

Warrick
County
INDIANA

June 3, 2011

Mr. Kent McDaniel
Policy Committee Chairman
Bloomington/Monroe County Metropolitan Planning Organization
401 N. Morton Street, Suite 160
P. O. Box 100
Bloomington, IN 47402

Mr. Chairman,

As president of the Warrick County Commissioners, it was extremely disappointing to learn that the Bloomington/Monroe County MPO Policy Committee has removed the Interstate 69 project from your 2012 – 2015 Transportation Improvement Plan (TIP).

The Board of Commissioners of Warrick County, IN, share the opinion of many local, state and federal officials that Interstate 69 is vitally important to the continued economic growth and development of southwestern Indiana.

Since I-69 will extend from Michigan to Texas, it will most certainly become an international trade route with significant economic benefits to the entire region. After waiting decades for I-69 to become a reality, it is unconscionable that any political organization would want to hinder viable economic growth from coming to their area. Attempts to hinder the progress of Interstate 69's completion will only slow up progress for all communities including Evansville, Washington, Petersburg, Loogootee, the Bloomington/Monroe County area and especially western Warrick County.

The completion of Interstate 69 is a necessity for an expeditious and safe route to Indianapolis and other locations along the corridor. Even if you feel the I-69 should not be built, that debate is no longer relevant. It is time that all communities along the I-69 Corridor work together to see the project completed as quickly as possible.

Therefore, it is respectfully requested the Bloomington/Monroe County MPO Planning Committee reconsider its decision and reinstate I-69 into the TIP.

Respectfully,

Don Williams
Warrick County Commissioners



Raymond Hess <hessr@bloomington.in.gov>

I 69

1 message

mmmehringer@netscape.net <mmmehringer@netscape.net>
To: mpo@bloomington.in.gov

Mon, Jun 13, 2011 at 7:22 PM

I can't be NICE to Idiots,

Why the Hell are you blocking the I69 route through Bloomington? You are blocking a national road. A road that will enable persons from South of Bloomington to gain access to the specialist doctors in Indianapolis. My neighbor living in Otwell, IN battled leukemia and had to go to Indianapolis for treatments. My Mother has gone there for eye surgery.

It's a bitch to travel on the present outdated 2 lane windy roads to get from Southwestern Indiana to the IU doctors that have their practices in Indianapolis.

Get your head out of your ass and approve I 69 or someone else will, judicial eminent domain will prevail dumbasses.

Mike Mehringer

GIBSON COUNTY HIGHWAY DEPARTMENT

1791 E 350 S, Princeton, Indiana 47670 (812) 385-4887 Fax: (812) 385-4983

Superintendent of Highway Department

Jerry K. Heldt

County Engineer

John W. Umpleby, Jr., P.E.

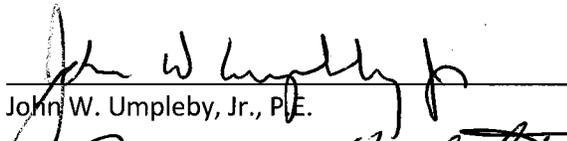
Bloomington/Monroe County Metropolitan Planning Organization
P.O. Box 100
Bloomington, IN 47402

RE: I-69 Support

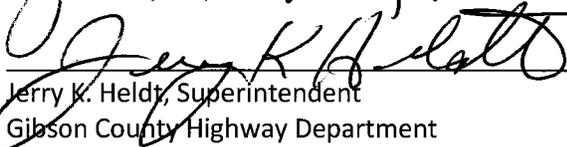
TO WHOM IT MAY CONCERN

Please be advised that we wish to express our support for the construction of I-69 from Evansville to Indianapolis Corridor in its entirety.

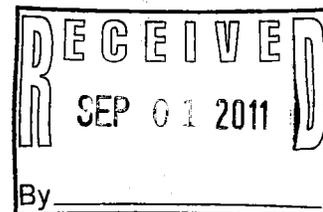
At the present time I-69 is being constructed to run through Gibson County. Although this is a hardship to some residents, in the long run it will be a great benefit to the citizens of Gibson County, to the State of Indiana, and to residents of other states.



John W. Umpleby, Jr., P.E.



Jerry K. Heldt, Superintendent
Gibson County Highway Department





Raymond Hess <hessr@bloomington.in.gov>

I69 Project

1 message

Sharon Baer <sharibaer1@gmail.com>

Fri, Sep 2, 2011 at 12:31 PM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

I would like to see the Monroe County Chamber of Commerce and the active members allowed to be involved in decisions regarding the I-69 Project. From what I understand, Monroe County has been removed from the planning process – From my experience with Monroe County businesses, we are all negatively affected by this decision and hope that our concerns are addressed by the MPO.

I intend to be present at the meeting on Sept 9th to discuss any further actions.

Shari Baer

Sales Manager

Holiday Inn

1710 N. Kinser Pike

Bloomington, IN 47404

sharibaer1@gmail.com

T: [812.334.3252](tel:812.334.3252)

C: [812.360.3710](tel:812.360.3710)

Click here for Hotel video: http://www.youtube.com/watch?v=pvF8H3FE5_g



Raymond Hess <hessr@bloomington.in.gov>

I69

1 message

kieffner@comcast.net <kieffner@comcast.net>

Fri, Sep 2, 2011 at 12:33 PM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

.....a select few SHOULD NOT be making decisions for the majority. DO NOT jeopardize our community's future with small minded opinion decision making. Listen to the majority of tax payers who pay you to represent them and not just a select few a liberal thinkers!

The Bloomington Community has a voice! Please Listen!

Scott Kieffner



Raymond Hess <hessr@bloomington.in.gov>

Support for I-69

1 message

Bill Verhagen <bill@ioms.com>

Fri, Sep 2, 2011 at 1:33 PM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

As a citizen of Monroe County, Indiana and a local businessman, I am voicing my support for the I-69 project and encourage the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to put I-69 back into the local Transportation Improvement Program (TIP). I feel your actions have not been representative of the community majority but rather a minority.

The highway will soon be here and is a part of the progress many of us desire in growing our community. Perhaps there are some that wish to stifle growth in our community. They are not representative of the local business leadership.

If you have any questions, please feel free to contact me.

Bill

William R. Verhagen

CFP®, CPA, CFS, CLU®, ChFC®, CASL™

Innovative Financial Solutions, Inc. (Main Office)

357 East Winslow Road

Bloomington, IN 47401

Bloomington Office: 812-337-1999

Bloomington Fax: 812-336-5542

Toll Free: 866-355-0031

dba Innovative Financial Solutions PC, Inc. (Florida Office)

50 Leanni Way #C-4

Palm Coast, FL 32137

Florida Office: 386-597-2856

Florida Fax: 386-597-2854

email: bill@ioms.com

www.ioms.com

"Helping You Meet Your Financial Goals"

Disclosures - please read these

- William R. Verhagen is a Registered Representative of New England Securities and an Investment Advisor Representative of New England Securities Corporation. Securities and Investment Advisory products offered through New England Securities, Boston, MA. New England Financial is the registered mark for New England Life Insurance Company (NELICO), Boston, MA 02116. Branch Office: Financial Partners Group 3610 River Crossing Parkway, Suite 200, Indianapolis, IN 46240. Phone 317-573-5100. Financial Partners Group is a general agency of New England Life Insurance Company.

- William R. Verhagen, CFP®, CPA, CFS, CLU® is a Registered Investment Advisor in the States of Indiana and Florida.

- New England Securities is not affiliated with Innovative Financial Solutions, Inc. or Innovative Financial Solutions PC, Inc. which are separate entities.

- This message is intended only for the exclusive use of the intended recipient named herein and may contain information that is PRIVILEGED and/or CONFIDENTIAL. If you are not the intended recipient, you are hereby notified that any use, dissemination, disclosure or copying of this communication is strictly prohibited. If you received this communication in error, please destroy all copies of this message and its attachments and notify me immediately.

- Please do not send any securities trade instructions via email as orders cannot be accepted in this manner. If you wish to place a securities trade, please call 812-337-1999 ext 222 or contact Eric Shipp at ext 224.

If you do not wish to receive commercial emails from us, Metlife or its affiliates in the future, send an email back to me at the address above. You may also contact us in writing at Metlife Customer Privacy Center, P.O. Box 489, Warwick, Rhode Island 02887-9954. Please allow up to 10 days for us to process your opt-out. You may receive emails from us during that time, for which we apologize. If you are eligible for benefits through an employer that offers benefits provided by Metlife company, this opt-out will not apply to emails relating to those benefits.



Raymond Hess <hessr@bloomington.in.gov>

FW: Critical Information on I-69 - Please Read

1 message

Info at Signs Now Bloomington <info@signsnowbloomington.com>

Fri, Sep 2, 2011 at 1:40 PM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

We believe I-69 through Bloomington is a bad idea for business and for the environment. It will bring increased crime and unnecessary noise, and will be a conduit for draining jobs from our area. Building more roads causes more congestion, as reported in the Wall Street Journal (and "*The Fundamental Law of Road Congestion: Evidence from U.S. Cities*," Gilles Duranton and Matthew A. Turner, *American Economic Review* (forthcoming)). The cost of building and maintaining the road will never be recouped. The money for this project would be better invested in high-speed railways which can move people and goods more economically, more safely and faster.

Thank you!

John, CSR
Signs Now #337
2500 W Industrial Park Dr
Bloomington, IN 47404
office: [812.323.2776](tel:812.323.2776)
fax: [812-323-2928](tel:812-323-2928)
www.signsnowbloomington.com
M-F 8-5

-----Original Message-----

From: "Christy Gillenwater" <mhutton@chamberbloomington.org>

Sent: Friday, September 2, 2011 12:01pm

To: info@signsnowbloomington.com

Subject: Critical Information on I-69 - Please Read

Having trouble viewing this email? [Click here](#)



The Community's Future Hinges on Important
September 9th Vote - YOU Need to Be There!

I-69 is under construction.



65 miles of the highway are currently being built.

Are we prepared as a business community - a regional economic center?

Local planning officials need to hear from you.

In May, the Bloomington/Monroe County Metropolitan Planning Organization (MPO) took action on your behalf to remove I-69 from the local Transportation Improvement Program (TIP). An action that effectively removed the community from the planning process for I-69, meanwhile, putting more than \$30 million for local projects in jeopardy.

We deserve better.

On September 9th, we have an opportunity to reclaim our seat at the table. The Indiana Department of Transportation (INDOT) will ask the MPO to once again include I-69 in the TIP. We encourage you to ask the MPO to recognize that the highway is only miles from reaching the Monroe County line. Traffic is expected to be open from Evansville to Crane within the next 16 months. [Read more.](#)

For too long, a vocal minority has represented the community's stance on this issue. Now is more important than ever to be there, and be heard.

- Attend the MPO Policy Committee meeting on Friday, September 9th at 1:30 in the Council Chambers at City Hall.
- Public comment will be heard at the meeting on the 9th. Tell planning officials that we need to be prepared for I-69. Not doing so is not only harmful to the future of the community but senselessly jeopardizes tens of millions of dollars for local investment.
- Write to members of the MPO and let them know that our community needs to be a part of the planning process for this significant highway project.
- Email: mpo@bloomington.in.gov. Be sure to copy the Chamber at mhutton@chamberbloomington.org
- Call the Chamber at 336-6381 for more information.
- Visit the official I-69 website at <http://www.i69indyevn.org/>



The Greater Bloomington Chamber of Commerce

Better Business. Better Community.

[812.336.6381](tel:812.336.6381)

ÃfÃfÃ,ÃfÃfÃ,Ã,Ã,ÃfÃfÃ,Ã,ÃfÃ,Ã,Ã

ÃfÃfÃ,ÃfÃfÃ,Ã,Ã,ÃfÃfÃ,Ã,ÃfÃ,Ã,Ã

Forward email



This email was sent to info@signsnowbloomington.com by mhutton@chamberbloomington.org | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

The Greater Bloomington Chamber of Commerce | 400 West 7th St., Ste. 102 | Bloomington | IN | 47404



Raymond Hess <hessr@bloomington.in.gov>

I 69

1 message

Jim Karl <jimkarl@gmail.com>

Fri, Sep 2, 2011 at 1:56 PM

To: mpo@bloomington.in.gov

I cannot attend the meeting on Sept 9 but would like to support the Bloomington Chamber of Commerce position on I 69 construction through Bloomington. Jim Karl



Raymond Hess <hessr@bloomington.in.gov>

Please forward attached report to all MPO Policy Committee members

1 message

Andy Ruff <ruffa@bloomington.in.gov>

Fri, Sep 2, 2011 at 3:44 PM

To: Raymond Hess <mpo@bloomington.in.gov>, Raymond Hess <hessr@bloomington.in.gov>, Josh Desmond <desmondj@bloomington.in.gov>, "Robinson, Scott" <robinsos@bloomington.in.gov>

Gentlemen,

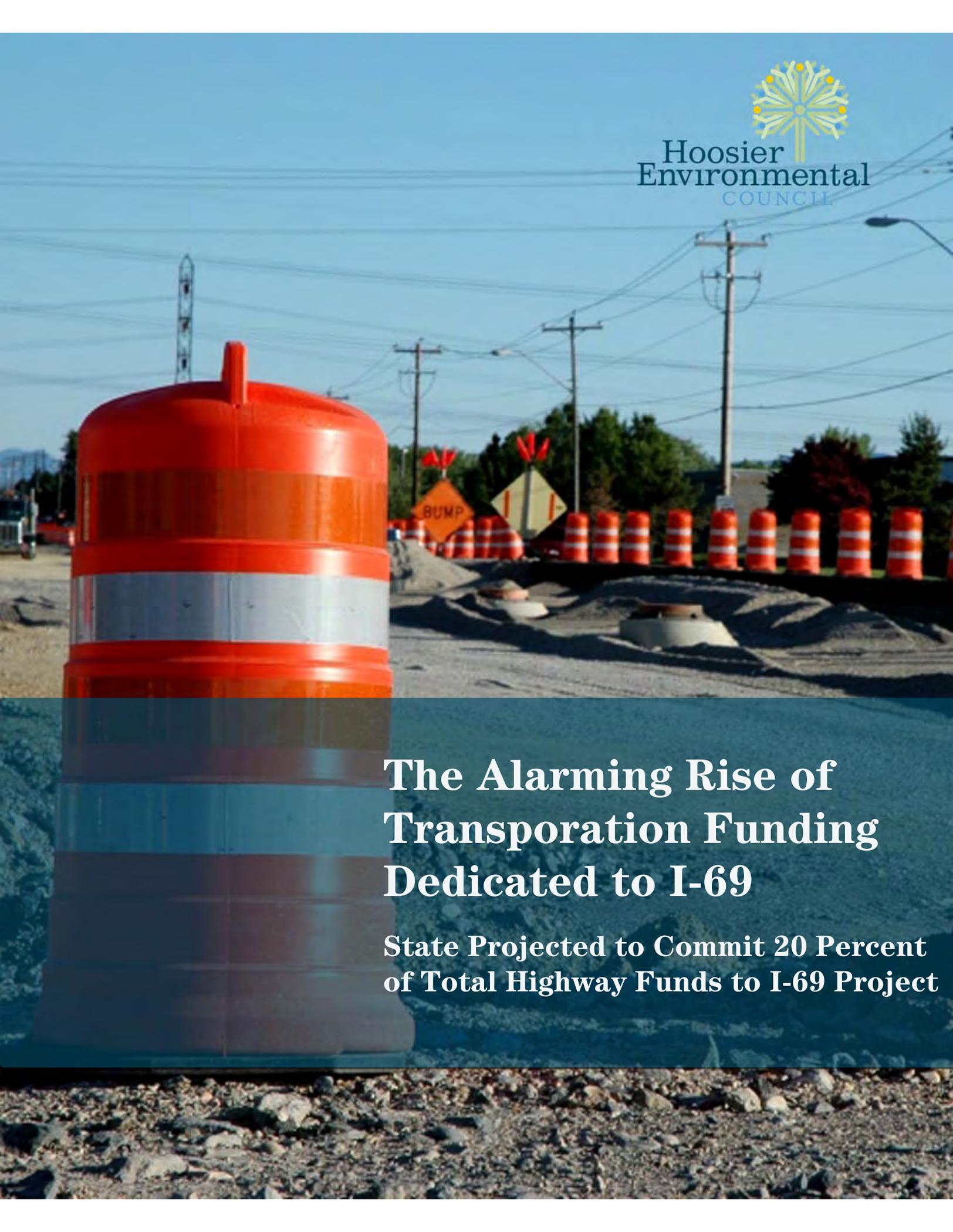
Please forward the attached report to all MPO Policy Committee members from me asap. Thank you very much, and have a good weekend.

Andy



The Alarming Rise of Indiana Transportation Funding Dedicated to I-69 - August 2011.pdf

1286K



The Alarming Rise of Transportation Funding Dedicated to I-69

State Projected to Commit 20 Percent
of Total Highway Funds to I-69 Project

THE ALARMING RISE OF INDIANA TRANSPORTATION FUNDING DEDICATED TO I-69

STATE PROJECTED TO COMMIT 20 PERCENT OF
TOTAL HIGHWAY FUNDS TO I-69 PROJECT

August 8, 2011

Acknowledgments

This report was written by Tim Maloney with contributions from Steven Meyer. The authors would like to thank William Styring for his thoughtful review of the report. Thanks also to Jesse Kharbanda and Sowmya Kypa of HEC for their editorial assistance and to Ryan Puckett of Two21, LLC for his communications support.



About the Hoosier Environmental Council

Founded in 1983, the Hoosier Environmental Council (HEC) is the largest state-wide environmental organization in Indiana. We aim to set a new path for Indiana, where the people of our state embrace practices and policies that dramatically reduce the footprint of transportation, industry, commerce, and agriculture on the environment.

Report Contacts:

Tim Maloney
Senior Policy Director
Hoosier Environmental Council
(317) 685-8800 ext. 115
tmaloney@hecweb.org

Steven Meyer
Land Use Policy Coordinator
Hoosier Environmental Council
(317) 685-8800 ext. 105
smeyer@hecweb.org



The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

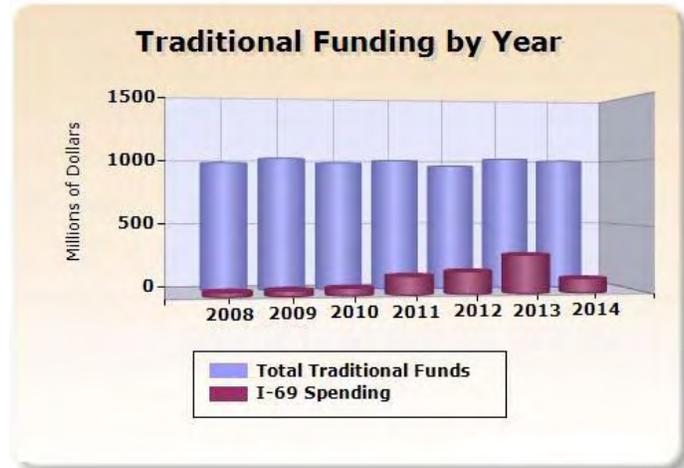
Summary

Traditional Funding, the principal funding source for state and interstate highway projects in Indiana, will average nearly \$1 billion per year from 2008 to 2014.¹ If construction continues as planned on the new-terrain I-69 highway, by 2013 the state will spend an average of \$185 million per year to build I-69 from Indianapolis to Evansville. These projections indicate that during the years 2012 to 2014, nearly *one-fifth* of Indiana’s total available highway construction and maintenance funds will be dedicated to this single project. In 2013 alone, I-69 construction is estimated to consume *nearly 30 percent* of Indiana’s available Traditional Funding. *See Figure 1 and Table 1.* Dedicating such a high level of funding to a single project will impair Indiana’s ability to provide safe and reliable transportation options to other areas of the state.

Traditional Funding

Traditional Funding² is unrestricted gas tax revenue appropriated for road construction and repair projects. Traditional Funding includes revenue from both the Indiana State Highway Fund and the Federal Highway Trust Fund. The Indiana State Highway Fund is the portion of the Indiana gas tax³ that is not otherwise dedicated (earmarked) to specific projects or other programs. The Federal Highway Trust Fund is supported by federal gas tax⁴ revenue and is returned to the state in bulk payments. The state has the discretion to use federal funds on any project that receives approval from the Federal Highway Administration (FHWA).

Figure 1.



¹ By comparison, Indiana spends about \$75 million/year on public transit and intermodal planning, and a mere \$20,000/year on passenger rail.

² “Traditional Funding” is the term commonly used by FHWA and state highway departments to refer to state and federal gas tax revenues collected from motor vehicle users.

³ 18 cents per gallon

⁴ 18.4 cents per gallon

The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

For interstate highway projects like I-69, the state can use federal funds to pay up to 80% of the total costs of a FHWA approved project. However, these funds are the same unrestricted *federal* dollars that are to be used for all other state highway and interstate projects in Indiana.

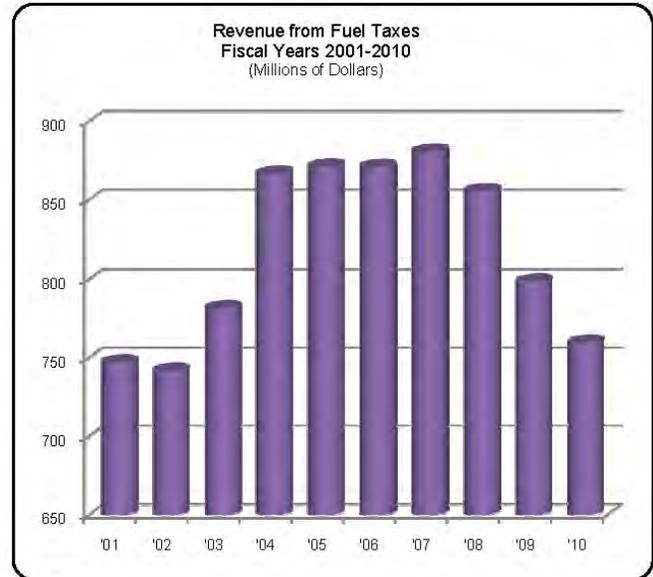
Traditional funding revenue, in Indiana and nationally, is declining and is expected to continue declining without major changes to how the states and the federal government pay for transportation infrastructure. In its March 2011 report, “Running Out of Gas,”

the National Conference of State Legislatures summarized the situation: “Recession-driven declines in overall driving coupled with larger numbers of fuel-efficient vehicles have resulted in lower gas tax revenues. At the same time, the cost of building and repairing roads continues a steady climb.”⁵ On the federal level, declining gas tax income for the Highway Trust Fund (HTF) has forced Congress to transfer \$35 billion in general funds to the HTF since 2008.⁶ In Indiana,



gas tax income for the State Highway Fund is now \$60 million per year lower than in 2005 – an 11% decline.⁷ See Figure 2. Finally, the purchasing power of gas taxes, which are not indexed to inflation, has dropped 33% since the federal gas tax rate was last increased in 1993.⁸

Figure 2.



Source: Indiana Legislative Services Agency

⁵ “Running Out of Gas”, James B. Reed and Jaime Hall, National Conference of State Legislatures, March 2011

⁶ “Running Out of Gas”, NCSL

⁷ INDOT, Presentation to State Budget Committee, December 2010

⁸ National Surface Transportation Infrastructure Financing Commission, 2009

The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

Funding for I-69

In 2005, the Indiana Department of Transportation (INDOT) declared that I-69 could not be built using Traditional Funding, stating, “Our department does not have funding mechanisms in place today to pay for this project using conventional [traditional] funding sources.” Instead, INDOT claimed that it would build I-69 using a share of the Toll Road lease proceeds and pay for the balance with “innovative financing.” INDOT determined in November 2006 that one form of so-called innovative financing, tolling, is not feasible for I-69. INDOT has not identified any other specific innovative financing sources that are being implemented to pay for I-69, according to INDOT’s 2030 Long Range Transportation Plan and Draft 2035 Long Range Transportation Plan. Currently, the projected balance of the cost of I-69 left unpaid by the Toll Road lease proceeds is about \$2.5 billion – three-quarters of the project’s total cost.

Table 1.

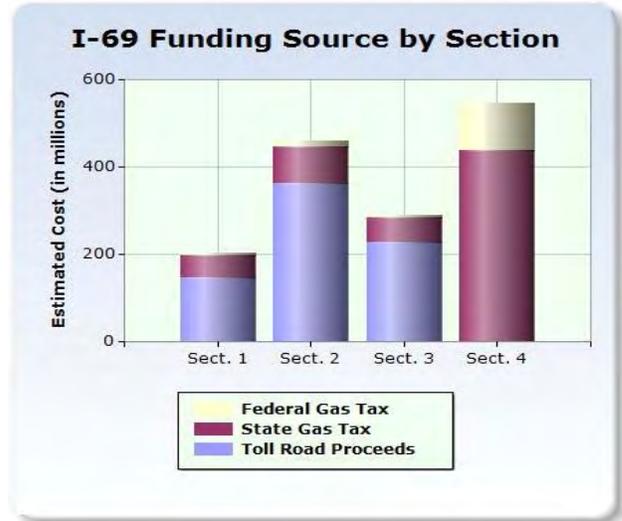
Percent of Available Traditional Funding Allocated to I-69 from 2008 to 2014 (in millions)

Year	Traditional Funding spent or to be spent on I-69 - Sections 1-4*	Available Traditional Funding**			Percent of available Traditional Funding allocated to I-69***
		State	Federal	Total	
2008 & Prior	\$34.8	\$326.4	\$652.3	\$978.7	3.5
2009	\$42.7	\$323.8	\$689.4	\$1,013.2	4.2
2010	\$54	\$282.2	\$698.2	\$980.4	5.5
2011	\$137	\$300.0	\$698.2	\$998.2	13.2
2012	\$166.5	\$282.8	\$674.3	\$957.1	17.4
2013	\$286.5	\$298.5	\$715.5	\$1,014	28.3
2014†	\$47.5	\$300.0	\$700.0	\$1,000.0	4.8
* INDOT’s Financial Plans (Sections 1, 2, & 3); INDOT letter to FHWA dated August 9, 2010 and Bloomington/Monroe County Metropolitan Planning Organization Transportation Improvement Program I-69 Amendment (Section 4); Draft 2012-2015 State Transportation Improvement Program					
** Indiana state budget line item appropriations for INDOT, Indiana State Budget Agency, HEA 1001					
*** Divides annual I-69 spending by annual Total Traditional Funding to calculate the percentage.					
† Estimates based on the FY2011-2013 state budget levels.					

The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

If the state continues with the controversial new-terrain I-69 project, it will have no choice but to exclusively use Traditional Funding, short of any breakthroughs in “innovative financing.” The Indiana Toll Road lease proceeds apportioned to I-69 (approximately \$700 million) will be used entirely for the sections connecting Evansville and Crane Naval Surface Warfare Center. See Figure 3 and Table 2. No other funding source has been identified and there

Figure 3.



is no federal earmark to complete I-69 construction.⁹ INDOT announced in 2010 that it is

planning to pay the entire estimated \$546.5 million cost of Section 4 from Crane NSWC to Bloomington from Traditional Funding. See Table 3.

As a result, INDOT will have to dedicate nearly one-fifth of its available Traditional Funding to complete Sections 1-4 of I-69, at the expense of urgently needed road and bridge repairs throughout Indiana. See Tables 5 and 6.

Nine Span Bridge
Hammond, Indiana

⁹ In 2010, the U.S. DOT rejected a TIGER grant application from INDOT requesting \$195 million for new-terrain I-69.

The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

During the year 2013, I-69's impact rises to nearly 30% of available traditional highway funding. Redirecting such a high percentage of the state's limited Traditional Funding to I-69 will restrict the state's ability to repair, replace, and upgrade other roadways and bridges around the state for the foreseeable future.

The trend of diverting a growing percentage of the state's available Traditional Funding to I-69 will continue if the state maintains the current construction schedule for the highway. With no other identified funding source, the state will have to finance the entire cost of Sections 5 (\$405 to \$440 million) and 6 (\$700 to \$775 million) with Traditional funding as well.¹⁰ INDOT has not established a specific timeline for construction on Sections 5 and 6, but the burden I-69 will impose on Traditional Funding will increase even more dramatically if action on these sections begins in 2013 or 2014.



Table 2.

Projected spending on I-69 Sections 1, 2 & 3 (Evansville to Crane NSWC) through 2011 (in millions)

Section	Toll Road Proceeds	Traditional Funding		Total Cost
		State	Federal	
1	\$124.7	\$15.2	\$47.3	\$187.2
2	\$362.6	\$13.7	\$84.4	\$460.7
3	\$227.5	\$5.8	\$56.1	\$289.4
Total	\$714.8	\$34.7	\$187.8	\$937.3

Source: INDOT Financial Plans for Sections 1, 2 & 3

¹⁰ Draft 2012-2015 Indiana State Transportation Improvement Plan, INDOT

The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

Table 3.

2011 to 2014 Projected INDOT spending on Section 4 Crane to Bloomington (in millions)¹¹

Section	Toll Road Proceeds	Traditional Funding		
		State	Federal	Total
4	\$0	\$437.20	\$109.30	\$546.50

Source: INDOT-Bloomington MPO I-69 TIP Amendment; 8/9/2010 Letter to FHWA

Is the I-69 Highway Project Truly “Under Budget”?

In 2006, INDOT allocated \$700 million from the Indiana Toll Road lease for I-69 construction, and said it could build the highway from Evansville to Crane NSWC for this amount.¹² In March 2011, INDOT announced that I-69 is “under budget” -- meaning it has spent less than \$700 million -- since it had obligated only \$574 million for construction contracts to build Sections 1 to 3 (Evansville to Crane) of I-69.¹³ However, the agency failed to disclose the rest of the money it has spent on this stretch of I-69 – for right of way acquisition, design and engineering, and construction administration – all expenses which must be included for an accurate accounting of the full cost of I-69. For Sections 1 through 3, these expenses total \$275 million, bringing the *actual cost* of building I-69 from Evansville to Crane to \$869 million, well above the \$700 million budget for this stretch of the highway.¹⁴ See Table 4.



¹¹ The Section 4 cost estimate INDOT provided to the Bloomington MPO does not match the estimate listed in the 2012-2015 Draft STIP.

¹² INDOT Frequently Asked Questions related to Environmental Studies, updated Nov. 14, 2007

¹³ News Release, “Governor Briefed on I-69 Project”, INDOT

¹⁴ An additional construction contract for \$20 million was awarded after the March 2011 INDOT announcement, bringing the total of construction contracts awarded to \$594.1 million.

The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

Table 4.

Total spent to date on I-69 Evansville to Crane NSWC (in millions)

Amount of construction contracts awarded	\$594.1
Right of way acquisition, design/engineering, and construction administration	\$274.9
Total	\$869.0
Sources: INDOT contract letting information-official bid results; INDOT Financial Plans (Sections 1, 2, & 3)	

Table 5.

2009 Needs Assessment for Local Roads and Streets (in millions)

	Estimated Cost of Backlogged Projects Statewide (short term need)	Annual Statewide Funding Shortfall (long term need) ¹⁵
Roads and streets	\$3,504	\$715
Bridges and culverts	\$1,169	\$117
Safety improvements	\$706	\$26
Total	\$5,379	\$858
Source: Needs Assessment for Local Roads and Streets, Indiana LTAP Center/Purdue University, April 2009		

Conclusion

In the coming years, Hoosiers likely will be facing escalating gasoline prices, declining gas tax revenues, uncertain Federal funding levels, and an increased need to serve an aging population through more elderly-friendly modes of transportation like public transit and passenger rail. At the same time, the need for road and bridge maintenance and repair funding continues to grow. See *Tables 5 and 6*.



Indiana State Road 109

¹⁵ This annual shortfall represents the difference between available resources and expected need. For example, if a city needs \$1 million a year to maintain its streets, but has only \$600,000 in revenue for that purpose – the annual shortfall would be \$400,000. These amounts will vary over time.

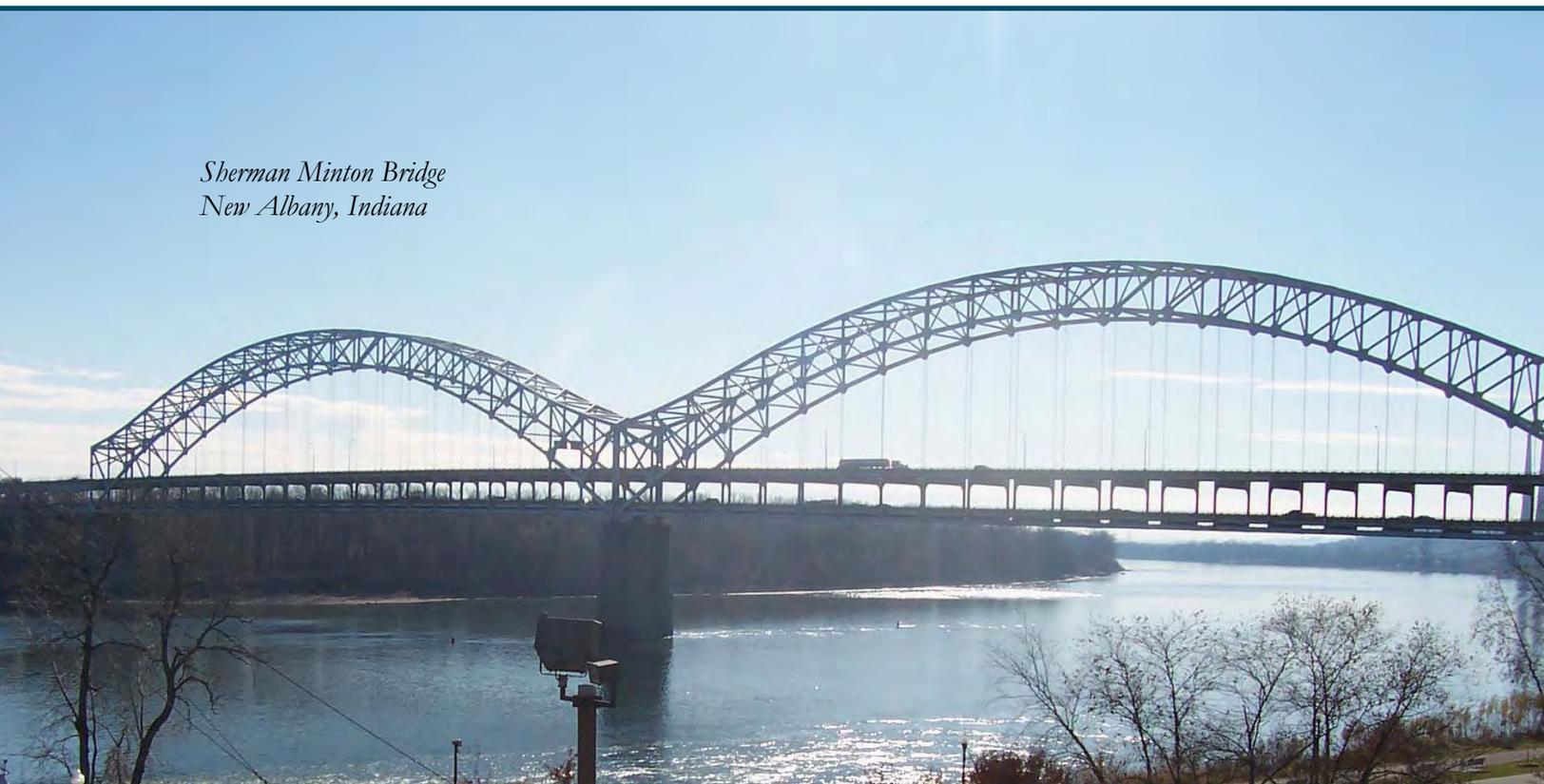
The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

Because of these and other mounting pressures, Indiana must spend its limited transportation funding more thoughtfully and sustainably in order to satisfy the rising need. Dedicating twenty percent of the available Traditional Funding to one project will imperil the state's ability to fulfill its responsibility to provide safe and reliable transportation solutions to *all areas* of the state.

Table 6.
2010 Indiana Bridge Inventory

	Total Number of Bridges	Bridges Rated Structurally Deficient or Functionally Obsolete	Percent Rated SD or FO
National Highway System bridges	2,591	469	18%
All bridges	18,548	4,003	22%
Source: 2010 FHWA National Bridge Inventory			
See Appendix A for NBI definitions and Appendix B for county-specific deficient bridge information			

*Sherman Minton Bridge
New Albany, Indiana*



Contact Us

Hoosier Environmental Council
3951 N. Meridian Street, Suite 100
Indianapolis, IN 46208
(317) 685-8800
www.hecweb.org
comments@hecweb.org



facebook.com/hecweb



twitter.com/hec_ed

*Big Four Bridge over the Ohio River
Jeffersonville, Indiana*

References

- 2012-2013 Biennium Budget Presentation to State Budget Committee, INDOT, December 2010
- Bloomington/Monroe County Metropolitan Planning Organization FY 2010-2013 Transportation Improvement Program Amendment, October 2, 2010
- FY 2007-2009 Indiana State Budget, as approved, Indiana State Budget Agency
- FY 2009-2011 Indiana State Budget, as approved, Indiana State Budget Agency
- FY 2011-2013 Indiana State Budget, as approved, Indiana State Budget Agency
- “Governor Briefed on I-69 Project”, INDOT News Release, March 31, 2011
- I-69 Tier 2 Section 1 Financial Plan, INDOT, January 2008, updated May 2011
- I-69 Tier 2 Section 2 Financial Plan, INDOT, August 31, 2010
- I-69 Tier 2 Section 3 Financial Plan, INDOT, August 31, 2010
- INDOT Contract Letting Information—Official Bid Results,
<http://www.in.gov/dot/div/contracts/letting/index.html>
- INDOT 2012-2015 Draft State Transportation Improvement Program (INSTIP), April 2011,
<http://www.in.gov/indot/2348.htm>
- “INDOT Discovers Long-Range Plan Showing I-69 Construction More Than a Decade Away”, INDOT News Release, June 27, 2005
- INDOT Frequently Asked Questions related to Environmental Studies, updated November 14, 2007, <http://www.i69indyevn.org/frequently-asked-questions/#cost2>
- National Bridge Inventory, 2010 data, Federal Highway Administration,
<http://www.fhwa.dot.gov/bridge/deficient.cfm>
- Needs Assessment for Local Roads and Streets, Indiana LTAP Center/Purdue University, April 2009, http://63.172.77.62/pdfs/LTAP_NeedsAssessment_Summary.pdf
- “Paying Our Way, A New Framework for Transportation Finance”, Report of the National Surface Transportation Infrastructure Financing Commission, February 2009
- Roy Nunnally, INDOT, letter to Federal Highway Administration on Administrative Modification to INDOT Long Range Transportation Plan, August 9, 2010
- “Running Out of Gas”, James B. Reed and Jaime Hall, National Conference of State Legislatures, March 2011

Appendix A

National Bridge Inventory (NBI)

The National Bridge Inventory (“NBI”) database contains detailed technical and engineering information about hundreds of thousands of bridges in the United States including year built, bridge design, condition and many other fields. The NBI compiles bridge data supplied annually by each State to the Federal Highway Administration for bridges located on public roads in the State.

See <http://www.fhwa.dot.gov/bridge/nbi.htm>

Glossary of Terms

Deficient Bridge

A bridge is considered deficient if it has a status of either Functionally Obsolete (“FO”) or Structurally Deficient (“SD”). The NBI standards are designed so that a bridge is not listed as both FO and SD even though most structurally deficient bridges are also functionally obsolete.

Functionally Obsolete

Functionally Obsolete is a status used to describe a bridge that does not have a functionally adequate design for the system of which it is a part. Functionally obsolete bridges are those with insufficient deck geometry (e.g., lane width), load carrying capacity, clearance, or approach roadway alignment that do not meet accepted criteria. Functionally Obsolete does not communicate anything of a structural nature and may be both perfectly safe and structurally sound.

Structurally Deficient

Structurally Deficient is a status used to describe a bridge with one or more structural defects that require attention. This status only indicates the presence of a defect, not its severity. The SD status is determined based on condition ratings of the bridge Deck, Substructure, and Superstructure (*see below*). Structurally deficient bridges are restricted to light vehicles, require immediate rehabilitation to remain open, or are closed.

Condition Ratings

Deck

The bridge deck is the supporting surface of the bridge, usually covered with a wear surface such as asphalt or concrete. The bridge deck is often steel-reinforced concrete and is supported by the Superstructure.

Superstructure

The bridge Superstructure includes the structural elements that support the bridge deck. Superstructure may include steel beams, a concrete frame or culvert, a steel truss, or steel cables and a floorbeam system as used in a suspension bridge.

Substructure

The bridge Substructure is essentially the bridge's foundation supporting the Superstructure, including abutments and piers.

Appendix B

Indiana Counties Ranked by Percent of Deficient Bridges

Source: 2010 National Bridge Inventory

County	Total Bridges	Structurally Deficient	Functionally Obsolete	Total Deficient	Percent Deficient
CLAY	205	45	64	109	53.2%
CRAWFORD	115	36	21	57	49.6%
SULLIVAN	218	74	30	104	47.7%
GREENE	201	41	48	89	44.3%
ORANGE	133	30	23	53	39.8%
PARKE	209	47	36	83	39.7%
JENNINGS	152	44	15	59	38.8%
PUTNAM	286	81	30	111	38.8%
BROWN	114	18	25	43	37.7%
DEARBORN	146	20	33	53	36.3%
KNOX	302	34	74	108	35.8%
PIKE	143	21	30	51	35.7%
DECATUR	217	38	35	73	33.6%
MARION	936	89	224	313	33.4%
SWITZERLAND	58	11	8	19	32.8%
OWEN	144	31	16	47	32.6%
MARTIN	108	18	15	33	30.6%
STARKE	87	19	7	26	29.9%
LAKE	495	59	88	147	29.7%
GIBSON	319	61	33	94	29.5%
FOUNTAIN	196	32	22	54	27.6%
FRANKLIN	154	15	27	42	27.3%
HOWARD	155	12	30	42	27.1%
SCOTT	113	18	12	30	26.5%
VIGO	270	34	37	71	26.3%
PORTER	266	29	38	67	25.2%
SAINT JOSEPH	187	18	28	46	24.6%
RIPLEY	186	18	27	45	24.2%
WARREN	134	21	11	32	23.9%
OHIO	34	4	4	8	23.5%
LAWRENCE	166	25	14	39	23.5%
FLOYD	141	11	21	32	22.7%

The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

Appendix B (continued)

Indiana Counties Ranked by Percent of Deficient Bridges

Source: 2010 National Bridge Inventory

County	Total Bridges	Structurally Deficient	Functionally Obsolete	Total Deficient	Percent Deficient
MONROE	182	13	28	41	22.5%
DELAWARE	278	40	22	62	22.3%
FAYETTE	99	15	7	22	22.2%
PERRY	147	8	24	32	21.8%
JEFFERSON	147	17	14	31	21.1%
VERMILLION	124	13	13	26	21.0%
LA PORTE	226	22	25	47	20.8%
RUSH	223	26	20	46	20.6%
MORGAN	225	33	13	46	20.4%
BARTHOLOMEW	266	23	31	54	20.3%
HENDRICKS	330	27	38	65	19.7%
MIAMI	174	28	6	34	19.5%
RANDOLPH	257	36	14	50	19.5%
BENTON	152	21	8	29	19.1%
ELKHART	268	16	35	51	19.0%
SHELBY	248	39	8	47	19.0%
BOONE	284	38	15	53	18.7%
WASHINGTON	164	7	23	30	18.3%
WAYNE	342	37	25	62	18.1%
JOHNSON	205	14	23	37	18.0%
JACKSON	322	35	21	56	17.4%
DUBOIS	214	11	26	37	17.3%
NEWTON	163	21	7	28	17.2%
NOBLE	88	13	2	15	17.0%
CLINTON	207	26	9	35	16.9%
SPENCER	229	16	22	38	16.6%
POSEY	210	17	17	34	16.2%
PULASKI	103	13	3	16	15.5%
CLARK	232	8	28	36	15.5%
CARROLL	142	8	14	22	15.5%
ALLEN	550	25	58	83	15.1%
DAVISS	148	4	18	22	14.9%
GRANT	275	12	27	39	14.2%

The Alarming Rise of Indiana Transportation Funding Dedicated to I-69

Appendix B (continued)

Indiana Counties Ranked by Percent of Deficient Bridges

Source: 2010 National Bridge Inventory

County	Total Bridges	Structurally Deficient	Functionally Obsolete	Total Deficient	Percent Deficient
STEUBEN	129	5	12	17	13.2%
WELLS	153	16	4	20	13.1%
WHITLEY	116	11	4	15	12.9%
BLACKFORD	70	6	3	9	12.9%
MADISON	282	17	19	36	12.8%
JAY	190	14	10	24	12.6%
TIPTON	104	10	3	13	12.5%
HAMILTON	352	3	40	43	12.2%
UNION	58	6	1	7	12.1%
TIPPECANOE	293	16	19	35	11.9%
WHITE	210	23	2	25	11.9%
JASPER	188	13	9	22	11.7%
HARRISON	125	2	12	14	11.2%
KOSCIUSKO	146	14	2	16	11.0%
HANCOCK	193	5	16	21	10.9%
MONTGOMERY	250	18	9	27	10.8%
VANDEBURGH	270	2	26	28	10.4%
HENRY	205	17	3	20	9.8%
WABASH	188	6	12	18	9.6%
LAGRANGE	96	0	9	9	9.4%
WARRICK	194	10	8	18	9.3%
MARSHALL	158	5	8	13	8.2%
CASS	166	7	6	13	7.8%
DE KALB	148	1	9	10	6.8%
HUNTINGTON	180	4	8	12	6.7%
FULTON	83	3	1	4	4.8%
ADAMS	187	5	3	8	4.3%
TOTALS	18,548	1,975	2,028	4,003	21.6%