate and honest answers to this question. Their claim that the latest data is not quality controlled is an excuse. They could have affirmed the data but they didn't want to because they understood the implications—I-69, Section 4, could not be built. This will become a matter of great concern in the future. This is another example of why INDOT cannot be trusted. Once again, the agencies cherry pick the data.

Ques. 48 and 49: NA

Change of grade does increase emissions and INDOT knows it. Their claim that no research is available on this topic is simply wrong. They cited older studies; newer studies are available. Google "vehicle emissions and length of grade".

See also comments on #44-47

Ques. 50:

See above comments.

Ques. 51:

The assumption that air quality will improve with newer air quality standards is irresponsibly optimistic. In fact, the latest data shows just the opposite, that is why INDOT didn't use it!

We have to question INDOT's claim that Monroe County has the lowest PM 2.5 concentrations in the entire state. Where did they do the readings? In the middle of a forest? Certainly not on SR-37.

Ques. 52:

Modeling can be deceptive. That is why INDOT used 2004 modeling data rather than the newer 2009 data. Air quality is a serious issue that impacts public health. It also impacts what kinds of development can occur in a region. This MPO needs to get an independent analysis of the air quality impacts due to I-69. It is too important to rely on INDOT's obviously biased models and studies.

Ques. 53 NA

Ques. 54 and 55: NA

INDOT's answer is incorrect. There was an appendix NN but it mysteriously disappeared. BLA was paid to do the study. We are attempting to find out what happened to it. The information it likely contained was damning to INDOT's preferred alternative and would have required a new study, at least in Section 4. A slightly altered route would have saved a considerable amount of money and significantly reduced karst and other environmental impacts.

Ques. 56: NA

Ques. 57:

Emergency personnel will be held responsible for the segments of I-69 within their jurisdiction but will they have good access to those areas? Will they have the needed personnel and equipment to handle the expected increases in accidents and potential emergency situation, such as toxic spills?

Ques. 58:

INDOT's answer is incorrect. There will be an increase in crime with the opening of I-69. Interstates are known to be major illegal drug corridors. Witness the recent marijuana bust in Indianapolis which netted 5 tons of the drug. This drug was transported from Mexico in semi trailers. I doubt the trucks drove on back roads. The Indiana State Police have special drug interdiction teams that work the interstates.

Ques. 59 and 61:

It is uncertain if emergency access will be allowed on Harmony, Burch or any other road. Cost cutting measures may rule out those improvements.

Ques. 60: NA

Ques. 62:NA

Ques. 63 NA

Ques. 64:

Crane is looking at plans for a small nuclear reactor at the base to serve their energy needs. There is also an ongoing federal search for storage sites for nuclear waste from power plants around the country. The commission looking in to this matter is headed by Lee Hamilton. Crane has been mentioned as a possible storage cite with its many fortified bunkers. I-69 would serve Crane.

Ques. 65 and 66:

Numerous changes to I-69 design have taken place in Sections 1-3. Regardless of what INDOT says now, changes will also occur in Section 4. It is unlikely that this MPO will have much input into that process.

Ques. 67:

There is a significant difference in the durability of concrete versus asphalt. INDOT has told contractors to use whichever is cheaper. Using asphalt will lead to greater maintenance costs in the long run. That does not seem to be a concern for INDOT now. They want Sections 1-4 done fast and cheap. This is the result of a politically driven project. Getting I-69 to Bloomington before he leaves office is Daniels' directive to INDOT. After that, he does not care what happens to the highway or the areas it traverses.

Ques. 68: NA

Ques. 69: NA

Ques. 70: NA

In the ROD, INDOT writes that heavy blasting will be used to get through the rugged terrain in SW Monroe Co. Such blasting in this densely karstic area will generate many problems. Any agency truly concerned with protecting the environment would never have chosen this route.

Ques. 72: NA

Ques. 73: NA

We have a report from a resident in Section 2 that side slope erosion control measures have been reduced. A clay cap is no longer being considered on steep slopes. Sandy soil will be left as is and simply seeded with grass. This is sure to erode in a short time. Once again cheaper design standards will result in long term problems.

Ques. 74: NA

INDOT acknowledges that the final design of the highway is unknown at this time. This MPO will have little say in what the final design will be.

Ques. 75: NA

A cheap intersection is planned at SR-37. For example, INDOT writes in its answer: "Another goal for this intersection is to limit the amount of temporary roadwork that may be removed when Section 5 begins construction." This intersection is likely to be there for many years and will create serious safety problems.

Ques. 76: NA

INDOT has a habit of cherry picking data to support its predetermined conclusions. Studies with conclusions contrary to what it is looking for are simply dismissed. Also, don't be surprised if a return to a 5% grade is used in final design. Every other design feature is subject to change, why not this one?

Ques. 77: NA

See comments for #73. Once again, we won't know the details of slope requirements until final design.

Ques. 78: NA

What will be the cost of bringing the SR-37 interchange up to interstate standards during the construction of Section 5? Our concern is that that interchange, because it is being deferred now, will cost much more in the long run and therefore may take longer to actually be built. It raises the cost of Section 5. The question of when Section 5 will be built has not been answered.

Ques. 79: NA

There appear to be no consequences for INDOT if the amenities mentioned here are not built. Formal modifications to take them out is all that is required. When this project is being cheapened in Sections 1-3 it is questionable if these "extras" will make it through final design. If non-vehicular uses would reduce environmental impacts such as air, water and noise pollution why are they not being considered?

Ques. 80 and 81:

Non-vehicular uses of the I-69 ROW will not be a part of this project. Apparently, alternate transportation is not considered important enough to be a part of I-69.

INDOT states that the community's long range plans are not binding on INDOT. If the community wants to pay for alternative plans then the community will pay for it.

Once again, INDOT's response to part d is misleading. Sections 1-3 are not coming in under budget. The total costs are well above cost estimates for those sections. This may be one reason why alternative transportation options are not being considered.

INDOT is simply not interested in alternatives to highways.

Ques. 82, 83 and 84:

The BMCMPPO's most current TIP was valid but INDOT refuses to accept it without all aspects of I-69 being included.

INDOT is refusing to follow 3C guidelines. The Governor, according to INDOT, has the authority to overrule any and all MPO approved projects.

Ques. 85:

Legal questions concerning the Section 4 ROD and TIP will have to be decided in court. INDOT and FHWA are attempting to exercise improper authority and may be in violation of federal and state laws.

Ques. 86: NA

Ques. 87:

INDOT waffles in this response. They created a process which broke the entire project into 6 sections of independent utility, i.e., each is a stand alone project. This was done to avoid having to consider the costs and impacts for the entire project and doing an in-depth analysis of the entire route. The total, detailed impacts and costs would have been enormous and could have caused decision makers to balk. Now they want to say that it is indeed one project that must be completed "For statewide and national connectivity". This entire process has been manipulated to assure a predetermined outcome. INDOT cannot be trusted to tell the truth.

Ques. 88:

The Project Management Plan was not approved until a month ago. It contains information that is different from what is in the EIS and ROD. For example, the cost of Section 4 is now estimated in the PMP to be \$600 million.

Ques. 89:NA

There is no identified, credible funding source for Sections 5 and 6. There is no time schedule for any aspect of Section 6. The time schedule for Section 5 is vague and subject to change. It was "accelerated" due to pressure from local officials over the impacts of dumping I-69 traffic onto SR-37 with no plans to upgrade that highway. After the present governor leaves office the priority of I-69 may also change. Without funding there can be no credible plans for construction of Sections 5 or 6.

Ques. 92: NA

Ques. 93 and 94: NA

INDOT says there is work ongoing on Section 5, even though it is not fiscally constrained and it is not in the TIP or STIP. Is this a violation of proper procedure? Is federal money being used?

Ques. 96:

This answer seems to indicate that the Section 4 ROD is invalid. Why was a ROD for Section 4 signed before it was in the TIP and STIP? Final design and/or ROW acquisition was not in the TIP before the ROD was signed.

Ques. 97: NA

Ques. 98: NA

Ques. 99:

FHWA says it "is neither for nor against any specific project." This is a joke. Of course FHWA is "for" I-69. It is willing to override local interests and local desires and is attempting to force I-69 on this community against the community's wishes.

Ques. 101:

Are EPA Class V Injection Well Permits required in karst areas? If not, they should be due to runoff from the highway into karst features and into ground water.

Ques. 102:NA

Ques. 103:

The MPO vote is important. It can prevent I-69 from traversing Monroe Count. It is unlikely that the project would proceed past SR-231 (Section 3) if it cannot end at SR-37

Ques. 104: NA

Significant changes in design have occurred in Sections 1-3 after the ROD was signed and after supposed "final designs". These changes will cause more environmental damage, more flooding, economic losses and a less safe highway. It seems clear from FHWA's answer that significant changes to I-69 designs in Section 4 can take place with no consequences to the agency. Because of INDOT's non- response, we assume the same applies to INDOT. If I-69 is added to the TIP there is no assurance as to what kind of highway will be built and how it will impact Bloomington/Monroe County.

Ques. 105: NA

Ques. 106:

It is no secret that FHWA and INDOT have threatened to cut local projects if the MPO did not add I-69, in its entirety, to its TIP. These agencies apparently have forgotten that

threats of extortion play no part in the 3C process. These are powerful, arrogant agencies that expect to get whatever they want and are not afraid to punish anyone who objects to their plans. This MPO should stand up to these bullying tactics and stand up for the people of the community they represent.

Ques.: 107: NA

Ques. 108: NA, in part.

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From: **Terri Greene** <tgreene@indiana.edu>

Date: Wed, Oct 26, 2011 at 12:12 PM

Subject: Please keep I-69 out of the TIP

To: mpo@bloomington.in.gov

Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu, pmurray@indiana.edu, richardm@tinwisle.com, Julie Thomas <drjuliethomas@gmail.com>, Lynn H Coyne <lyncoyne@indiana.edu>, mstoops@co.monroe.in.us, ajbaker@indiana.edu, bwilliams@co.monroe.in.us, myselfime2001@yahoo.com, johnsons@bloomington.in.gov, ruffa@bloomington.in.gov

Dear MPO members:

Please keep I-69 out of the TIP . . . amend the old TIP to remove I-69 and don't include it in the new TIP.

The costs of allowing the highway to cut through our community are far greater (and longer lasting) than standing up to INDOT's threats. Please keep the highway out of the TIP and out of our community.

Terri Greene  
9510 S. Snow Rd.  
Bloomington, IN 47403

---

From: **ptolemy1@prodigy.net** <ptolemy1@prodigy.net>

Date: Wed, Oct 26, 2011 at 12:18 PM

Subject: stop I-69

To: mpo@bloomington.in.gov

The Feds and Gov. Daniels have made it their policy to destroy family farms, small towns, watershed, farm land, forests and mining opportunities in southwest Indiana with the construction of new-terrain I-69. The new interstate will also improve access to this area for criminals and undocumented workers. The money spent on I-69 deprives the rest of Indiana of needed capital for infrastructure construction and maintenance, a fact which the rest of the State has been slow to grasp. I hope the Monroe County MPO can stop I-69 from going through your county. Maybe that will eventually put a stop to future destruction caused by I-69 altogether.

Philip Kline  
9700 Petersburg Rd.  
Evansville, IN 47725

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From: **Ronald Leichter** <rleichter@aol.com>

Date: Wed, Oct 26, 2011 at 12:19 PM

Subject: Re: I-69

To: mpo@bloomington.in.gov

It would be shame if the MPO Committee votes against I-69 and end up losing millions of dollars in the future. I-69 is going to be built and if trying to delay and hope the next governor will be a democrat, forget it since Mike Pence will be elected. Thank goodness that enough people around the State of Indiana have more common sense than the liberals running Bloomington. Your current decision is something that sounds like early 20th Century. We are in the 21st. Look at what was on the West side of Bloomington before 37 was built. With the completion of I-69 eventually many more businesses will be built West of Bloomington and more and more people will be put to work if they want a job. Also it might keep some of the IU and IvyTech graduates local. Look at all the stores, businesses, motels, restaurants, etc, that are already providing jobs to people that want to work. You like to spend millions on things that only a few people will benefit from like the

trail. What percentage of people might use it, 1 or 2% of the population of Monroe County. Look how many would benefit from I-69, not only in Bloomington but in Indiana and the USA.

In reading comments from the individuals running for election next month I was amazed at the lack of common sense on why each did not want I-69. I cannot imagine that any reasonable thinking person think they can stop I-69. I am afraid the end result will be the Committee will still be in fantasy land and vote against including I-69 and cost Monroe County millions of future dollars for needed projects.

Ronald D. Leichter  
2552 N. Skyline Drive  
Bloomington, IN 47404

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From: **Judi Saxe** <judi@textillery.com>  
Date: Wed, Oct 26, 2011 at 12:23 PM  
Subject: PLEASE stop I-69  
To: mpo@bloomington.in.gov  
Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu

- I-69 will either wipe away my house and property which I have worked so hard all my life to have, or even worse, it will come so close that it will be so horrible to live close to, and I would never be able to sell my house. Please Please Please – we do not need this in Monroe county! I am just sick over it.  
Sincerely,  
Judi Saxe
- INDOT and FEDERAL HIGHWAY are pressuring the MPO to include funding for I-69 in their TIP with the threat of withholding transportation funding for other projects. This may be illegal. Threats of extortion should be rejected publicly by the MPO.
- Building I-69 creates significant costs for the City and County: decreased tax revenues, increased costs for public safety departments (police and fire). New personnel and equipment will be needed to respond to increases in traffic and to be prepared for a major toxic waste spill. I-69 will be a hazardous cargo route. There will be increased costs for maintaining frontage and connector roads. Increased traffic will lead to unsafe highways and more air pollution which may lead to limits on development.
- Building I-69 would result in severe environmental damage and safety problems for county residents. There is no money to build Sections 5 and 6. That means minimal or no upgrades to SR-37. To save money, there will be no interchange where I-69 connects to SR-37. There will only be a stop light for the foreseeable future.
- There will be massive karst impacts resulting in altered drainage, water well changes, damage to homes from heavy blasting, many wildlife impacts. Increased erosion of steep slopes into sinkholes and caves will cause major problems. Environmentally, I-69 would be an unprecedented disaster for Monroe and Greene Counties.
- Once I-69 is in the TIP, local officials will have little to say in how the highway is actually built. INDOT does not understand the concept of cooperation, their word cannot be trusted. INDOT has made it clear that they are not bound by local ordinances.
- There is no legal requirement to build Section 4 through Monroe County and Greene County. Each section of I-69 has independent utility (Section of Independent Utility, or SIU) i.e., each is studied and funded independently of the others. SIUs were a tactic used so INDOT would not have to show all of the costs and impacts for the whole route. This, again, is a deception, but it is how the process is set up. By INDOT's own rules, Section 4 does not have to be built.
- I-69 should not be in the TIP unless it is fiscally constrained i.e. reliable funding sources have been identified and verified by an independent source. This has not been done. INDOT and FHWA have

demonstrated they are not trustworthy in regards to funding for I-69. Section 4 is not fiscally constrained. Section 5 and 6, from Bloomington to Indy, are also not funded.

- There is overwhelming opposition to this project within this MPO region. The MPO should be accountable to, and serve, the citizens within its jurisdiction. It was not set up to be a pawn of the state. This is a political move to force I-69 on Bloomington. Governor Daniels stated: "They're going to get it whether they like it or not." What happened to our democracy? Local control?
- Monroe County is doing better economically than the rest of the state. I-69 will do nothing to advance the economy of Bloomington, Monroe County or the rest of the state. The state is not able to maintain the roads and bridges it has now.

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From: **Melinda Sowder** <melinda@textillery.com>

Date: Wed, Oct 26, 2011 at 1:01 PM

Subject: I-69

To: mpo@bloomington.in.gov

Cc: Kent McDaniel <kemcdani@indiana.edau>, mayor@bloomington.in.gov, brateike@gov.in.gov

Good afternoon all,

You can't fight city hall. I commend Bloomington and Monroe Country for trying.

We all read about the family in the paper in Greene County whose farm is being destroyed by this layer of concrete and asphalt.

I came from Ft Lauderdale in 1992 because it was also turning into a concrete city. It's even more so now.

I69 has progressed and may well move on south. The fact that we do NOT NEED it seems to be irrelevant to the powers that be.

I only add my wishes and support to those of you who are trying to save our green lands, save our homes, and save wasted dollars.

We all travel the highways in our country. All those highways took someone's home.

Governor Daniels and Ms Jane Jankowski, I hope that a future highway yet to be planned doesn't put you in the sad situation you have placed so many others.

Sincerely,

Melinda W Sowder  
7071 N Mt Tabor Rd  
Ellettsville IN 47429

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From: **Dan Enslow** <danens1863@sbcglobal.net>

Date: Wed, Oct 26, 2011 at 2:40 PM

Subject: Comments re. the Development of I-69

To: mpo@bloomington.in.gov

Greetings,

I write to support the development of I-69 through Bloomington for the following reasons:

- Bloomington, and most specifically IU, is a key/major destination for many people coming from the Southwestern part of the State. Having I-69 coming to Bloomington is an efficiency enhancement for those traveling, and thus a carbon savings to the extent we are still using fossil fuels.
- Concern about Bloomington losing its "small town charm"? Please consider the impact of I-65 on Franklin, Seymour, and Columbus. The downtown areas are fairly unchanged and the look feel of the community is intact. It is true that the Columbus downtown has been renovated by Cummins with their office complex but that was to replace a mall that was no longer viable. Cummin's efforts were as appreciated as Bill Cook's efforts to renovate downtown Bloomington. Bringing I-69 to Bloomington increases the likelihood of strong businesses being able to support the development of our Community.
- I-69 as a jobs creator: New businesses virtually insist on being located next to the Interstate grid. Having I-69 coming through Bloomington increases the chances of new business development to replace RCA, Westinghouse, Otis, etc.
- The need for "non-degreed jobs is critical": Approximately 25% of Bloomington HS students do not graduate. What are their options. Working at Taco Bell, McDonald's or IU staffing. I have several friends who are under-skilled who are looking for work and it is been very, very difficult for them to find any work, if not impossible. Compounding this problem is the destruction of the building trade jobs due to the collapse of the housing market. Admittedly the best future is for those who get degrees but do we effectively say to non-degreed people: "Please migrate to Indianapolis or Chicago"?
- Bloomington's Poverty rate increasing: Monroe County United Ministries has seen the request for assistance double in the last ten years. Shalom Center, the Food Bank and the Community Kitchen have also seen dramatic surges in need.
- And how are poorer people going to get to work if public transit funding is cut?

While bringing I-69 will not insure new major businesses will come to Bloomington in the short term, not bringing it virtually insures that economic development that could be Bloomington's will more likely be situated in Spencer or Bloomfield.

For all of these reasons and many more please consider voting to bring I-69 to Bloomington and the economic potential that it will energize in the long term.

Respectfully yours, Dan Enslow

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From: <ploconnor@comcast.net>  
Date: Wed, Oct 26, 2011 at 2:40 PM  
Subject: written public comment on TIP amendment  
To: mpo@bloomington.in.gov

Bloomington/Monroe County MPO  
401 N. Morton Street Suite 160  
PO Box 100  
Bloomington, IN 47402

*By email*

Dear Sirs:

I want to go on record as opposing adoption of the amendment currently under consideration that would remove I-69 from the County's FY 2011-2012 Transportation Improvement Plan (TIP).

I have no doubt that the Metropolitan Planning Organization (MPO) is using this as a "shot across the bow" to send a message to INDOT that they intend to continue opposition to including I-69 in the MPO's FY 2012 – 2015 TIP.

Are the members of the MPO (including local and county governmental officials) prepared to reimburse the State and the Federal Highway Administration for monies already expended under the approved plan? Those monies include \$2,750,000 expended in FY 2011, and some portion of the \$3,120,000 planned for expenditure during FY 2012. Be aware that under the State's fiscal calendar we are already in FY 2012. This action will also have the potential to put other transportation related funding in jeopardy. It may be determined by the Federal Highway Administration that there is no longer a valid TIP in place if BMCMPPO's TIP does not coincide with the State's TIP.

I understand from reading the MPO meeting minutes that an effort was made to determine that Bloomington Transit had a signed agreement in place to cover its operating costs. **Do not** expect that agreement to withstand legal scrutiny if the proposed amendment is passed. The MPO's past actions of opposing the inclusion of I-69 and then recanting to add it into the FY 2010 – 2013 TIP solely to garner the influx of transportation funding, and then seeking to amend it out again is the very definition of "bargaining in bad faith".

Philip O'Connor  
2905 Daniel Street  
Bloomington, IN 47401

[812-331-1897](tel:812-331-1897)

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From: **Jeanne Leimkuhler** <jeanneleim@gmail.com>  
Date: Wed, Oct 26, 2011 at 4:14 PM  
Subject: I-69  
To: mpo@bloomington.in.gov

Bloomington MPO members,

I am writing in regards to the MPO's decision on whether or not to include I-69 in the TIP. I strongly urge you to vote no. This is the chance we have all been waiting for to stop I-69 in it's tracks and keep it from coming through Monroe Co. We do not need this highway and the negative effects we will experience from it being built will ripple through our community forever. I understand that INDOT is attempting to extort the MPO by threatening to withhold federal funding for all projects in our county. Even if if they are able to do this, and I have serious doubts that it would be legal, many of the projects that federal funding would be withheld from are roads that would have to be expanded or modified to accommodate I-69. If the interstate is not built at all, most of those roads can remain as they are. I hope that you will not let INDOT bully you into a decision that could have detrimental effects for all of us so that Mitch Daniels can put another phony feather in his cap to give the impression that he has accomplished something during his tenure as governor. I am counting on you to represent the majority of the citizens of Monroe County. We are standing strong behind you.

Sincerely,  
Jeanne Leimkuhler

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From: **Oblack, Linda P** <lblack@indiana.edu>  
Date: Wed, Oct 26, 2011 at 4:27 PM

Subject: I-69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Please DO NOT put I-69 in the TIP.

Sincerely,  
Linda Oblack

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From: **Steven Meyer** <smeyer@hecweb.org>  
Date: Wed, Oct 26, 2011 at 4:33 PM  
Subject: Comments on I-69 Section 4  
To: mpo@bloomington.in.gov  
Cc: mayor@bloomington.in.gov, richardm@tinwisle.com, mstoops@co.monroe.in.us, Andy Ruff <ruffa@bloomington.in.gov>, Tim Maloney <maloneyt@hecweb.org>, Jesse Kharbanda <jkharbanda@hecweb.org>

Bloomington/Monroe County MPO Policy Committee Members,

Please accept the attached comments on I-69 Section 4 submitted on behalf of the Hoosier Environmental Council.

Regards,

Steven A. Meyer, Esq.  
Land Use Policy Coordinator  
Hoosier Environmental Council  
3951 N. Meridian Street, Suite 100  
Indianapolis, IN 46208  
Office: [317.685.8800 ext. 105](tel:317.685.8800)  
Fax: [317.686.4794](tel:317.686.4794)  
[smeyer@hecweb.org](mailto:smeyer@hecweb.org)

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Please consider the environment before printing this email



October 26, 2011

3951 N. Meridian, Ste. 100, Indianapolis, IN 46208  
 P 317.685.8800 F 317.686.4794

WWW.HECWEB.ORG

Policy Committee  
 Bloomington/Monroe County MPO  
 401 N. Morton St., Suite 160  
 P.O. Box 100  
 Bloomington, IN 47402  
[mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

Re: Comments to Bloomington/Monroe County MPO on 1-69 Section 4

Dear Policy Committee Members,

The Hoosier Environmental Council (“HEC”) formally submits the following comments to the Bloomington/Monroe County Metropolitan Planning Organization (“MPO”) Policy Committee on the issue of whether to include Section 4 of the I-69 Project in the Transportation Improvement Program (“TIP”). For the reasons outlined below, HEC respectfully requests that the MPO exclude all aspects of the I-69 Project from the current and future TIPs.

MPOs were created to provide a local control mechanism over the transportation decisions within their borders. To that end, your committee created and adopted a 2012-2015 TIP, which excluded the I-69 Project, commensurate with the local transportation and planning philosophy. INDOT and the Governor have a responsibility to take action on the 2012-2015 TIP within a reasonable time. Several other MPOs around the state adopted 2012-2015 TIPs around the same time as the BMCMPPO, all of which have been certified. Those TIP approval letters indicate that the TIPs were only reviewed for accuracy and compliance with SAFETEA-LU before certification. In light of the quick approval of other TIPs, INDOT’s failure to certify the 2012-2015 TIP constitutes an unreasonable delay and unnecessarily places at risk federal transportation funding in the MPO region. INDOT’s actions also constitute a threat to the purpose of the MPO, the efficacy of local government, and the spirit of cooperation that is the cornerstone of federal transportation policy.

In addition to your responsibility to uphold the community standards, there are also an abundance of unanswered questions and substantive issues with the I-69 Project that justify continued exclusion from the TIP. The impacts to the area’s rare and fragile karst region are not just significant, but dramatic. The impacts are also more substantial than described or identified in the Tier 1 FEIS. In the Comparison of Tier 1 and Tier 2 Impacts to Key Resources, Appendix KK of the Section 4 FEIS, the number of karst features identified as affected in Tier 1 is 50, compared the Tier 2 finding of 632 to 652 karst features affected. This is an increase of over 1,100 percent.

The I-69 Project will also threaten the endangered Indiana bat. The FEIS, the Amendment to the Revised Tier 1 Biological Opinion, and the Section 4 Biological Opinion are incomplete in their analysis of the impact of the project on the bat and its habitats. The Section 4 alignment passes either through or near several Indiana bat habitats, including mature forests, wooded streams, and rare hibernacula. This area includes 4 maternity colonies, and at least 15 caves and their associated swarming areas where Indiana bats have been found. Specifically, the FEIS and

Biological Opinions have not adequately analyzed the full and cumulative impacts of the highway on this complex of hibernacula and surrounding habitats.

The design changes, including the “T” intersection at SR 37, have not been fully studied and the impact is not known. The FEIS states that the “only proposed deferral in Section 4 is the construction of the full interchange at SR 37. It would be an unsound use of INDOT’s funds to build the full interchange before the construction of the Section 5 project.” *Volume III, Part A, Page 369*. Appendix PP indicates that this decision was made because the current alignment of U.S. 37 does not match the proposed alignment of Section 5 of I-69. “In addition, the technical memo shows that at least 10 years into the future, this “T” intersection design operates at Level of Service (LOS) A or B for all traffic movements.” *Appendix PP, pg 2*.

The technical memo does not address how the “T” intersection will change the ability of Section 4 to achieve the core goals of the project or alter accessibility to Bloomington and Indianapolis should Sections 5 and 6 fail to be completed. In addition to reexamining these issues with regard to Section 4, INDOT should study how the “T” intersection will affect the accessibility, travel time, economic development, and congestion between Southern locations along U.S. 37, such as Bedford and Paoli, and Northern locations like Bloomington, Martinsville, and Indianapolis.

Most alarmingly, though, is that INDOT is pushing forward with the I-69 Project with no reasonable funding source to complete the project to Indianapolis. While INDOT continues to assert that sufficient funding to complete Sections 4 with “Traditional Sources”, there is no assurance that there will be any remaining funding for Sections 5 and 6. In light of the financial strain I-69 has had on the INDOT budget and that the first 3 sections all remain incomplete, there is little reason to believe Sections 5 or 6 will ever been undertaken. The result will be a 90 mile stretch of interstate, unconnected to adequate roads on either end, with Bloomington left to contend with the consequences.

As a “fiscally responsible agency”, INDOT should abandon its plans to build the most fiscally irresponsible alternative for construction of the Evansville to Indianapolis I-69 Highway. Until that happens, HEC respectfully requests that the MPO exclude all aspects of the I-69 Project from the current and future TIPs to ensure that local transportation decisions are respected and that our limited taxpayer funding is spent responsibly.

Submitted by:

Tim Maloney, *Senior Policy Director*  
 Steven Meyer, *Land Use Policy Coordinator*  
 Hoosier Environmental Council  
 3951 N. Meridian St., Suite 100  
 Indianapolis, IN 46208  
 (317) 685-8800

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From: **Nan Brewer** <nabrewer@indiana.edu>  
Date: Wed, Oct 26, 2011 at 4:35 PM  
Subject: I-69 comment  
To: mpo@bloomington.in.gov

Dear MPO,

Recently of the editor of Herald-Times ran any article stating the biggest problem with the proposed Fullerton Pike-Gordon Pike-Rohrer Road "bypass" was what to call it. Well, as the owners whose house would look out over this four-lane direct access road off of I-69, if it passes through Monroe County, we only wish that was our only problem. We don't think that many Monroe County residents fully realize the long-term negative impact that this highway would have on their property values and more importantly on their quality of life. We live in an 1870 farmhouse (one of the oldest in the county), which will be so negatively impacted by the increase in traffic (an estimated 13,617 cars and trucks per day at the Rogers Street/Gordon Pike intersection or an increase of 40% over current levels) as to make it virtually unlivable as a family home, due to the sound, light, and air pollution. There is only one business intersection along this entire route (at the Kroger store on Walnut); otherwise, it is all residential homes, two public middle schools, and a couple of places of worship. Suddenly, we are to be on the direct exit off of an intra-continental highway! Even our city's major business thoroughfares (such as College or Walnut or Kirkwood) and state highways (like 46 and 446) aren't four lanes. Many neighborhoods are trying to slow down or divert the traffic from their streets through pedestrian islands or speed bumps, but this major highway would do the exact opposite to our neighborhood. A council in the Castleton area of Indianapolis several years ago voted against linking a road through some of its neighborhoods, recognizing that it would not improve the lives of its citizens. We should do the same. How is making it unsafe for kids to walk to school, impossible for people to walk their dogs in a school field, or difficult for many to even pull out of their driveways, going to bring jobs to Bloomington? This is only one example of the negative ripple effect of this ill-conceived and ill-planned highway would bring to our community, not to mention the enormous monetary costs. We wouldn't need a road like this if it wasn't for I-69.

This was certainly not the plan for this county road in the 1960s and not the road that we were told about when we purchased our house fourteen years ago. Like many of our neighbors, we did our due diligence, but there were NO plans for an interchange at Fullerton Pike off of an interstate highway, NO plans to cut off access to Walnut Street Pike or Tapp Road making this the first exit into Bloomington from the south, and NO plans to change a former cow path into one of the city's main thoroughfares.

Our home was hit by a devastating tornado five years ago, but the permanent damage from I-69 would be far more catastrophic. We ask that the MPO stand firm in its resolve to keep this highway out of our transportation plan and to stop it from forever altering the livability of our community.

Sincerely,

Nan and Steve Brewer  
3636 South Rogers Street  
Bloomington, Indiana 47403

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From: **Goodman, Jane E.** <janegood@indiana.edu>  
Date: Wed, Oct 26, 2011 at 4:40 PM  
Subject: in favor of I69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

To the commission:

I hope that you will not continue to block I-69 through Monroe County. I have driven the I-69 interstate many times from Indianapolis to Michigan. It is not built up, it is a lovely and safe ride through beautiful countryside. Bloomington is always voting in favor of connectivity. This is simply another form of connectivity - to other parts of our state. What if we were in Evansville? Take pity on those people and communities! Bring them

closer. And make it safer for us to get to Indianapolis from Bloomington. We should not be having to negotiate traffic lights and people turning left across highway traffic.

Thank you.

Jane Goodman

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Dr. Jane E. Goodman  
Associate Professor of Communication & Culture  
Indiana University

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From: **Jeff Mulzer** <jeffmulzer@mulzer.com>  
Date: Wed, Oct 26, 2011 at 4:50 PM  
Subject: Public Comment on the Removal for I69 from the TIP  
To: mpo@bloomington.in.gov

I am writing in opposition to the proposal to remove I-69 planning from the Current Bloomington MPO TIP. It is clear that this road is being built and has an enormous regional impact. Bloomington refusing to plan for a project this important is harmful to Bloomington, the MPO it resides in and the entire region. The Bloomington MPO should continue with project planning for I-69 and include it's construction in current and future planning documents.  
Jeff Mulzer  
Hoosier Voices for I-69

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From: **Evan Beck** <ebeck@woodwardrealty.com>  
Date: Wed, Oct 26, 2011 at 4:54 PM  
Subject: Interstate 69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

I am writing in opposition to the proposal to remove I-69 planning from the Current Bloomington MPO TIP. It is clear that this road is being built and has an enormous regional impact. Bloomington refusing to plan for a project this important is harmful to Bloomington, the MPO it resides in and the entire region. The Bloomington MPO should continue with project planning for I-69 and include it's construction in current and future planning documents.  
Sincerely,

Evan L. Beck  
President  
Woodward Commercial Realty, Inc.  
Woodward Development & Construction, Inc.  
4763 Rosebud Lane, Suite B  
Newburgh, Indiana 47630  
[812 474.1900](tel:8124741900)

[www.woodwardrealty.com](http://www.woodwardrealty.com)

*Follow us on:*

Woodward Commercial Realty, Inc.

Woodward Development & Construction, Inc.

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From: **Gladys Ezell** <gfezell@yahoo.com>  
Date: Wed, Oct 26, 2011 at 4:59 PM  
Subject: I69 in 2010-2013 TIP  
To: "MPO@bloomington.in.gov" <MPO@bloomington.in.gov>

Bloomington/Monroe County MPO Policy Committee  
401 N Morton Street, Suite 160  
PO BOX 100  
Bloomington, IN 47402

I urge MPO members to vote in favor of removal of I-69 Section 4 from the 2010-2013 TIP, including the preliminary engineering and right of way including land acquisition phases.

This should put the MPO in a position to either totally reject I-69 through Monroe County or negotiate with INDOT and/or FHWA on a route which insures property owners' rights, quality construction and the positive resolution of environmental, wildlife and endangered species issues.

Including I-69 Section 4 with 2010-2013 TIP places Bloomington and Monroe County residents, students and businesses in jeopardy. The MPO has been provided with public testimony and facts about the southern I-69 Sections which did not follow the construction plans, jeopardized the environment and the wildlife and did not respect property owners' rights or community concerns.

The Bloomington/Monroe County MPO Policy Committee is composed of talented and trustworthy individuals who can vote to make a difference in Bloomington, Monroe County and the State of Indiana. Federal and State funding for area road and public transportation is vital. 2013 leaves the MPO with enough time to deal with state and federal officials about I-69 and the State and Federal funding.

I believe placing I-69 in Bloomington and Monroe County brings drug, guns and other illegal, costly, harmful activity into this now peaceful city and county.

I respectfully disagree with the Bloomington Chamber of Commerce. I do not envision I-69 bringing new legal business activity to Bloomington and Monroe County. Instead, business activity would move to Indianapolis and by-pass Bloomington and Monroe County. Also it would decrease the value of land and businesses in the area where I-69 divides Bloomington and Monroe County.

There is a better path for I-69 than the proposed route through a major University town and county. As this area's planning organization and authority, please work with the state and federal highway planners to determine another path for I-69 which respects communities, businesses, property owners, the environment, wildlife and farm lands.

I thank you for your Bloomington and Monroe County planning and policy work and wish you each well.

Respectfully,

Jewel Echelbarger  
Monroe County Farmer

From: **Steve Parker** <sparker@woodwardrealty.com>  
Date: Wed, Oct 26, 2011 at 5:14 PM  
Subject: I 69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

The leadership of Bloomington is making a critical mistake if you remove I 69 from your plan. You are risking loss of funds that maybe critical to your city. Of course money

Sent from my iPhone

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From: **Mills, Brad** <bmills@evansvillempo.com>  
Date: Wed, Oct 26, 2011 at 5:16 PM  
Subject: Removal of I-69 Section 4 Segment TIP Amendment Public Comment  
To: mpo@bloomington.in.gov

Dear Policy Committee Members:

I am writing in **opposition** to the FY 2010-2013 Transportation Improvement Program (TIP) Amendment

- Removal of I-69 Section 4 Segment

I-69 is an important transportation facility for the people of Bloomington, Monroe County, the State of Indiana and the nation. I recommend that you vote to deny the amendment to remove I-69 from the TIP. In addition, I request that you add I-69 into the new TIP that was approved by the Policy Committee.

Respectfully,

**Bradley G. Mills PE**  
Executive Director  
Evansville MPO  
1 NW ML King Jr. Blvd. , Room 316  
Evansville, IN 47708

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From: **Steve Parker** <sparker@woodwardrealty.com>  
Date: Wed, Oct 26, 2011 at 5:19 PM  
Subject: Fwd: I 69  
To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Sent from my iPhone

Begin forwarded message:

**From:** Steve Parker <[sparker@woodwardrealty.com](mailto:sparker@woodwardrealty.com)>  
**Date:** October 26, 2011 4:14:48 PM CDT  
**To:** "[mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)" <[mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)>  
**Subject:** **I 69**

The leadership of Bloomington is making a critical mistake if you remove I 69 from your plan. You are risking loss of funds that maybe critical to your city. Of course money is not everything. You must realize what the results will be

Sent from my iPhone

From: **Matt Meadors** <MMeadors@ccswin.com>  
 Date: Wed, Oct 26, 2011 at 5:37 PM  
 Subject: Removal of I-69 Planning From Bloomington TIP  
 To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Ladies and Gentlemen;

I am writing on behalf of the Board of Directors of The Chamber of Commerce of Southwest Indiana, our member firms, and the tens-of-thousands of employees represented by these employers to oppose the proposal to remove I-69 planning from the current Bloomington MPO TIP. The construction of I-69 linking Evansville and the greater Southwest quadrant of the State of Indiana to Indianapolis has been our Chamber's longstanding top priority. We could not be more pleased to see the construction of the highway commence and look forward to enjoying a safer and more expedient trip to your community, our state capitol, and points north. The completion of I-69 holds tremendous promise for our state. It will be an economic driver. It will strengthen Indiana's competitive position in our quest to attract new investment and create desirable, good paying jobs. We respectfully ask the Bloomington MPO to continue planning for I-69 and include its construction in current and future planning documents.

Thank you.

**Matthew T. Meadors**  
**President & CEO**

318 Main Street, Suite 401  
 Evansville, IN 47708  
 Office: [812.425.8147](tel:812.425.8147)  
 Cell: [812.305.0673](tel:812.305.0673)  
 E-mail: [mmeadors@ccswin.com](mailto:mmeadors@ccswin.com)  
 Web site: <http://www.ccswin.com>

**Chairman's Club**

Fifth Third Bank, Old National Bank, Vectren

**Platinum Trustee**

American General Finance, Deaconess Health System, Evansville Courier & Press, Mead Johnson Nutritionals, St. Mary's Medical Center, Toyota Motor Manufacturing Indiana

**Gold Trustee**

Alcoa, AT&T Indiana, Integra Bank, Koch Enterprises, SABIC Innovative Plastics, Whirlpool

**Silver Trustee**

Anchor Industries, Atlas World Group, Berry Plastics, BKD, Casino Aztar, Crescent Plastics, Ferro Corp., First Federal Savings Bank, George Koch Sons, Guardian Automotive, Industrial Contractors, Old National Insurance, Red Spot Paint & Varnish, Sentry Insurance, TJ Maxx, United Bank, University of Southern Indiana, Wal-Mart Stores

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From: **Joseph Miller** <JRMiller@trover.org>  
Date: Wed, Oct 26, 2011 at 5:42 PM  
Subject: I-69 Project Planning  
To: mpo@bloomington.in.gov  
Cc: Brad Schneider <bschneider@hendersonchamber.org>, president@madisonville-hopkinschamber.com, Jody Wassmer <jwassmer@owensboro.com>

Dear Sirs:

I respectfully request that you reconsider your proposal to remove I-69 Project planning from the Bloomington MPO TIP. The I-69 Project is critical to the economic development of Western Kentucky and the other states in the Michigan to Texas proposed route. To remove a critical segment in Indiana would not only negatively impact your state but slow and hinder the momentum currently underway in other states.

We were very fortunate yesterday to have our Kentucky Governor Beshear and Federal Highway Administrator Mendez add a 55 mile section in Kentucky into the Interstate Highway System with the I-69 shield. Kentucky and Indiana, with your Blooming addition of I-69 in the MPO TIP, will be the leading states to complete I-69. What a boom to our state and local economic growth, so badly needed in many areas!

Kentucky and Indiana chamber of commerce coalitions are actively working on the I-69 Bridge Project connection of Evansville and Henderson over the Ohio River. Your Bloomington decision is equally important to our efforts. Please reconsider your removal proposal and reverse your decision.

Respectfully,

Joseph Miller  
Chair  
Chamber Leadership Initiatives for Northwestern Kentucky (C-LINK)

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From: **Jean Smith** <info@bikesmiths.net>  
Date: Wed, Oct 26, 2011 at 6:05 PM  
Subject: MPO Comments regarding the I-69 issue  
To: mpo@bloomington.in.gov  
Cc: Thomas Tokarski <carr@bluemarble.net>

Despite a long history of opposing I-69, I feel I am a very objective person. I have studied the EIS for I-69 to the point of obsession over the past decade and it is nearly unbelievable, but I have only found one reason to justify I-69 in the 40+ hours a week (in fact more like 60) times 7 years that I spent scouring anything and everything available about I-69.

The one justifying reason is the opposite of what the proponents of I-69 argue. They say "poor S.W. Indiana, we are so in need of economic development". Like everything else they claim, it does not stand up to investigation.

According to a decades worth of Indiana Workforce Development data, the corridor chosen for I-69 is the highest income per capita section of Indiana that you could or we have built an interstate of this length. I include the documentation here: <http://www.i69tour.org/greedy03.html> (for earlier documentation: <http://www.i69tour.org/greedy.html>). As recently as three month ago the Department of Workforce Development again released a PDF file that showed Monroe County has the lowest unemployment percentage in the State.

So, if I were a proponent of I-69, I would argue that I-69 is needed to connect the successful section of Indiana to the rest of the economy, but truth matters not, only the sound bite if it sticks. I know that readers of this will not believe that I could find not one other reason for I-69 in thousands of hours of study, but that is the case.

The conclusions to the I-69 study in no way follow from the data and are the manipulations of a totally biased, Evansville consulting company and INDOT who has an agenda to build I-69.

To the point at hand. Bloomington's MPO is being asked to step back from our communities opposition to I-69.

We are being told that if we exercise our right to provide bottom up governance on this issue that we will pay with a loss of all road funds. This extortion might be true, but assume that we give in; then \$3 billion dollars in Indiana transportation funding will pour into this unneeded infrastructure. That dollar amount is official and has always been less than what opponents have estimated. When opponents said \$2 billion, INDOT claimed \$800 million. When opponents said \$3 Billion, INDOT claimed \$1.8 Billion. Now CARR is claiming \$4 Billion and INDOT claims \$3 Billion.

\$3 Billion is far more money that INDOT can even present a reasonable sourcing, something that they are legally required to do at this time. If they do come up with this money over the next decade, it will be at the expense of roads everywhere in the state. My point is, yes we can say, poor Bloomington, if we don't do this, we will get no road improvement or maintenance into the foreseeable future. Well the fact is that is going to be the case and even more so for the entire state of Indiana as funds beyond imagine will be funneled into I-69 to build a NAFTA era "inducement highway" thought to return 1970's manufacturing jobs to our rust belt state. This \$3 billion in Indiana transportation funding is going to hurt Hoosiers, be it us or persons whose bridges are closed because of neglect. It is time for Bloomington to stand up to the bully. It is time for us to stand up for all Hoosiers and call for a responsible INDOT.

Believe me, I have restrained my conversation here. I could lecture for hours and hours and hours on the manipulation of data and distortions of facts on the part of the proponents. In your hands is perhaps the last hope for reason. Please do the right thing and send INDOT back to Evansville empty handed.

Thank you for your consideration,

Jean Smith  
Director of COUNT US!  
<http://www.i69tour.org>

and owner of Bikesmiths  
112 S. College Avenue.

I should leave my comments with the above, but I will include this one issue that I think should be directed to the Legal Departments of Monroe County and Bloomington.

The State Supreme Court judge ruling in the States favor regarding I-69 at the end of the Tier 1 EIS did not refute the opponents arguements, he said in each section of the suit that in questions open to debate the State is always given the benefit of the doubt.

Regarding the Karst of South West Indiana/ Monroe County he went further and admitted that the consultants and thus INDOT had manipulated data and that his ruling require that that deficient section of the study had to be brought up to Tier 1 standards in Tier 2. That issue should be considered by Monroe County Government Legal Departments with the help of outside Karst experts and if still deficient, our MPO and County Government should inform the judge to revisit this breach of his decision.

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From: **Brad Schneider** <[bschneider@hendersonchamber.org](mailto:bschneider@hendersonchamber.org)>  
Date: Wed, Oct 26, 2011 at 6:16 PM  
Subject: I-69  
To: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

To whom it may concern,

I am writing to object to the proposal to remove I-69 planning from the Current Bloomington MPO TIP. I-69 is obviously not just a road being planned for Monroe County. It is a seven-state, 1,700-plus mile interstate that will offer increased wealth and prosperity for millions of people along the proposed corridor, many of whom live in some of the poorest regions of our country. It's important to remember that bigger picture when considering this issue. To stall the completion of I-69 near Bloomington would have a negative impact on dozens of communities in Southwestern Indiana and Western Kentucky who look forward to the economic opportunities an interstate provides.

Here in Henderson, Ky., we sit at the northern end of the Pennyriple Parkway, one of several high-speed, limited-access, interstate-like highways the commonwealth had the wisdom to build years ago. We are in the process of upgrading parts of the Pennyriple, Western Kentucky and Purchase parkways to create I-69 in our state. It is unfortunate that, in past decades, governmental leaders in Indiana didn't have the foresight to provide that same sort of quality infrastructure for many of the towns in Southwestern Indiana. It is surprising to me that the most direct routes from Evansville, Indiana's third-largest city, to Indiana University, the state's signature public institution of higher learning, still involve winding, two-lane country roads. Henderson isn't among our state's 10 largest cities, yet our children can drive on safe, modern four-lane highways all the way to the University of Kentucky in Lexington, three hours away.

With one vote to include I-69 in your TIP, the MPO can help solve both challenges by facilitating the completion of a major interstate that will improve the economic fortunes of countless people and offer the citizens of Southwestern Indiana a long-needed safer and faster route to Bloomington. The Henderson-Henderson County Chamber of Commerce, its board of directors and our more than 600 member businesses urge you to make that win-win decision.

Respectfully,  
Brad Schneider  
President  
Henderson-Henderson Co. Chamber of Commerce  
ph. [\(270\) 826-9531](tel:(270)826-9531) fax: [\(270\) 827-4461](tel:(270)827-4461)  
230 2nd Street, Suite 320, Henderson, KY 42420  
[bschneider@hendersonchamber.org](mailto:bschneider@hendersonchamber.org)

---

From: **Alpert, L. Annette** <[lalpert@indiana.edu](mailto:lalpert@indiana.edu)>  
Date: Wed, Oct 26, 2011 at 8:18 PM  
Subject: I-69  
To: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

Please, please do not allow that travesty of a vestige of the 20th century pass through our luscious green and rocky lands destroying farms and trees. The more roads one builds, the more one needs to accommodate the resultant sprawl by building even more. We have IU. We are not an industrial center and do not aspire to be. Leave that to other places in Indiana. Let us keep our lovely landscape and good water and air. I am from Chicago and I never want to return to the crowds, the danger, the air, the pollution, the gridlock. I treasure this place and do not see how a big and obsolete-on-completion highway will significantly improve my quality of

life, and I believe it will help the present quality of my life to deteriorate due to through-traffic and crime, easier access to drugs, pollution, low-paying jobs, destruction of the karst landscape, the water, the trees. I don't like that the governor is threatening to bust our kneecaps to ram it through. I don't like that monies that should be spent on repairing the roads we have are being siphoned off for a new terrain project. It seems in America that we overbuild: we build endless strip malls and housing developments, eating up our inheritance of land, and we give tax credits for building these new malls, not for maintaining and fixing up what we already have. In short, our priorities are wrong: we should give tax credits for maintenance and improving what already exists.

This is in your hands. Please don't let the feds and INDOT squander our inheritance.

Thank you,  
respectfully,

Annette Alpert, Darrell Haile, and Benjamin Haile

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From: **Joe Dedman** <jd9172@avenuebb.com>

Date: Wed, Oct 26, 2011 at 8:39 PM

Subject: I-69 & MPO TIP

To: mpo@bloomington.in.gov

I am writing to ask you to NOT remove I-69 from the current TIP and to please add it to future TIPs. I live in Petersburg, Indiana and completion of I-69 is vital to the economic survival of small communities like ours. I-69 is a regional and state benefit, not just a local Bloomington issue. When we try to attract any company to locate in our community, the first question asked is "how close are you to interstate access?". It is vital to the region and critical to communities like Petersburg.

Thank you very much,

Joe A. Dedman  
Petersburg, Indiana

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From: <ferreefarm@aol.com>

Date: Wed, Oct 26, 2011 at 10:14 PM

Subject: public comment

To: mpo@bloomington.in.gov

Cc: ferreefarm@aol.com

It seems to me that the improvements that have been made to help traffic flow in Bloomington would have to be upgraded even more if interstate traffic is added through our community, so it could take us back to the same problem before the improvements were made.

Also this interstate is not really for most peoples use on a regular basis. The traffic on W45 would not change at rush hour, so it seems that making improvements on W45 would do the most good for more people locally. The planned interstate winds around from S37 to Crane. If W45 is upgraded to the way W Third Street has been, it could serve the greatest purpose of Blgtn/Crane travel & save the southwest portion of Monroe County from being destroyed.

Please vote to not add I69. Stop it from taking over OUR community and overlording our roadways.

Thank you.  
Farra Ferree

From: **Susie** <suzieec@indy.net>  
Date: Wed, Oct 26, 2011 at 10:31 PM  
Subject: I-69  
To: mpo@bloomington.in.gov  
Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu

To Bloomington MPO members:

Please stand firm and do not allow INDOT, DoT and the governor to blackmail you, bully you, threaten you, scare you, or pressure into doing something that is bad for Bloomington, Monroe County and the entire state of Indiana. They have lied consistently about the costs, "benefits" and time saving of I-69. It is an environmental disaster for all of southern Indiana and what hurts southern Indiana hurts the entire state. And since environmental damage knows no boundaries it will also hurt surrounding states.

The money spent on I-69 should be spent on repairing and replacing bridges throughout the state, fixing pot holded roads that create serious safety hazards

Once you place I-69 in the TIP you will lose all local control over what they do. And what they do will be whatever they please regardless of what such action would do to the city and the county -- not to mention what it will do to the people you serve. They will pay no attention to locals and the people will be the biggest losers.

Please, folks, stand firm, stand strong. You are our last dyke against the state and federal bully boys. For all of Indiana, do not include I-69 in your transportation plans. Don't fail us!

Thank you for your courage.

Susan Ebershoff-Coles  
PO Box 725  
Danville, IN 46122

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From: **Greg Knott** <gknott21@yahoo.com>  
Date: Wed, Oct 26, 2011 at 11:00 PM  
Subject: Vote "No, not yet" on I-69 Nov. 4  
To: mpo@bloomington.in.gov  
Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu, pmurray@indiana.edu, richardm@tinwisle.com, Julie Thomas <drjuliethomas@gmail.com>, lyncoyne@indiana.edu, mstoops@co.monroe.in.us, ajbaker@indiana.edu, bwilliams@co.monroe.in.us, myselfime2001@yahoo.com, johnsons@bloomington.in.gov, Andy Ruff <ruffa@bloomington.in.gov>

Dear Bloomington MPO Representatives,

You are among the first to know about a critical new development which will allow Indiana voters to force INDOT to reconsider less costly alternative I-69 routes. Indiana House District 61 Representative, Matt Pierce, has agreed to draft and sponsor a bill in January which will create a public referendum on the November 6, 2012 general election ballot.

If this effort is successful then INDOT will be required to re-open the Tier 1 process and re-examine alternatives which don't come through Bloomington. One such "preferred" alternative from the Tier 1 study is Route 4B which completes the interstate connection from Crane to Indianapolis at less than half the cost of the currently proposed Route 3C through Bloomington.

I-69 proponents in Evansville and Indianapolis will have reason to join with I-69 opponents in Bloomington and elsewhere around the state. I-69 proponents are beginning to question whether INDOT is committed to completing Sections 5 & 6 in the near future. INDOT has admitted there is no traditional funding (without new taxes, tolls or spending cuts elsewhere) to complete the last 48+ miles to Indianapolis even if the MPO includes I-69 in the TIP allowing the use of federal funds. The Federal Highway Administration has admitted a Record of Decision will not be granted on Section 5 without MPO approval, and that all construction on Section 4 should be re-evaluated if MPO approval is not granted. I-69 opposition is growing throughout the areas of the state which will not be served by the new interstate as they see their local projects canceled, cut and delayed to fund I-69. Bloomington residents remain committed to preserving the city's unique character. Nobody wants I-69 to end at a stop light on State Road 37 for decades to come which is why the referendum has a chance to pass.

If the effort to place the referendum on the ballot does not pass, or if the referendum fails with voters it will still be up to the MPO to decide whether I-69 should be included in the TIP. No local funds are at risk until the TIP expires in mid-2013. This leaves the MPO with over 7 months to evaluate I-69 between the referendum and the TIP expiration.

If INDOT is still seeking MPO approval to secure federal funding and a Record of Decision for Section 5 at any point in the future then the complete restoration of any prior state funding cuts can be made a condition of MPO approval (even after the expiration of the TIP). When viewed from this perspective, funds aren't really at risk of being cut - they are only at risk of being delayed until either INDOT routes I-69 around Bloomington or until the MPO approves the route through Bloomington.

I ask that you use your authority to delay including I-69 construction in our TIP- at least until after the I-69 referendum has been decided by voters next year.

Respectfully,

Greg Knott

2458 S. Maston Ct.

Bloomington, IN

(just over 1 mile from the proposed route of the I-69 NAFTA Superhighway extension)

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From: <ferreefarm@aol.com>

Date: Wed, Oct 26, 2011 at 11:58 PM

Subject: MPO vote on Nov 4

To: mpo@bloomington.in.gov, hessr@bloomington.in.gov

Cc: FerreeFarm@aol.com

To: MPO

From: Donna Lentz Ferree

You have an awesome responsibility before you with the upcoming vote. What you decide on Nov 4 could forever change Monroe County and affect thousands of people in sections 4, 5 & 6. What started out many years ago as a highway for southwest Indiana has been sold out to the NAFTA corridor system. This is NOT a good thing for Monroe County to have a massive interstate cutting completely the length of our county and crossing through a very active part of our town. The interstate is not being pushed for our community good.

I, like many others have followed this political takeover of our county for 15 - 20 years. We have read every document, viewed thousands of pages of INDOT documents and have attended many, many meetings. After 20 years of close evaluation, I have yet to ever be convinced of the purpose of Monroe County having this Federal interstate pass through our community's landscape and burden the citizens with the increase in traffic, the years

of construction & orange cones, the NAFTA trucking route zooming through our community with all the added "junk" that it takes to host a stopping place for huge cargo trucks & the multitude of every kind of human that uses an interstate to get from their point A to B, and especially the environmental & social impact it will create for our citizens.

If the only reason you feel the need to support this monster is to get funding for "Rails to Trails" and the bus service, then I believe you are selling out our community to a higher power at a very high price. Families losing their homes and private property to eminent domain is very devastating & unleashing a hoard of humanity upon our community, will alter the future of Monroe County. I think it will become difficult to remain a "Safe & Civil City", the words of "sustainability", "going green", "locally grown food", "clean water & air", "less fossil fuel use", "community united" etc, will be meaningless.

NAFTA (North American Free -not FAIR- Trade Agreement) and all of the proposed corridors from Mexico to Canada will only make it easier for American businesses to move to cheaper labor, less regulated countries then use the trucking routes to sell the goods to the US. And they will travel up & down the interstate, right through our community on the way to somewhere else. Then will come the CAFTA connecting route to the Panamal (sp?) Canal to ship the Chinese wares to flood our country.

The very worst is that the government wants to our private lands & our communities by force in order to sell out "leases" to foreign companies. EVERYTHING will end up being tolled. As will I-69 eventually.

PLEASE JUST SAY NO to this government takeover of our community. If INDOT absolutely demands its way and should continue section 4 through southwest Monroe County, through rough terrain and disrupt the populated rural community only to stop 1.75 miles short of S37...it seems to me that would secure the leverage for the future needs of the local MPO. Things can always be amended later. Lets see the interstate completed from Evansville to Crane first before destroying our community.

It would be my hope that the more sensible way would be to direct intercontinental trucking traffic north from Crane to I-70 & W45 upgraded as an access road for Bloomington/IU to Crane. There has to be a middle ground. Don't let INDOT tell our community what is best for us.

PS: I can't understand why someone from Seymour can vote on our local MPO? If your job requires that you HAVE to vote YES, then you can say NO by not voting?