



MEETING MINUTES

Date: June 18, 2018
Time: 1 to 2:30 p.m.
Meeting: EJ Subcommittee Meeting 5
Location: I-69 ORX Evansville Project Office

Attendees:

Name	Organization
Reverend Gerald Arnold	Evansville NAACP
Gale Brocksmitth	Community Action Program of Evansville
Pam Drach	Evansville Metropolitan Planning Organization (EMPO)
Tim Hobbs	Community Baptist Church
Silas Matchem	Evansville Promise Zone
Adam O'Non	Union County
Todd Robertson	Metropolitan Evansville Transit System (METS)
Seyed Shokouhzadeh	EMPO
David Smith	Daviess County
Ken Woodruff	FHWA-Indiana
Paul Boone	INDOT
Janelle Lemon	INDOT
Brandon Miller	INDOT
Jim Poturalski	INDOT
Marshall Carrier	KYTC
Jamir Davis	KYTC
Gary Valentine	KYTC
Mindy Peterson	C2 Strategic Communications
Erin Pipkin	Compass Outreach Solutions
Dan Prevost	Parsons
Amber Schaudt	Taylor Siefker Williams

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- 1) Welcome and introduction – The meeting began at 1:05 p.m. with 10 EJ Subcommittee members and 11 Project Team members in attendance. Mindy explained the contents of the packet each member received at the beginning of the meeting, including:
 - a. Tolling handout that was distributed at the Community Conversations
 - b. Updated preliminary alternatives handout, including an updated map

- c. Public survey summary
 - d. Community Conversations summary, which includes attendance figures, participant location and feedback
- 2) Presentation
- a. Public involvement update – Public meetings have been well attended and we’ve received a lot of feedback
 - i. Surveys
 - (1) We distributed a survey at the February open houses and posted it online, and received 291 responses
 - (2) We also mailed a public survey to 4,700 residents in the EJ block groups, which included a stamped envelope, and posted it online. We received 570 responses
 - (3) A postcard asking owners/managers to take our business survey was mailed to about 900 businesses. We followed up with in-person visits to almost 90 businesses along the US 41 strip. We received about 60 complete responses
 - ii. We also hosted Community Conversations at six locations (three each in Evansville and Henderson) in EJ block groups. We received good, candid feedback there. The events in Henderson had more attendees, although the last meeting in Evansville – at McCollough Library – had more than 40 in attendance. A total of 255 people signed in at these meetings.
 - iii. We also attended Tri-Fest and spoke with approximately 450 individuals
 - b. Survey for EJ populations (see slide deck for more details)
 - i. 570 completed surveys complete – 335 via mail, 235 online
 - (1) 463 from Kentucky, 101 from Indiana
 - (2) 75 self-identified as low-income, 38 as minority
 - ii. Approximately half cross the US 41 bridge one to four times a week
 - iii. Top reasons for travel include entertainment/shopping (32%), doctor’s visits (25%) and traveling out of town (25%). Other answers include work (16%) and school (2%).
 - iv. When asked about mitigation that could be included to address the impacts of tolling:
 - (1) Low-income respondents said the states should provide at least one toll-free crossing (55%), offer free or discounted tolls (18%) or have no tolls at all (12%)

- (2) All respondents suggested providing at least one toll-free crossing (44%), free or discounted tolls (13%) and no tolls at all (18%)
- c. Community Conversations – see slide deck
 - i. 6,000 direct-mail postcards were mailed to residents in EJ block groups
 - ii. We also sent fliers home through the schools, promoted via media and social media, and sent fliers to community groups and churches
- d. What we've heard
 - i. Tolling and financial feasibility
 - (1) Many people believe taxes should pay for construction of the new bridge and I-69
 - (2) Many residents in Henderson are concerned they will be shouldering more of the burden than Evansville residents
 - (3) Most accept a tolled I-69 crossing if one US 41 bridge remains free and in service
 - ii. US 41 bridges
 - (1) Many residents in both cities feel strongly that both US 41 bridges should remain in service
 - (2) However, when asked, most agreed keeping only one US 41 bridge in service is acceptable if it is not tolled
 - iii. Alternatives
 - (1) Most attendees in Evansville favor Central Alternative 1 with one toll-free crossing
 - (2) Residents in Henderson are passionate about which alternative is selected:
 - (a) Some are concerned that West Alternative 1 and West Alternative 2 would hurt the character and quality of life in Henderson
 - (b) Many residents do not believe any road project should impact homes or businesses, so they favor Central Alternative 1
 - (c) Some believe Central Alternative 1 would negatively affect the US 41 corridor by creating a bypass, encouraging motorists to miss Henderson

- e. Updated alternatives – DEIS alternatives were updated based on public input and additional engineering and environmental analyses:
 - i. West Alternative 1 and West Alternative 2:
 - (1) Connection between US 41 and US 60 modified to reduce ROW impacts
 - (2) Retaining wall added to avoid impacts to a small cemetery in the Merrill Place development
 - ii. West Alternative 2:
 - (1) Intersection of Elm Street and Watson Lane modified to improve safety and access in the interchange
 - iii. Central Alternative 1:
 - (1) Connection between I-69 and US 41 modified to improve access to US 60 and the commercial strip
 - iv. Updated costs

Updated Cost Estimates

	No Build	West Alternative 1	West Alternative 2	Central Alternative 1
Design, approvals, right of way, mitigation, procurement, construction inspection	\$17 M	\$312 M	\$352 M	\$200 M
Construction cost (roadway, bridge, toll system, utilities)				
Construction (2017\$)	\$0	\$879 M	\$874 M	\$807 M
Construction inflation	\$0	\$367 M	\$347 M	\$255 M
Subtotal - construction	\$0	\$1,245 M	\$1,221 M	\$1,062 M
Roadway and bridge operations and maintenance (35 years)	\$270 M	\$252 M	\$107 M	\$234 M
Total	\$287 million	\$1.81 billion	\$1.68 billion	\$1.497 billion

- v. Updated relocations
 - (1) West Alternative 1 – 242 residences, 27 businesses
 - (2) West Alternative 2 – 96 residences, 64 businesses
 - (3) Central Alternative 1 – 4 residences, 0 businesses

vi. Tolling

- (1) Funding - This project will cost more than \$1 billion and the traditional funding of 20 years ago is no longer an option. There will be some traditional funding. Tolling will also be used
 - (2) Modern tolling – We learned at the Community Conversations that a lot of residents are not familiar with modern tolling. They envision toll plazas where you throw quarters in the machine to pass. These systems are still in use, but I-69 ORX will use modern tolling technology similar to what is used on the Ohio River Bridges project (ORB) in Louisville. It is 100% automated
 - (3) Tolling rates – A lot of people want to know how much tolls will be. That won't be decided by the Project Team, but to provide a frame of reference, we talked through the tolls in Louisville. The lowest rates are available to those that have a transponder pre-loaded with money
- f. Next steps for EJ Analysis - The Project Team will take what we heard from the public survey and Community Conversations and recommend mitigation measures for potential impacts to EJ populations in the DEIS
- g. Next steps for the DEIS – The DEIS schedule has not changed. We plan to publish the DEIS in the fall, which will identify a preferred alternative. We'll hold one public hearing each in Evansville and Henderson. They will be similar to our previous open houses, but the hearing portion will allow residents to make formal comments in front of attendees and the Project Team

3) Group discussion

a. Public feedback

- i. On a scale from 1 to 10, how scientific was your public survey?
The project team noted that the 10% response rate was more than expected.
- ii. What is the administrative cost of collecting a \$2 toll? How does it come out ahead?
The lowest toll rates would be for drivers with prepaid accounts and transponders. Drivers without accounts who receive invoices would pay higher rates.
- iii. ORB didn't have a lower rate for those who were low-income. Is that being considered?
The Project Team is open to suggested mitigation for lower-income drivers, but the final toll policy will be determined following the NEPA process as part of the financial plan for the project.

- iv. Can discounted rates or credits be provided by employers to offset the tolling expenses of those who cross the bridge to work? Evansville Promise Zone reports that the additional cost of tolling for people who earn less than \$30,000/year is a serious concern in their area. The subcommittee member will share notes of the feedback he’s received so far. And does providing a toll-free option address those concerns? It depends on whether having only one bridges results in serious delays, making those people late to work.

Jamir from KYTC also mentioned that in San Francisco, there are partnerships with major employers. Some of those businesses provide a free bus for their employees who use the public bus stations. This may be the time to start with creative solutions.

b. Updated preliminary alternatives

- i. With the design change on Central 1, did it change the percent of through traffic accessing US 41?

We conducted a traffic analysis for the change, but there wasn’t a substantial change.

- ii. When will the fly-through videos be updated?

We plan to have those ready before September.

- iii. How did the ROW cost estimates get updated?

The previous ROW estimates assigned average value per parcel. For these updated numbers, we used assessed values for specific properties. So the new estimate is based on the impact to each property.

- iv. For the relocation numbers, do you have the figures for how many are single-family houses, mobile homes or apartments?

The team committed to providing those details with the meeting summary:

	West Alternative 1	West Alternative 2	Central Alternative 1
Apartment Units	34	54	0
Farm Houses	1	1	0
Mobile Homes	116	13	0
Houses	91	28	4
Total	242	96	4

- v. Is the nursing home still going to be impacted?

The nursing home was designated as a business, not a residence. But the updated alternatives now avoid the nursing home altogether.

- vi. With the inflation added in to the estimates, is it really apples to apples to compare the West Alternatives with Central Alternative 1?

This cost reflects total expenditures over 35 years. We know West Alternative 1 and West Alternative 2 will take longer to acquire right of way and longer to construct under traffic. The same inflation rate structure (4% through construction, 2.5% after) was used for all of the alternatives.

- 4) Closing – The meeting adjourned at 2:35 p.m.