

APPENDIX C-1

Public Involvement Plan



**OHIO RIVER
CROSSING**

Public Involvement Plan

Prepared for

**Indiana Department of Transportation and
Kentucky Transportation Cabinet**

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Prepared by

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1. Introduction and Goals

Introduction

The Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing (I-69 ORX) between Evansville and Henderson.

The states have reinitiated a study of the corridor under the National Environmental Policy Act, which will help determine the route, structure(s) and financing solutions to move the project from conversation to construction. This study includes:

- Analysis of a range of reasonable alternatives
- Public involvement, including opportunities for participation and comments
- Coordination and consultation with local, state and federal agencies
- Assessment of the social, economic and environmental impacts
- Consideration of appropriate ways to reduce project impacts

While previous studies have identified possible solutions, this project will consider the major investments both states have made over the past decade in construction of the I-69 corridor. The I-69 ORX project will re-engage the region to develop a plan for this critical link that not only meets the purpose and need, but also is financially feasible.

Public involvement goals

INDOT and KYTC are committed to a robust public involvement process during the National Environmental Policy Act (NEPA) documentation process for the I-69 Ohio River Crossing study. The overarching goal of the Public Involvement Plan (PIP) is to proactively educate key stakeholders about the NEPA process and solicit their feedback during the process that will help lead to an informed decision. Through public involvement efforts, INDOT, KYTC and the Project Team seek to build relationships with key stakeholders throughout the life of the project.

NEPA timeline and key milestones (tentative – for discussion purposes only)

Public launch, media announcement, first round of stakeholder meetings, public open houses	April 2017
Level 1 screening complete	Summer 2017
Publish DEIS	Fall 2018
Publish FEIS/ROD	Late 2019

2. Key Stakeholders

Property owners and homeowners

Contributing agencies

- Evansville Regional Airport
- IDEM
- IDNR
- Federal Highway Administration
- Henderson Area Rapid Transit (HART)
- Henderson City-County Airport
- Henderson County Riverport Authority
- Kentucky Division of Water
- Kentucky Department of Environmental Protection
- Metropolitan Evansville Transit System
- Streets and sanitation departments
- TMC
- US Army Corps of Engineers
- US Coast Guard
- US Environmental Protection Agency
- US Fish and Wildlife

Local elected officials and agencies

- City of Evansville: mayor, councilors, street superintendents
- City of Henderson: mayor, councilors, street superintendents

- Evansville Emergency Management Agency
- Evansville Metropolitan Planning Organization
- Henderson Emergency Management Agency
- Henderson City-County Planning Commission
- Henderson County
- State and federal legislators
- Vanderburgh County

Motorists

Business and tourism organizations

- Accuride
- Angel Mounds Historic State Park
- Audubon State Park
- Berry Plastics
- Downtown Henderson Partnership
- FedEx
- Gibbs Diecasting
- Growth Alliance for Greater Evansville (GAGE)
- Henderson County Tourist Commission
- Kyndle
- Southwest IN Chamber of Commerce
- UPS
- Visit Evansville

Emergency responders

- Cairo Volunteer Fire Department
- Deaconess Health System
- Evansville Fire Department
- Evansville Police Department
- Henderson County Sheriff
- Henderson Fire Department
- Henderson Police Department
- Indiana State Police
- Kentucky State Police
- Methodist Hospital
- St. Mary's Health Center
- Vanderburgh County Sheriff

Non-governmental organizations and special interest groups

- BridgeLink
- Civic organizations (Rotary Clubs, etc.)
- Ellis Park
- Henderson Area Arts Alliance
- Henderson Parks Department
- Historic Preservation Groups
- Hoosier Voices for I-69
- Housing Authority of Henderson
- Keep Evansville Beautiful
- River Cities Renaissance (RCR) Group
- United Neighborhoods of Evansville
- Valley Watch

Indian Tribes

- Absentee Shawnee
- Cherokee Nation
- Delaware Nation of Oklahoma
- Eastern Band of Cherokee
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Shawnee Tribe
- United Keetoowah Band of Cherokee Indians

Schools

- Evansville Catholic Schools
- Evansville Christian Schools
- Evansville-Vanderburgh School Corporation
- Henderson County Schools
- Henderson Community College
- University of Evansville
- University of Southern Indiana

Reporters and other members of the media

3. Education, Outreach and Engagement Strategy - Branding

Branding and developing key messages for the I-69 Ohio River Crossing project is an essential part of public involvement. By branding the project up-front, developing clear and concise messaging, and creating several key collateral pieces, we hope to educate key stakeholders about the NEPA process and collect their feedback throughout the study. Branding and key messaging will ensure all communications from INDOT, KYTC and the Project Team are consistent.

Name and logo



The logo and identity for I-69 Ohio River Crossing was developed to quickly identify this bridge project and convey its differences from other bridge projects in the area at a glance. Additionally, the identity conveys other key qualities: safe, collaborative, unifying, confident, clear, future-minded and progress.

The mark is derivative of an interstate shield. The shape and color and are customized to give a more contemporary feel. The shield inherently conjures feelings of safety, stability, confidence and unity. The shield also links this project to I-69.

‘ORX’ is in the shield to provide a short-hand reference for the “Ohio River Crossing.”

The typography in the logo type is bold, contemporary and clean.

Key messaging

Our messages to the public – including how and when we say them – will have significant impact on the public’s acceptance and support of the project. Clearly articulating the Purpose and Need, and the supporting points will be essential for effectively communicating with stakeholders in a variety of settings.

Key messages have been developed and will continue to be refined by target audience, including the general public, elected officials, consulting parties, resource agencies and

the media. These key messages will be the basis for content on the website, fact sheet(s), PowerPoint presentations, speeches, social media and digital media assets.

Outreach materials

The brand – including the name and logo – will be articulated through design, which will complement messaging and visually reinforce the tone and personality of the brand. Branded materials for the project include, but are not limited to:

- Project website
- Business system and templates
- Fact sheet(s)
- Maps
- Social media accounts
- Digital assets, such as e-newsletters and text messages
- Project signage
- Advertisements, fliers and/or postcards promoting public meetings
- Reports and NEPA submittals
- Meeting signage and display boards
- PowerPoint presentation(s)

3. Education, Outreach and Engagement Strategy – Public Information Office

Locations

The project information centers will serve as hubs for information and communication about the I-69 Ohio River Crossing project. A project of this size requires a tremendous amount of coordination with neighborhood and community groups, local agencies and regulatory bodies, and other stakeholders in the community. The project information centers will allow members of the general public or representatives from organizations to stop by the office, view progress, ask questions and share their input on the project.

The two project information centers are located at 320 Eagle Crest, Evansville; and 1970 Barrett Court in Henderson.

Each office will offer:

- Adequate free parking for 25 vehicles (onsite or within walking distance)
- ADA accessibility
- Secure vestibule area for greeting members of the public, with room for various public information displays
- Adequate number of tables, desks and chairs for vestibule, offices and conference rooms
- Public restrooms either within the office or conveniently available in the building
- Telephone, network and WiFi systems
- A multifunction color printer/copier
- Handouts, maps and other collateral
- A visitor's log, including contact information and their questions or concerns

Staffing and hours

The project information centers are open to the public approximately 35 hours per week between both locations, with office hours posted on each door. Office hours and additional information includes:

- Staffing: The project information center will be staffed by a full-time public information coordinator and another member of the Project Team.
- The project phone number – (888) 515-9756 – will ring to both office locations.

- The project email – info@I69OhioRiverCrossing – will be monitored throughout the work day.
- During the first six months, the office in Evansville will be open Monday, Tuesday and Thursday; and the office in Henderson will be open Wednesday and Friday.
- Late afternoon/evening hours may be available in the Evansville office one day a week.
- Appointments may also be made on Saturdays, if needed.
- The hours of each office will be adjusted throughout the project to meet resident requests. If/when office hours change, the information will be posted on the project website and at the project offices. Changes could include which days each office is open, and the days and/or hours the offices remain open.
- The offices would be closed on State holidays.

3. Education, Outreach and Engagement Strategy – Outreach Tools

Project website

Perhaps the most important outreach tool is the project website. A robust website will allow stakeholders to access information about the project from anywhere at any time.

The website layout will reflect the project brand with the URL:

www.I69OhioRiverCrossing.com. The URLs www.ohiorivercrossing.com and www.uniteovertheohio.com will also redirect visitors to the project website.

The website will be launched with several simple pages, but will evolve throughout the NEPA process. Sections or tabs on the website may include:

- Facts about the project and the NEPA process
- Project map, initially showing only the proposed preliminary alternatives, but later evolving into an interactive project area map. That map may include:
 - Right-of-way lines
 - Proposed preliminary alternatives
 - Historic properties
 - Areas of environmental significance
 - Existing state roadways
 - Local landmarks
 - Waterways
- Project schedule
- Information about meetings with key stakeholders, including:
 - Agendas
 - Presentations
 - Handouts
 - Meeting summaries
- Frequently Asked Questions
- Graphics, videos and photographs documenting the studies
- Key contact information, including project office locations and hours
- Graphic on home page for stakeholders to sign up for the project e-newsletter and SMS text messaging

- Links to social media accounts
- Links to previous studies, public records and media coverage
- A direct link to email the Project Team

The website is maintained by the Public Involvement Team, with access given to INDOT and KYTC staff and appropriate members of the Project Team. Individuals with access to the site will be able to add, edit and remove content.

Borshoff will work with INDOT and KYTC to assure emails received through the project website are managed in accordance with the Administrative Record procedures and guidelines outlined in the resident inquiry section of this plan. A monthly analysis of visitors to the website will be created for the Project Team at the beginning of each month.

Business system and templates

To support the project name and brand, all internal and external documents will be placed on branded templates. These items include, but are not limited to:

- | | |
|------------------|---------------|
| • Letterhead | • Reports |
| • Business cards | • PowerPoint |
| • Fliers | • Name tags |
| • Comment cards | • Table tents |

Fact sheet(s) and project timelines

After key messages are finalized, we will produce a branded fact sheet. The fact sheet will be an evolving document, with changes made after each key milestone is completed. The fact sheet will include the project timeline, support graphics and infographics, and contact information for the Project Team.

Fact sheets will be available for download on the project website. Limited quantities will be distributed at public meetings and speaking opportunities.

Follow Our Progress cards

Just before the initial public launch, we will develop pocket-size Follow Our Progress cards. These branded cards will include the website URL, social media accounts, project email address, and public information center addresses and phone numbers.

Maps and display boards

Initially, maps will include the project area with key landmarks – such as interstates and state roads, parks, bodies of water and schools. Once the preliminary corridors are identified, interactive maps will be designed to allow website visitors to scroll over and click on selected alternatives. These maps will be printed and mounted for public meetings. These maps will evolve throughout the NEPA process.

E-newsletters and text messaging

Two inexpensive ways to proactively communicate with key stakeholders are e-newsletters and SMS text messaging. Both require that users opt-in and subscribe, so there will be a focus on promoting these options at public meetings, on the website, on social media and in the media. The plan for the e-newsletters will be coordinated with the social media plan, ensuring messaging is consistent across all outreach materials and the public is aware of the various ways to receive project updates. People can sign up for text messaging by texting “ORX” to 33222.

PowerPoint presentation(s)

A branded PowerPoint template and a general slide deck for this project will serve as the basis for all public presentations. The Public Involvement Team will maintain the PowerPoint, updating and sharing it with key team members as milestones approach.

Team members who schedule presentations should coordinate with the Public Involvement Team to customize the presentation without changing its core content. At least one week will be requested for the Public Involvement Team to review new presentation content.

All PowerPoint presentations will be filed on SharePoint to become part of the Administrative Record.

3. Education, Outreach and Engagement Strategy – Media Relations Communications Protocol

A robust media relations plan is an integral part of the project. This Environmental Impact Study (EIS) will advance work on a much-anticipated portion of the I-69 corridor project, a transformational project that will affect numerous counties in Indiana and Kentucky.

A proactive, continuous flow of information through the news media is a highly-effective, low-cost integral part of building awareness, understanding, engagement and support as the study launches and advances.

The Project Team will provide information that helps community leaders and citizens better understand the project's purpose, required elements, decision points and timeline.

The Project Team will work closely with reporters and media outlets in Southern Indiana and Western Kentucky to provide information to keep stakeholders informed and engaged. This strategy relies on building strong relationships in the local market and providing accurate details and regular updates to newspapers, television stations, radio stations and online publications throughout the bi-state region.

Reaching key stakeholders

Media outlets (reporters, photographers and editors) will be the targets of communications efforts to help reach numerous key audiences and stakeholders, including:

- Motorists
- Residents
- Elected officials and local governments
- Business leaders
- Community leaders
- Affected property owners

Because the eventual I-69 bridge construction will have widespread impacts both locally and regionally, it is important to take a two-prong approach to media relations to reach both local and regional audiences in Indiana and Kentucky.

Local media

Local media relations efforts will focus on reaching outlets in the Evansville MSA, an area defined by the U.S. Census Bureau based on employment and commuting patterns in and around the city of Evansville. This area includes cities and towns in Vanderburgh, Warrick, Posey and Gibson Counties in Indiana and Henderson and Webster Counties in Kentucky. Because of its proximity to Evansville, the nearby Owensboro MSA will be included in the local media market for this project.

Complete media databases will be compiled, one that includes local media for targeted communications and one that includes regional media for more broad-reaching communications. Databases will include preferred points of contact, phone numbers and email addresses.

Targeted local outlets will include, but are not limited to:

- Evansville Courier & Press
- WNIN (PBS)
- The (Henderson) Gleaner
- WKOH
- Owensboro Messenger-Inquirer
- WKDQ-FM
- WFIE (NBC)
- WGBF-FM
- WEHT (ABC)
- WIKY-FM
- WEVV (CBS)
- WUEV (College)
- WTVW (FOX)

The planned I-69 crossing will have significant impacts on communities, citizens and businesses throughout the existing bi-state corridor. It's important to provide information to regional media in Indiana and Kentucky to raise awareness and build support for the I-69 crossing beyond the Evansville/Henderson area. For the purposes of this project, the region will be defined by areas outside the local media market along the I-69 corridor between Indianapolis, IN and Fulton, KY. These are areas that would be impacted by a new I-69 bridge completing the connection between Indiana and Kentucky.

Regional media

Regional media outlets will receive information about the EIS process through media pitches, advisories and news releases focused on the potential regional aspect of the project.

Key regional media outlets include, but are not limited to:

- Indianapolis Star
- Indianapolis Business Journal
- Inside Indiana Business
- Mayfield Messenger
- Princeton Daily Clarion
- The Paducah Sun
- Building Indiana
- Washington Times-Herald
- Bloomington Herald-Times
- The (Eddyville) Herald-Ledger
- WKMA (PBS-Madisonville)
- WKMU (PBS-Murray)
- WPSD (NBC-Paducah)
- WKPRD (PBS-Paducah)
- WDKA (Local-Paducah)

Tactics and deliverables

The media relations approach will be strategic and robust. By putting a focus on media relations from the start of the project, positive and trusted relationships will be built with media outlets. A steady stream of information will involve key community leaders and inform the public. A cohesive and consistent media relations approach will build stronger community understanding and support.

Tactics and deliverables will include:

- Creating and updating local and regional media databases
- Developing a media relations plan, including a media relations calendar for the year
- Creating a news release template and standards for external communications
- Gathering visuals (photos, videos, etc.) to support media pitches
- Identifying and training a project spokesperson(s)
- Engaging with key media members to educate and build support
- Drafting key messaging for approval by leaders of the Project Team, INDOT and KYTC
- Providing media training for key Project Team members
- Drafting news releases and advisories
- Providing routine updates on the project, including regular media availabilities, when appropriate
- Drafting key messaging and talking points for all public and media events
- Marking key project milestones
- Monitoring and reporting on media coverage

Project spokesperson(s)

Identifying a clear, consistent and trusted voice for the project is an essential part of developing trust, understanding and support of members of the local media, residents and community stakeholders.

C2 Strategic Communications will serve as the primary project spokesperson to proactively share project information, respond to media inquiries and requests and respond to the communications needs of the project.

C2 will work with Project Team leaders to identify appropriate personnel for specific requests. Media training will be provided, along with key, approved messaging for media opportunities and speaking requests.

All media requests should be directed to C2 to ensure consistency in messaging. C2 will respond, or identify the appropriate member of the Project Team to respond. All requests and responses will be shared with leaders of the Project Team and communications directors for INDOT and KYTC in advance of the response.

Timeline and key milestones (tentative – for discussion purposes only)

Ongoing, proactive media relations will focus primarily on sharing information regarding the project's milestones and public engagement opportunities. Project understanding and support will be built through news releases, media availabilities and story pitches.

Although the following milestones have been identified as media relations opportunities, others are likely to be added throughout the project as a result of collaboration with the Project Team:

Milestone	Timing (approximate)
Project launch (open office, launch website)	April 2017
Public involvement groups formed	April 2017
Public open houses #	April 2017
Traffic modeling begins	Summer 2017
River navigation simulation	Summer 2017

Bridge type/design alternatives	Summer 2017
Traffic modeling data	Summer 2017
Preliminary alternative alignments	Summer 2017
Public open houses #2	Summer 2017
Property owner letters	Summer 2017
Environmental studies (bats, mussels, historic)	Summer 2017
Preliminary preferred alternative identified	Fall 2018
Public open houses #3	Fall 2018
DEIS published	Fall 2018
Public hearings	Fall 2018
Public comment period	Fall 2018
INDOT, KYTC, FHWA concurrence	Fall 2018
FEIS published	Late 2019
ROD issued	Late 2019
Construction plan announced	Late 2019

3. Education, Outreach and Engagement Strategy – Social Media

Social media is an important part of public engagement in today’s rapidly changing communications world. More than 60 percent of people report getting news from social media, especially Facebook and Twitter, according to the Pew Research Center.

A strategic social media campaign will keep stakeholders informed and engaged. They will quickly and easily receive key project updates, and will also have an easily-accessible avenue for two-way communication. Social media is an important interactive forum that allows questions to be asked and voices to be heard.

Social media supports key partnerships, and provides messaging that’s fast and easy for community and business leaders to share with their followers.

Social media channels are carefully monitored, with approved responses posted in a timely fashion.

Social media channels

Initially, the team has launched Facebook and Twitter accounts. Those channels are:

Facebook – I-69 Ohio River Crossing

Twitter – I69ORX

Reaching key stakeholders

Social media is used to engage local and regional stakeholders throughout the EIS, educating them about the project, alerting them to public meetings and building support for the development and financing of the project.

- Motorists
- Residents
- Elected officials and local governments
- Business leaders
- Community leaders
- Affected property owners
- Members of the media

Key benefits include:

- Providing direct, timely and accurate information about the project
- Reaching people who are not engaged with traditional news outlets or interested in attending public meetings
- Creating a “listening” portal to gauge public concerns or frustrations before they bubble up through other channels
- Providing a low-cost, effective means of engaging with stakeholders

In addition to local stakeholders, social media will be helpful in reaching key regional stakeholders along the I-69 corridor, particularly those already engaged by construction or development of other interstate segments. Reaching these stakeholders will be included in the social media plan to build a strategic following for the project. The ultimate success of the project depends on building understanding and support throughout the I-69 corridor in Kentucky and Indiana.

Tactics and deliverables

Facebook and Twitter are the primary channels for engagement with YouTube providing an important video portal for social media channels and the project website. Facebook is used by nearly 80 percent of all adults who spend time online, more than double any other social media platform, and allows text, photos, video and livestreaming. Twitter is more timely and is used more by highly influential individuals, including most media and political leaders.

Tactics and deliverables will include:

- Securing and developing social media channels (Twitter, Facebook, YouTube)
- Developing a social media plan, including a posting schedule/calendar
- Building followers among existing local and regional groups, with targeted posts, likes, etc.
- Preparing and posting content on a regular basis
- Monitoring and responding to relevant posts
- Developing visuals (photos, illustrations, video clips) to support posts and build engagement
- Providing social media analytics on a monthly basis to track progress and engagement

Content

In addition to providing an overview of the project and outlining a timeline and expectations, social media will be used to promote and support public meetings and key milestones in the NEPA process.

Examples of additional content include:

- Project updates
- Media-produced content about the project
- Stories relating to infrastructure projects, especially those close to the region
- Stories published in Kentucky and Indiana media about the success of RiverLink tolling
- Videos, photographs and renderings produced during the project
- Posts promoting the value of the I-69 corridor
- General posts about regional successes and economic development

Protocol

Prior to launching the social media channels, C2 will develop the social media plan, which includes protocols for how posts are tracked and comments responded to. Posts and public comments will be documented according to the procedures for the Administrative Record.

A social media calendar will be provided for review by Project Team leaders on a monthly basis. Messaging to answer expected and routine questions about the project will also be provided, and updated on a monthly basis for team review.

Approved messaging will be used to respond to posts on social media. Responses that are not included in the pre-approved messaging will be shared in advance with identified project leaders for their approval.

Social media channels are to be closely monitored. Any posts that include profanity, nudity, depictions of violence, threatening language, inappropriate or indecent content will be removed.

Timeline and key milestones

Establishing Facebook and Twitter channels will be the top priority. It's recommended that both channels be launched early in the process, to provide an avenue of communication leading up to and following the first public meetings. More frequent and robust content will be developed as the project continues.

Timing for the launch of social media channels is recommended for March 2017 to introduce the project and support initial public meetings.

Recommended Timeline:

- March 2017: Launch project Facebook and Twitter channels
- April 2017: Develop detailed social media plan for team approval
- May 2017: Grow social media base and following

Content for routine posts will be developed. At least weekly posts are expected in the first months, more frequent posts will follow and will be outlined in the social media plan.

3. Education, Outreach and Engagement Strategy – Property Owner Contact

Letters

The team will proactively reach out to residents at key milestones in the NEPA process. Prior to surveying, the team will develop a current property owner database. The Public Involvement Team, in cooperation with the NEPA project manager, will draft and mail certified “Notice of Survey” letters.

Field crews will carry the Follow Our Progress cards, which include contact information and direct them to the outreach materials that may answer their questions. If field crews are receiving several of the same questions, they should alert the Public Involvement Team so the Frequently Asked Questions section of the website can be updated.

Requests for information from property owners will be handled according to the policies outlined in the Internal and External Communications Protocols portion of this plan.

3. Education, Outreach and Engagement Strategy – Environmental Justice

The I-69 ORX project will include a multi-faceted outreach program designed to ensure the full and fair participation by all potentially affected environmental justice communities in the transportation decision-making process. The effort will include five primary strategies:

- Seeking out, building and maintaining a comprehensive database of mail and email contact information of environmental justice stakeholders and advocacy groups
- Inviting representatives of leading groups to be members of the project's River Cities Advisory Committee
- Establishing an Environmental Justice Subcommittee of the RCAC
- Partnering with environmental justice groups to disseminate information regarding the project and ensuring that public meetings are well advertised
- Making materials and meetings accessible to all stakeholders including those with physical disabilities, minorities, low-income, elderly, transit dependent and Limited English Proficiency (LEP) individuals

Stakeholder Contact Database

A comprehensive database of property owners, stakeholders, and advocacy groups will be developed and maintained throughout the project. As described elsewhere in this PIP, properties that could be directly affected by the project will be identified and their owners added to the database. Included in this database will be any person that contacts the project via public meetings, the project offices, email or phone inquiries, or the project website and provides their contact information. Finally, the project team will proactively identify organizations and advocacy groups that may have an interest in the project for inclusion in the database. The database – which will include both mailing and email addresses – will be used to disseminate project updates and to notify all stakeholders of project-related events.

River Cities Advisory Committee

As described in the next section of this document, the team has established an advisory committee, the RCAC, to discuss the project's progress and decisions. In addition to the civic, business and governmental groups represented, the team will identify organizations that specifically represent or advocate on behalf of minority or low-income populations. These leading groups include social services, housing authorities, neighborhood associations, and religious organizations.

RCAC Environmental Justice Subcommittee

An Environmental Justice Subcommittee has been formed to better ensure organizations representing environmental justice populations, which do not historically participate at high levels in many transportation projects, are part of in-depth discussions about the project. In addition to serving as full members of the RCAC, members of this subcommittee will meet with the project team separately to provide them the opportunity to discuss issues in greater depth.

Members will include representatives of:

- Local minority advocacy organizations
- Local low income advocacy organizations
- Religious organizations serving EJ communities
- Neighborhood associations
- Housing authorities
- Transit providers
- Other organizations that serve predominantly EJ memberships

Meetings will be held prior to RCAC meetings (typically in the week leading up to the RCAC meeting) and whenever appropriate to provide these groups with:

- A preview of the material to be presented to the RCAC
- An opportunity to ask questions of the project team about the materials, process and technical studies
- A forum for discussing issues of particular interest to EJ communities

Meetings will be held at times and places most conducive to the participation of these groups.

Partner Outreach

The team will partner with local organizations, including those that are represented on the RCAC Environmental Justice Subcommittee, to disseminate project information and provide outreach to their members. The team will work with these organizations to ensure that project-related meetings are well advertised; this may involve providing meeting notices to be handed out to member groups, placing meeting notices in the organization's newsletters or other means of communication, or making announcements at organization meetings. Through the project speakers bureau, the team will seek out opportunities to attend these organizations to speak about the project and answer any questions. In this manner, the team will take the project to these communities.

Accessibility

The team will take all reasonable steps to ensure that the project and its materials are accessible to all stakeholders. All public meetings will be held in facilities that meet the requirements of the Americans with Disabilities Act (ADA) and are located within proximity to public transit. Likewise, both project offices are in accessible buildings served by public transit. All public meeting notices will offer, upon prior notice, to address any reasonable request for accommodation, including foreign language translation. The project team will also gather feedback from stakeholders and monitor requests for translation to determine if select project materials should be translated to other languages.

3. Education, Outreach and Engagement Strategy – Advisory Committee Meetings

River Cities Advisory Committee

A River Cities Advisory Committee (RCAC) has been established and will meet four to six times, as needed, to discuss issues of common concern and provide input about the project. The RCAC will be comprised of approximately 40 individuals and/or organizations from both states, including, but not limited to:

- Civic organizations
- Businesses
- Large employers
- Advocates for low-income populations
- Minority and low-income groups
- Interest groups
- Residents
- Facility users, incl. freight, bicyclists and pedestrians
- Environmental groups
- Delegates selected by elected representatives
- Religious leaders
- Educational leaders

The RCAC will meet to gain stakeholder feedback, identify and resolve local concerns, and build community support during the NEPA decision-making process. It will be an effective means of addressing specific issues and hearing a variety of stakeholder views.

The RCAC will meet up to six times in the Evansville project office at key project milestones, including:

- Public launch of project branding, goals
- Purpose and Need statement, identification of preliminary alternatives
- Draft Environmental Impact Statement publication
- Final Environmental Impact Statement /Record of Decision

While not advertised as public meetings or presentations, non-RCAC members will be permitted to observe the meetings. Non-members will be given the opportunity to comment and ask questions at the end of the meetings.

A RCAC charter will be signed at the first meeting, ensuring everyone acknowledges the roles and responsibilities of the RCAC. A RCAC handout will be distributed, which discusses the purpose of a RCAC, guidelines on how RCACs are established,

requirements of RCAC members and any additional information pertinent to the formation of RCACs.

Meeting minutes will be routed to RCAC members within 20 business days of the meeting, and more general meeting summaries will be posted on the project website.

Section 106 Consulting Parties

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires consideration of historic preservation for any project receiving federal funding. Federal agencies must give Consulting Parties – key stakeholders with a tie to historic preservation – an opportunity to comment on such projects prior to the agency’s decision on them.

Section 106 review encourages, but does not mandate, preservation. Sometimes there is no way to construct a project without impacting historic properties. If there is an impact to historic properties, the Project Team will work with the Consulting Parties on a Memorandum of Understanding about how impacts to those properties will be mitigated.

Consulting Parties are expected to meet four times through May 2019. Meeting minutes will be sent to the Consulting Parties within 10 business days of each meeting.

Interagency Advisory Committee

Conducting the NEPA process on a project the size of this requires coordination and cooperation with many state, local and federal resource and permitting agencies. Given the potential impact to the Ohio River, the environment, protected land and historic properties, these organizations will provide critical input on nearly every aspect of the project.

By forming the Interagency Advisory Committee, the Project Team seeks to secure early commitment to project and process, including:

- The Purpose and Need
- Range of alternatives
- Alternatives screening process
- Preliminary preferred alternative
- Preferred alternative
- Mitigation plan

Members of the Interagency Advisory Committee include

- Absentee Shawnee
- Cherokee Nation
- Delaware Nation of Oklahoma
- Eastern Band of Cherokee
- Eastern Shawnee Tribe of Oklahoma
- Evansville Metropolitan Planning Organizations
- Federal Aviation Administration
- Federal Highway Administration
- Indiana Department of Environmental Management
- Indiana Department of Homeland Security
- Indiana Department of Natural Resources
- Indiana Geological Survey
- INDOT
- Kentucky Department for Environmental Protection
- Kentucky Department for Natural Resources
- Kentucky Department of Aviation
- Kentucky Department of Fish and Wildlife Resources
- Kentucky Division of Forestry
- Kentucky Geological Survey
- Kentucky Heritage Council
- Kentucky Office of Homeland Security
- Kentucky State Nature Preserves Commission
- Kentucky Tourism, Arts and Heritage Cabinet
- KYTC
- Miami Tribe of Oklahoma
- National Park Service
- Natural Resources Conservation Service
- Peoria Tribe of Indians of Oklahoma
- Shawnee Tribe
- United Keetoowah Band of Cherokee Indians
- US Army Corps of Engineers - Louisville District
- US Coast Guard District

- US Department of Energy
- US Department of Housing and Urban Development
- US Department of Interior
- US Environmental Protection Agency
- US Fish and Wildlife Service
- US Forest Service

The Interagency Advisory Committee will meet five times before the Record of Decision. Meeting minutes will be distributed within 10 business days of the meeting.

Technical Working Group

Another important group of stakeholders than can have a significant impact on the project are local and state transportation officials. The Project Team will update these organizations on the project's progress at the Evansville MPO's Technical Committee meetings. As the project advances, the Project Team will determine if a separate committee with stand-alone meetings is needed.

Meeting minutes will be distributed to members within 10 business days of the meeting.

3. Education, Outreach and Engagement Strategy – Public Meetings

Educating residents and collecting public input is very important for the I-69 Ohio River Crossing project. The Project Team will host public meetings at key project milestones to keep the public engaged and to gather public feedback.

Key milestones

Public meetings are proposed for the following key milestones in the NEPA process:

- Public launch of project branding, goals, and Purpose and Need statement – April 2017
- Completion of Level 1 Screening – Summer 2017
- Draft Environmental Impact Statement publication* – Fall 2018
- Final Environmental Impact Statement /Record of Decision – Late 2019

Meeting format

Each round of public meetings will be held in both Henderson and Evansville. The agendas and formats for these meetings will be identical, assuring that the public receives the same information, regardless of which meeting they attend. Each meeting will be held in a public space that is accessible, near a bus route and provides free parking.

During each of the public meetings, the public will have an opportunity to get project information regarding the project details to date, schedule and ask any questions. Spanish-language interpretation will be available upon request. This will be promoted by ads in Spanish-language newspapers.

Opportunities to give input and comments will also be available at all public meetings. Both rounds of meetings will be an open house format with various stations focused on topics or elements of the project. The goal is to provide interactive exercises to gain input while also allowing the public to directly talk and ask questions of the Project Team.

Public meetings could include the following stations:

- Welcome station – Sign in, collect handouts, information on how to stay informed (website, social media, project office, etc.) and place to provide general feedback
- Overview station – General information about the overall project including schedule, process, funding and next steps
- Context analysis station – Base map (existing conditions shown) exercise where attendees can identify areas of interest, community assets and other similar points of interest
- Route identification and alternative analysis station – Large base maps where attendees can identify and/or provide feedback about potential routes and crossing locations

Public involvement deliverables

- Planning and logistics
- Agendas and run-of-show for the meetings
 - Note: agendas will be posted to the project website at least five business days prior to the meeting(s)
- Directional signage and parking signs, when necessary
- Display boards
- PowerPoint presentations
 - Note: Presentations will be posted to the project website the same day as the public meeting(s)
- Handouts/brochures
 - Note: handouts distributed at the public meetings will be posted on the project website no more than two business days after the meeting(s)
- Comment sheets and surveys
- Interactive displays, whenever possible and appropriate
- Follow Our Progress cards that allow the team to sign residents up for the e-newsletter and text messaging program, and publicize the website URL and potential social media channels
- Preparation document for INDOT, KYTC and the Project Team, including updated key messages and answers to frequently asked questions
- Meeting attendance and sign-in coordination
- Meeting minutes, which will be posted on the public website

Public meeting notices

In addition to using all tools supporting the project, the Public Involvement Team will work with INDOT and KYTC to promote public meetings via agency ListServes, social media accounts, media relations and websites.

Per federal guidelines, legal public meeting notices will be placed in local newspapers in both English and Spanish.

**In accordance with FHWA guidelines, a formal public hearing format will be used to present and collect feedback about the DEIS.*

3. Education, Outreach and Engagement Strategy – Speakers Bureau

Protocol

All communications on behalf of the I-69 Ohio River Crossing Project should be limited to approved, project speakers to ensure controlled, consistent messaging for the project.

Identifying a clear, consistent and trusted voice for the project is an essential part of developing trust, understanding and support of members of the local media, residents and community stakeholders.

C2 Strategic Communications will serve as the primary project spokesperson (Mindy Peterson) to proactively share project information, respond to media inquiries and requests and respond to the communications needs of the project.

Potential speakers include:

- INDOT Executive Project Manager
- Janelle Lemon, INDOT, project manager
- Gary Valentine, KYTC, major project advisor
- Marshall Carrier, KYTC, project manager
- Steve Nicaise, Parsons, project manager
- Dan Prevost, Parsons, deputy project manager
- Will Wingfield, INDOT, media relations director
- Andy Dietrick, INDOT, public affairs manager
- Ryan Watts, KYTC, executive director, office of public affairs

Promoting the availability of Project Team members

In addition to meetings with the advisory groups and the general public, the Project Team will present to small groups to help educate them about the project. These organizations may include:

- Councils of elected officials
- Neighborhood associations
- Civic groups (Rotary, Kiwanis, etc.)
- Special interest groups
- Business and economic development organizations, chambers of commerce

The presentation content for these small-group meetings will mirror the most recent information presented at public meetings and on the website.

The availability of speakers will be publicized through the website, general media, social media and the e-newsletter. It is also anticipated that several groups will reach out to the Project Team requesting similar presentations. Every effort will be made to accommodate those requests, and in many cases, presentations will be grouped to minimize travel and printing expenses.

The Public Involvement Team will keep meeting summaries for each of these presentations, including the day and time of the presentation, handouts that were distributed, and the presentation itself. Pertinent questions and comments at those presentations will also be added to the public comment log.

4. Internal and External Communications Protocols – Internal communications

The I-69 Ohio River Crossing Project requires clear, continuous communications among members of the Project Team, including the Consultant, INDOT, KYTC and FHWA. To ensure the project stays on schedule and on budget, it's important for team members to stay informed, share pertinent information and participate in scheduled meetings and conference calls as required.

Project Team leaders are listed in the tables below. (A complete list of Project Team members is listed in Appendix of this Plan.)

Project Team members

Agency Leaders

Name	Title	Employer
	Executive Project Manager	INDOT
Janelle Lemon	Project Manager	INDOT
Gary Valentine	Major Project Advisor	KYTC
Marshall Carrier	Project Manager	KYTC
Michelle Allen	Project Manager	FHWA-IN
Duane Thomas	Project Manager	FHWA-KY

Consultant Leaders

Name	Title	Employer
Steve Nicaise	Project Manager	Parsons
Dan Prevost	Deputy Project Manager, Environmental Lead	Parsons
Erin Pipkin	Public Relations Lead	Borshoff
Ken Sperry	Design Advisor	HMB
Brian Aldridge	Traffic Forecasting/Modeling Lead	Stantec
Kevin Thibault	Toll Studies/Procurement Lead	Parsons
Cory Grayburn	EIS Document Lead	Parsons

Dan Miller	Ecology/Waters Lead	Parsons
Phil Banton	Environmental Monitoring/Compliance Lead	Parsons
Tamar Henkin	Financial Planning Lead	High Street
Toby Randolph	Alignments and Interchanges Lead	Parsons
Martin Furrer	Bridges Lead	Parsons

Tactics

- Weekly team coordination meetings/calls (Thursday afternoons 3-4:30 p.m.)
- Bi-weekly progress meetings/calls (Schedule: Every other Tuesday, Evansville office)
- Email updates (as warranted)
- Monthly progress reports

Protocol and file management

- Administrative Record – All files will be stored according to the procedures defined for the Administrative Record.
- Documents – All preliminary documents for internal review should include the word “DRAFT” in the file name and document header along with a date.
- Email – Email will be archived according to the guidelines of the Administrative Record.
- Media inquiries – All media inquiries and requests should be directed to C2 Strategic Communications to ensure consistency in messaging. C2 Strategic will respond, or identify the appropriate person to respond. Requests and responses will be shared with leaders of the Project Team and the communications directors for INDOT and KYTC.

4. Internal and External Communications Protocols – External Communications for Stakeholder Inquiries

Public involvement team contact information

Agency Leaders

Name	Title	Employer
Jim Stark	Deputy Commissioner	INDOT
Janelle Lemon	Project Manager	INDOT
Gary Valentine	Major Project Advisor	KYTC
Marshall Carrier	Project Manager	KYTC
Will Wingfield	State Media	INDOT
Andy Dietrick	Public Affairs Manager	INDOT
Ryan Watts	Executive Director, Office of Public Affairs	KYTC
Jason Tiller	Customer Service, Vincennes District	INDOT
Keith Todd	Public Information Officer, District 2	KYTC

Consultant leaders

Name	Role	Employer
Erin Pipkin	Outreach strategy, deliverables and documentation	Borshoff
Ryan Noel	Branding and collateral	Borshoff
Chad Carlton	EJ, media relations, social media	C2 Strategic Communications
Mindy Peterson	EJ, media relations, social media	C2 Strategic Communications
Amy Williams	Public information center, public meetings	Taylor Siefker Williams
Amber Schaudt	Project office coordinator	Taylor Siefker Williams
Steve Nicaise	Senior oversight	Parsons
Dan Prevost	NEPA documentation	Parsons

Routing and answering resident inquiries

- Written requests (letters, comment forms or emails) – All written requests should be forwarded to Erin Pipkin at Borshoff to be logged into the inquiry database. She will then route it to the appropriate team member to assist in drafting a response. All written inquiries will be acknowledged within one business day with either an answer or an estimate on when an answer will be provided. The team will make every effort to respond to all inquiries within three business days. All responses will be carbon-copied to Steve Nicaise, Gary Valentine, Marshall Carrier and Janelle Lemon, with additional team members copied according to the subject matter.
- Phone requests – Any Project Team member who fields a question – either at the Project Office or at another location – must fill out the Public Inquiry Tracking Template or route it to Erin Pipkin and Amber Schaudt. Amber will log the request, then route it for response. Whenever possible, the team will respond in writing so it can be properly tracked. The team will make every effort to respond to all inquiries within three business days.
- Requests at meetings or public information centers – Residents who approach team members with questions the team member cannot answer will be encouraged to fill out a comment form. Once complete, those forms should be routed to Erin Pipkin. She will log the request, then route it for response. Whenever possible, the team will respond in writing so it can be properly tracked. The team will make every effort to respond to all inquiries within three business days.
- All requests from reporters should be sent to both Mindy Peterson and Chad Carlton at C2 Strategic Communications.
- All written and documented correspondence will be filed according to the Administrative Record procedures.

Internally sharing answers to commonly asked questions in the form of FAQ or Tough Q&A documents will streamline responses and assure that everyone is receiving the same answers to their questions, especially when questions are asked in person.

When Erin Pipkin is unavailable for more than 24 hours, another team member will assume the role of tracking and managing inquiry responses. The inquiry database and Public Inquiry Tracking Forms will be saved in SharePoint, and routed as part of the Public Involvement Report each month.

Tracking resident inquiries

Collecting and maintaining an organized record of resident inquiries is imperative throughout the NEPA process. Managing resident inquiries quickly will promote confidence in the project.

Resident information will be gathered and submitted on an electronic template filled out by team members, via the “contact us” link on the website, on a sign-in sheet at the public information offices and on sign-in sheets at public meetings.

Information collected includes:

- Name
- Email
- Home address
- Question asked
- Team member who responded
- Response
- Date of correspondence

Appendix A – Glossary of terms and abbreviations

INDOT – Indiana Department of Transportation

KYTC – Kentucky Transportation Cabinet

FHWA – Federal Highway Administration

NEPA – National Environmental Policy Act

MPO – Metropolitan Planning Organization

DEIS – Draft Environmental Impact Statement

FEIS – Final Environmental Impact Statement

ROD – Record of Decision

EJ – Environmental Justice

PI – Public Involvement

Appendix B – Public involvement protocol

Public interest is high in this integral project, and will increase as work advances on the Environmental Impact Study (EIS). Understanding the importance of public acceptance and support of the project, a clear, consistent message from the Project Team is vital from start to finish.

Guidelines for communications

All media and public outreach requests should be directed to C2 to ensure consistency in messaging:

Mindy Peterson, mindy@c2strategic.com, 502-595-8704

C2 will:

- Respond with approved, key messaging or identify the appropriate member of the Project Team to respond
- Share all public outreach requests and inquiries with leaders of the Project Team:
 - INDOT, Executive Project Manager
 - Janelle Lemon, INDOT, project manager
 - Gary Valentine, KYTC, major project advisor
 - Marshall Carrier, KYTC, project manager
 - Steve Nicaise, Parsons, project manager
 - Dan Prevost, Parsons, deputy project manager
 - Erin Pipkin, Borshoff, public involvement lead
- Share all media inquiries and responses with leaders of the Project Team noted above and communications directors for the states:
 - Will Wingfield, INDOT, media relations director
 - Andy Dietrick, INDOT, public affairs manager
 - Ryan Watts, KYTC, executive director, office of public affairs
 - Jason Tiller, INDOT, customer service, Vincennes District
 - Keith Todd, KYTC, public information officer
- Log all media inquiries
- Log all public outreach/speakers' bureau requests

Project speakers

All communications on behalf of the I-69 Ohio River Crossing Project should be limited to approved, project speakers to ensure controlled, consistent messaging for the project.

Identifying a clear, consistent and trusted voice for the project is an essential part of developing trust, understanding and support of members of the local media, residents and community stakeholders.

C2 Strategic Communications will serve as the primary project spokesperson (Mindy Peterson) to proactively share project information, respond to media inquiries and requests and respond to the communications needs of the project.

In addition, Project Team leaders will provide support for specific needs, such as public meetings and River Cities Advisory Committee (RCAC) meetings. It's recommended the project spokesperson provide an overview of the project and introduce Project Team members at such events.

These communications needs include:

- Media inquiries
- On-camera interviews
- Public meetings
- Project presentations

Consistent, clear messaging will help to set realistic expectations, and build public understanding and support throughout the project.

Potential speakers include:

- INDOT Executive Project Manager
- Janelle Lemon, INDOT, project manager
- Gary Valentine, KYTC, major project advisor
- Marshall Carrier, KYTC, project manager
- Steve Nicaise, Parsons, project manager
- Dan Prevost, Parsons, deputy project manager
- Will Wingfield, INDOT, media relations director
- Andy Dietrick, INDOT, public affairs manager
- Ryan Watts, KYTC, executive director, office of public affairs

Media training will be provided by C2, along with key, approved messaging for all media opportunities and speaking requests.

Key messaging

Key messaging will have a significant impact on the public's acceptance and support of the project, and is being developed by the public relations team for Project Team review and approval. Clearly articulating the purpose and need and the supporting points is important for effectively communicating with all stakeholders. Key messaging will evolve with the project, for approval by the Project Team.

Appendix C – Key messages

The Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing (I-69 ORX) between Evansville and Henderson.

The states have reinitiated a study of the corridor under the National Environmental Policy Act, which will help determine the route, structure(s) and financing solutions to move the project from conversation to construction. This study includes:

- Analysis of a range of reasonable alternatives
- Public involvement, including opportunities for participation and comments
- Coordination and consultation with local, state and federal agencies
- Assessment of the social, economic and environmental impacts
- Consideration of appropriate ways to reduce project impacts

While previous studies have identified possible solutions, this project will consider the major investments both states have made over the past decade in construction of the I-69 corridor. The I-69 ORX project will re-engage the region to develop a plan for this critical link that not only meets the purpose and need, but also is financially feasible.

Appendix D – Frequently asked questions

General Overview

What is the I-69 Ohio River Crossing Project?

The Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) are committed to providing a critical link between the two states' I-69 corridors and constructing an improved Ohio River Crossing (I-69 ORX) between Evansville and Henderson. The states have reinitiated a study of the corridor to complete a required federal environmental review.

Why is this happening now?

Last summer, Governors Bevin and Pence committed funding to advance project development. Thanks to the diligence of previous and current administrations, Indiana and Kentucky are now well on their way to completing I-69 in their respective states, and the Ohio River Crossing is one of the last remaining pieces.

How will the project benefit drivers in the area?

Connecting the two states' segments of I-69 and improving the Ohio River Crossing will improve safety and mobility. A modern crossing built to federal interstate standards is needed to handle current and future traffic volumes.

How will the region benefit?

The I-69 Ohio River Crossing will be a transformational project not only for the River Cities, but also the entire region. An improved transportation system will open the door to economic opportunities on both sides of the river, supporting new businesses and jobs along the bi-state corridor and facilitating the flow of freight throughout the region.

What information will be gathered and evaluated during the project?

The Project Team is preparing an Environmental Impact Statement (EIS). It's a document required by the National Environmental Policy Act (NEPA). The process will determine the preferred route and financing solutions needed to move the I-69 Ohio River Crossing Project to the next phase of development.

Hasn't this process been completed before?

A Draft Environmental Impact Statement (DEIS) was completed in 2004, with a preferred alternative identified for a new I-69 Ohio River Crossing just east of Henderson. With no funding source identified, a final environmental impact statement and record of decision were never issued. Information from the previous DEIS as well as other studies completed by the states will be considered in the current studies. Logical termini of the I-69 in Kentucky and Indiana have changed which will likely eliminate some previously considered alternatives. Innovative financing and funding solutions that weren't previously considered or available will be explored under the current studies as well.

What happens next?

The Project Team will develop and analyze a range of reasonable alternatives for the I-69 ORX in the NEPA study, which assesses the impacts of the project on residents, businesses and the natural environment. This process will include public involvement – with ample opportunities for participation and comments –consultation with local, state and federal agencies.

When will specific impacts to residents and businesses be identified?

The five corridors presented at the April 2017 open houses represent conceptual alignments based on previous studies of the corridor. At this stage, no design work has been completed and our data collection efforts are just beginning. The team will develop and evaluate these alignments further and, this summer, will return to the public with both more information about the alignments as well as our recommendations for which ones warrant further evaluation. While the alignments will still be preliminary, information regarding potential impacts to individual properties will be provided.

NEPA

What is NEPA?

NEPA, the National Environmental Policy Act, requires the Federal Highway Administration (FHWA) to assess environmental effects before making decisions concerning the construction of highways and other publicly-owned facilities.

The NEPA process includes:

- Assessment of the social, economic and environmental impacts of a proposed project
- Analysis of a range of reasonable alternatives to the proposed project, based on project's defined purpose and need
- Consideration of measures to avoid, minimize or mitigate potential impacts
- Interagency coordination and consultation
- Public involvement, including opportunities to participate and comment
- Documentation and disclosure
- A record of decision from FHWA, which identifies the final preferred alternative

How long is the NEPA process expected to take?

The states anticipate it will take approximately three years to complete preliminary design and the environmental review, and secure a FHWA decision. The Project Team expects to publish a Draft Environmental Impact Statement by fall 2018, and a Final Environmental Impact Statement and Record of Decision (ROD) in 2019.

What are the steps involved in the environmental study?

- Step 1 – Determine the project's purpose and need and identify conceptual alternatives that address those needs
- Step 2 – Collect preliminary environmental and engineering data, reviewing results with the Project Team, resource agencies and the public
- Step 3 – Develop a short list of potential corridors and begin detailed engineering, field investigations, agency coordination, public involvement and financial analysis
- Step 4 – Identify a preliminary preferred alternative and present the DEIS for public review and comment
- Step 5 – Address public comments on the preferred alternative, publish a Final Environmental Impact Statement and receive a record of decision from FHWA

What factors will be studied?

A long list of potential impacts will be studied, some of which include impacts to property, cost, traffic, property access, the regional economy, low-income and minority communities, water resources, noise, air quality, wildlife and historical resources. These

impacts will be weighed with project performance measures to identify a preferred alternative.

Is there a way to expedite preliminary design and the environmental review?

The NEPA timeline approved by Indiana and Kentucky is aggressive, but realistic, with the Draft Environmental Impact Statement expected to be published by fall 2018 and the final environmental impact statement and record of decision expected to be published in late 2019.

Will Kentucky and Indiana have equal influence over which alternative is selected?

This is a bi-state project, and Kentucky and Indiana will collaborate throughout the decision-making process.

What happens when the environmental process is over?

If construction of the project is recommended, the FHWA decision allows Indiana and Kentucky to access federal funds to help purchase land, complete design and build the project.

Construction

What will the I-69 Ohio River Crossing route be?

The preferred crossing and interstate location will not be selected until the NEPA studies are complete. The potential routes will connect the existing I-69 sections, the Robert D. Orr Highway south of Evansville and the upgraded Edward T. Breathitt Pennyriple Parkway south of Henderson. The purpose and need for the project, as well as impacts to the public and the environment, and financial feasibility will drive the decision-making process.

When will residents and businesses know if their property will be impacted?

Right now, neither state plans to purchase land until the environmental review is completed and a Federal Highway Administration (FHWA) decision on location is rendered, which is expected in late 2019.

After FHWA issues its Record of Decision, a detailed design and land acquisition schedule will be developed. Indiana and Kentucky may use up to 90 percent federal funds to purchase land, if needed, on their respective sides of the river.

Do you expect to increase or decrease the 2004 estimate of \$1 billion?

We don't know yet. The governors of Kentucky and Indiana have directed the Project Team to identify cost-savings measures to help move the project to construction. Cost estimates will be developed for each alternative and considered in the decision making process.

When will construction begin?

The Project Team plans to have a Final Environmental Impact Statement and Record of Decision in 2019. There's no timetable for additional phases of the project.

Financing and Funding

How will Indiana and Kentucky split the project costs?

Indiana and Kentucky are evenly splitting costs for preliminary design and the environmental review. Construction funding will be reviewed when a preferred alternative is selected and a detailed estimate is developed.

How much is project construction expected to cost?

The estimated project cost will be included in the Draft Environmental Impact Statement.

Must both states commit to the estimates before the project can move to design or construction?

A federally approved financial plan that includes funding and financing commitments from both states is a requirement to move forward with construction.

Will the states use existing infrastructure on this project to save money and time?

The Project Team will work to identify all cost-saving measures, including utilizing existing infrastructure.

What types of financing and funding will the two states consider?

The states will consider all options to move the project forward. Recommended solutions will be part of the environmental study process.

What procurement process might be used? Will this project be built as a public-private partnership or design-build project?

As the states develop the project further through preliminary design and the

environmental review, Indiana and Kentucky will consider the project's suitability for different procurement methods and select a solution that works best for both states.

Is tolling an option?

Yes. All funding options are being considered.

Why is tolling being considered?

Across America, traditional funding sources, such as gas taxes, are increasingly inadequate to pay for major infrastructure improvements. All financing options are being considered in order to identify a way to pay for a much-needed I-69 Ohio River Crossing.

Public Involvement

How will local officials, stakeholder groups, and the public be involved?

Both Indiana and Kentucky are committed to a robust public involvement plan throughout the NEPA study process. Information will be shared via e-newsletters, focus groups with local officials and key stakeholders, social media and media relations. Residents will have the opportunity to provide feedback any time via the project website (www.I69OhioRiverCrossing.com), email (info@I69OhioRiverCrossing.com), phone (888-515-9756), or at the project offices in Henderson and Evansville. The Project Team will also host four public meetings so residents can ask questions and provide feedback during the NEPA process.

The Project Team will meet often with key stakeholder groups to solicit feedback throughout the NEPA process. These groups include elected officials, the River Cities Advisory Committee, the Interagency Advisory Committee, the Section 106 Consulting Parties and an Environmental Justice Work Group. Any residents who would like to be considered as a member of those organizations should contact the Project Team.

When can the public review and comment on the study?

INDOT and KYTC are committed to updating the public about the study process often. Updates will be shared on the project website and public open houses will be held on both sides of the river.

How can the public stay informed?

Frequent updates will be shared on the project website (I69OhioRiverCrossing.com), news media, Facebook (I-69 Ohio River Crossing) and Twitter (I69ORX). Project offices

are located at 320 Eagle Crest Drive, Suite C in Evansville and 1970 Barrett Court, Suite 100 in Henderson. Public open houses also will be held on both sides of the river, and will be publicized in advance.

Current U.S. 41 bridges

Aren't the current U.S. 41 bridges going to be under construction soon?

Indiana and Kentucky are partnering on another project, Fix For 41, beginning this summer. The \$25 million Fix For 41 project includes 3.8 miles of U.S. 41 and seven bridges. Information about the project is available [here](#).

How many vehicles cross the U.S. 41 bridges each day?

The U.S. 41 Twin Bridges carry approximately 40,000 vehicles across the Ohio River each day.

How old are the current U.S. 41 bridges?

What is currently the northbound bridge opened in 1932. The second structure, which carries southbound traffic, was constructed in 1965.


If a new bridge is constructed, what will happen to the old ones?

All options for the existing U.S. 41 bridges are on the table, and specific impacts to the bridges will be considered during the NEPA study. Several factors will be considered, such as traffic demands and annual maintenance costs.

Would the states consider making the old bridges bicycle or pedestrian facilities?

All options for the existing U.S. 41 bridges are on the table, but specific decisions regarding the bridges won't be made until late in the NEPA study process.

Appendix E – Public inquiry tracking template



I69OHIORIVERCROSSING.COM

Record of Communication

Date: _____

Resident Name: _____

Resident Address: _____

Resident Phone: _____

Email Address: _____

Question/comment: _____



Comment or inquiry submitted via:

Evansville Office Henderson Office Phone E-mail Social Media

Project Team member: _____

EVANSVILLE PROJECT OFFICE
320 Eagle Crest Drive, Suite C, Evansville, IN 47715
P/ 888-515-9756 E/ info@i69OhioRiverCrossing.com

HENDERSON PROJECT OFFICE
1970 Barrett Court, Suite 100, Henderson, KY 42420
P/ 888-515-9756 E/ info@i69OhioRiverCrossing.com



Proposed Establishment of Green River National Wildlife Refuge & I-69 Bridge over the Ohio River

In June of 2001 the U. S. Fish and Wildlife Service published the evaluation and recommendation for the establishment of the Green River National Wildlife Refuge. The proposal was well received and had strong support. No further action has been taken on the establishment of the Green River NWR, primarily because no source of funds for land acquisition and restoration was available.

Currently activity is underway to finalize the route and design for the I-69 Bridge crossing the Ohio River between Evansville, Indiana, and Henderson, Kentucky. This Bridge will be built in the foreseeable future and will bisect the proposed Green River NWR. Regardless of the final route selection, it will have a great deal of impact on the floodplain of the Ohio River and require a lot of mitigation.

A group of Refuge supporters are recommending that the bulk of the acreage of mitigation lands required by the highway department are purchased and restored within the boundaries of the Proposed Green River NWR and the land be transferred to the U.S. Fish and Wildlife Service for establishment of the Refuge. We believe this would insure the best long term management of the restored mitigation lands and provide the maximum benefit to the public and the ecosystem.

We realize that this result will require a lot of co-operation between the numerous governmental entities including: Federal Highway Administration, Indiana Department of Transportation, Kentucky Department of Transportation, U. S. Corps of Engineers, and U.S. Fish and Wildlife Service as well as support of several elected officials. Although this is a daunting task the payoff is phenomenal.

The lands for the proposed Green River NWR are located in the Scuffletown Bottoms area along the Ohio River in Henderson County Kentucky, between the cities of Evansville In. and Henderson Ky. The confluence of the Green River and Ohio River lies within the Refuge boundary. The proposed Refuge includes lands on the north and south sides of the Ohio River, all in Kentucky, and totals 23,000 acres. One of the key objectives of the Refuge is to restore bottomland hardwood forested wetlands. It will be of importance to migrating waterfowl and shore birds as well as other species of wildlife. It also encompasses a good recreational fishery in the Ohio and Green River. It will complement the adjacent Kentucky Green River State Forest and John James Audubon State Park.

Link to USFWS Green River Refuge Proposal:

<https://permanent.access.gpo.gov/lps33863/finalgrnriv.pdf>

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