



Raymond Hess <hessr@bloomington.in.gov>

Fwd: INDOT head says funding from gasoline taxes expected to continue falling

1 message

Andy Ruff <ruffa@bloomington.in.gov>

Tue, Aug 16, 2011 at 10:26 PM

To: Raymond Hess <hessr@bloomington.in.gov>, Raymond Hess <mpo@bloomington.in.gov>, Andy Ruff <andyjruff@yahoo.com>

Raymond,

Please forward this article to all MPO Policy Committee members. Thanks.

Andy

----- Forwarded message -----

From: **Andy Ruff** <andyjruff@yahoo.com>

Date: Thu, Aug 11, 2011 at 11:47 PM

Subject: Fwd: INDOT head says funding from gasoline taxes expected to continue falling

To: ruffa@bloomington.in.gov

8/6/2011 9:32:00 AM

INDOT head says funding from gasoline taxes expected to continue falling

John Kline, Goshen News

GOSHEN — It looks like it's going to be needs over wants when it comes to future transportation projects in Indiana .

Such was the message presented by Indiana Department of Transportation Commissioner Michael Cline during a Greater Elkhart Chamber of Commerce luncheon held at the Elcona County Club in Bristol Thursday afternoon.

During the luncheon, which was held to discuss area transportation priorities and recent INDOT accomplishments, Cline indicated his feeling that funding from the state will most likely never return to the highs of 2006 when funding was at its peak.

As a result, Cline said INDOT has renewed its efforts to ensure that all future transportation projects initiated by or involving INDOT will be dealt with on a very selective, priority basis, at least for the foreseeable future.

"We must live within our means," Cline said.

In addition to that increased sense of selectivity, Cline said he also hopes to implement an extensive and robust maintenance program which will greatly extend the life of already established roads while at the same time reducing the need for expensive new road projects.

Also referenced as a challenge by Cline Thursday is the gradual decline in gas tax dollars available for transportation projects as more and more people convert to hybrid and other, similar alternative fuel vehicles. A gas tax is an excise tax imposed on every gallon of gasoline sold in the state which is typically used to pay for future transportation projects.

"I do think there will have to be a coming to terms with what is the demand and what is the need," Cline said of future projects that traditionally would have relied on gas tax dollars to get completed. "As you look at the hybrids and propane trucks that we have out there, as these things expand, the funding that we have under the gas tax won't survive. We've got to come up with something else."

On a brighter note, Cline said he is particularly happy with the current state of projects connected to the state's Major Moves funding, a pot of nearly \$4 billion received back in 2006 as part of a deal to lease the Indiana Toll Road to an Australian-Spanish consortium for the next 75 years.

Of the hundreds of projects currently being funded by Major Moves monies across the state, Cline said current projections show over 75 percent of those projects as coming in on schedule.

Of that pot, Elkhart County received a check for just over \$42 million, allowing the county to complete big projects like the Johnson Street and Six Span bridges in Elkhart .

"And those bridges were done right," Elkhart County Councilman John Letherman said.

In addition to the bridge projects, Letherman noted that the Major Moves monies also helped the county complete several phases of the ongoing C.R. 17 expansion project, the most recent of which — C.R. 17 Phase 2C — just kicked off this past Thursday

Letherman also noted several large ongoing projects that have benefited directly from Major Moves funds, projects like the widening of U.S. 33 in Dunlap and the widening of Ind. 19 and U.S. 20.

"None of these would have had any money without Major Moves," Letherman said.

However, like Cline, Letherman acknowledged his concern over the impending revenue declines in the state, noting that increasingly better gas millage in cars dropping the gas tax coupled with inflation and high prices driving down consumption are all factors contributing to what could be a real mess in the coming years.

"That's a recipe for disaster," Letherman said.

As far as possible solutions go, Letherman said that's still something that is being researched heavily, though he admitted that a possible raise in the gas tax to compensate for reduced usage is looking like one of the more probable choices.

However, even with the less than optimistic funding forecast for the state, Letherman said he is not without hope for the future, though he warned that such hope will not be possible without a little teamwork.

"Everybody's getting squeezed," Letherman said, "but if we keep working together...and hopefully keep a positive attitude, we'll be able to do some great things in the next five years."

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Join Us. Become a member at www.hecweb.org.

From: <Robert.Tally@dot.gov>
To: <richardm@tinwisle.com>
Cc: "Baker, Andrew J" <ajbaker@indiana.edu>; <michelle.allen@dot.gov>;
 <Jay.DuMontelle@dot.gov>; <Karen.Bobo@dot.gov>; <SSARVIS@indot.IN.gov>;
 <SFlum@indot.IN.gov>; <Bren.George@dot.gov>
Sent: Tuesday, August 30, 2011 10:44 AM
Subject: RE: I-69 note to USDOT

Richard,
 =/p>

Good to hear from you. In response to your follow up questions and comments, I offer the following responses:

=/p>

1) "Does this mean that federal funds are not available to the state past that date for projects within the BMCMPPO jurisdiction?"

You are partially correct. 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.

2) "Does this mean that if the BMCMPPO does not add the portion inside the BMCMPPO's boundary to its TIP for construction, the determination of fiscal constraint is no longer valid and must be revisited?"

From our 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.

3) "Clearly 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?"

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.

4) "How can anyone expect a comprehensive review and composition of comments by local officials and interested parties for a 1500 page report prepared over several years by a team of consultants when the comments period is 30 days? How is this expectation justified within the 3-

process requirement? In the end I will be asked to vote on a project that I do not comprehend adequately and that is described in a document I have not reviewed adequately.”

The Record of Decision (ROD) for Section 4 will be the culmination of years of development and analysis that started with the initiation of the Tier 1 EIS. The Draft EIS for Section 4 was published in the Federal Register on July 30, 2010 and we accepted comments during the extended comment period for the DEIS as well as after the close of the comment period. During the comment period, a public hearing was held at the Eastern Greene Middle School near Bloomfield on Thursday, August 26, 2010. The FEIS was published in accordance with 23 CFR 771.125. 23 CFR 771.127 stipulates when a Record of Decision can occur, which is no sooner than 30 days after publication of the Final EIS notice in the Federal Register or 90 days after publication of a notice for the Draft EIS, whichever is later. I emphasize all of this to indicate that this document and the information contained therein has been under review for over a year. To date we have received numerous comments on the FEIS and are continuing to accept comments until the close of the FEIS comment period.

I would also reaffirm that the Planning and Environmental processes are separate but linked activities. As I responded to previously, “before signing a Record of Decision (ROD), the selected alternative must be consistent with the TIP, STIP and Plans for the MPO and State.”⁹⁴ What a Policy Board Member bases their “vote” on is ultimately their decision.

5) “In this regard, the central question is, “Does this route alignment for Section 4 meet acceptable criteria for environmental impacts?” My responsibility as a B-CMPO member is to consider all evidence of possible environmental impacts, not just those contained in the EIS report.

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. Within FHWA, the FEIS has received a thorough review at three levels; the FHWA Indiana Division, FHWA Headquarters Environmental Program Office and FHWA’s Legal Counsel. All three of these offices determined that the Section 4 FEIS met all of the criteria for environmental impacts, which authorized me to affix my signature to the document. The Record of Decision (ROD) will present the basis for the decision as specified in 40 CFR 1505.2, summarize any mitigation measures that will be incorporated in the project and document any required Section 4(f) approval in accordance with part 774 of Title 23.

6) “The report itself contains results indicating that the I-69 construction would conflict with local development standards, particularly as they apply to karst features. Is FHWA expecting me to vote for a federal project with less restrictive standards than those we have imposed upon ourselves through legislative action?”

The Federal Regulations all point to and reference compliance with Federal and State law. In this case, as Section 4 has been developed, all Federal and State Regulatory Resource Agencies that have jurisdiction for these laws have been engaged appropriately. Title 23, Chapter 1, Section 109 (b) states that “The geometric and construction standards to be adopted for the Interstate System shall be those approved by the Secretary in cooperation with the State transportation departments.” Therefore, it is our view that the State is in the best position to make the final determination regarding the applicability of standards and ordinances enacted at the local level.

I reviewed the remainder of your comments but found no additional questions for which it appears that a response was requested. Please let me know if you have further questions or if I can be of further assistance.

Regards,

Robert Tally

From: Richard Martin [mailto:richardm@tinwisle.com]

Sent: Saturday, August 27, 2011 1:11 PM

To: Tally, Robert (FHWA)

Cc: ajbaker@indiana.edu

Subject: RE: I-69 note to USDOT

Bob,

Thank you for your response to Jack's inquiry. If appropriate I would like to get some clarification on a couple of your statements.

In 1) below you state, "The expiration of the current TIP (June 26, 2013) is the critical date after which no further federal actions or projects would be able to be taken unless a new TIP has been approved before then by the MPO and Governor." Does this mean that federal funds are not available to the state past that date for projects within the BMCMPPO jurisdiction?

In 2) below you state, "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." Does this mean that if the BMCMPPO does not add the portion inside the BMCMPPO's boundary to its TIP for construction, the determination of fiscal constraint is no longer valid and must be revisited?

In 3) below you 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." Clearly 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?

I assume that the requirement for agreement through a comprehensive, cooperative, and continuing process is intended to provide leverage to both parties in the effort to reach that agreement. Local opposition to routing I69 through Monroe County, and more particularly the City of Bloomington, has certainly been continuing for the past decade. As the INDOT planning process has progressed and evidence accumulated concerning impact and opportunities, i.e. the I69 plan has become more comprehensive in scope both officially and unofficially, local opposition has grown. We are now at the point where both of our locally elected legislative bodies and the BMCMPPO have voted against the I69 project as presented to them. To my knowledge, as requested by INDOT, we have participated in public meetings, briefings and work sessions related to the I69 project – we are cooperating but yet we are not agreeing.

As one example of INDOT's failure to cooperate I cite the emergency access issue in western Monroe County. This issue has been discussed on many occasions but INDOT has yet to file with FHWA a request for such access. I suspect that statements by your department have led them to believe such access is not possible yet we find them in many places throughout the interstate system. But if INDOT does not make the request, nothing happens to address the problem we believe is critical to the protection of life and property.

In 4) below you state, “Environmental issues for Section 4 of I-69 are a part of the EIS process of which has not yet culminated in a Record of Decision (ROD). To the extent possible, all environmental questions should be directed to FHWA and INDOT as part of the record and process for this EIS.” How can anyone expect a comprehensive review and composition of comments by local officials and interested parties for a 1500 page report prepared over several years by a team of consultants when the comments period is 30 days? How is this expectation justified within the 3C process requirement? In the end I will be asked to vote on a project that I do not comprehend adequately and that is described in a document I have not reviewed adequately.

For over 30 years I have participated in local planning and zoning processes, both as an interested citizen and for the last 12 years as an appointed official. During that time I have reviewed many assessments of environmental conditions associated with development projects and comprehensive planning efforts. A consistent observation has been that environmental efficacy is ultimately suppressed by economic efficiency – striking an appropriate balance is the phrase we use, and I have used, to proceed with development injurious to our environment but beneficial to particular individuals. Fortunately our environment has tremendous capacity for absorption of abuse, but it is certainly not infinite capacity.

In this regard, the central question is, “Does this route alignment for Section 4 meet acceptable criteria for environmental impacts?” My responsibility as a BMCMPPO member is to consider all evidence of possible environmental impacts, not just those contained in the EIS 2 report. The report itself contains results indicating that the I69 construction would conflict with local development standards, particularly as they apply to karst features. Is FHWA expecting me to vote for a federal project with less restrictive standards than those we have imposed upon ourselves through legislative action?

In response to my specific question in this regard, you state, “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.” Since I have raised this issues on several occasions, I would expect a cooperative partner to identify this process as a possibility for addressing this conflict – they have not. I was not even aware such a process was enabled by FHWA.

More generally, I have found the whole process of dealing with federal and state agencies very difficult. Most of that difficulty results from my lack of knowledge about formal procedures and criteria. I wish our BMCMPPO staff were a bit more assertive in this regard. You have been very helpful and my brief discussions with your staff are constructive. INDO staff have been less helpful, probably because we seem to be in an adversarial status. For example, had I been informed about the specific ROD phase approval criteria, my motion to include the preliminary design and ROW phases of the BMCMPPO portion in out-TIP late last year would not have included the ROW phase as requested by Mr. Sarvis. To have a successful cooperative relationship, all parties must be aware of their responsibilities. As an MPO we have not been as judicious as the law allows.

It is important for all of us to remember that the EIS 1 route decision was conditioned upon a satisfactory EIS 2 assessment. Therefore, a failure of the EIS 2 to meet acceptable criteria would simply mean a revisiting of the route selection process rather than termination of the I-9 project segment SIU Number 3.

Cheers,
Richard

From: Robert.Tally@dot.gov [mailto:Robert.Tally@dot.gov]
Sent: Friday, August 26, 2011 1:17 PM

To: ajbaker@indiana.edu; Richard Martin
 Cc: michelle.allen@dot.gov; SSARVIS@indot.IN.gov; SFlum@indot.IN.gov; Robert.Black@dot.gov;
 Jay.DuMontelle@dot.gov; Karen.Bobo@dot.gov
 Subject: RE: I-69 note to USDOT

Mr. Baker,

Thanks for your patience as I worked through conflicting schedules and other pressing matters to respond to your and Mr. Martin's questions. Please review my responses to your questions as follows:

- 1) 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?

23 CFR 450.324 provides the Federal requirement 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.

- 2) Does INDOT, according to Federal guidelines, have proper fiscal constraint to construct I-69 section 4?

23 CFR 450.216 (m) states that: "The STIP shall include a project only if full funding can be reasonably anticipated to be available for the project. Financial constraint of the STIP shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonable available revenues." 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.

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

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.

4) At the last MPO meeting, there were a number of questions that Sam Sarvis, representing INDOT, could not answer regarding environmental issues that opponents believe should be answered prior to including I-69 in the 2012-2015 TIP.

Environmental issues for Section 4 of I-69 are a part of the EIS process of which has not yet culminated in a Record of Decision (ROD). To the extent possible, all environmental questions should be directed to FHWA and INDOT as part of the record and process for this EIS.

1. Was it appropriate for INDOT to ask that I-69 be included in our local TIP prior to the completion of a final EIS?

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.

2. 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? Other than stated above, the planning process and the environmental process are separate activities. 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 3= process with the State when voting on such requests.

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You provided two additional questions from MPO Policy member Richard Martin, which are addressed as follows:

- 1) The first is the extent to which a local community's standards can be over-ridden by state and federal authorities to promote regional objectives. This is particularly important for the I69 route decision that places it in an area where we would not allow a local road to be constructed. We have suspected this was the case but until the FEIS was completed it was not known for certain – now it is. The conflict arises because local standards are far more restrictive than state or federal standards. It is the route selection that causes the conflict because there are route choices that do not create the conflict. Essentially the state and federal government are willing to make environmental/cost trade-off decisions that we are not.

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.

- 2) The second has to do with completion of I69 beyond Section 4. The position of INDOT has always been that there would be a steady progression of I69 progress from Evansville to Indianapolis. I would expect that if this is indeed the case, there would be no need to terminate I69 at SR37 with a signalized intersection and a design specification with functionality for at least 10 years. I believe there are serious impediments to bringing SR37 to Interstate standards in the near-term. So the issue is not simply completion of Section 4 but the full completion of I69 without a lingering SR37 through

Bloomington and Monroe County for many years to come trying to serve I69 traffic loads.

Nationally I-69 has been divided into 32 Segments of Independent Utility (SIUs) for development between Canada and Mexico. SIU Number 1 extends from Port Huron, Michigan to I-465 on the northeast side of Indianapolis; SIU Number 2 begins on the northeast side of Indianapolis and ends on the south side of Indianapolis. SIU Number 3 begins at I-465 on the south side of Indianapolis and ends at I-64 in Evansville. SIU 4 begins at I-64 in Evansville and ends in Henderson, Kentucky.

SIU Number 3 from Indianapolis to Evansville was advanced in the Tier 1 EIS which culminated in March 2004 with a corridor decision for alternative 3C. This process was consistent with CEQ and FHWA regulations allowing for NEPA studies for large, complex projects to be carried out in a two-staged "tiered" process. Following the Tier 1 Record of Decision in 2004, the corridor was divided into six sections of Independent Utility and Logical Termini for the Tier 2 process. The EIS process has been completed for Sections 1, 2 and 3, which are under construction at this time. Section 4 is nearing the completion of the EIS process at this time. The Tier 2 EIS process for Sections 5 and 6 remain to be completed. It is our understanding that INDOT has indicated their desire to continue progress on Section 5 of the I69 corridor, and will be starting field investigations in the near future as part of the Tier 2 process.

Regarding the issue of the I-69 connection with SR-37, we recognize that there will need to coordinate with the Section 5 Tier 2 EIS process before making a final decision as to the type of permanent connection that will be needed at this location. This decision will be based on the alternatives considered in the Section 5 Tier 2 EIS process. Therefore, we have concurred with INDOT, that at this time, Section 4 may terminate at a signalized intersection with SR-37 until the Section 5 EIS process has culminated in a final cross-section and connection decision. We recognize the concerns raised about the steady progression of I-69 from Evansville to Indianapolis, however, each of the Tier 2 Sections were chosen and analyzed as having Independent Utility and Logical Termini, of which Section 4 will have. There is a discussion on deferring the SR-37 interchange discussed in Appendix PP of the Section 4 FEIS, which can be located at <http://www.i69indyevn.org/section-4-feis/>.

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Mr. Baker, I hope that the above provides you with answers to your questions. Please contact me or Michelle Allen if you have any further questions.

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Robert F. Tally Jr. P.E.
Division Administrator
FHWA Indiana Division

From: Baker, Andrew J [<mailto:ajbaker@indiana.edu>]
Sent: Monday, August 22, 2011 11:59 AM
To: Tally, Robert (FHWA); DuMontelle, Jay (FHWA); Allen, Michelle (FHWA)
Subject: RE: I-69 note to USDOT

Robert, Jay, Michelle, I am concerned our next BMCMPPO meeting in September will be a repeat of our previous meeting and will have the same outcome. We will likely adopt a TIP without inclusion of I-69 and will be in the same position as now – having a locally adopted TIP that is unacceptable to INDOT. We need your active participation and guidance in this meeting. In particular we need to know – and INDOT needs to know –

- 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?
- Does INDOT, according to Federal guidelines, have proper fiscal constraint to construct I-69 section 4?
- With its refusal to accept our new TIP can INDOT withhold our Federal funds and/or redirect those funds for construction of I-69?
- At the last MPO meeting, there were a number of questions that Sam Sarvis, representing INDOT, could not answer regarding environmental issues that opponents believe should be answered prior to including I-69 in the 2012-2015 TIP. Was it appropriate for INDOT to ask that I-69 be included in our local TIP prior to the completion of a final EIS? 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?

Jack Baker Vice Chairman
BMC MPO Policy Committee
812 855 2241
ajbaker@indiana.edu



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Dalton Doug <dedalton@prairie.com>

Fri, Sep 2, 2011 at 11:27 PM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

I'm writing you in concern that while many of us who have lived in Bloomington our whole lives have just set back and let a group speak for us and not stand up and let our Voices be Heard. I believe the time has come for all of us to put an end to this situation and start planning for the future and for I-69. We need to concentrate on how we can build Bloomington to make this highway beneficial to us. I manage a ready-mix concrete company in Bloomington as well as Terre Haute and Indianapolis and I understand very well how the Highway System works and with my involvement with the people of Terre Haute who would have been very happy to have had this highway come through Terre Haute.

Terre Haute has benefited greatly from I-70 and we will from I-69 but we need to first understand that IU & Cook will not sustain our town or our future we need good paying jobs and manufacturing companies to locate in Bloomington. Some say that by building the highway that it will bring drugs into our community for those who believe this please wake up we have drugs in our community now.

Yes if I was a property owner and owned a farm that was passed down through generations I would be upset that my farm would be taken but at the same time I would understand that this is progress this is building our future for many more generations to come, I agree Bloomington is a wonderful place to raise a family and great place to live that is why I chose to stay and raise a family in Bloomington, I just hope your group will stop what you are doing and lets get busy developing a plan that will keep Bloomington beautiful and safe. Let's develop infrastructure that will benefit Bloomington and the business owners who have chosen Bloomington as a place of business.

Yes I work in the construction business and yes I will be trying to land a portion of this work that IS COMING TO BLOOMINGTON. I have been involved in every bid since this started in southern Indiana and have been following this for 3 years and as construction started last year I remember hearing you all saying how you where going to stop this highway, well your plan is not going to work, The unbelievable thing to me is a few months ago I read where your group said they are still going to stop I-69 and our Mayor was supportive of your cause the day I read this I was on the construction site located at the 231 junction at crane naval base watching dirt being moved and a road being built 35 miles south of Bloomington, listen people get your heads out of the sand and for the sake of Bloomington lets drop this and get on board, lets take the money and make Bloomington a better place to live. Some say all this will create is a super highway and people will just drive past Bloomington, again for those who have made this comment or who believe this I would say you are wrong but lets say your right then why would you not start planning for this and give people a reason to stop in Bloomington.

My last comment is that I was watching the TV and a meeting was taken place that was on the community channel and the discussion was about I-69 and a lady made the comment that she moved to Bloomington 4 years ago and she went on about how beautiful Bloomington was and that if the highway was built she would move away from Bloomington, I say move and take everyone that thinks this way with you, I'm from Bloomington and the people who care about this town are going to be here to support this town and will help make this town

beautiful and a place that many more will want to come live.

You are not going to stop this highway so let's do the right thing for all of Bloomington and our community, let's come together and develop a plan that will benefit Bloomington for many years to come.

Sincerely:

Douglas Dalton



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Susan Pauly <drspauly@sbcglobal.net>

Sat, Sep 3, 2011 at 8:14 AM

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

As a local business owner and someone who must travel frequently to Indy, I strongly support I-69 through Bloomington. It is shortsighted to refuse easier and faster access to our community for business and leisure travelers to this town. Economically, we cannot expect companies to come here to establish well-needed jobs for our area without 69. Stop your selfish political stonewalling!

Susan Pauly, Ph.D. HSPP
Counseling Psychologist

Sent from my iPhone



Raymond Hess <hessr@bloomington.in.gov>

Please vote to keep I-69 OUT of the Bloomington/Monroe County TIP

1 message

Flynn, Bob <reflynn@iu.edu>

Mon, Sep 5, 2011 at 10:02 AM

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

Cc: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "McDaniel, Kent Edward" <kemcdani@indiana.edu>

Members of the MPO:

Due to work responsibilities I am unable to attend your meeting this Friday, but as a 27 year resident of Bloomington and Monroe County I would like my voice heard.

I have followed the I-69 debate for many years and believe the project to be overtly politically-driven rather than driven by any fiscal or even engineering logic. I do not want to reopen the well-worn debates about alternative routes, environmental impacts or even the looming threat of oil supply depletion. I am most concerned about the huge price tag which taxpayers will have to bear and the enormous impact it will have on the home and community my family and I so love. I realize you can't make legal arguments on emotional impact, but when all summed up I think we will find that this project is 10% construction and 90% destruction – destruction of sensitive and beautiful areas of our state; destruction of multi-generational family farms; destruction of the charm, character and appeal of Bloomington and Monroe County as well as other parts of south-central Indiana; (further) destruction of trust in our elected representatives; and destruction of the democratic process.

Please hold firm. Please do not give in to INDOT threats. Please do not include I-69 in the Bloomington/Monroe County Transportation Improvement Plan.

Respectfully,

Bob Flynn

1917 E. Arden Drive

Bloomington, IN 47401



Raymond Hess <hessr@bloomington.in.gov>

I69

1 message

joseph.aldridge@nmfn.com <joseph.aldridge@nmfn.com>

Mon, Sep 5, 2011 at 10:55 AM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

To Whom It May Concern:

I am writing to you to voice my support of the building of I69. I moved here from Evansville and what this interstate will do for our local economy financially will greatly benefit our community. Monroe County already has one of the highest tax rates in the state and without businesses wanting to move to our community it will only cause higher taxes for us that live here. Also, you need to check and see why Richmond and Bowling Green Kentucky are the two fastest growing communities in the Midwest when it comes to annual income growth rates. It is because of the North-South interstates that go through there. This interstate will also improve the chances of Crane staying here when our federal government goes through their next round of defense cuts. If we lose Crane the financial impact that will have to Bloomington will be drastic.

We are going to grow. You as leaders of our community should be there to support all of the community. As a business leader and employer in this town it would help bring more business and higher paying jobs to our community with an interstate. It will also help support our local businesses with new opportunities.

Sincerely,

Joe Aldridge



Joseph L. Aldridge, CLU, ChFC, CLTC

Managing Director

320 W. 8th Street, Suite 113 Bloomington, IN 47404

Phone: 812/331-7000

Fax: 812/331-7010

joseph.aldridge@nmfn.com

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Northwestern Mutual
720 East Wisconsin Avenue
Milwaukee, Wisconsin 53202 4707



Raymond Hess <hessr@bloomington.in.gov>

Sept 9th INDOT meeting.

1 message

Smith, Dennis (BLOOMINGTON, IN.) <dennis_smith@ml.com>

Mon, Sep 5, 2011 at 11:56 AM

To: mpo@bloomington.in.gov

MPO Members,

I am writing to STRONGLY URGE YOU to change your position, and immediately include I-69 in our community's Transportation Improvement Program. While it may have been reasonable to oppose I-69 during the period that it was being considered by State Government, the decision to complete I-69 is clearly irreversible at this point. I believe that it is irresponsible for MPO to continue to refuse to include I-69 in our TIP. That position not only limits the community's ability to participate in on-going planning, but risks losing over \$30 million dollars in other highway funding.

I am convinced that you will be doing an incredible disservice and untold economic damage to our community if you stubbornly maintain your current position. The financial impact of your current position will ultimately be felt by the tax payers, at an economic time that everyone can least afford the added tax burden.

Respectfully submitted,

Dennis Smith

Dennis D Smith
First Vice-President
Financial Advisor
320 W. 8th St.
Suite 103
Bloomington, IN 47404

Direct: [812-355-3222](tel:812-355-3222)
Toll Free: [888-211-4209](tel:888-211-4209)

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Raymond Hess <hessr@bloomington.in.gov>

Indianapolis Business Journal new I-69 piece

1 message

Andy Ruff <ruffa@bloomington.in.gov>

Mon, Sep 5, 2011 at 11:18 PM

To: Josh Desmond <desmondj@bloomington.in.gov>, Raymond Hess <mpo@bloomington.in.gov>, Raymond Hess <hessr@bloomington.in.gov>, "Robinson, Scott" <robinsos@bloomington.in.gov>, "McDaniel, Kent Edward" <kemcdani@indiana.edu>

Josh, Raymond, Scott,

Attached is an editorial by Bill Styring (former Hudson Institute Economist) in the Indianapolis Business Journal on I-69. Would you please immediately forward to all MPO Policy Committee members. If for some reason you cannot do this please let me know immediately so I can have sj do it. Also, please be sure to forward what I sent you on Friday to all Policy Committee members. I'll be sending another item in a few minutes that I also ask that forward to Policy Committee members asap. Thank you.

Andy

 INBusinessJ -- Styring Article082011.pdf
74K



STYRING: Abort the foolish new-terrain path for I-69

Bill Styring / Special to IBJ August 20, 2011



How to better get from Indianapolis to Evansville has been written about, debated and feasibility-studied for nearly four decades. The options are to use Interstate 70 and a U.S. 41 upgraded to interstate standards or to build a “new terrain” route.

New terrain has the obvious advantage of being shorter. But the I-70/U.S. 41 alternative is about a billion dollars cheaper because I-70 already exists and U.S. 41 is already four lanes and lightly traveled in large part.

Aside from about a 12-mile bypass around Terre Haute and some work on a more crowded stretch just north of Evansville and a few interchanges, it doesn't require much makeover.

Also, environmentalists argue that I-70/U.S. 41 doesn't rip up forests and wetland like new terrain.

The decision would finally appear to have been made for new terrain. Construction is under way or contracts let for the first leg between Evansville and the Crane Naval Surface Warfare Center (Sections 1, 2 and 3).

Decision made, case closed. Right?

Maybe not. Our leaders may have second thoughts about extending construction beyond Crane. Even at this late date, they might go for the cheaper I-70/U.S. 41 option. Here's why.

First, new terrain was always a horrible idea. It is shorter, but not as much as you might think. Only about 12 to 15 miles, saving about as many minutes of trip time.

That's not much gain for an extra billion bucks. How much traffic savings on those 12 to 15 miles of new terrain would it take to pay back the extra expense? The answer is startling. New terrain would have to average one vehicle every six sections in each lane 24/7 for the next 30 years.

Interstate 465 is the most heavily used interstate in



Indiana, and it doesn't average that much. Rush hours, yes. But rush hours are 20 out of 168 each week. You also have to average in those 3 and 4 a.m.'s.

Second—and surely of more interest to our legislators—Section 4 of new terrain from Crane to Bloomington is hugely expensive. The terrain is hilly; construction is difficult. Major Moves money from leasing the Indiana Toll Road is nearly gone. It financed most of sections 1-3.

Section 4 will now start sucking up state gas tax money—over \$400 million. That's the stuff that pays for pet local road and bridge projects. When our legislators find out what this will do to their pets, well, I don't want to be in the room.

Better to stop new terrain at Crane. Even with the money already sunk in new terrain, I-70/U.S. 41 is the superior option. Leave the pretty trees and wetlands of southwestern Indiana alone.

On this one I'm—gasp, charge admission—in bed with the tree huggers. •

Styring is an economist, a former Indiana Chamber of Commerce lobbyist, and a former senior fellow at the Hudson Institute. Send comments on this column to ibjedit@ibj.com.

Recommend

0

Share



Raymond Hess <hessr@bloomington.in.gov>

I 69

1 message

Deborah Capps <thomcap4@gmail.com>

Tue, Sep 6, 2011 at 7:19 AM

To: mpo@bloomington.in.gov

MPO Members: Please hold firm and Keep I 69 out of our transportation plans. Please continue to support our quality of life in Bloomington and Monroe counties. We do not need I 69.



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Karyn Moskowitz <kmoskowitz@sbcglobal.net>

Tue, Sep 6, 2011 at 9:19 AM

To: Karyn Moskowitz <kmoskowitz@sbcglobal.net>

Dear Mayor Kruzan and Members of the MPO,

I am writing to urge you to NOT include I-69 in the Transportation Improvement Plan. Please stand strong in the face of INDOT and FHWA's blackmail tactics. The people of Monroe County are behind you.

There are many enormous problems with this highway, including the lack of money to actually build it, the negative environmental and economic effects, decrease in air quality, and lack of money to take care of the roads we already have.

Thank you,
Karyn Moskowitz
GreenFire Consulting Group, LLC
2424 S. Milton Drive
Bloomington, IN 47403
502-475-8979
kmoskowitz@sbcglobal.net
www.greenfireconsulting.com



Raymond Hess <hessr@bloomington.in.gov>

(no subject)

1 message

Moore, Mark E <mmoore23@iuhealth.org>

Tue, Sep 6, 2011 at 4:12 PM

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

Cc: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "kemcdani@indiana.edu" <kemcdani@indiana.edu>, "pmurray@indiana.edu" <pmurray@indiana.edu>, "richardm@tinwisle.com" <richardm@tinwisle.com>, "councilorthomas@gmail.com" <councilorthomas@gmail.com>, "lyncoyne@indiana.edu" <lyncoyne@indiana.edu>, "markastoops@yahoo.com" <markastoops@yahoo.com>, "ajbaker@indiana.edu" <ajbaker@indiana.edu>, "bwilliams@co.monroe.in.us" <bwilliams@co.monroe.in.us>, "hoosierbar@yahoo.com" <hoosierbar@yahoo.com>, "johnsons@bloomington.in.gov" <johnsons@bloomington.in.gov>, "ruffa@bloomington.in.gov" <ruffa@bloomington.in.gov>, "KAEATON-McKALIP@indot.IN.gov" <KAEATON-McKALIP@indot.in.gov>

Dear MPO member,

I would like to give you IU Health Bloomington Hospital's position in regards to the I-69 project and advocate for its inclusion in the TIP. Our position centers upon access to healthcare, particularly emergency care, and its significance to individuals who live in south central Indiana. IU Health Bloomington Hospital serves over 400,000 citizens in a 10 county region. This statement is further substantiated by the fact that over 45% of our patients live outside of Monroe County.

The adequacy of transportation systems for emergency care can often be a life and death issue. Thus, the nature of our comments support I-69 for rapid, unimpeded, emergency transport to IU Health Bloomington Hospital from the site of injury anywhere in this region as well as direct transfers from our hospitals in Paoli, Bedford, and Martinsville. This rationale is pertinent for patients that we need to transport to IU Health Indianapolis for services that we don't offer.

Individuals in outlying counties are also trying to access physician specialists and programs that exist only in Bloomington, therefore ease of traveling is an issue.

Lastly, continued enhancements to Bloomington and Monroe County's existing transportation routes and infrastructure are vital for the same reasons and the funding should not be jeopardized given that the I-69 project is becoming a reality. Please allow our community and our healthcare system to be involved in the planning for this crucial phase.

In your decision making, thank you for considering this real life impact upon south central Indiana citizens.

Mark Moore

President & CEO

Administration

Indiana University Health Bloomington

812.353.5757

MMoore23@iuhealth.org

Discover the strength at iuhealth.org.

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Leading Economic Development in Northwest Kentucky

6 September 2011

Mr. Raymond Hess
Bloomington-Monroe County Metropolitan Planning Organization
410 N Morton Street, Suite 160
Bloomington, IN 47404

Dear Mr. Hess:

On behalf of Northwest Kentucky Forward, the regional economic development organization serving Henderson, Webster, Union and McLean Counties, I would request a YES vote from the Policy Committee on INDOT's request to include construction for Section 4 of I-69.

The MPO has heard all the benefits of I-69, so I will not elaborate further on the economic value. However, I must relay that for the communities of Northwest Kentucky, in fact for communities throughout Western Kentucky, this project is invaluable. It is for this reason so many of our communities has come together to work on behalf of I-69 in Kentucky and all along the corridor. Kentucky will soon have 55-miles of I-69 in place and the Commonwealth has dedicated millions of dollars to bring additional miles under the I-69 shield in the near future.

Just as we have recognized the importance of working across county and municipal lines, we must also work across state lines. We have worked with our friends in Southwest Indiana and Northwest Tennessee and we desire to work with advocates for a better stronger economy in Central Indiana as well. Communities and states across the I-69 route are investing and we must all invest together so that we can all benefit from this important project.

Thank you for your consideration.

Best,

A handwritten signature in black ink that reads "Kevin T. Sheilley".

Kevin T. Sheilley

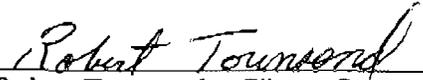


GIBSON COUNTY COMMISSIONERS
225 N HART ST
PRINCETON, INDIANA 47670
PHONE: 812-385-8260
FAX: 812-385-3428

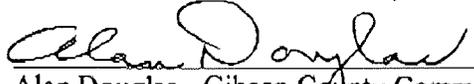
To: Bloomington/Monroe County Metropolitan Planning Organization
P.O. Box 100
Bloomington, IN 47402

Sept. 6, 2011

The Commissioners of Gibson County urge the Bloomington Planning Organization to approve the completion of I-69. The completion of this project is essential to the economic development of Southwest Indiana. It would be unfortunate for this project which has had so much of it completed to now be stalled.

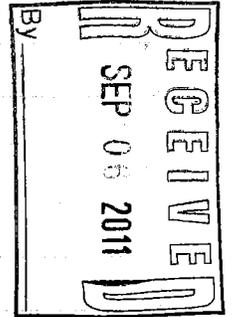

Robert Townsend - Gibson County Commissioner


Gerald Bledsoe - Gibson County Commissioner


Alan Douglas - Gibson County Commissioner

PROTECT OUR FUTURE

When a highway was planned for SW Indiana - that was one thing & the purpose of going through Mc/Blgtn was important. BUT



I69 is much more than a highway for Indiana. Our land is being taken by the Federal Government - through INDOT cooperation. This highway isn't for us or really for our economic development locally.

We have several usable highways through Mc/Blgtn that work just fine for our community. How did RCA, GE & OTIS ship things all over the country in the past? Upgrading these roadways would serve our future. Upgrading West 45 (which some is planned) will do more to serve us locally.

The loss of much of our landscape and Mc citizens homes & private property for a NEW TERRAIN INTERSTATE that will basically just go through our rural countryside to then "T" into I37 - is to great a loss and doesn't serve our community.

(2)

It only uses our land for a trucking, shipping & hoards of people moving pavement for NAFTA.

Our county land is precious to us all & shouldn't be sold out in this way. If MPO wants to create new rules for land use, especially the Karst land, & tell us that we won't be able to build on a 15% slope, etc — then this NEW TERRAIN INTERSTATE Carving through some of the most dense Karst/cave land — is an insult to the property owners who have given their lives for the betterment of our county land.

I've heard that it's possible a driveway might ^{NOT} be approved in many places in S. West Monroe County. But this massive "driveway" will bridge over many creeks, and worse — carve through hillsides, Harmony Road ridge will be cut through 90' to 125'. I've been told by INDOT.

I went to North High School ^{Blight} as 1st graduating class in 1973. The school got behind construction

(2)

(3)

schedule because of encountering unknown amounts of limestone. (My senior yr was a construction mess!)

My (very quiet) farm is approx 1 mile South and 1 mile east of I69 New Terrain where it enters M.C. as a curve. My property (and many of my neighbors) have Karst features - and my home is flanked on either side w/ large limestone formations.

I can only imagine what Harmony Road Ridge will consist of. Go east (following proposed route) and you can visually see large Karst dips in landscape @ Pic-A-Chick. The interstate is slated to go right through & destroy the business. Go see it - the owners of Pic-A-Chick will be glad to show you. (That business has been there for, I'm guessing 50 years.)

You can't just look @ a map or take TNDOT'S word for it, that they care about the our county landscape. They are on a mission & it's payback time for the grants Bloomington has been given for mostly the "city" folk. The rural

(3)

country side as theirs for the taking. Even after 20 years and hundreds of hours of meetings, research & letter writing. They DO NOT CARE about what is destroyed to serve their goals.

I've read through countless articles and viewed the thousands of pages on the INDOT/ENVIRONMENTAL E.D'S (it does take quite a while to do) and everything has been presented and argued - but STILL they are determined to have their way with our precious non replaceable landscape.

Morris County is like a cocoon around Bloomington. It provides fresh air, places of peace, places to grow food, take quiet bike rides, neighborhoods of country folk - who know each other and contribute to the welfare of our community. I believe we serve as a type of gate keeper for the safety of the thousands of young people (many on their own for first time here) by surrounding I.U. with a caring and watchful community.

If you open the floodgates
of hordes of humanity to pass
through our community, and
have to create the types of
"economic development" needed
to serve these passer bys and
the raffia that comes with it all,
our community WILL SUFFER.
And be changed forever!

People from Greene County to
Monroe County to Morgan County
to 465 are praying for a miracle
for this massive NAFTA-INTERSTATE
to not carve through our rural
landscape and consume I-37.

INDOT has plotted to create
a way to control our local
government by granting much
needed improvements around
Bloomington - knowing, mainly
a small patch of land & all
of 37 off roads were what they
needed to gain absolute control
over, in order to execute the
take over of our county land.

It is sickening. Please stand
firm in your questioning of their
motives and require that our

(6)

Communities not suffer and
lose our future. And allow
the loss of so many peoples
private property that they
have invested everything, for
years into. PROTECT & PRESERVE
our community's landscape.

M.P.O and all involved. Can't stop
I 69 - but you can keep it from
coming through Monroe County and
force it to follow the more
reasonable route - North from
Crane to I 70. This interstate
is a CLASS-1 transportation
route - which, if I understand
correctly means 10,000 vehicles
per day are expected to use it.

Really. Is this a good thing for
Bloomington / Monroe County? We
have highways to go any direction
in/out of Bltn. now. Our future
does NOT depend on having this
huge interstate at our door step.

Please don't support I 69 New Terrain
in any way. Say NO to including
in future MC Budgets.

PLEASE. Your community is counting
on our local leadership.

(6)

8/31/2011

7

Respectfully submitted,

Donna Lutz Ferree

812-825-3796

(monroe county ancestry of
184 years & love and desire
to serve my fellow citizens)

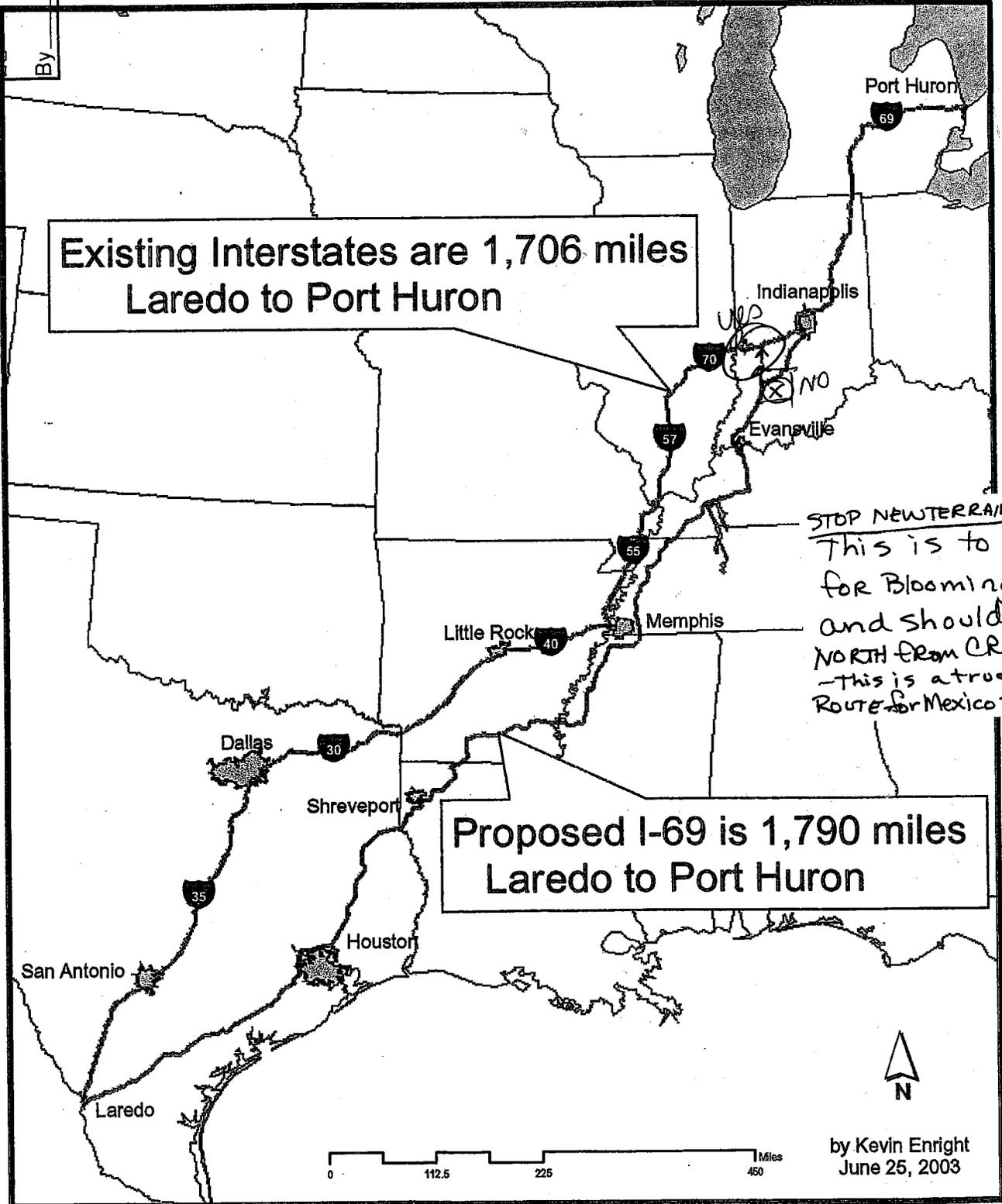
P.S. If this goes as INDOT proposes,
there is no access through Indian
Creek township for emergency responses
to interstate - so it seems that a
closed exit has been requested,
using Burch Road (the road I
live on). Judging by the traffic
reports on the Indianapolis News
stations - there is almost daily
traffic accidents (some times closing
ramps & sections of interstate) and
my concern is that the quiet
atmosphere many enjoy @ my
farm will become riddled with
sirens. It will destroy many
places of peace & quiet that still
exist in our community. People
have said its so quiet @ our farm
THAT IT HURT THEIR EARS! Thats
worth fighting for.....

7

RECEIVED
SEP 09 2003
By

RECEIVED
SEP 09 2003
By

Proposed I-69: 84 Miles longer than existing Interstate Highways



Existing Interstates are 1,706 miles Laredo to Port Huron

Proposed I-69 is 1,790 miles Laredo to Port Huron

STOP NEWTERRAIN
This is to much for Bloomington and should go NORTH from CRANE -this is a trucking Route for Mexico to Canada

by Kevin Enright
June 25, 2003

FROM Personal I69 Resource File...

Background:

How The Analysis Was Conducted

The I-69 map uses the ArcMap 8.2 software developed by the Environmental Systems Research Institute (ESRI). This is the same mapping software that is used by the State of Indiana (INDOT) and the U.S. federal government (Federal Highway Administration).

The steps taken to generate the I-69 map were to search the Internet for each of the eight I-69 member state's highway plans. The researcher was able to download these official plans for nearly the entire route. These plans were then projected onto the U.S. national map and the routes were re-digitized to complete a composite whole I-69 plan. A map projection called Universal Transverse Mercator (UTM) was used, as this is generally agreed upon as producing the most accurate and precise information. The distance measurements are automatically generated, and double and triple check redundancy tests were used to assure that the information is correct.

There are a variety of route options for I-69 and not all of them were analyzed. However, the shortest and longest possible routes were analyzed as well as routes representing a median distance. These options were compared to the existing Interstate Highways that connect Laredo, Texas to Port Huron, Michigan.

Findings

The shortest possible I-69 route is 46 miles longer than the existing Interstates. The median I-69 route is 84 miles longer than the existing interstates. The longest version includes the Houston port access with a build out that utilizes the Interstate 10-Interstate 35 connection between Houston and Laredo. This makes the proposed I-69 route longer by 160 miles versus utilizing existing interstate from Laredo to Port Huron.

This analysis corroborates exactly the mileage for I-69 in a government study titled "Corridor 18 Special Issues Study" released in 1997. This analysis concluded that the median distance for I-69 between Indianapolis, Indiana, and Laredo, Texas, would be 1,430 miles. The Corridor 18 Special Issues Study also found that I-69's length would be 1,430 miles.

About the Researcher

Kevin Enright served as Monroe County Surveyor from 1996 to 2000. He served on the Indiana Society of Professional Land Surveyors' GIS committee. The purpose of this committee was to coordinate the High Accuracy Reference Network Survey [HARN] for Indiana. The Indiana HARN Survey is part of the United States network that is being conducted by the National Geodetic Survey (NGS). This geodetic reference network is the basis for precision and accuracy in GPS surveying and GIS mapping.

As county surveyor Mr. Enright received a grant from ESRI for GIS mapping software [1998]. The purpose of the grant was to digitize the surveyor office maps, integrate office database management systems, and generate metadata compatible with the National Spatial Data Infrastructure (NSDI). He received training from the Indiana Department of Environmental Management.

Mr. Enright is certified by the American Congress of Surveying and Mapping, [1997]. He is currently enrolled at Indiana University studying geographic information systems (GIS) Science.



Raymond Hess <hessr@bloomington.in.gov>

RE:

1 message

Baker, Andrew J <ajbaker@indiana.edu>

Tue, Sep 6, 2011 at 4:37 PM

To: "Moore, Mark E" <mmoore23@iuhealth.org>, "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>

Cc: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "McDaniel, Kent Edward"

<kemcdani@indiana.edu>, "Murray, Patrick Joseph" <pmurray@indiana.edu>, "richardm@tinwisle.com"

<richardm@tinwisle.com>, "councilorthomas@gmail.com" <councilorthomas@gmail.com>, "Coyne, Lynn H"

<lyncoyne@indiana.edu>, "markastoops@yahoo.com" <markastoops@yahoo.com>, "bwilliams@co.monroe.in.us"

<bwilliams@co.monroe.in.us>, "hoosierbar@yahoo.com" <hoosierbar@yahoo.com>, "johnsons@bloomington.in.gov"

<johnsons@bloomington.in.gov>, "ruffa@bloomington.in.gov" <ruffa@bloomington.in.gov>, "KAEATON-

McKALIP@indot.IN.gov" <KAEATON-McKALIP@indot.in.gov>

Mark, thanks for your note. What is your opinion of county road closures and wide spacing of interchange locations brought by I-69. Will they have detrimental effect on rapid, unimpeded emergency transport from locations in Monroe County and those other areas of south central Indiana served by the interstate highway?

-- Jack

From: Moore, Mark E [mailto:mmoore23@iuhealth.org]

Sent: Tuesday, September 06, 2011 4:13 PM

To: mpo@bloomington.in.gov

Cc: mayor@bloomington.in.gov; McDaniel, Kent Edward; Murray, Patrick Joseph; richardm@tinwisle.com;

councilorthomas@gmail.com; Coyne, Lynn H; markastoops@yahoo.com; Baker, Andrew J;

bwilliams@co.monroe.in.us; hoosierbar@yahoo.com; johnsons@bloomington.in.gov; ruffa@bloomington.in.gov;

KAEATON-McKALIP@indot.IN.gov

Subject:

Dear MPO member,

I would like to give you IU Health Bloomington Hospital's position in regards to the I-69 project and advocate for its inclusion in the TIP. Our position centers upon access to healthcare, particularly emergency care, and its significance to individuals who live in south central Indiana. IU Health Bloomington Hospital serves over 400,000 citizens in a 10 county region. This statement is further substantiated by the fact that over 45% of our patients live outside of Monroe County.

The adequacy of transportation systems for emergency care can often be a life and death issue. Thus, the nature of our comments support I-69 for rapid, unimpeded, emergency transport to IU Health Bloomington Hospital from the site of injury anywhere in this region as well as direct transfers from our hospitals in Paoli, Bedford, and Martinsville. This rationale is pertinent for patients that we need to transport to IU Health Indianapolis for services that we don't offer.



Raymond Hess <hessr@bloomington.in.gov>

Vote NO to I69 !

1 message

Alex Gul <alexgulus@gmail.com>

Wed, Sep 7, 2011 at 9:25 AM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

I69 mentality is atavistic - it's 21-st century outside. We need clean industries here like live sciences, IT and communication - not another environment destroying highway, both when constructed and used, to haul products made by overexploited Chinese, Mexican or Bangladeshi workers. The every-possible-dollar-grabbing mentality is nearsighted and preventing from seeing a big picture. Use that money - OUR taxes - to improve the EXISTING roads.

Alex Gul

Bloomington



Raymond Hess <hessr@bloomington.in.gov>

RE:

1 message

Moore, Mark E <mmoore23@iuhealth.org>

Wed, Sep 7, 2011 at 10:18 AM

To: "Baker, Andrew J" <ajbaker@indiana.edu>, "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>
Cc: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "McDaniel, Kent Edward" <kemcdani@indiana.edu>, "Murray, Patrick Joseph" <pmurray@indiana.edu>, "richardm@tinwisle.com" <richardm@tinwisle.com>, "councilorthomas@gmail.com" <councilorthomas@gmail.com>, "Coyne, Lynn H" <lyncoyne@indiana.edu>, "markastoops@yahoo.com" <markastoops@yahoo.com>, "bwilliams@co.monroe.in.us" <bwilliams@co.monroe.in.us>, "hoosierbar@yahoo.com" <hoosierbar@yahoo.com>, "johnsons@bloomington.in.gov" <johnsons@bloomington.in.gov>, "ruffa@bloomington.in.gov" <ruffa@bloomington.in.gov>, "KAEATON-McKALIP@indot.IN.gov" <KAEATON-McKALIP@indot.in.gov>

Jack, this underscores why involvement of our providers is needed in the final design, such as the creation of emergency vehicle access points at certain locations, if appropriate. Overall, if there are tradeoffs we still feel we are in an improved situation for the vast majority of patients and for linking the transport from hospital to hospital. Thanks for the consideration and question. Mark.

Mark Moore

President & CEO

Administration

Indiana University Health Bloomington

812.353.5757

MMoore23@iuhealth.org

Discover the strength at iuhealth.org.

From: Baker, Andrew J [mailto:ajbaker@indiana.edu]

Sent: Tuesday, September 06, 2011 4:38 PM

To: Moore, Mark E; mpo@bloomington.in.gov

Cc: mayor@bloomington.in.gov; McDaniel, Kent Edward; Murray, Patrick Joseph; richardm@tinwisle.com; councilorthomas@gmail.com; Coyne, Lynn H; markastoops@yahoo.com; bwilliams@co.monroe.in.us; hoosierbar@yahoo.com; johnsons@bloomington.in.gov; ruffa@bloomington.in.gov; KAEATON-McKALIP@indot.IN.gov

Subject: RE:

Mark, thanks for your note. What is your opinion of county road closures and wide spacing of interchange locations brought by I-69. Will they have detrimental effect on rapid, unimpeded emergency transport from locations in Monroe County and those other areas of south central Indiana served by the interstate highway?



Raymond Hess <hessr@bloomington.in.gov>

RE:

1 message

Richard Martin <richardm@tinwise.com>

Wed, Sep 7, 2011 at 11:09 AM

To: "Moore, Mark E" <mmoore23@iuhealth.org>, "Baker, Andrew J" <ajbaker@indiana.edu>, mpo@bloomington.in.gov

Cc: mayor@bloomington.in.gov, "McDaniel, Kent Edward" <kemcdani@indiana.edu>, "Murray, Patrick Joseph" <pmurray@indiana.edu>, councilorthomas@gmail.com, "Coyne, Lynn H" <lyncoyne@indiana.edu>, markastoops@yahoo.com, bwilliams@co.monroe.in.us, hoosierbar@yahoo.com, johnsons@bloomington.in.gov, ruffa@bloomington.in.gov

Mark,

On every occasion at which we have had an opportunity to express our need for emergency access, particularly in the Stanford area, INDOT said they would look into it (see FEIS excerpt below). Yet they have not made a formal request of FHWA to add that access and without that request FHWA will not even consider it. A further complication is that FHWA has not been supportive of the idea either. As far as I can tell, it will not happen anywhere along I69. What is recommended is the best we can expect to get. We will not be participants in the final design any more than we have been participants in the design so far. The language below is not a commitment, it is quite the opposite. There are no more trade-offs worthy of consideration. INDOT is willing to spend billions to save 10 minutes between Evansville and Indianapolis but saving 3 minutes for emergency responders in Monroe County seems out of the question. Apparently, low-cost and adherence to policy is more important than lives and property in this case.

The exact wording from the EIS 2 is, "The only remaining emergency service issue that will require additional consideration is the

suggested development of an emergency access ramp to I-69 in Monroe County. This issue has been commented upon by several representatives of local government. Studies have been undertaken to develop a potential emergency ramp at Burch Road. A final decision will be made during the project design phase. Local comments about this emergency ramp, the evaluations that have been performed to date, and an outline of future consideration of this potential emergency access ramp is included in **Appendix BB, Emergency Responder Coordination.**"

Cheers,

Richard

From: Moore, Mark E [mailto:mmoore23@iuhealth.org]

Sent: Wednesday, September 07, 2011 10:19 AM



Raymond Hess <hessr@bloomington.in.gov>

Transportation Plan Amendments (Support)

1 message

Jack Halloran <jhallora@iga.in.gov>
To: mpo@bloomington.in.gov
Cc: Gail Riecken <griecten77@aol.com>

Wed, Sep 7, 2011 at 11:13 AM

Good Morning,

Please find a letter of support from Representative Gail Riecken regarding the transportation plan amendments under consideration.

Thank you,

Jack Halloran

Assistant Policy Director

Indiana House Democratic Caucus

Phone: (317) 232-9642



20110907110604979.pdf

309K



STATE OF INDIANA
HOUSE OF REPRESENTATIVES
THIRD FLOOR STATE HOUSE
INDIANAPOLIS, INDIANA 46204

GAIL RIECK
5935 KNIGHT DRIVE
EVANSVILLE, IN 477

COMMITTEE
FAMILY, CHILDREN AND HUMAN AFFAIRS
FINANCIAL INSTITUTIONS
VETERANS AFFAIRS AND PUBLIC SAFETY

September 7, 2011

Bloomington/Monroe County MPO
401 N. Morton Street, Suite 160
P.O. Box 100
Bloomington, Indiana 47402

Dear Commission Members:

The purpose of this letter is to support the amendment adding I-69 to your transportation plan. My constituents and I have long supported the construction of this vital link to Indianapolis. From Evansville, construction has been proceeding according to schedule and we are very hopeful to have the road opened on-time.

I-69 is vital for economic development for Evansville, as well as the State of Indiana. We have campaigned for its construction for decades and have nearly seen it come to fruition. In order for construction to be completed, it must be incorporated into your transportation plan.

It is my privilege to recommend its inclusion and please let me know if I may be of any assistance. Thank you very much for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Gail Riecken".

Gail Riecken
State Representative
House District 77



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Becky Wann <bwann@homefinder.org>

Wed, Sep 7, 2011 at 11:16 AM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.com

I am not really in favor of new terrain highways. I think we have more than enough asphalt in this country and it is contributing to runoff and global warming. However, the important thing is for a decision to be made. The people who live in the general vicinity of I-69 cannot sell their homes because buyers are leary of the impact. People who live in the path have some options, but in the meantime are in limbo and not able to move on. People who will live next to the highway will see their property values plummet, unless they are in a commercial area. As I understand it there is no compensation for them. That is a shame.

Becky Wann, GRI

BBOR 2009 Humanitarian of the Year

RE/MAX Realty Professionals

Cell 812-320-5204

Office 812-323-1231

Fax 812-323-0033

www.beckywann.com



Raymond Hess <hessr@bloomington.in.gov>

I-69 Vote Please do not support the extention through Monroe Co.

1 message

Sue Dukeman <dukemansue@yahoo.com>

Wed, Sep 7, 2011 at 11:55 AM

Reply-To: Sue Dukeman <dukemansue@yahoo.com>

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

The majority of the people in Monroe Co have opposed this highway. Please let those voices be heard.



Raymond Hess <hessr@bloomington.in.gov>

I 69

1 message

Huse Stephen <smhuse@aol.com>

Wed, Sep 7, 2011 at 11:56 AM

To: mpo@bloomington.in.gov

We need the economic development and personal safety that I 69 affords. Think of the future accidents and deaths that will be avoided by going from two lane roads to an interstate highway.

It's not fair that a vocal minority can control or influence such an important piece of progress for the city of Bloomington and the State of Indiana.

In addition, the fuel/energy/time savings that I 69 affords is significant.

Steve Huse, CEO
Huse Incorporated
Bloomington, IN
Indianapolis, IN



Raymond Hess <hessr@bloomington.in.gov>

Refuse to Include I-69 in the Transportation Improvement Program

1 message

Cheek, Amy M <acheek@indiana.edu>

Wed, Sep 7, 2011 at 12:17 PM

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

Cc: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "McDaniel, Kent Edward" <kemcdani@indiana.edu>

Hello,

The current I-69 plans are environmentally and financially unwise. Please do not include I-69 in your 2012-2015 Transportation Improvement Program.

Sincerely,

Amy Cheek



Raymond Hess <hessr@bloomington.in.gov>

I-69 and the TIP

1 message

simonll@comcast.net <simonll@comcast.net>
To: mpo@bloomington.in.gov

Wed, Sep 7, 2011 at 2:21 PM

There has been considerable community discussion on the wisdom of building I-69, and on the merits of the current path versus other choices.

Both issues are no longer pertinent. Construction on I-69 is underway, and the road is rapidly being completed bringing it into Monroe County. I would encourage the MPO Policy Committee to amend the TIP and include I-69 in its planning documents. As final plans are developed on the specifics related to this road's construction in our county, it is important our representatives have an opportunity to affect issues of concern.

Sincerely,

Linda L. Simon
812.361.9575



Raymond Hess <hessr@bloomington.in.gov>

Constituent Message Re: I-69

1 message

Stacy Rhoads <rroadss@bloomington.in.gov>

Wed, Sep 7, 2011 at 2:24 PM

To: Andy -- City <ruffa@bloomington.in.gov>, Andy -- IU <ajruff@indiana.edu>, Brad Wisler <wislerb@bloomington.in.gov>, Chris Sturbaum <sturbauc@bloomington.in.gov>, Dave -- City <rolod@bloomington.in.gov>, Dave -- home <daverollo2011@yahoo.com>, Isabel Piedmont <piedmoni@bloomington.in.gov>, Mike Satterfield <satterfm@bloomington.in.gov>, Steve Volan <volans@bloomington.in.gov>, Susan Sandberg <sandbers@bloomington.in.gov>, Tim Mayer <mayer@bloomington.in.gov>, Mark Kruzan <mayor@bloomington.in.gov>

Cc: Josh Desmond <desmondj@bloomington.in.gov>, hessr <hessr@bloomington.in.gov>, Dan Sherman <shermam@bloomington.in.gov>

All --

Bev Ohneck-Holly called the Council Office to communicate her support of the City's opposition to the proposed I-69 route. Ohneck-Holly is a nurse who moved from Ft. Wayne to Bloomington for Bloomington's quality of life, particularly its air quality. As a nurse, she's experienced the close connection between degraded air quality and poor health.

She is disturbed by Christy Gillenwater's op-ed in today's H-T that anticipates -- and does not problematize -- the "influx of traffic on local roads." Ohneck-Holly said more roads and more cars does not fit her definition of "progress" nor quality of life.

She supports the Council and Mayor's effort to fight the routing of I-69 through Bloomington.

Ohneck-Holly can be reached at: 333-8948.

Best regards,
sj

Stacy Jane Rhoads
Deputy Administrator/Researcher
Common Council
City of Bloomington, Indiana
812.349.3565



Raymond Hess <hessr@bloomington.in.gov>

Please keep I-69 out of the Bloomington/Monroe County TIP

1 message

Terri Greene <tgreene@indiana.edu>

Wed, Sep 7, 2011 at 3:24 PM

To: mpo@bloomington.in.gov

Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu, ajbaker@indiana.edu, myselfime2001@yahoo.com, johnsons@bloomington.in.gov, richardm@tinwisle.com, pmurray@indiana.edu, ruffa@bloomington.in.gov, mstoops@co.monroe.in.us, drjuliethomas@gmail.com, bwilliams@co.monroe.in.us

Dear MPO Members and City/County Officials:

I am told that INDOT is once again asking the Bloomington/Monroe County Metropolitan Planning Organization to include I-69 in its transportation improvement plan.

Please continue to defend our community's quality of life and do NOT include I-69 in the plan.

Terri Greene
9510 S Snow Rd
Bloomington, IN 47403



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Libby Gwynn <libshilary@yahoo.com>

Wed, Sep 7, 2011 at 8:08 PM

Reply-To: Libby Gwynn <libshilary@yahoo.com>

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

Cc: "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "kemcdani@indiana.edu" <kemcdani@indiana.edu>

As a concerned, long time resident of Bloomington, I am writing to urge the MPO to refuse to include I-69 in its 2012-2015 Transportation Improvement Program. The number of farms, homes & livelihoods that will be negatively impacted by the building of I-69 completely negates any advantages gained by building I-69. All the millions of dollars being invested could be spent on repairing Indiana's worn out roads, with plenty to spare for other transportation projects, such as improving public transportation. It seems very backward-thinking to be investing in new roads when we should be looking to the future, and less dependence on oil.

In addition, building an interstate so close to Bloomington will have a permanent, negative impact on our unique, beautiful town and the will scar the scenic landscape which we all love.

Please do not include I-69 in the TIP!

Thank you,
Elizabeth Gwynn,
1314 S. Lincoln St.



Raymond Hess <hessr@bloomington.in.gov>

Michael Budd Mediaworks

1 message

Michael Budd <mbudd@mediaworksonline.com>

Thu, Sep 8, 2011 at 8:43 AM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

MPO,

I will attend the meeting. I cannot understand why we would not participate in this planning process.

Is the strategy to ignore it and it will go away or are we arrogant enough to think we are going to stop it?

I would like to hear why we are not participating in the I69 planning process?

In these economic times I would think a community would consider a major interstate a blessing.

Respectfully,

Michael

Michael Budd

Mediaworks

117 East 6th Street

Bloomington, IN 47408

812.333.8099 ext.12

812.333.8158 fax

www.mediaworksonline.com



Raymond Hess <hessr@bloomington.in.gov>

I-69 Inclusion

1 message

Scot Davidson <Scot.Davidson@oldnational.com>

Thu, Sep 8, 2011 at 9:02 AM

To: johnsons@bloomington.in.gov, mayor@bloomington.in.gov, mpo@bloomington.in.gov, ruffa@bloomington.in.gov, bwilliams@co.monroe.in.us, councilorthomas@gmail.com, ajbaker@indiana.edu, kemcdani@indiana.edu, lyncoyne@indiana.edu, pmurray@indiana.edu, KAEATON-McKALIP@indot.in.gov, richardm@tinwisle.com, hoosierbar@yahoo.com, markastoops@yahoo.com

MPO Committee:

After reading this morning's Herald Times editorial supporting the inclusion of I-69 in the 2012 - 2015 plan I was reminded to reach out to you to request that you vote to include I-69 in the plan on Friday.

I travel to Evansville weekly and I have observed some of the construction that is being done and drive on the already open two-mile stretch. There is no doubt that this road is heading to Bloomington. Your vote to include I-69 will allow our community to participate in the process and help us have input on important infrastructure decisions that will directly impact us. I believe omitting it from the plan will have long term negative effects on our city and county.

Thank you for your consideration.

Scot Davidson

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Raymond Hess <hessr@bloomington.in.gov>

Please Keep I-69 Out!

1 message

Martha Boisson <marthaboisson@gmail.com>

Thu, Sep 8, 2011 at 10:18 AM

To: mpo@bloomington.in.gov

Cc: mayor@bloomington.in.gov, kemcdani@indiana.edu

Dear Members of MPO, Mayor Kruzan, Kent McDaniel,

Please keep I-69 out of the TIP! If included, it will only serve to increase traffic, air, and noise pollution. It will threaten our fragile karst topography and water resources and create serious safety risks on SR 37.

We, the citizens of Monroe County, need your help to take a stand at keeping I-69 out of the Transportation Improvement Plan!

Sincerely,
Mrs. Martha Boisson
Bloomington, IN



Raymond Hess <hessr@bloomington.in.gov>

New Terrain I-69

1 message

SClevenger <sclevenger@iquest.net>

Thu, Sep 8, 2011 at 1:59 PM

To: mpo@bloomington.in.gov

Hold the line. New terrain I-69 is not for Bloomington and Monroe County.
Fix the roads we have and allow all county roads to stay open for EASY LOCAL transportation .

Sustainability is IN and long distance transportation of goods is OUT.
Keep Bloomington the way it is and keep pollution out.

Sarah Clevenger, Ph.D.

Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

Gretchen Clearwater <gclearwa@indiana.edu>

Thu, Sep 8, 2011 at 12:43 PM

To: mpos@bloomington.in.govCc: mayor@bloomington.in.gov, kemcdani@indiana.edu**To whom it may concern,**

I am unable to attend the meeting tomorrow regarding I-69. I encourage the the MPO to stand tight, to not include the part of I-69 from Crane Naval Surface Warfare Center to Bloomington. We do not want that highway coming through Bloomington period. We have spoken out against this highway for ever and a day! If Indiana wants to build a high speed rail system, let's talk about it.. It is time to enter the 21st century! We need 21st century jobs- highways are a thing of the past. We must as a nation be forward thinking!

Mr. Mayor, we were proud of you for standing up to INDOT! Please don't back down.

Sincerely,

Gretchen Clearwater

--

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Gretchen Clearwater
Adviser for Graduate Affairs
Department of Biology, Graduate Office
Myers Hall, Room 150
915 E. 3rd Street
Bloomington, IN 47405 7107

Telephone - [812-855-1861](tel:812-855-1861)
Fax [812-855-6082](tel:812-855-6082)

Bloomington/Monroe County
Metropolitan Planning Orgn.
401 N. Morton St.
Bloomington, In. 47404

Dear Mr. Chairman:

This will advise you that I am opposed to the inclusion of I 69 in the Transportation Improvement Plan (TIP). The attached analysis indicates that the net result of constructing Section 4 of this highway would not be beneficial for the majority of Monroe County residents. The attached analysis details the process I followed in reaching my conclusion.

I urge you and the members of your committee to conduct your own analysis, then meet and arrive at a consensus. I feel certain that you will arrive at the same conclusion.

It is my hope that you will not be influenced by the possibility that our state government might withhold Federal funds allocated for Monroe County. That would be a serious blow to our public school system's efforts to teach our children the inappropriateness of bullying in a democratic society.

Thank you for your consideration.

Respectfully,

Harry Hollis

Atchmt - 1

9/08/11

Analysis
Construction of Interstate 69

This is an analysis of the effects in Monroe County if I 69 were to be constructed within its boundaries. The items are rated on a 1-10 system, with 1 having the least effect, and 10 having the most.

1. The dumping of approximately 20,000 additional vehicles, ^{daily} on the Indiana State Vernal Pike. -5
2. Additional vehicle problems at the Rockport Rd. intersection with highway 37. -3
3. Convenience of travelling on I 69 to Crane and southwest Indiana. +3
4. Additional businesses in county as a result of construction of I 69. +2
5. Loss of city businesses that move to I 69. -1.
6. Covering arable soil with impervious materials. -2
7. Rerouting surface water, causing additional erosion and flooding. -1
8. Blocking existing county roads. -1
9. Increased revenues from gasoline taxes, etc. +1
10. Increased costs of county road mtc. -1
11. Additional costs of police & fire protection. -3
12. Increase in noise, carbon fumes and trash pollution. -2
13. Contamination of karst deposits and wells. -1
14. Division of farmland and other properties. -2
15. Provide additional jobs in county. +3

Total + 9

" - 22

Diff. -13



Raymond Hess <hessr@bloomington.in.gov>

(no subject)

1 message

Wil McCall <wilmccall@hotmail.com>

Thu, Sep 8, 2011 at 2:52 PM

To: mpo@bloomington.in.gov

Please move ahead with bringing I69 into your plans...It is happening. Residents of Monroe county have had 20+ years to address their concerns. Now...get on board and provide what influence you can to have a positive impact. It is bigger than Bloomington/Monroe county.



Raymond Hess <hessr@bloomington.in.gov>

I-69

1 message

David Hart <hartcvs@yahoo.com>

Thu, Sep 8, 2011 at 3:00 PM

To: mpo@bloomington.in.gov

Cc: mhutton@chamberbloomington.org

To whom it may concern,

My name is David Hart and I live in Bloomington. I am the cardiothoracic surgeon at Bloomington Hospital. The I-69 building project will increase commerce in Bloomington. This will increase wealth in our community; and increasing wealth is the only way to decrease poverty (no government programs and no amount of charitable giving will ever decrease poverty). Furthermore, as Bloomington Hospital attempts to grow in its stature as a regional center of excellence in medical care, a direct vein of transportation from Paoli to Bedford to Bloomington and from Martinsville to Bloomington will be critical to maintain referral patterns. If I-69 avoids Bloomington, the Bloomington Hospital will lose the stimulus to grow in stature and quality of care. This will directly affect the quality of care rendered at our hospital to all of the members of our community.

I encourage you to please strongly consider allowing the I-69 building project in Bloomington.

Sincerely,

David Hart, M.D.

Indiana University Health Cardiovascular and Thoracic Surgeons

637 S. Walker St., Suite 2

Bloomington, IN 47403



Raymond Hess <hessr@bloomington.in.gov>

MPO thoughts

1 message

Rogers, Sarah <Sarah.Rogers@bankatfirst.com>

Thu, Sep 8, 2011 at 5:58 PM

To: "mpo@bloomington.in.gov" <mpo@bloomington.in.gov>, "mayor@bloomington.in.gov" <mayor@bloomington.in.gov>, "kemcdani@indiana.edu" <kemcdani@indiana.edu>, "pmurray@indiana.edu" <pmurray@indiana.edu>, "richardm@tinwisle.com" <richardm@tinwisle.com>, "councilorthomas@gmail.com" <councilorthomas@gmail.com>, "Coyne, Lynn H" <lyncoyne@indiana.edu>, Mark Stoops <markastoops@yahoo.com>, "ajbaker@indiana.edu" <ajbaker@indiana.edu>, "bwilliams@co.monroe.in.us" <bwilliams@co.monroe.in.us>, "hoosierbar@yahoo.com" <hoosierbar@yahoo.com>, "johnsons@bloomington.in.gov" <johnsons@bloomington.in.gov>, "ruffa@bloomington.in.gov" <ruffa@bloomington.in.gov>

Dear MPO Members,

I am taking a moment to share with you my thoughts and concerns over the issue of inclusion of I-69 in the Transportation Improvement Plan. It is very clear that I-69 construction is coming and will go through Monroe County. Whether or not you or I want I-69, that is no longer our decision. The choice of funding *is* the decision at hand and it is in the hands of the MPO. If Federal dollars are not utilized, then this Section will be completed using State funds. The potential impact to our community of State funds being utilized to complete a project that could have been completed with Federal dollars is, frankly, somewhat frightful. We will jeopardize millions in investment dollars for trail projects and road improvements, but even more importantly, funding for Ivy Tech - Bloomington and Indiana University - Bloomington. The quality of life and stability provided by Indiana University is critical to the economic viability of this community. Why would we want to potentially jeopardize its State funding?

Please vote to include I-69 in the Transportation Improvement Plan to ensure strong economic viability for this great community.

Sarah Rogers

Sarah Rogers | Market President | First Financial Bank | sarah.rogers@bankatfirst.com

300 W Sixth St | Bloomington, IN 47404 | [812.337.2195](tel:812.337.2195) phone | [812.330.1310](tel:812.330.1310) fax | [812.325.7066](tel:812.325.7066) cell

MAP OF I-69 KARST IMPACTS IN SECTION 4 (US-231 TO SR-37)

This montage is composed of the maps on pages 5-731 to 5-736 of the Section 4, FEIS.

The attached chart is found on page 5-706 of the FEIS.

The FEIS acknowledges that more karst features will be uncovered during construction.

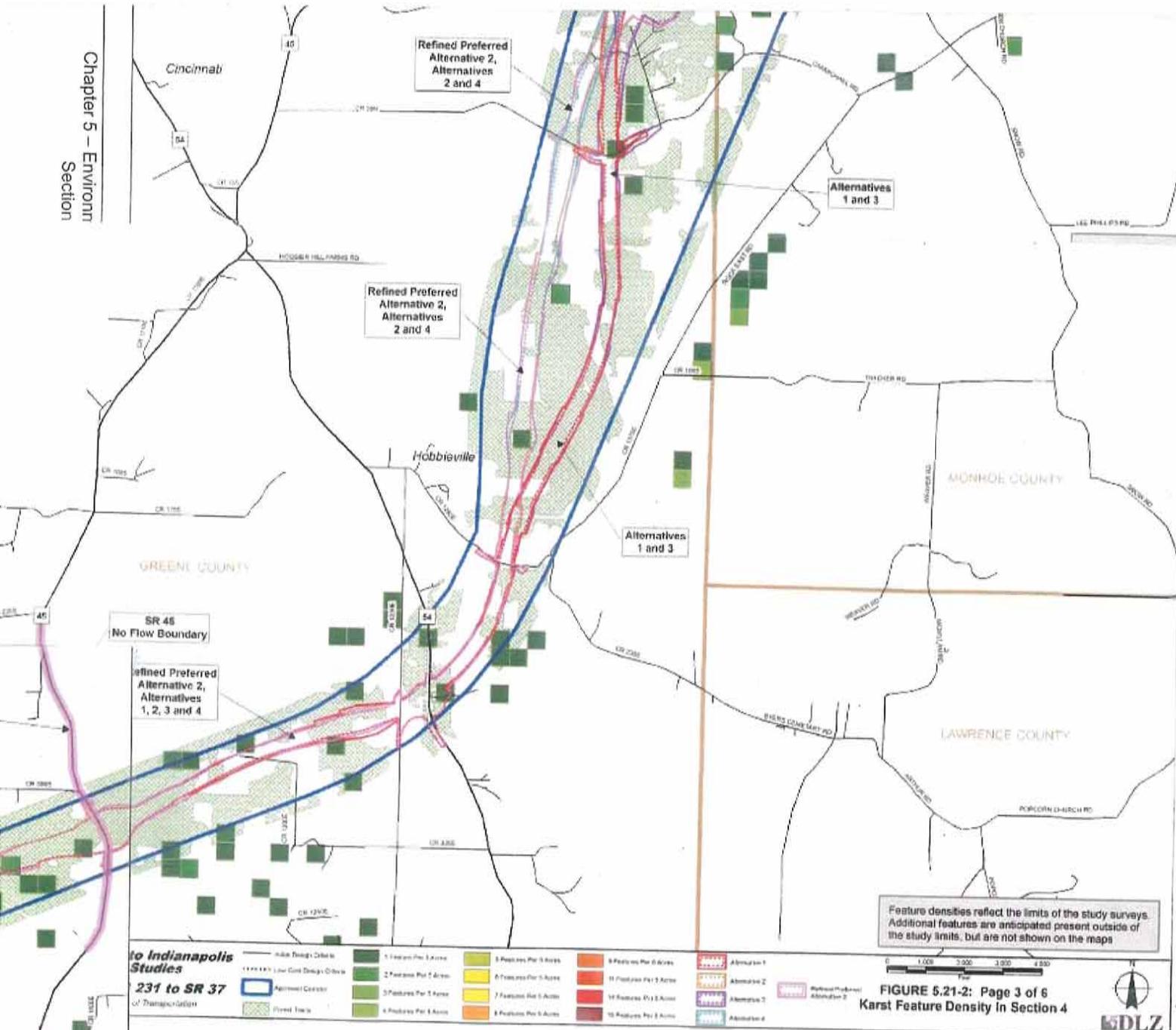
The FEIS also states that there will be “heavy blasting” in this dense karst area. This is necessary to level the ridges and hills in the rugged terrain in SW Monroe County.

These karst intrusions and blasting will have serious negative impacts on surface drainage and flooding, subsurface water flow, water wells, structural foundations of houses and wildlife, including the federally endangered Indiana Bat.

Construction in karst areas is very expensive.

The severity of karst impacts caused by I-69 was intentionally hidden from the public until after the final route was chosen.

This montage  was assembled by CARR (Citizens for Appropriate Rural Roads)
Ph: 812-825-9555
carr@bluemarble.net



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES
Section 4—Final Environmental Impact Statement



Table 5.21-1: Karst Features Identified Within Karst Study Area*

Karst Feature Type	Within Section 4 Corridor	Outside Corridor - Hydrologically Associated to Section 4 Corridor	Total
Caves	15	49	64
Swallets	19	43	62
Sinking Streams	6	9	15
Springs	103	228	331
Sinkholes	305	688	993
Totals	448	1,017	1,465

*The Karst Study Area consists of the Section 4 corridor as well as area outside the corridor that is hydrologically linked to the corridor

