

APPENDIX C-6

Environmental Justice (EJ) Subcommittee Records

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ENVIRONMENTAL JUSTICE SUBCOMMITTEE MEMBERSHIP LIST

City of Evansville Representative

Steve Schaefer, Deputy Mayor

Warrick County Representative

Bob Johnson, Commissioner

Community Action Program of Evansville (CAPE)

Gale Brocksmitth, Director of Planning and Corporate Affairs

ECHO Housing Corporation

Stephanie Tenbarga, Executive Director

Evansville Promise Zone

Silas Matchem, Director

Gibson County Representative

Gerald Bledsoe, Commissioner, Vice President of Commissioners

HOLA Evansville

Daniela Vidal, President

Latino Chamber Alliance (division of Southwest Indiana Chamber of Commerce)

Brant Flores, Chairman

Metropolitan Evansville Transit System (METS)

Todd Robertson, Evansville Dept. of Transportation and Services, Executive Director

Metropolitan Planning Organization (MPO)

Pam Drach, Deputy Director

NAACP, Evansville Chapter

Rev. Gerald Arnold, President

Posey County Representative

Brittaney Johnson, Posey County Economic Development Partnership, Executive Director

United Neighborhoods of Evansville (UNOE)

Chris Cooke, Board Member

City of Henderson Representative

Maree Collins, City Clerk

Henderson County Representative

Bill Hubiak, Henderson County Engineer

Audubon Area Community Services

Brandon Harley, Chief Operations Officer

Community Baptist Church

Dr. Tim Hobbs, Pastor

Daviess County Representative

David Smith, Government Affairs Director

Greater Norris Chapel Baptist Church

Rev. Charles Johnson, Pastor

Green River Area Development District

Gina Boaz, Regional Transportation Planner

Housing Authority of Henderson

Bobbie Jarrett, Executive Director

McLean County Representative

Patricia Hayden, St. Sebastian Conference of St. Vincent de Paul

NAACP, Henderson Chapter

Deborah Jackson Hoda, President

Union County Representative

Jody Jenkins, Judge/Executive

Webster County Representative

Steve Henry, Judge/Executive



MEETING SUMMARY

Date: June 13, 2017
Time: 2 – 3:30 p.m. CT
Meeting: I-69 ORX EJ Subcommittee Meeting #1
Location: I-69 ORX Project Office, Evansville, IN

SUMMARY

1) Welcome and introductions – The Project Team opened the meeting and welcomed EJ Subcommittee members. Opened floor for introductions of participants:

- Project Team – Members shared their role in project
- Committee Members – Provided name and organization

Project overview – The Team provided the I-69 ORX project overview:

- Our Proposed Purpose and Need:
 - Complete the I-69 connection between Indiana and Kentucky
 - Develop a solution to address long-term cross-river mobility
 - Provide a cross-river connection to reduce congestion and delay
 - Improve safety for cross-river traffic
 - If there are other significant factors that should be considered, or if you want to help the Project Team prioritize these, please let us know
- The I-69 crossing is a missing interstate link
 - Modern interstate crossing is needed to meet current and future traffic demands
 - Improved transportation system leads to increased economic opportunities
 - Both states are currently more cost-conscious than we were in 2004 during the DEIS
- What's different this time around – Back in 2004, when the Draft Environmental Impact Statement (DEIS) was published, it stalled because there was no identified funding source.
 - Since then, Indiana and Kentucky have committed to funding and completing more than 260 miles to interstate standards from Mayfield, KY, to Martinsville, IN

- The Project Team is including financial feasibility in this study, and tolling will be studied as part of a funding solution
- 2) Study of I-69 Corridor – The Project Team provided overview of I-69 project and previous studies completed (2004 DEIS, 2014 KYTC Feasibility Study):
- Factors being studied - We're going to build on the work done in the previous studies, but we'll take a fresh look at that data. Since the approach in 2004 wasn't affordable, we'll consider alternative ways to develop and finance the project
 - Broad alternatives
 - West corridors – These corridors follow exiting US 41 alignment across the river. The difference is where they would go within the commercial stretch of US 41
 - Central corridors – Corridor 1 is a little shorter and ties in between Zion Road and US 60. Corridor 2 continues further south to the Henderson Bypass and KY 136
 - East Corridor – Connects to SR 662, heads south and crosses the river just east of Angel Mounds. It would tie into where Central Corridor 2 would be
 - US 41 twin bridges – The current bridges are old. They are safe but the cost of maintaining those structures will become increasingly expensive. This project will address what to do to these bridges. All options for keeping one or both existing bridges are currently being considered
 - Factors we'll consider – Factors we'll consider include cost, the public's opinion, design issues, traffic demands, etc. Critical questions are: Can it be constructed? and, what will the impacts be?
 - Project timeline
 - We held the initial round of advisory group and public meetings in April
 - We plan to hold the second round of advisory group meetings in July. The public meetings are currently scheduled for July 31 in Evansville and August 1 for Henderson
 - We plan to publish and present the Draft Environmental Impact Statement (DEIS) in summer/fall 2018
 - We plan to complete the FEIS and get a Record of Decision in 2019
- 3) Environmental Justice:
- Overview of EJ – Is the project fair to all populations?
 - EJ's role in NEPA process – Identify minority and low income populations in project area; engage the public that represents EJ populations; identify impacts, and identify how to mitigate impacts.
 - Title VI and EJ – Civil Rights Act of 1964

- EJ definitions and equity discussion – Both address minority populations; Title VI also addresses race, color and national origin. Defined “minority populations” and “low income.” Federal government seeking equity not equality
- Determining adverse effects – Look at potential impacts on human health, noise, community cohesion; access to community facilities; displacement of residents; traffic patterns. All will be documented in the DEIS

4) EJ Subcommittee:

- EJ Subcommittee – This is a diverse group of engaged voices; representatives from both sides of river. Want to identify additional groups that are currently not represented here
- EJ outreach, role of committee – We are looking to this group to provide guidance on how can we best reach out to EJ populations
- Upcoming meetings and open houses – Next EJ Subcommittee meeting is July 19 at 3 p.m. CT in Henderson. We will discuss the short list of alternatives. Open houses for the general public will be held at end of July/early August. We will share short list of alternatives prior to open houses
- Project offices/staying in touch – The project office in Evansville is open Monday, Tuesday and Thursday 8 a.m. to 5 p.m. The Henderson project office is open Wednesday and Friday, also 8 to 5. The Project Team will also accommodate meetings outside of regular hours if requested. Dan provided information (on handout) for contacting Margaret Moore (the project EJ representative). Members can call or e-mail Margaret with questions

5) Breakout sessions:

- Kick-off breakout sessions. Participants broke out into four discussion groups and brainstormed the following topics:
 - What are the top issues we should be considering?
 - What locations are of concern?
 - How should the Project Team disseminate information? What is the best way to collect feedback from EJ communities?
 - Provide feedback about this meeting for future meetings, e.g., were breakout sessions good? Where should open houses be held? etc.
 - What connections do members have in the community, both to disseminate and collect information?
 - Where should the Project Team hold meetings in EJ communities?
 - Are there others who should join the committee?
 - What is the best way to stay in touch with EJ communities?

6) Group presentations:

- Shared results of small group discussion. High level summary:
 - Identify who are EJ Communities?
 - Audubon Area Community Services - intra-county transit
 - Sierra Clubs in Henderson and Evansville
 - Green River Area Development District
 - Eight-county (KY) - elderly programs
 - Owensboro MPO
 - Transportation Director Keith Harpole
 - Centre Latino- Catholic Church - Daviess County
 - Holy Name Catholic Church - Abraham Brown - Latino Outreach
 - Migrant Program in Henderson County Schools
 - Legal Aid organizations
 - Somali population - poultry plant
 - International Center - Bowling Green, KY - Refugee Resettlement
 - Locations of EJ groups:
 - Hispanic community in Indiana between Covert and Riverside near C1 and C2 in Indiana. Would have better access with west and central alternatives
 - In Henderson - South/East end of downtown area (Audubon area).
 - West corridors have high impact to low-income (Audubon Park to Sand Lane)
 - Impact an automotive businesses (car lots, service centers)
 - Business association for outreach?
 - A lot of rental properties
 - The best way to reach the Latino community is via social media. Many get their news and information on their phones via social media, but may not have access to a computer
 - Top Issues:
 - Assistance for low-income (i.e., those who cross the river frequently)
 - Tolling (subsidies would help)
 - Job access
 - Small business impacts
 - Public transit (lack of cross-river options)
 - Agricultural community - migrant workers
 - Displacement of residents and businesses (esp. west corridors)
 - Commuting patterns

- City of Henderson – There is a zoning restriction on building or locating new mobile or manufactured homes in areas of the city.
- Limited English Proficiency (LEP) – There may be a language barrier in helping LEP communities understand tolling
- Cross-river transit for doctors' appointments, shopping and employment
- Right-of-way; property impacts, eminent domain
- Impacts to jobs and recreation
- Providing or maintaining sidewalks for walking populations
- Communication:
 - Provide information, gather direct feedback
 - Make messages understandable
 - Personal invitations to key leaders. If they are engaged in the project, EJ communities will be more likely to trust the project
 - What do EJ populations want? Consider a survey – ask residents how and when they use US 41 / I-69 (CAPE offered to include a couple of survey questions in its state winter utility survey, which goes out in October)
 - Clearly define benefits to residents
 - Address LEP
 - Avenues of communication, including:
 - Identify key people, leaders, in community to hold meetings - personal invitation
 - Evansville Promise Zone
 - United Neighborhoods of Evansville – Is there a similar organization in Henderson?
 - Direct outreach needed
 - Social media/texting/cell phones is best way to communicate with Hispanics
 - Paid social media
 - Outreach to schools
 - Business associations
 - Message added to water bills on both sides of the river
 - Information at grocery stores, other large points of community contact
 - Churches, bulletins (Holy Name Church)
 - Libraries
 - Latino Roundtable and Chamber

- WEOA-FM – Consider placing PSAs or participate in their events
 - Spanish speaking paper
 - Transit systems
 - Purdue Extension
 - Our Times - African American paper
 - Archdiocese monthly publications
 - Catholic Charities
 - Church leadership - Inter-denominational Alliance
 - Farm Bureau for migrant workers
 - Take advantage of local events:
 - Best DayEver community calendar
(<http://www.thebestdayeverevansville.com>)
 - Ag Fair – McClean County, KY, July 13-15
 - Tourism Commissions for both cities
 - John F. Kennedy Community Center (Henderson) basketball tourney in July
 - WEOA Family Day in the Park (Evansville) in September
 - Fall Festival (Evansville) in October
 - Meeting locations and times:
 - Time - Consider 6 to 8 p.m. to accommodate those who work
 - Locations:
 - Holy Name (Henderson) - downtown and close to Latino population
 - Churches that have Spanish services
 - Henderson Housing authority - has gym / meeting rooms
 - Senior program - 3rd Wednesdays of each month
 - Salvation Army - soup kitchen - 1 meal/day and room
 - Food pantries, clothes closets
 - Henderson Christian Community Outreach
 - Churches - (Latino-based in Evansville) near Pollack Ave
 - Convenient locations: Boys & Girls Club downtown (Evansville)
 - Present in EJ Communities – Speakers Bureau – Sierra Club, Justice Coalition
 - Small group meetings
 - Separate meetings near separate corridors (no piling on)
- 7) Everyone was asked to sign the Subcommittee Charter on their way out. A copy was provided in the packet. Provides ground rules and purpose of group.

8) Adjourn

INVITEES

- **Indiana Representatives**

- City of Evansville representative
- Warrick County representative
- Community Action Program of Evansville (CAPE)
- ECHO Housing Corporation
- Evansville Promise Zone
- Gibson County representative
- HOLA Evansville
- Latino Chamber Alliance (division of Southwest Indiana Chamber of Commerce)
- Metropolitan Evansville Transit System (METS)
- NAACP, Evansville chapter
- Posey County representative
- United Neighborhoods of Evansville (UNOE)
- Congregations Acting for Justice and Empowerment (CAJE)
- Tri-State Food Bank
- Vanderburgh County representative

- **Kentucky Representatives**

- City of Henderson representative
- Henderson County representative
- Audubon Area Community Services
- Community Baptist Church
- Daviess County representative
- Greater Norris Chapel Baptist Church
- Green River Area Development District
- Housing Authority of Henderson
- McLean County representative
- NAACP, Henderson chapter
- Union County representative
- Webster County representative
- Henderson Area Rapid Transit (HART)

- **Representing Both Evansville and Henderson**

- Metro Planning Organization (MPO)



EJ Subcommittee

Individuals who attended the first meeting

NAME	ORGANIZATION
EJ SUBCOMMITTEE	
Gerald Arnold	NAACP, Evansville Chapter
Gerald Bledsoe	Gibson County
Gale Brocksmith	Community Action Program of Evansville
Maree Collins	City of Henderson
Chris Cooke	United Neighborhoods of Evansville
Pam Drach	Metropolitan Planning Organization
Brant Flores	Latino Chamber Alliance
Patricia Hayden	McClean County
Tim Hobbs	Community Baptist Church
Bill Hubiah	Henderson County
Bobbie Jarrett	Housing Authority of Henderson
Todd Robertson	Metropolitan Evansville Transit System
Syed Shokouhzadeh.	EMPO
David Smith	Daviess County
Daniela Vidal	HOLA Evansville
Linda Wilson	Webster County



PROJECT TEAM

Brian Aldridge	Stantec
Michelle Allen	FHWA
Rebecca Berfanger	INDOT
Paul Boone	INDOT
Marshall Carrier	KYTC
Tim Foreman	KYTC
Mohammad Hajeer	FHWA
Susan Harrington	INDOT
Diane Hoeting	Parsons
Janelle Lemon	INDOT
Edgar Lopez	FHWA
Chris Meader	HNTB
Carolyn Nelson	FHWA
Steve Nicaise	Parsons
Mindy Peterson	C2 Communications
Erin Pipkin	Borshoff
Jim Poturalski	INDOT
Dan Prevost	Parsons
Camille Robinson	FHWA
Eric Rothermel	FHWA
Amber Schaudt	TSW Design Group
Clint Scherzer	INDOT
Ken Sperry	HMB
Gary Valentine	KYTC
D'Lee Vieck	INDOT
David Waldner	KYTC

ENVIRONMENTAL JUSTICE SUBCOMMITTEE

JUNE 13, 2017



AGENDA

- Welcome and introductions
- Project overview
- NEPA process
- Environmental Justice (EJ) and Title VI
- Role of EJ Subcommittee
- Project timeline/upcoming meetings



WELCOME AND INTRODUCTIONS

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PROJECT OVERVIEW

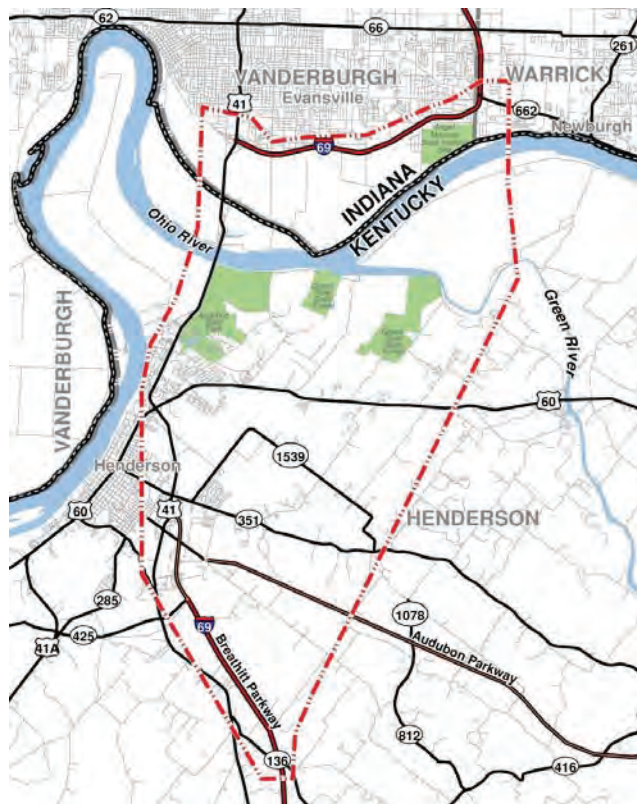
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Purpose and Need

- Complete the I-69 connection between Indiana and Kentucky
- Find affordable solution to address long-term cross-river mobility
- Reduce congestion and delay
- Improve safety
- Other significant factors?

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The Missing Link

- River crossing is needed to complete I-69 in Indiana and Kentucky
- Both states have invested in major improvements to the I-69 corridor
- More than 260 miles of roadway are being improved to interstate standards
- Improvements extend from Mayfield, KY to Martinsville, IN

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A Second Chance

- Draft Environmental Impact Statement completed in 2004
- With no funding source, the project stalled with no Record of Decision

Since then:

- New crossing is the final connection
- Focus on financial feasibility
- Tolling will be studied as part of a funding solution

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What Happens Now

- Build on past studies
- Develop and analyze a range of alternatives
- Study impacts to homes, businesses and natural resources
- Coordinate and consult with agencies and local officials
- Engage public and invite input

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STUDY OF I-69 CORRIDOR

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Factors Studied

- Impacts to homes, businesses and natural resources
- Financial feasibility
- Technical feasibility
- Public support
- Cost

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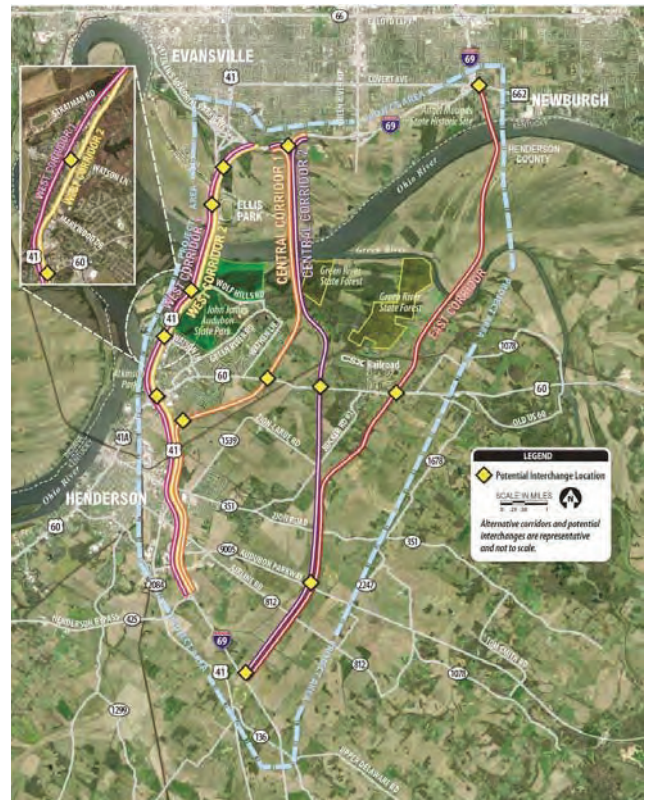


Broad Alternatives

(presented April 2017)

- West Corridor 1
- West Corridor 2
- Central Corridor 1
- Central Corridor 2
- East Corridor

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US 41 Twin Bridges

- NB bridge opened in 1932
- SB bridge opened in 1965
- Analysis of alternatives will consider US 41 bridges
- Study to include long-range plan to address future of bridges
- Maintenance costs
- Long-term viability of bridges

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Project Timeline

- **Spring 2017:** Identification of a broad range of alternatives. Field studies are underway.
- **Summer 2017:** Open houses to discuss short list of alternatives.
- **Summer/Fall 2018:** Preferred alternative is identified and Draft Environmental Impact Statement (DEIS) is published. Public hearings held.
- **Fall 2019:** Final Environmental Impact Statement and Record of Decision expected.



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ENVIRONMENTAL JUSTICE AND TITLE VI

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What is Environmental Justice?

- Fair treatment and meaningful involvement of all people regardless of race or income
- Identify and address disproportionately high and adverse effects on minority or low-income populations
- Equitable distribution of benefits and burdens of the project



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EJ and NEPA Process

- Identify existing minority and low-income populations
- Engage EJ communities through public involvement
- Identify benefits and burdens
- Propose measures to avoid, minimize or mitigate adverse effects



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Title VI

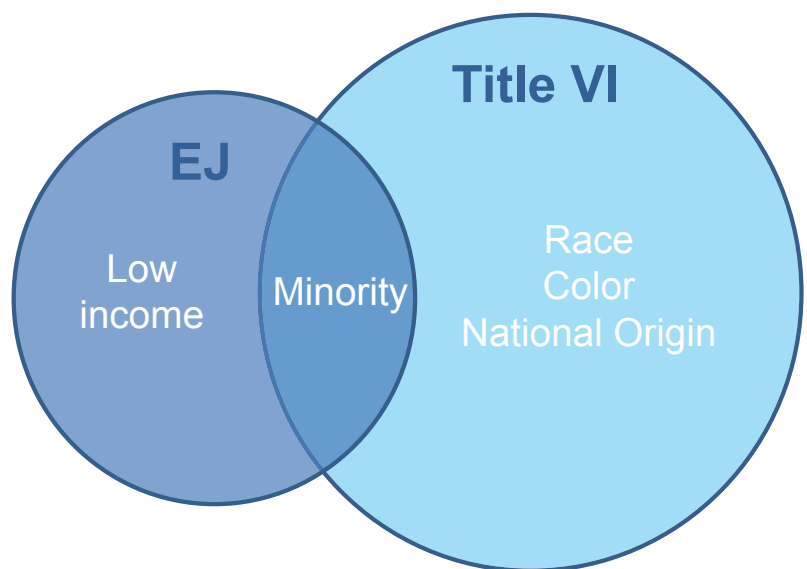
- Part of the Civil Rights Act of 1964
- Prohibits discrimination based on race, color and national origin in programs and activities receiving Federal financial assistance
- FHWA adheres to Title VI and NEPA during development of transportation projects



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EJ and Title VI

- Environmental Justice and Title VI intersect, but each has its own characteristics
- Both address effects to minority populations
- EJ also addresses effects to low income populations



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EJ Definitions*

Minority populations:

- Black or African American
- Hispanic
- Asian American
- American Indian / Alaskan Native
- Native Hawaiian / Pacific Islander

Low income:

- Median household income at or below poverty guidelines

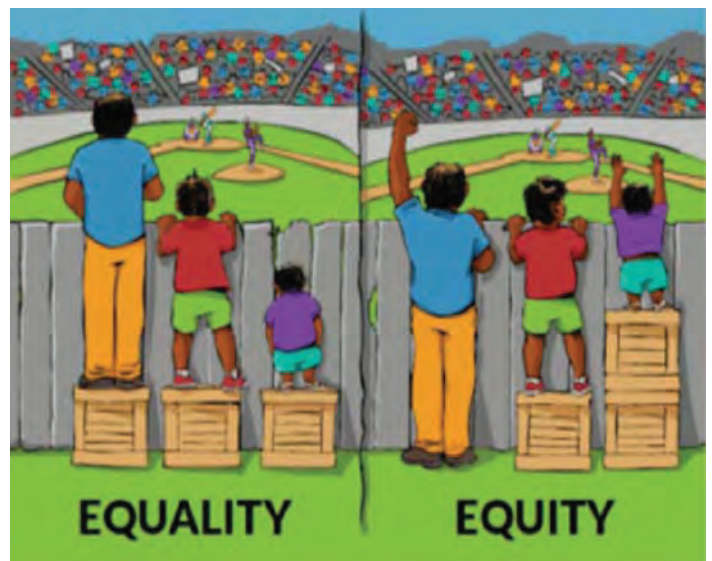
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**As identified in FHWA Order 6640.23A*

Equity in Transportation

- Seeks fairness in mobility and accessibility to meet the needs of everyone:
 - Low income
 - Minority
 - Elderly
 - Children
 - Limited English proficiency
 - Persons with disabilities



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Potential Effects

- Determine potential benefits and burdens
 - Effects on human health
 - Impacts on travel time
 - Environmental effects
 - Possible displacement of persons, economic impact
- Identify and document
- Evaluate possible alternatives
- Discuss mitigation



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EJ SUBCOMMITTEE

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EJ Subcommittee

- Diverse group of engaged voices
- Representatives from both sides of the river
- Members include:
 - Government representatives
 - Low-income advocates
 - Minority advocates



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EJ Outreach

- Identify key issues
- Propose measures to minimize and mitigate adverse effects
- Focus on community outreach
 - Community connections
 - Meeting locations
 - Communications tools
 - Continuing conversation



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Upcoming Meetings

- **Wednesday, July 19, 3 – 4 p.m.**
EJ Subcommittee Meeting
(RCAC meets at 1 p.m.)
Worsham Hall, Henderson
- **Monday, July 31, 5 – 7 p.m.**
Evansville Open House
Crescent Room at Milestones
- **Tuesday, August 1, 5 – 7 p.m.**
Henderson Open House
Henderson Community College,
Preston Fine Arts Center



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Project Offices

- **Evansville Project Office**
320 Eagle Crest Dr., Ste. C
Open Monday, Tuesday and Thursday
8 a.m. – 5 p.m.
- **Henderson Project Office**
1970 Barrett Ct., Ste. 100
Open Wednesday and Friday
8 a.m. – 5 p.m.
- **Project line (888) 515-9756**



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Stay in Touch

- EJ-specific questions and comments:
Margaret Moore, (757) 374-5760,
margaret.moore@parsons.com
- Website
www.I69ohiorivercrossing.com
- Facebook
I-69 Ohio River Crossing
- Twitter
@I69ORX



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THANK YOU



Indiana and Kentucky are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing between Evansville and Henderson.

Environmental Justice Subcommittee

The EJ Subcommittee provides a voice for low-income or minority individuals when discussing effects of the project, such as where an I-69 crossing will be located and the impact of potential tolling.

What is Environmental Justice?

- Fair treatment and meaningful involvement of all people regardless of race, color, national origin or income.
- Identify and address disproportionately high and adverse effects on minority or low-income populations.
- Equitable distribution of benefits and burdens of the project.

EJ Subcommittee

- Diverse group of engaged voices from both sides of the river.
- Members includes representatives of government, low-income advocates and minority organizations.
- Propose measures to identify and address disproportionately high and adverse effects on minority or low-income populations.

Study is Underway

- Indiana and Kentucky have reinitiated a study of the I-69 corridor, required under the National Environmental Policy Act.
- The study will identify the route, bridge location and financing solutions for a new I-69 Ohio River Crossing.
- The study is expected to take 2-3 years to complete.
- Five broad alternatives were identified in April, with a short list of alternatives expected in July.

Important Dates

Wednesday, July 19, 1 – 2:30 p.m.

River Cities Advisory Committee (RCAC) meets to discuss short list of alternatives, Worsham Hall.

Wednesday, July 19, 3 – 4 p.m.

EJ Subcommittee meets to discuss short list of alternatives, Worsham Hall, 215 N. Elm St, Henderson.

Monday, July 31, 5 – 7 p.m.

Open House in Evansville, Crescent Room at Milestones, 621 S. Cullen Ave. Presentation at 5:30 p.m.

Tuesday, Aug. 1, 5 – 7 p.m.

Open House in Henderson, Henderson Community College, Preston Fine Arts Center, 2660 S. Green St. Presentation at 5:30 p.m.

For EJ-related questions and comments: Margaret Moore, margaret.moore@parsons.com, (757) 374-5760



I69ohiorivercrossing.com



I-69 Ohio River Crossing



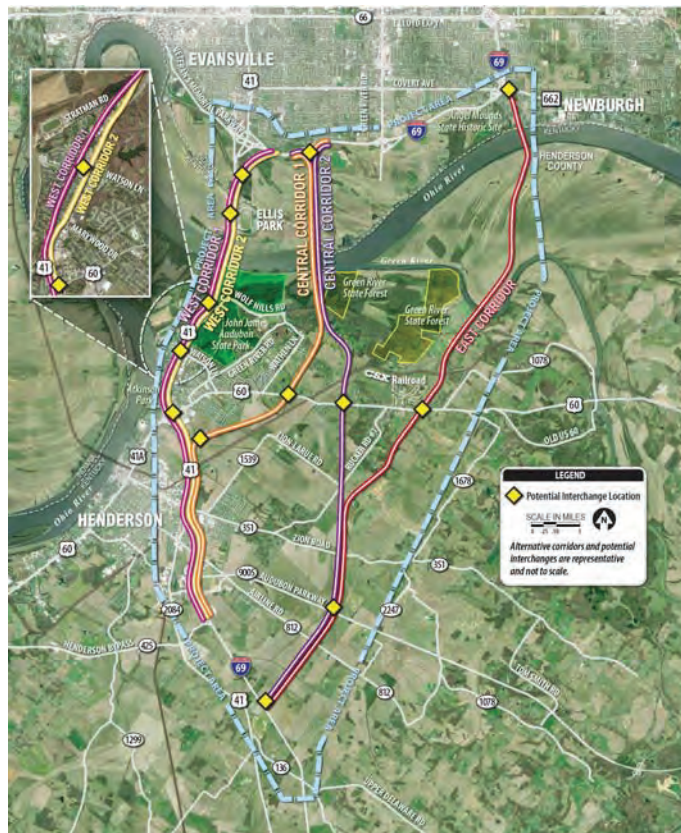
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Henderson Project Office

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Proposed Range of Alternatives

Presented in April 2017

PARTICIPATION CHARTER

The Indiana Department of Transportation (INDOT), Kentucky Transportation Cabinet (KYTC) and the Environmental Justice Subcommittee (EJ)

INDOT Des No 1601700 – I-69 Ohio River Crossing (ORX)

We, THE MEMBERS OF THE ENVIRONMENTAL JUSTICE SUBCOMMITTEE, for the I-69 Ohio River Crossing (ORX) Project, commit ourselves to treating other members of our team, the constituents we represent and the general public respectfully at all times. Comprehensive and meaningful public involvement helps ensure a successful project. Our mutual expectations and professional values are:

MEETING GROUND RULES:

- Meetings will begin promptly at the specified time, whether or not all members are present. Meetings will conclude as scheduled.
- All members will aim to create a positive meeting environment, including respectful communication, thoughtful participation, and limited personal interruptions.
- All members will maintain a collaborative approach to problem solving.
- All members will focus discussion on project needs or interests, not personal positions.
- INDOT and KYTC will listen to all opinions expressed during EJ meetings and will make final decisions based on a balance between EJ discussion and other project elements.
- Questions, ideas and thoughts are to be shared with the entire team.
- All meetings will be facilitated by a member of the project team. It is understood that this individual is responsible for maintaining meeting agendas and may table discussions or limit an individual's comment time, if necessary.
- So as to facilitate a free, uninhibited and open exchange of ideas, no recording equipment will be allowed in EJ meetings.

ATTENDANCE:

- All members are expected to make an effort to attend every meeting.
- If a member cannot attend, he/she may invite someone to serve as his/her proxy up to two times. The member must submit the name of the proxy to the facilitator or project manager for consideration at least 48 hours prior to the EJ meeting.
- Meetings are intended only for EJ members and project team members to attend.

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



COMMUNICATION:

- There will be open and honest communication among all members.
- Members will have direct contact with the public involvement project manager.
- Members will receive agendas for meetings at least one week prior to the meeting date.
- All members will receive meeting minutes within 30 days of the completion of the meeting. Meeting summaries will be posted on the website in the same time frame.
- All members agree to share the latest information available to them, whether project-based or constituent-based, with their constituents or represented groups
- EJ members will make efforts to become educated on the technical issues surrounding the project. Members can request information from the project team, as needed.

TIMELINESS & SCHEDULE:

- EJ meetings will occur four to six times during the NEPA study phase, which is expected to last until late 2019.
- All members recognize the project is dynamic and the schedule will remain fluid.
- All members recognize their responsibility to provide comments within requested time frames and to respond to the project team as quickly as is possible.
- All members are expected to participate in all phases of the project. If a “build alternative” is selected, EJ meetings will continue after the selection of the alternative, as needed.

FISCAL RESPONSIBILITY:

- All members recognize the limited financial resources of the project and therefore agree to make cost-effective recommendations.
- All members recognize that resources need to be shared equitably among stakeholders along the route.

PUBLIC RELATIONS:

- EJ members should share the information discussed at each meeting with the organizations and communities they represent, increasing public involvement in the project.
- EJ members will notify the public involvement project manager immediately of any requests for project material or personal interviews with media representatives.
- EJ members agree not to discuss or share information about the project with the media without the express approval or request of INDOT and KYTC.
- EJ members will assist the project team in identifying appropriate local venues to discuss the project with various stakeholder groups.

EVANSVILLE PROJECT OFFICE

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Signatures of EJ Subcommittee members:

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MEETING MINUTES

Date: July 19, 2017

Time: 3 to 4 p.m. CT

Meeting: I-69 ORX EJ Subcommittee Meeting #2

Location: Worsham Hall 215 N Elm St. Henderson, KY 42420

List of Attendees

NAME	ORGANIZATION
EJ SUBCOMMITTEE	
Gina Boaz	Regional Transportation Planner, Green River Area Development District
John Bushrod (for Charles Johnson)	Greater Norris Baptist Church
Stephen Henry	Webster County Judge/Executive
Deborah Hoda Jackson	NAACP, Henderson chapter
Bobbie Jarrett	Housing Authority of Henderson
Silas Matchem	Director, Evansville Promise Zone
Seyed Shokouhzadeh	EMPO
David Smith	Daviess County
Stephanie Tenebarga	ECHO Housing Corporation
Brittaney Johnson	Posey County EDC
Pam Drach	EMPO

PROJECT TEAM

Brian Aldridge	Stantec
Janice Osadczuk	FHWA
Rebecca Berfanger	INDOT

PROJECT TEAM

Marshall Carrier	KYTC
Andy Dietrick	INDOT
Tim Foreman	KYTC
Susan Harrington	INDOT
Diane Hoeting	Parsons
Janelle Lemon	INDOT
Kevin McClearn	AEI
Chris Meador	HNTB
Margaret Moore	Parsons
Steve Nicaise	Parsons
Mindy Peterson	C2 Communications
Erin Pipkin	Compass Outreach Solutions
Jim Poturalski	INDOT
Dan Prevost	Parsons
Eric Rothermel	FHWA
Amber Schaudt	TSW Design Group
Ken Sperry	HMB
Duane Thomas	FHWA
Gary Valentine	KYTC
D'Lee Vieck	INDOT
Melvin Bynes	KYTC



SUMMARY

- 1) Welcome and introductions – Erin Pipkin opened the meeting and welcomed EJ Subcommittee members. She opened the floor for introductions of new participants:
 - Committee Members – Provided name and organization
 - Erin reminded everyone to sign-in at the front table
- 2) Recap of EJ Subcommittee Meeting 1 – Erin provided an overview of the I-69 ORX project, including reviewing the project’s Purpose and Need and range of alternatives; the NEPA process; Environmental Justice Executive Order and Title VI; and the role of the EJ Subcommittee. Erin summarized input from the first EJ Subcommittee meeting and actions taken based on the input received. Copies of the Subcommittee Meeting 1 Meeting Summary were distributed at this meeting, are on the project website and will be emailed to all subcommittee members.
 - What We Heard:
 - Potential EJ populations in the project area:
 - Hispanic/Latino communities
 - Indiana: between Covert Avenue and Riverside near the Central Corridors
 - Kentucky: south/east of downtown Henderson
 - Low Income populations
 - Evansville Promise Zone
 - Kentucky: Henderson, from Audubon State Park to Sand Lane
 - Somali population in southern Henderson County – employed by poultry plant
 - How to reach EJ communities – Service Organizations:
 - Audubon Area Community Services
 - Sierra Clubs in Henderson and Evansville
 - Green River Area Development District
 - Centre Latino
 - Holy Name Catholic Church – Latino Outreach
 - Migrant Program in Henderson County Schools
 - Legal Aid organizations
 - International Center – Refugee Resettlement

- How to reach EJ communities – Communication Strategies:
 - Make messages understandable, clearly communicate project benefits
 - Small group meetings
 - Personal invitations to key leaders – builds trust among constituents
 - Accommodate Limited-English Proficiency (LEP) populations
 - Social Media – best method among Hispanic/Latino community
 - Outreach to schools
 - Business associations (e.g., Latino Roundtable, farm bureaus)
 - Churches and faith-based organizations
 - Minority/foreign-language newspapers
 - Actions – Steps we’ve taken based on your input:
 - Additional Subcommittee members
 - Echo Housing Corporation
 - Evansville Promise Zone
 - Green River Area Development District
 - Public meeting
 - HART extended service, providing free transportation from Third and Main streets to Henderson Community College during the open house on Aug. 1.
 - Presentation time moved to 6 p.m.
 - Public meeting notices sent to all RCAC and EJ Subcommittee members to share with constituents
 - Meeting information and materials shared through social media
 - Added information in church bulletins
- 3) Environmental Justice Assessment Plan – Margaret Moore, Parsons, is heading up the EJ Assessment Plan for the I-69 ORX project. Copies were distributed to the Subcommittee. The EJ Assessment Plan serves as the methodology for addressing Environmental Justice in the Project’s Environmental Impact Statement.
- The Plan was prepared by the Project Team and reviewed and approved by INDOT, KYTC, and FHWA. The document serves as a guide for the EJ technical analysis.
 - The Methodology Memo (handout) identifies how existing minority and low income populations in the project area will be identified; outlines proposed engagement of/communication with the EJ community through public involvement; and outlines how the Project Team will determine beneficial and adverse effects. The memo also proposes measures to avoid, minimize or mitigate adverse effects.



- The Plan describes the identification of EJ populations (pp. 4-5 in the handout)
 - Minority populations
 - Black or African American
 - Hispanic/Latino
 - Asian American
 - American Indian / Alaskan Native
 - Native Hawaiian / Pacific Islander
 - Low income
 - Median household income at or below poverty guidelines
 - U.S. Census Bureau data. American Community Survey data and Decennial census data will be examined. Because census data has limitations, the project will use other census data, not just median household income data including:
 - Poverty Data
 - Title 1 School Data (40% or more of children receive free or reduced-price lunches)
 - Households with no vehicles available
 - The project team will also use Public Involvement – EJ feedback
 - Engaging EJ communities
 - EJ Subcommittee
 - Targeted outreach
- Determining Effects – After identifying EJ populations, the Project Team needs to determine and document beneficial and adverse effects, and evaluate possible alternatives to avoid and minimize adverse effects.
 - Effects on human health
 - Environmental effects – noise, air, drinking water, soil contamination, others identified by the committee
 - Community effects – aesthetics; community cohesion, disruption of access to community facilities; access to emergency services; displacement of persons, businesses, farms or nonprofits.
 - Traffic and transportation effects
 - Diversions through EJ communities
 - Effects of tolling on low-income populations and communities
 - Access to alternatives
 - Access to non-tolled crossings
 - Changes in access to the transportation network
 - Equity between modes (cars, transit, carpools)

- Travel time changes
 - Travel time reliability
 - Transponder use and acquisition
 - Avoid, minimize, and mitigate adverse effects
 - Required for resources under NEPA
 - Consider alternatives to accomplish this
 - Provide mitigation measures and/or offsetting benefits and opportunities for EJ communities
 - Look for offsetting benefits and opportunities for EJ communities
- 4) Screening Process Discussion – Dan Prevost walked through the I-69 ORX Screening Process.
- Data collection
 - Factors considered in short-listing corridors to be carried forward into detailed analysis
 - Three corridors to be carried forward – West Corridor 1, West Corridor 2, and Central Corridor 1
- 5) Next steps – Erin asked that the EJ Subcommittee review the project information and let the Project Team know if they see any gaps.
- Summer 2017 open houses
 - July 31, 5 to 7 p.m., Crescent Room at Milestones, Evansville;
 - August 1, 5 to 7 p.m., Preston Fine Arts Center, Henderson Community College, Henderson
 - Next EJ Subcommittee meeting Next EJ Subcommittee meeting Winter 2017/2018
- 6) Open discussion – Allowed the group to further discuss any of the items discussed during the earlier RCAC meeting. No topics for discussion were raised during the meeting, but a number of one-on-one discussions occurred immediately following the meeting. See Item 8 below.
- 7) Meeting adjourned at 3:45 p.m.

8) Post-meeting conversations

Erin and Margaret had a discussion with Gina Boaz from GRADD and Stephen Henry, the Webster County Judge/Executive. This meeting was the first either had attended, so Erin provided a more detailed project overview and talked through the results of the Screening Report that were presented at the RCAC meeting earlier in the day.

Gina said she'd shared the public open house notices broadly, including via email and social media.

Judge Henry said he was thankful that Webster County has been included in these meetings, because many residents use the corridor. He noted that there are many Limited English Proficiency households in his county where children speak English, and often interpret for their parents. He suggested working closely with the schools to reach LEP populations.

Silas Matchem from Evansville Promise Zone asked Margaret what could the organization do to help with EJ outreach. Mr. Matchem was asked to distribute information to communities within the Promise Zone and was provided with fliers for the upcoming public meetings.

Dan met with Deborah Hoda Jackson (NAACP-Henderson) following the meeting. She did not attend the first EJ Subcommittee meeting. Dan provided an overview of the project goals, termini, purpose and need, and range of alternatives. Deborah was interested in the potential of the project to help the local Henderson economy. Dan explained that each of the corridors has the potential to provide positive and negative impacts. While each of the West Corridors would impact businesses and homes, they would keep traffic (and, therefore, potential customers) in the corridor. Central Corridor 1 would avoid direct impacts to businesses, but would likely draw a substantial portion of non-local traffic out of the US 41 commercial area, potentially reducing the number of customers. Any of the build alternatives would also provide short-term economic benefits through the expenditure of construction funds in the region.



MEETING AGENDA

Date: July 19, 2017

Time: 3 to 4 p.m. CT

Meeting: RCAC EJ Subcommittee Meeting 2

Location: Worsham Hall, Henderson, Kentucky

Attendees: EJ Subcommittee Members
Project Team

- 1) Welcome
- 2) Recap of EJ Subcommittee Meeting 1
 - Membership recommendations
 - Meeting locations/times
 - Potential EJ impacts
 - Actions the team has taken/plans to take
- 3) Environmental Justice Assessment Plan
 - Methodology memo
- 4) RCAC Meeting Discussion
- 5) Next steps
 - Open Houses
 - Next EJ Subcommittee meeting
- 6) Questions
- 7) Adjourn

RCAC EJ SUBCOMMITTEE MEETING 2

ERIN PIPKIN, PUBLIC INVOLVEMENT
DAN PREVOST, ENVIRONMENTAL LEAD
MARGARET MOORE, ENVIRONMENTAL JUSTICE LEAD



AGENDA

1. Recap of EJ Subcommittee Meeting 1
2. Environmental Justice Assessment Plan
3. Screening Report
4. Next Steps
5. Questions

RECAP OF EJ SUBCOMMITTEE MEETING 1

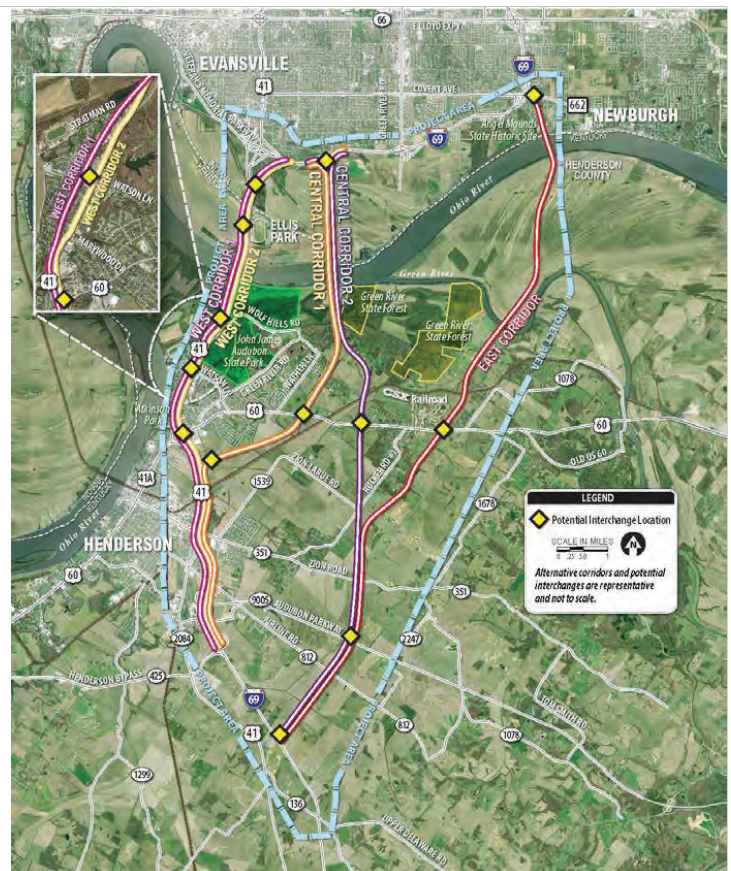
3



Project Overview and EJ Introduction

- Project overview
- Purpose and need
- Range of alternatives
- NEPA process
- Environmental Justice Executive Order and Title VI
- Role of Committee

4



What We Heard

Potential EJ Populations

- Hispanic/Latino communities
 - Indiana: Between Covert Avenue and Riverside near Central Corridors
 - Kentucky: South/East of downtown Henderson
- Low income
 - Evansville Promise Zone
 - Kentucky: Henderson, from Audubon State Park to Sand Lane
- Somali population in southern Henderson County – employed by poultry plant

5

What We Heard

How to Reach EJ Communities – Service Organizations

- Audubon Area Community Services
- Sierra Clubs in Henderson and Evansville
- Green River Area Development District
- Centre Latino
- Holy Name Catholic Church – Latino Outreach
- Migrant Program in Henderson County Schools
- Legal Aid organizations
- International Center – Refugee Resettlement

6

What We Heard

How to Reach EJ Communities – Communication Strategies

- Make messages understandable, clearly communicate project benefits
- Small group meetings
- Personal invitations to key leaders – builds trust among constituents
- Accommodate Limited-English Proficiency (LEP) populations
- Social Media – best method among Hispanic/Latino community
- Outreach to schools
- Business associations (e.g., Latino Roundtable, farm bureaus)
- Churches and faith-based organizations
- Minority/foreign-language newspapers

7

Actions

Steps We've Taken Based on Your Input

- Additional Subcommittee Members
 - Echo Housing Corporation
 - Evansville Promise Zone
 - Green River Area Development District
- Public Meeting
 - HART extended service
 - Presentation time moved to 6 p.m.
 - Public meeting notices sent to all RCAC and EJ Subcommittee members to share with constituents
 - Meeting info and materials shared through social media

8

ENVIRONMENTAL JUSTICE ASSESSMENT PLAN

9



EJ and NEPA Process

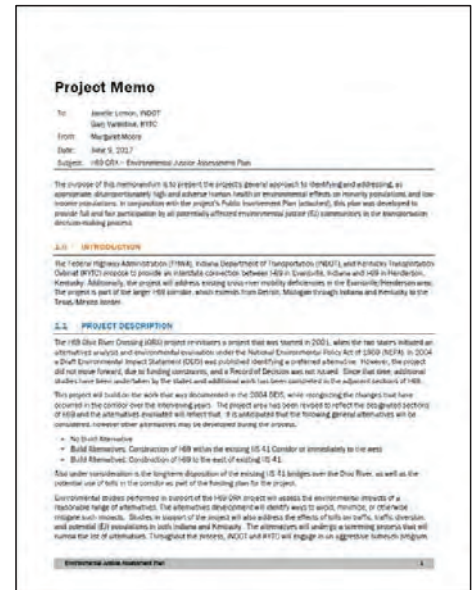
- Identify existing minority and low-income populations
- Engage EJ communities through public involvement
- Determine adverse effects
- Propose measures to avoid, minimize or mitigate adverse effects



10

EJ Assessment Plan

- Handout
- Prepared by Project Team
- Reviewed and approved by INDOT, KYTC and FHWA
- Serves as guide for the technical analysis



Identifying EJ Populations

Minority populations:

- Black or African American
- Hispanic
- Asian American
- American Indian / Alaskan Native
- Native Hawaiian / Pacific Islander

Low income:

- Household income at or below poverty guidelines



Identifying EJ Populations

- US Census Bureau data
 - American Community Survey
 - Decennial Census
 - Limitations
- Title 1 schools
- Public Involvement – EJ Feedback
- Engaging EJ communities
 - EJ Subcommittee
 - Targeted Outreach



13

Determining Effects

- Effects on human health
- Environmental effects
- May include displacement of persons, economic impact
- Identify and document effects
- Evaluate possible alternatives

14

Determining Effects

Health Effects

- Noise impacts
- Air impacts
- Drinking water impacts
- Soil contamination
- Others identified by the Committee?

Determining Effects

Community Effects

- Effects on aesthetics
- Changes in community cohesion
- Changes in or disruption of access to community facilities
- Access to emergency services
- Displacement of persons, businesses, farms or nonprofits

Determining Effects

Traffic and Transportation Effects

- Diversions through EJ communities
- Effects of tolling on low-income populations and communities
- Access to alternatives
- Access to non-tolled crossings
- Changes in access to the transportation network
- Equity between modes (cars, transit, carpools)
- Travel time changes
- Travel time reliability
- Transponder use and acquisition

17

Avoid – Minimize – Mitigate

- Required for resources under NEPA
- Avoid and Minimize
 - Alternative development
- Mitigate
 - Providing mitigation measures and/or offsetting benefits and opportunities for EJ communities

18

SCREENING REPORT

19



NEXT STEPS

20



Next Steps

- Summer 2017 open houses:
 - July 31, 5 to 7 p.m., Crescent Room at Milestones, Evansville
 - August 1, 5 to 7 p.m., Preston Fine Arts Center, Henderson Community College, Henderson
- Next EJ Subcommittee Meeting: Winter 2018



QUESTIONS



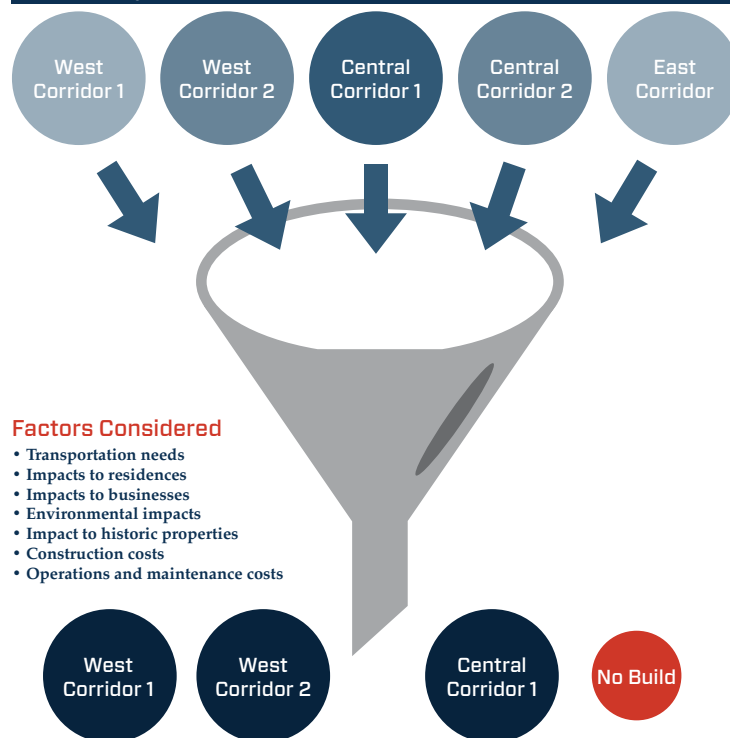
THANK YOU



Indiana and Kentucky are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing between Evansville and Henderson.

Screening Process

Five broad corridors for a new I-69 Ohio River Crossing were unveiled in April. Since then, the project team has been collecting data and gathering feedback from the public, agencies and stakeholders. The goal is to identify the corridors that meet the purpose and need of the project, minimize impacts and provide a cost-effective, long-term solution.



Corridors for Additional Study

All three build corridors maximize the use of existing highway.

West Corridor 1

Lowest long-term maintenance costs with US 41 bridges replaced, more homes impacted.

West Corridor 2

Lowest long-term maintenance costs with US 41 bridges replaced, more businesses impacted.

Central Corridor 1

Lowest construction costs, fewest residential locations and no business relocations. Future of the US 41 bridges to be determined.

No Build Alternative

As required by law, a No Build Alternative is carried forward for comparison.

Not Recommended for Further Evaluation

East Corridor:
Longest corridor with highest construction and operation costs and high environmental impacts.

Central Corridor 2:
Second highest new roadway miles and operation costs, high environmental impacts.

What Happens Next – Alternatives Developed in Each Corridor

Additional data collection

- Detailed field surveys
- Impact assessment
- Engineering analyses

Tolling options evaluated

- Toll the new I-69 bridge
- Toll the new I-69 bridge and US 41 bridges
- Potential tolling rates

Future of US 41 bridges evaluated

- Keep one bridge open
- Keep both bridges open
- Close both bridges

A preferred alternative is expected by fall of 2018.

Join the Conversation

Visit us: Project offices are open 8 a.m. – 5 p.m., or by appointment

Evansville Project Office

Open Monday, Tuesday and Thursday

320 Eagle Crest Dr., Ste. C (888) 515-9756
Evansville, IN 47715 • info@I69OhioRiverCrossing.com

Henderson Project Office

Open Wednesday and Friday

1970 Barrett Ct., Ste. 100 (888) 515-9756
Henderson, KY 42420 • info@I69OhioRiverCrossing.com



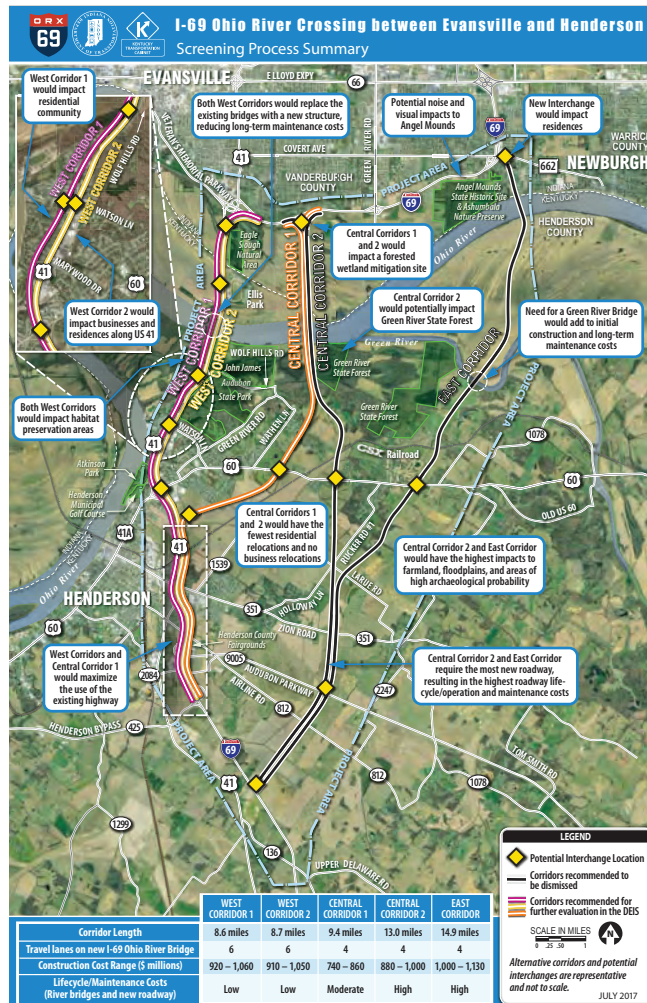
I69ohiorivercrossing.com



I-69 Ohio River Crossing



@I69ORX



Public Outreach

Members of the Public

Comments and questions are received by phone, email and in person at the project offices.



open houses
in April



open houses
this summer



two project
offices

The project team is gathering input from the public, local leaders, businesses, agencies and more.

Who We're Talking to



Receive project updates on a regular basis



River Cities Advisory Committee
Representatives from IN and KY



Environmental Justice Subcommittee
A voice for low-income or minority populations



Interagency Advisory Committee
State, local and federal agencies



Coordinates with local and state transportation officials



Consider historic preservation and possible impacts to properties

By the Numbers

200+ people attended open houses in April

100+ comments received to date

2,500+ visits to the website

8,500+ page views

280+ Facebook followers

140+ Twitter followers

240+ newsletter subscribers

60+ text alert sign ups

Top Issues

Minimize impacts to residences

"The fewer homes impacted, the better."



Minimize project costs

"Look at the lowest cost alternative."



Complete the project quickly

"We need this bridge as soon as possible."



Spring/Summer 2017 Public Outreach

What People Are Saying

Central Corridor 1

"Appears least intrusive, least expensive."

"Shorter route, fewer businesses and residences."

Central Corridor 2

"Seems to be the most practical."

"Looks most promising."

West Corridor 1

"Makes the most sense because of existing infrastructure."

"The West Corridors would take out many businesses and/or residences."

West Corridor 2

"Uses the most already existing connectors."

"Central Corridor 2 would never be used by the people of Henderson, and would hurt businesses."

East Corridor 1

"Would take traffic in a more direct route for thru traffic."

"The East Corridor is too far to the east, and is not convenient."



Summer 2017

Open houses to discuss the short list of alternatives.



Summer/Fall 2018

Preferred alternative is identified and Draft Environmental Impact Statement (DEIS) is published. Public hearings held on DEIS.



Fall 2019

The Final Environmental Impact Statement and Record of Decision are expected.

Visit us: Project offices are open 8 a.m. – 5 p.m., or by appointment

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I-69 Ohio River Crossing



@I69ORX

Project Memo

To: Janelle Lemon, INDOT
Gary Valentine, KYTC

From: Margaret Moore

Date: June 9, 2017

Subject: I-69 ORX – Environmental Justice Assessment Plan

The purpose of this memorandum is to present the project's general approach to identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. In conjunction with the project's Public Involvement Plan (attached), this plan was developed to provide full and fair participation by all potentially affected environmental justice (EJ) communities in the transportation decision-making process.

1.0 INTRODUCTION

The Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), and Kentucky Transportation Cabinet (KYTC) propose to provide an interstate connection between I-69 in Evansville, Indiana and I-69 in Henderson, Kentucky. Additionally, the project will address existing cross-river mobility deficiencies in the Evansville/Henderson area. The project is part of the larger I-69 corridor, which extends from Detroit, Michigan through Indiana and Kentucky to the Texas/Mexico border.

1.1 PROJECT DESCRIPTION

The I-69 Ohio River Crossing (ORX) project re-initiates a project that was started in 2001, when the two states initiated an alternatives analysis and environmental evaluation under the National Environmental Policy Act of 1969 (NEPA). In 2004 a Draft Environmental Impact Statement (DEIS) was published identifying a preferred alternative. However, the project did not move forward, due to funding constraints, and a Record of Decision was not issued. Since that time, additional studies have been undertaken by the states and additional work has been completed in the adjacent sections of I-69.

This project will build on the work that was documented in the 2004 DEIS, while recognizing the changes that have occurred in the corridor over the intervening years. The project area has been revised to reflect the designated sections of I-69 and the alternatives evaluated will reflect that. It is anticipated that the following general alternatives will be considered, however other alternatives may be developed during the process:

- No Build Alternative
- Build Alternatives: Construction of I-69 within the existing US 41 Corridor or immediately to the west
- Build Alternatives: Construction of I-69 to the east of existing US 41.

Also under consideration is the long-term disposition of the existing US 41 bridges over the Ohio River, as well as the potential use of tolls in the corridor as part of the funding plan for the project.

Environmental studies performed in support of the I-69 ORX project will assess the environmental impacts of a reasonable range of alternatives. The alternatives development will identify ways to avoid, minimize, or otherwise mitigate such impacts. Studies in support of the project will also address the effects of tolls on traffic, traffic diversion, and potential (EJ) populations in both Indiana and Kentucky. The alternatives will undergo a screening process that will narrow the list of alternatives. Throughout the process, INDOT and KYTC will engage in an aggressive outreach program

to ensure that local organizations and institutions, state and federal resource agencies, environmental justice populations and the general public have an opportunity to provide input at key decision points.

1.2 PURPOSE OF METHODOLOGY MEMORANDUM

The purpose of this memorandum is to document the methods used to assess the impacts of this project on as it relates to minority and low-income populations and communities. These populations and communities are defined in Section 2. The assessments will be used to support an analysis of effects on EJ populations for each of the proposed feasible alternatives evaluated in the DEIS.

1.3 PROJECT AREA

The project area is generally triangular, extending from approximately 0.5 mile west of the I-69/US 41 interchange in Vanderburgh County, IN to 0.5 mile east of the I-69/KY 662 interchange in Warrick County, IN, and south into Kentucky, to I-69 near KY 136 in Henderson County, KY. To the west, the project area includes US 41 and an area approximately 0.5 mile to its west (Figure 1).

The environmental justice analysis will also include an evaluation of the area that encompasses the five-county travel demand model of the Evansville Metropolitan Planning Organization (EMPO). The counties within the demand model are Gibson, Posey, Vanderburgh and Warrick in Indiana, and Henderson County, Kentucky.

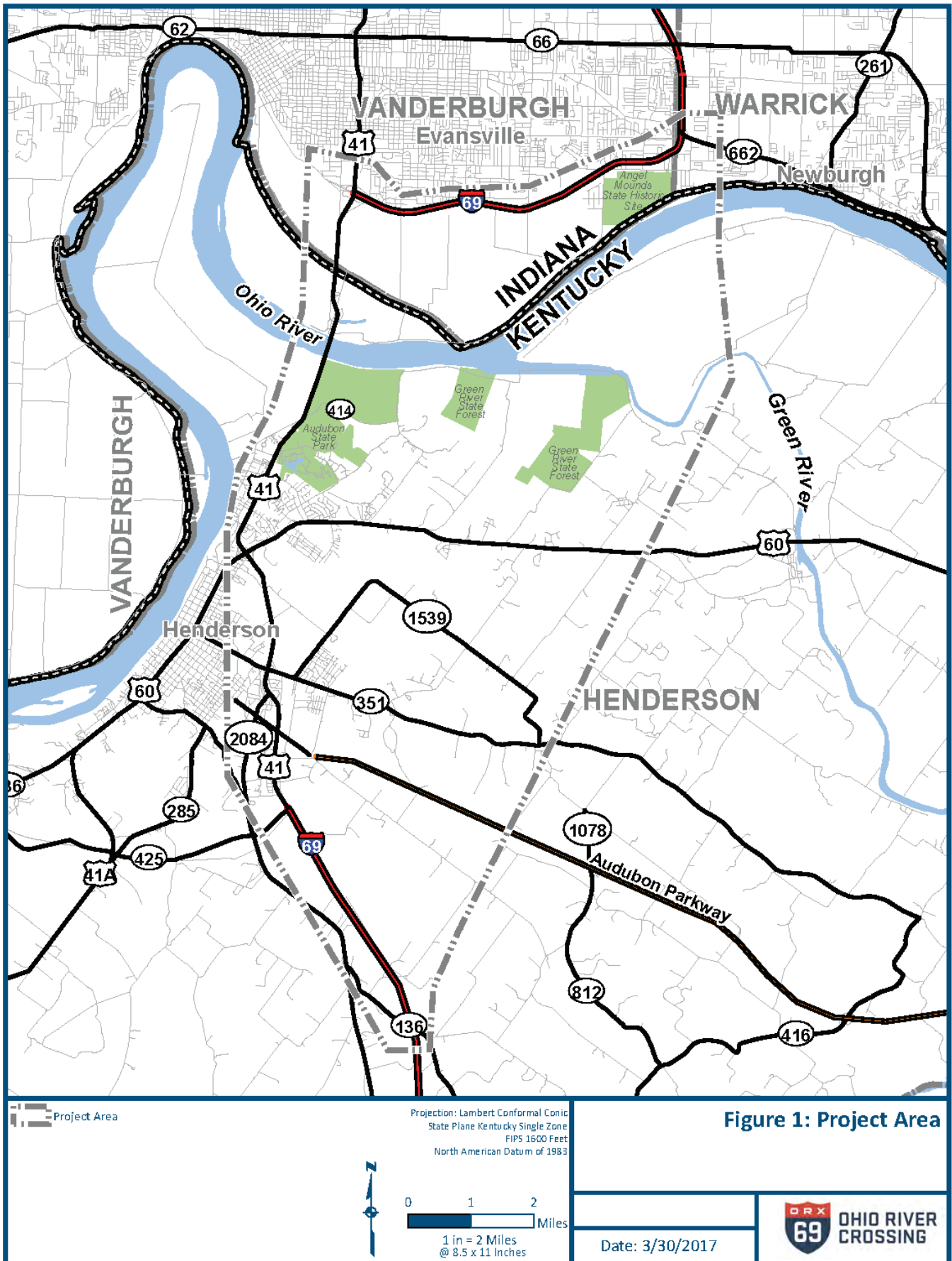
2.0 REGULATORY CONTEXT

Title VI of the Civil Rights Act of 1964 (Title VI) states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has an unequal impact on protected groups).

The Federal Highway Administration (FHWA) prepared *Technical Advisory T6640.8A, NEPA Implementation: Guidance for Preparing and Processing Environmental and Section 4(f) Documents*, which provides guidance to state departments of transportation in order to comply with Title VI. This Technical Advisory was finalized in 1987 and provides guidance for documenting communities and community facilities, and impacts to these resources. Updates to this guidance have included technical advisories on more specific socio-economic issues.

Executive Order (EO) 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” states that each Federal agency “shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations” (Office of the President, 1994). Minority persons include citizens or lawful permanent residents of the U.S. who are African-American, Hispanic or Latino, Asian-American, American Indian, or Native Alaskan. Low-income persons are defined as those whose median household income is below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

The Council on Environmental Quality (CEQ) is the implementing body of the National Environmental Policy Act of 1969 (NEPA). It is a division of the Executive Branch and has oversight of the Federal Government’s compliance with EO 12898 and NEPA (CEQ, 1997). CEQ, along with the U.S. Environmental Protection Agency (EPA), and other affected agencies have issued guidance and procedures to effectively identify and address EJ concerns in the NEPA process. The guidance appears in *Environmental Justice: Guidance Under the National Environmental Policy Act* (CEQ, 1997). The CEQ guidance details four ways to consider EJ under NEPA. In summary, a federal agency needs to: analyze effects, propose mitigation measures, provide opportunities for public outreach/involvement, and ensure compliance review.



EO 13166 “Improving Access to Services for Persons with Limited English Proficiency” directs federal agencies to “examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them” (Office of the President, 2000). As a part of EO 13166, the U.S. Department of Justice issued guidance on implementing the LEP regulations because of the inherent connection between Title VI barring of discrimination based on national origin and EO 13166.

EO 12898, Title VI, and EO 13166 are all implemented at the federal level by the individual federal departments. As a division of the U.S. Department of Transportation (DOT), FHWA follows the statutes, regulations, and guidance of DOT. Upon the issuance of EO 12898, the federal departments, including DOT, developed guidance to comply with the order; DOT guidance was finalized in 1997. DOT has continued to update its guidance. The DOT’s most recent order on implementing EJ requirements (U.S. DOT Order 5610.2a, issued May, 2012) states that “it is the policy of DOT to promote the principles of environmental justice (as embodied in the Executive Order) through the incorporation of those principles in all DOT programs, policies, and activities. This will be done by fully considering environmental justice principles throughout planning and decision-making processes in the development of programs, policies, and activities, using the principles of NEPA, Title VI, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (URA), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; SAFETEA-LU) and other DOT statutes, regulations and guidance that address or affect infrastructure planning and decision-making.”

The FHWA implemented the DOT order via FHWA Order 6640.23A, “FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (June 14, 2012). The order provides methods to comply with existing applicable regulations and requirements as well as administering FHWA’s “governing statutes so as to identify and avoid discrimination and disproportionately high and adverse effects on minority populations and low-income populations by:

1. Identifying and evaluating environmental, public health, and interrelated social and economic effects of FHWA programs, policies, and activities;
2. Proposing measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental or public health effects and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by FHWA programs, policies, and activities, where permitted by law and consistent with EO 12898;
3. Considering alternatives to proposed programs, policies, and activities where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts, where permitted by law and consistent with EO 12898; and
4. Providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts and soliciting input from affected minority populations and low-income populations in considering alternatives during the planning and development of alternatives and decisions.”

For the purposes of identifying minority populations, the following definition is found in DOT’s Order 5610.2(a) (U.S. DOT, 2012):

- Black: a person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

In DOT Order 5610.2(a), the DOT defined low-income as “a person whose median household income is at or below the [U.S.] Department of Health and Human Services (HHS) poverty guidelines” (U.S. DOT, 2012).

The CEQ guidance indicates that “Minority populations should be identified where either: (a) the minority population of the affected area exceeds 50%, or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis...The selection of the appropriate unit of geographic analysis may be a governing body’s jurisdiction, a neighborhood, census tract, or other similar unit that is to be chosen so as to not artificially dilute or inflate the affected minority population” (CEQ, 1997).

The DOT definition of adverse effects is: “the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community’s economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities” (U.S. DOT, 2012).

The DOT definition of disproportionately high and adverse effect on minority and low-income populations is an adverse effect that:

“is predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population” (U.S. DOT, 2012).

3.0 DATA COLLECTION PLAN

3.1 DEMOGRAPHIC PROFILE

Data products from the U.S. Census Bureau will be used for demographic information, primarily the 2011-2015 American Community Survey (ACS). Data to be used will include: race and Hispanic/Latino origin, poverty status (low-income persons), ability to speak English (Limited English Proficiency), age, number of vehicles available per housing unit, median household income, and disability status. Historic data from the U.S. Census (1990, 2000, and 2010) will be used to address population growth trends throughout the study area. Locations of public schools with Title 1 status or with high percentages of low-income students will also be identified. Title I, Part A (Title I) of the Elementary and Secondary Education Act, as amended, provides financial assistance to local educational agencies (LEAs) and schools with high numbers or high percentages of children from low-income families to help ensure that all children meet state academic standards.

3.2 PUBLIC INVOLVEMENT

The public involvement process for the project is detailed in the attached Public Involvement Plan (PIP). The plan includes specific measures to identify and engage with Environmental Justice (EJ) stakeholders.

Reaching out to all members of the community for input is vital to the project’s success. The Public Involvement Team has developed a program so that diverse segments of the population are given ample opportunity to become involved with the project. This program includes a mix of outreach to EJ groups and community groups, and includes partnering with area Public Information Services staff to further disseminate information and education about the project.

A River Cities Advisory Committee (RCAC) will be set up to include stakeholders representing elected offices, local civic and community organizations that will serve as a key soundboard for project messaging and strategy. An environmental justice subcommittee will be formed to help liaison with minority and low-income populations.

Both the RCAC and the EJ Subcommittee will provide essential input throughout the NEPA process. These committees allow individuals, in a smaller group setting, to provide honest feedback.

Title VI/EJ/LEP

Targeted outreach will be conducted to include low income, minority, elderly, disabled, low literacy, LEP or non-English speaking individuals, human service groups, and the organizations that advocate and/or provide services on their behalf.

The public involvement efforts will adhere to the provisions of Title VI, which prohibits discrimination in any program receiving federal assistance, and relevant provisions of the Americans with Disabilities Act. INDOT's and KYTC's Title VI compliance statements will be included as appropriate. The public involvement outreach will also include EJ-related meetings in individual neighborhoods as well as small group presentations in churches, community centers, and local schools.

Public involvement outreach as described in the Public Involvement Plan will address step four (previously listed) of FHWA Order 6640.23A. By committing to this breadth of public involvement, which significantly contributes to addressing EJ concerns, the I-69 ORX project will be in compliance with ensuring "the full and fair participation by all potentially affected communities in the transportation decision making process" in the DOT's *Environmental Justice Strategy* (March 2, 2012). This will also "provide meaningful opportunities for public involvement by members of minority populations and low-income populations" (U.S. DOT Environmental Justice Order 5610.2(a)).

4.0 DETAILED METHODOLOGY

This section describes in detail how effects will be determined and the steps in the analysis. For each analysis, the No Build Alternative will serve as the baseline against which effects of the Build Alternatives will be compared.

4.1 IDENTIFICATION OF EXISTING MINORITY AND LOW-INCOME POPULATIONS

Analysis of Census Demographics

As a part of step 1 of the FHWA guidance for identifying and avoiding discrimination and disproportionately high and adverse effects, the analysis in the EIS will determine whether minority or low-income populations and communities reside and/or work in the study area. If such populations and communities are identified and potentially affected by the project, the analysis in the EIS will detail these effects, determine if they are disproportionate, and propose avoidance, minimization, and mitigation measures for any disproportionately high and adverse effects, in accordance with step 2 of the FHWA guidance listed previously, and described in more detail in the following sections.

The identification of specific minority or low-income communities can be accomplished through an examination of U.S. Census data, scoping and coordination with local and regional entities, and public involvement outreach. The latter two efforts address "small clusters or dispersed populations" in addition to the "localized census tract data" as identified in FHWA's memorandum *Guidance on Environmental Justice and NEPA* (FHWA, 2011).

The census analysis will use the most recent data available at the census tract and potentially, the census tract block group level, from the U.S. Census Bureau's 2011-2015 ACS. The definition of a minority population as stated in DOT Order 5610.2a is presented in Section 2. Persons with low-income, as stated in EO 12898, are defined as those whose median household income is below the HHS poverty guidelines. The 2015 HHS poverty guideline for a family/household of three is \$20,090. However, the 2015 U.S. Census poverty threshold for a family of three is \$19,078, less than the HHS poverty guidelines. HHS guidance regarding low-income data states that "The Census Bureau poverty thresholds are described using the phrase 'the official poverty line defined by the Office of Management and Budget' because ... the

Census Bureau poverty thresholds [are designated] as the federal government's official statistical definition of poverty" (HHS, Poverty Guidelines). In addition, the HHS guidance states that "thresholds are used for calculating all official poverty population statistics – for instance figures on the number of Americans in poverty each year", and "The [HHS] poverty guidelines are a simplified version of the federal poverty thresholds used for administrative purposes." By using census tract and block group poverty status data, the EJ analysis will use data for a "readily identifiable group of low-income persons who live in geographic proximity" (U.S. DOT, 2012).

In keeping with the CEQ guidance, individual census tracts or block groups in which the minority population of the affected area "exceeds 50%" or is "meaningfully greater" than "the minority population percentage in the general population or other appropriate unit of geographic analysis" will be identified (CEQ, 1997). The EJ analysis will begin with a study area that includes Vanderburgh and Warrick Counties in Indiana and Henderson County, Kentucky as an "appropriate unit of geographic analysis". The EJ analysis will examine U.S. Census data, local and regional information, and results from public involvement to refine the study area in order to establish an "appropriate unit of geographic analysis" in accordance with the CEQ guidance. In addition, the previously described EMPO travel demand model area will also be examined to assess a larger geographic network of users of the existing US 41 corridor, potential users of any new crossing of the Ohio River, and combinations of existing and proposed new crossings.

There is no specific definition of "meaningfully greater" in the CEQ guidance. INDOT guidance from 2012 states that "potential EJ impacts are detected by locating minority populations and low-income populations in and near the project area, calculating their percentage in the area relative to a reference population, and determining whether there will be adverse impacts to them. The reference community is typically a county, city, or town and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). The AC needs to be contained within the COC" (*Environmental Justice in NEPA Documentation Process [American FactFinder Step-by-Step Guide]* April 3, 2012). The INDOT guidance further states that the AC has a "population of concern for environmental justice if the population is more than 50 percent minority or low-income or if the percentage of low-income population or minority population in the AC is 25 percentage points higher than the percentage of low-income or minority population in the COC". KYTC guidance from 2014 notes that minority and low-income population percentages should be considered when deciding what alternatives to carry forward (*KYTC Guidance for Environmental Justice Analysis*, September 2014).

Census data will be analyzed to establish a COC that will function as an "appropriate unit of geographic analysis" against which to compare the census data of a particular AC. As official guidance from one of the states (Indiana) within the project area, a threshold of 25 percentage points or greater to identify minority or low-income populations provides consistency with previous projects along the I-69 corridor. Any populations of concern based on census data will then be compared to field reconnaissance data to confirm the existence of EJ communities.

4.2 PUBLIC INVOLVEMENT EFFORTS

Any potential environmental justice populations or communities identified through public outreach will be included as a part of the environmental justice analysis. This would include those groups identified through the RCAC, the EJ subcommittee of the RCAC, local and regional entities, the public meeting process, and as a part of comments received from the public.

4.3 DETERMINATION OF ADVERSE EFFECTS

The analysis of effects for EJ will focus on any adverse effects on minority and/or low-income communities. The number of census tracts or census tract block groups within the study area that have populations of minorities or persons with low-income that meet the previously discussed criteria to be considered an EJ population will be identified through the use of GIS by overlaying the census tract data on each Build Alternative location. Any additional EJ populations or communities identified through public involvement efforts will be entered into the GIS and included in the analysis of effects.

The direct and indirect effects of the Build Alternatives on these populations and communities will be assessed at the census tract or census tract block group level through the use of GIS. The analysis will examine the expected number of

relocations, affected noise receptors and/or vibration impacts, air quality effects, changes in access and other relevant resources. Indirect effects specific to tolling are discussed in a separate section.

4.4 IDENTIFICATION OF DISPROPORTIONATELY HIGH AND ADVERSE EFFECTS

Impacts to any of these resources will be compared to impacts occurring in census tracts or census tract block groups that do not meet the thresholds for minority or low-income populations. By comparing the impacts, the effects can be determined to be disproportionately high or commensurate with other adverse effects.

Public outreach to EJ communities would be a crucial step in the identification of disproportionately high and adverse effects. Feedback from the EJ communities and populations on the potential effects of the project would provide full consideration of all effects of the proposed project. Public outreach will also be key in establishing avoidance and if necessary, mitigation measures that would provide “benefits and opportunities”, as stated in Step 2 of the FHWA guidance, that are of use to the communities as well as being effective and viable measures. Part of this process could include proposal of successful mitigation measures and strategies from other tolled projects throughout the country, while continuing to focus on the unique aspects of the project area.

5.0 TOLLING

Organizations and agencies, including FHWA, have developed guidance and resource documents on alternative financing, in particular its effects on EJ populations and communities. Adverse effects as well as offsetting benefits and mitigation measures are to be considered in the NEPA process. These will all be documented in the EIS.

The equity and effects of tolling on the EJ populations and communities will be discussed in the EIS specifically including:

- Direct costs to low-income and minority populations as compared with other users
- Geographic areas (users of the facility in a particular place, as well as areas affected by traffic diversions)
- Location of access to the tolled facility
- Changes in access to the existing transportation network
- Equity between modes (transit, carpools, Single Occupant Vehicle)
- Availability of free river crossings
- Free access to social/emergency services

Measures of equity between low-income populations and higher-income populations will include:

- Reliability of travel time on the facility
- Congestion within corridor
- Travel time differences between tolled and non-tolled options
- Indirect effects of travel time differences: for example, changes in access to employment, education, child care, religious facilities, emergency response, and community and recreation facilities.
- Traffic analysis assessing use of a tolled-facility from potential EJ census tracts
- Toll rates/ranges and the potential economic impact to individuals
- Traffic diversion, particularly trips that may divert through EJ communities
- Transponder acquisition and use, and subsequent use of the facility
- Comparison of a tolled facility with the No-Build and with non-tolled routes
- Cost of Traffic diversion to EJ communities

Census data will be disaggregated into the geographic areas comprising the Traffic Analysis Zones (TAZs) within the Evansville Metropolitan Planning Organization (EMPO) travel demand model. Environmental Justice TAZs will be identified based on the thresholds established for the overall NEPA evaluation. The updated EMPO toll model will be used to estimate the percentage of all trips crossing the Ohio River based on EJ categories, as follows:

- No-Build Alternative - Environmental Justice trips

- No-Build Alternative - Non-Environmental Justice trips
- Build Alternative(s) - Environmental Justice trips
- Build Alternative(s) - Non-Environmental Justice trips

The travel time impacts for each trip category will be summarized for each river crossing option/tolling scenario to be evaluated. Daily and peak period vehicle miles of travel (VMT) and vehicle hours of travel (VHT) for EJ and Non-EJ trips will be compared. Travel diversion and trip trends will be investigated to determine if EJ trips experience disproportionately adverse effects (or benefits) by comparing EJ trips to Non-EJ trips between the Build and No-Build scenarios.

The analysis will also assess the potential for diversion of additional traffic through EJ communities by examining where and to what extent traffic diversion occurs. If substantial diversion through EJ communities is predicted, additional analyses to determine the associated traffic, noise and safety impacts will be required.

Wider community impacts will be assessed based on community cohesion changes, and potential effects on response times for emergency services such as ambulance, police, and fire.

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(Previously, March 12, 2012)

MEETING MINUTES

Date: September 19, 2017

Time: 2 – 4 p.m. CT

Meeting: RCAC/EJ Subcommittee Workshop

Location: I-69 ORX Evansville Project Office

Attendees:

<u>Name</u>	<u>Organization</u>
Gale Brocksmith	CAPE
Bob Koch II	Koch Enterprises
John Blair	Valley Watch
Niles Rosenquist	Evansville Audubon Society
Todd Robertson	City of Evansville
Brian Bishop	Henderson Planning
Tony Iriti	Kyndle
Brittaney Johnson	Posey Co. Economic Develop Partnership
Justin Groenert	SWIN Chamber
Pam Drach	EMPO
Sayed Shokouhzadeh	EMPO
Maree Collins	City of Henderson
Debbie DeBaillie	EVSC
Ellen Horan	GAGE
Bill Hubiak	Henderson County
Steve Schaefer	City of Evansville
Diane Bies	Evansville Bicycle Club
Gina Boaz	GRADD

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<u>Name</u>	<u>Organization</u>
Patricia Hayden	McClean County
Dr. Tim Hobbs	Community Baptist Church
Donna Stinnett	City of Henderson
Silas Matchem	Evansville Promise Zone
Carolyn Nelson	FHWA
Michelle Allen	FHWA
Duane Thomas	FHWA – KY
Eric Rothermel	FHWA- KY
Marshall Carrier	KYTC
Gary Valentine	KYTC
Tony Youssefi	KYTC
David Waldner	KYTC
Janelle Lemon	INDOT
Susan Harrington	INDOT
Laura Hilden	INDOT
Dan Prevost	Project Team
Brian Aldridge	Project Team
Amber Schaudt	Project Team
Tony Hunley	Stantec
Erin Pipkin	Project Team
Mindy Peterson	Project Team
Ken Sperry	Project Team

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- 1) Welcome – Mindy Peterson welcomed everyone to the workshop and the informal presentation began at 2:05 p.m.
- 2) Workshop Overview – Janelle Lemon thanked everyone for their participation and provided a high-level overview to the workshop agenda.
 - Goals – The goal of this meeting is to help RCAC and EJ members learn more about the components that must be considered during the analysis. As members of the RCAC and EJ Subcommittee, members can help the Project Team build project understanding and engagement in the community. Today’s feedback will help shape outreach efforts moving forward. The workshop is designed to be interactive, with members of the Project Team leading discussions during breakout sessions. Project Team leaders are available for questions and conversations during each session.
 - Topics to be discussed – Three very important topics - the short list of corridors, the future of the existing U.S. 41 bridges and tolling – will be the focus of this meeting. Members of the Project Team will provide an overview of each subject, to be followed by a 20-minute breakout session on each topic. The breakout sessions are encouraged to gather feedback, generate ideas and promote conversation among RCAC and EJ members. Members are broken into four groups for the purpose of the breakout sessions. Feedback gathered will help guide the work of the Project Team, as it continues to develop alternatives in each corridor.
 - Environmental Justice overview and considerations – The intent of this meeting is to address issues of joint concern for the RCAC and EJ committees. There is not a breakout session that focuses solely on EJ issues, but attendees should leave with a better understanding of EJ. To that end, an infographic at each table describes environmental justice and shows the difference between equality and equity. Equality results in everyone receiving the same benefit. Equity provides an even playing field. Environmental justice is an important point to consider during all of today’s conversations and breakout sessions.
- 3) Breakout Session 1 – Short list of corridors – Dan Prevost and Ken Sperry
 - The three corridors moving forward – West Corridor 1, West Corridor 2 and Central Corridor 1 – have the greatest potential to satisfy the project’s purpose and need. The purpose and need of the project is to complete the I-69 connection between Indiana and Kentucky, improve long-term cross-river mobility, reduce congestion and delay and

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improve safety. A key performance measure is identifying a cost-effective solution. Details about each corridor were released in July in the Screening Report, which is available on the project website.

- The next step is to develop alternatives within each corridor. When developing these alternatives, the Project Team will consider cost, impact, community support and financial feasibility. No decisions have been made on a preferred corridor or alternative, and no corridor is favored over the other two.
- In the coming months, Project Team members will be in the field for engineering and environmental studies.
- Member feedback
 - Western Alternatives 1 and 2
 - Both corridors would address the aging Twin Bridges.
 - The public understands the existing U.S. 41 bridges are old, but could use more information on the future costs of maintaining one or both of them.
 - West Corridors 1 and 2 have the potential to impact low-income individuals. There are some elderly residents toward the north end and down by U.S. 60. Where will displaced low-income residents go?
 - There are many new businesses that could suffer because they aren't well-established. What type of assistance will people receive for relocations?
 - There would be an impact on the type of businesses that would do well in the area (food, entertainment).
 - How would access to US 41 be impacted?
 - If one of the West Corridors is selected, will consideration be given to creating gateways for each city?
 - Both have high impacts to businesses and residences.
 - There are pro and cons to having interstate traffic in front of businesses.
 - Access to businesses could be affected.
 - Having the interstate run through the area would split downtown Henderson in half.
 - Must consider replacement housing – where would low-income residents go?
 - It's easier for businesses to relocate, than for residents to move.
 - Many people use US 41 for access to healthcare/doctors and shopping.

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- People want redundancy for safety and traffic flow.
- o Central Corridor 1
 - If Central Corridor 1 is identified as the preferred alternative, the businesses along U.S. 41 could suffer. How will business be interrupted during construction and after? Would it be possible for new businesses to thrive along U.S. 41 if most traffic is diverted to the new I-69 route?
 - The viability of US 41 would be affected. Must keep a US 41 bridge(s) to keep the area viable.
 - Bypasses Henderson, with no reason to stop.
 - If Central Corridor 1 is selected, is there a chance for future economic development along the interstate?
 - Central Corridor 1 has lower construction costs.
 - It also has the highest impacts to the natural environment.
 - Gateway to Henderson and Evansville.
 - There's a concern about drainage. Canoe Creek drains about 30% of the water in Henderson County, so Central Corridor one could have a significant impact.
 - Elevate through the wetlands.

4) Breakout Session 2 – U.S. 41 bridges – Brian Aldridge and Tony Hunley

- All conversations about improving long-term cross-river mobility between Evansville and Henderson must include the future of the U.S. 41 bridges. One bridge is more than 50 years old and the other is 80 years old. Maintenance costs are high, totaling more than \$50 million since 2005. The future maintenance costs are currently being evaluated. The Project Team is working closely with the Coast Guard about the location and size of the potential new I-69 bridge.
- Multiple scenarios are being evaluated: the removal of one bridge from service, the removal of both bridges, removing truck traffic from the existing bridge(s), tolling the I-69 bridge and possibly tolling the existing bridges to balance traffic usage.
- Redundancy was a major theme in the public feedback we received after the last public open houses. Each member received a handout that provides an overview of the number and type of feedback received for each corridor. Thirty comments specifically expressed the need to keep at least one of the U.S. 41 bridges open.

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- Member feedback – Each table was asked to discuss why redundancy is important. Do residents believe a toll-free option must be provided? What weight should redundancy have in the decision-making process for the new bridge? And how can the I-69 project be leveraged to address the operations and maintenance of the existing U.S. 41 bridges?
 - Redundancy gives people options.
 - When there is a major accident, there are significant traffic backups.
 - It's safer, especially in case there's a natural disaster and one bridge must be closed.
 - If the bridges are built right next to one another, is there really a benefit in case of a natural disaster?
 - More information is needed on the cost of operations and maintenance. What condition are the bridges in, and how much will it cost to maintain one or both? What impact does removing truck traffic have on those expenses?
 - It's important to get operations and maintenance costs down on the US 41 Bridges and traffic up on an I-69 bridge.
 - Removing one bridge would reduce costs.
 - Removing truck traffic would reduce wear and tear/damage.
 - Maintaining the U.S. 41 bridges and keeping U.S. 41 in its current configuration supports the businesses along the corridor by allowing traffic to continue flowing through Henderson.
 - Do residents want redundancy enough to pay tolls on all cross-river traffic?
 - Prefer to keep only one of the US 41 bridges, with weight limits.
 - There could be a safety concern for traffic using I-69 that is used to driving on U.S. 41. They'll need to learn new traffic patterns and how to drive at higher speeds.
 - Could one bridge be maintained for bicycle and pedestrian access?
 - How do you limit truck traffic? Is it worth it if only about 10 percent of traffic on current U.S. 41 is truck traffic?
 - Commercial vehicles will use the new I-69 bridge.

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5) Breakout Session 3 – Tolling

- If this bridge is going to be built, tolling is expected to be part of the funding equation. The DEIS in 2004 halted because it wasn't financially feasible, so it's an important focus this time around.
- Tolling would be all-electronic tolling, with no toll booths, no coin buckets and no waiting in line. Many tolling scenarios are being considered. Those include a tolled I-69 bridge, tolls on both the I-69 and existing U.S. 41 bridges, and a higher toll rate on the I-69 bridge and lower rate on the existing U.S. 41 bridges. As a starting point, the team is looking at a similar rate structure to the Louisville bridges: \$2 for cars, \$5 for medium vehicles and \$10 for large vehicles. There's an additional \$2 charge for each vehicle that doesn't have a transponder.
- The Project Team has been updating the travel demand model. It assigns a value to time saved. It's estimated that by 2040, if I-69 is tolled and both U.S. 41 bridges remain a free option, only 12,000-15,000 vehicles would use the I-69 bridge, while nearly 40,000 vehicles would use the existing U.S. 41 bridges. That's an estimated 25 percent of cross-river traffic using the new I-69 bridge.
- Tolling is unlikely to be able to fund this entire project. Most average debt loads for construction are financed for 35 years.
- Member feedback
 - Do the travel demand models account for increased interstate traffic once Sections 5 and 6 of I-69 are complete? There's a good chance traffic traveling through Indiana would use I-69 instead of I-65.
 - The public needs to be educated about modern tolling. People envision a toll booth while most of today's tolling is all-electronic.
 - The possibility that the existing U.S. 41 bridges must be closed to finance this project was new to some attendees. Was there a similar conversation during the planning and construction of the Ohio River Bridges project in Louisville?
 - Spending money on tolls could be a hardship to low-income residents.
 - Would there be a reduced toll for US 41 traffic, if any toll at all? What are residents paying for, getting for their money?
 - Will there be a reduced toll for local residents?

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- The Project Team should consider surveying local residents to see what rate people would be willing to pay.
- Many of the people who use the bridge take voluntary trips from Henderson into Evansville for shopping and dining. Tolling the bridge could hurt businesses in Evansville, because Henderson people will seek a local option without a toll.
- With the increased gas tax in Indiana, is tolling needed to pay for the project?
- Is there a difference between generations' willingness to pay tolls?
- How much time do you need to save during your commute to pay a toll?
- Find a way to require interstate traffic to pay for an I-69 bridge, not locals.
- Consider transit options.
- Tolls may hurt Evansville businesses more than Henderson because people will find another option for non-work trips.
- People getting from Point A to Point B on the East side are more likely to pay a toll to save time.
- People will pay a toll to avoid traffic congestion and save time.

6) Closing

- Upcoming EJ community meetings – The Project Team will reach out to several community organizations that serve EJ populations to offer to present project information at an upcoming meeting. Following the next open houses this winter, the Project Team will host EJ community meetings in areas where EJ populations are concentrated.
- The meeting adjourned at 4:30 p.m.

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Invitees:

<u>Name</u>	<u>Organization</u>
Steve Schaefer	City of Evansville
Bruce Ungethiem	Vanderburgh County
Pam Drach	Evansville Metro Planning Organization (MPO)
Bobby Howard	Warrick County
Gale Brocksmitth	Community Action Program of Evansville (CAPE)
Amy DeVries	Congregations Acting for Justice and Empowerment (CAJE)
Daniela Vidal	HOLA Evansville
Brant Flores	Latino Chamber Alliance
Todd Robertson	Metropolitan Evansville Transit System (METS)
Rev. Gerald Arnold	NAACP, Evansville Chapter
Chris Cooke	United Neighborhoods of Evansville (UNOE)
Mike Linderman	Angel Mounds State Historic Site
Jared Florence	Deaconess Health System
Niles Rosenquist	Evansville Audubon Society
Diane Bies	Evansville Bicycle Club
Debbie DeBaillie	Evansville – Vanderburgh School Corporation (EVSC)
Ellen Horan	Growth Alliance for Greater Evansville
Justin Groenert	Southwest Indiana Chamber of Commerce
Shane Davidson	University of Evansville
Mark Bernhard	University of Southern Indiana
John Blair	Valley Watch
Russell Sights	City of Henderson
Brian Bishop	Henderson City-County Planning Commission
Bill Hubiak	Henderson County

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<u>Name</u>	<u>Organization</u>
Bobbie Jarrett	Housing Authority of Henderson
Deborah Jackson Hoda	NAACP, Henderson Chapter
Dr. Tim Hobbs	Community Baptist Church
Mark Kellen	Audubon State Park
Jeff Hall	Ellis Park Race Course
Robert (Bob) Koch II	Gibbs Die Casting/Koch Enterprises
Dr. Kris Williams	Henderson Community College
Marganna Stanley	Henderson County Schools
Tony Iriti	Kyndle
Jack Hogan	Methodist Hospital
Jeff Troxel	U.S. 41 Business Owner
Guy Young	Kentucky Trucking Association
Gary Langston	Indiana Motor Truck Association
Bob Johnson	Warrick County Representative
Stephanie Tenbarger	ECHO Housing Corporation
Silas Matchem	Evansville Promise Zone
Gerald Bledsoe	Gibson County Representative
Brittaney Johnson	Posey County Representative
Maree Collins	City of Henderson Representative
Brandon Harley	Audubon Area Community Services
David Smith	Daviess County Representative
Rev. Charles Johnson	Greater Norris Chapel Baptist Church
Gina Boaz	Green River Area Development District
Patricia Hayden	McLean County Representative
Jody Jenkins	Union County Representative
Steve Henry	Webster County Representative

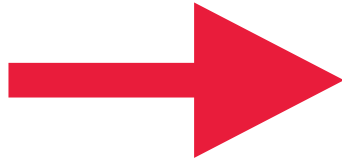
Project Update – Fall 2017

Short List of Corridors

West Corridor 1

West Corridor 2

Central Corridor 1



Greatest potential of meeting project's purpose and need to:

- Complete the I-69 connection between Indiana and Kentucky
- Improve long-term cross-river mobility
- Reduce congestion and delay
- Improve safety

The Project Team is developing alternatives in each corridor.

US 41 Bridges – The bridges are more than 80 and 50 years old. Maintenance costs are high, totaling more than \$50 million since 2005. Future major rehabilitation costs are being evaluated.

Future of US 41 bridges to be evaluated

- Keep one bridge open
- Keep both bridges open
- Close both bridges

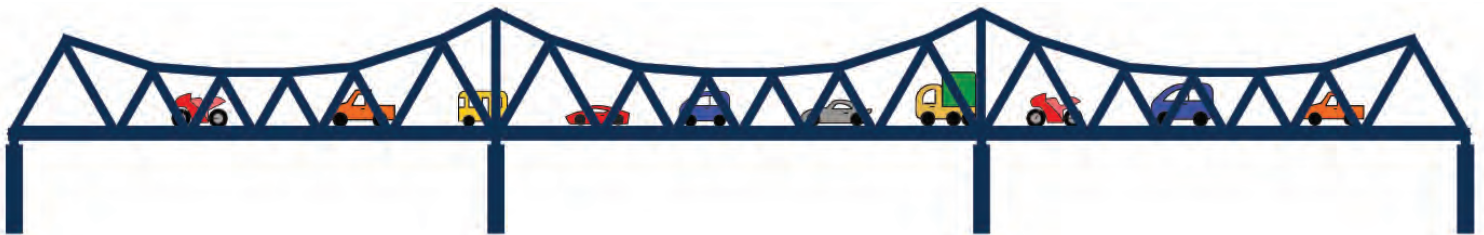
Tolling – Identifying funding is critical to moving this project forward, and getting a new I-69 Ohio River Crossing built. Tolling is expected to be part of the funding solution.

Tolling options to be evaluated

- Toll the new I-69 bridge
- Toll the new I-69 bridge and US 41 bridge(s)
- Potential tolling rates

Traffic modeling is underway. Preliminary data shows if an I-69 bridge is tolled and US 41 is untolled, in 2045, only 20-25% of cross-river traffic is expected to use the new bridge.

US 41: 75-80% of cross-river traffic



I-69: 20-25% of cross-river traffic



Public Outreach – EJ and RCAC Workshop – Sept. 19, 2017

River Cities Advisory Committee (RCAC): Representatives of government, business, environmental interests, education and environmental justice communities from both sides of the river

Environmental Justice Subcommittee (EJ): Representatives from both sides of the river that provide a voice for low-income or minority individuals when discussing potential effects of the project

What We Heard – Comments Made and Questions Asked

Short List of Corridors

West Corridor 1 and 2 <ul style="list-style-type: none">• High impacts to businesses and residences.• Address operations and maintenance for aging Twin Bridges.• There are pro and cons to having interstate traffic in front of businesses.• Access to businesses could be affected.• Would split downtown Henderson in half.	Central Corridor 1 <ul style="list-style-type: none">• Would have the least impact on homes and businesses.• Bypasses Henderson, people wouldn't have a reason to stop.• Could encourage growth in the new corridor.• Lower construction costs.• Higher environmental impacts.
West Corridor 1 <ul style="list-style-type: none">• Greatest impact to residences, which includes some elderly and retired residents.• Where will displaced low-income residents go?	West Corridor 2 <ul style="list-style-type: none">• Greatest impact to businesses.• New developments impacted.

US 41 Bridges

<ul style="list-style-type: none">• Retain one or both of the US 41 bridges to provide redundancy for cross-river traffic.• Redundancy is absolutely necessary for safety and traffic during accidents.• Must reduce operations and maintenance costs. Removing one bridge would reduce costs.• Must keep at least one US 41 bridge to keep businesses in the area viable.• Do people want redundancy enough to pay a toll on an I-69 bridge and US 41 bridge(s)?• What are the future maintenance costs for the US 41 bridges?• Consider removing truck traffic from US 41 bridge(s) to reduce maintenance costs.• Is it possible to remove truck traffic from the bridges? What are the implications?	<ul style="list-style-type: none">• Must get more traffic on I-69 bridge to generate more toll revenue for the project.• A lower-toll option on the US 41 bridge(s) could help distribute traffic.• It's important to increase public knowledge of all-electronic tolling.• Spending money on tolls will be a hardship for some residents.• Survey the public regarding toll rates.• Will there be a reduced rate for locals? Will the time saved on I-69 be worth the toll?• What accommodations can be made for low-income residents?• Tolls may hurt Evansville businesses more than Henderson businesses because people won't make as many discretionary trips.
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Tolling



MEETING MINUTES

Date: January 31, 2018

Time: 1 to 2 p.m. CT

Meeting: Joint RCAC and EJ Subcommittee Meeting

Location: Evansville Project Office, 320 Eagle Crest Drive, Evansville

Attendees: RCAC and EJ Subcommittee Members

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Brian Aldridge	Project Team	Brian.aldridge@stantec.com
Michelle Allen	FHWA	Michelle.allen@dot.gov
Ron Bales	INDOT	rbales@indot.in.gov
Brian Bishop	Henderson Planning	bbishop@hendersonplanning.com
John Blair	Valley Watch	blair@valleywatch.net
Gina Boaz	GRADD	ginaboaz@gradd.com
Gale Brocksmitth	CAPE	galeb@capeevansville.org
Marshall Carrier	KYTC	Marshall.carrier@ky.gov
Maree Collins	City of Henderson	mcollins@cityofhendersonky.org
Pam Drach	EMPO	pdrach@evansvillempo.com
Tim Foreman	KYTC	Tim.Foreman@ky.gov
Patricia Hayden	City of Henderson	
Dr. Tim Hobbs	Community Baptist Church	Tim.hobbs@communitybaptistchurch.org
Diane Hoeting	Project Team	Diane.hoeting@parsons.com
Bill Hubiak	Henderson County	whubiak@hendersonky.us
Tony Iriti	Kyndle	tony@kyndle.us
Brittaney Johnson	Posey Co. Economic Develop Partnership	bjohnson@pcedp.com
Janelle Lemon	INDOT	jlemon@indot.in.gov
Andrea Lendy	Growth Alliance	Andrea@GrowthAllianceEvv.com
Steve Nicaise	Project Team	Steve.Nicaise@parsons.com

I-69 ORX Joint RCAC/EJ Subcommittee Meeting Summary

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Ben Payne	Henderson County Schools	
Mindy Peterson	Project Team	mindy@c2strategic.com
Erin Pipkin	Project Team	erin@compassoutreachsolutions.com
Dan Prevost	Project Team	Daniel.prevost@parsons.com
Niles Rosenquist	Evansville Audubon Society	nilesrosenquist@gmail.com
Eric Rothermel	FHWA- KY	Eric.rothermel@dot.gov
Keith Sayles	Henderson Community College	keith.sayles@kctcs.edu
Amber Schaudt	Project Team	aschaudt@tswdesigngroup.com
Mike Schopmeyer	BridgeLink	mschopmeyer@KDDK.com
Seyed Shokouhzadeh	EMPO	sshokouhzadeh@evansvillempo.com
Russell Sights	City of Evansville	
David Smith	Daviess County	dsmith@daviessky.org
Ken Sperry	Project Team	ksperry@hmbpe.com
Gary Valentine	KYTC	gvalentine@ky.gov
Jim Poturalski	INDOT	jpoturalski@indot.in.gov

- 1) Welcome – Mindy Peterson welcomed everyone to the meeting and provided a meeting overview.
 - The goal of the meeting is to explain the progress made on developing the preliminary alternatives and get feedback from the RCAC and EJ groups to help the Project Team further refine them in the Draft Environmental Impact Statement (DEIS).
 - All handouts and visuals for the public open houses were available for review. These included vinyl banners of each alternative, four fly-through videos of the alternatives, and the open house handout. In addition, the open house flier and upcoming public survey were available for the members to help distribute throughout the community.
 - Questions will be answered during the conversation following the presentation.
 - Dan Prevost began the presentation at 1:05 p.m.

2) Presentation – Dan Prevost provided an overview of alternatives development activities and bridge scenarios considered for each corridor.

- 2017 July Corridors: West 1, West 2, Central 1, No Build
- Since the last meeting in July, preliminary alternatives have been developed for each corridor, including:
 - Number of lanes needed for cross-river traffic
 - Potential property impacts
 - Total project costs and financial feasibility
- Six lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts. The team is focusing on meeting the region’s traffic needs while managing operations and maintenance costs.
 - I-69, like all interstate bridges, must be at least four lanes (2 lanes in each direction).
 - Providing more than six lanes would unnecessarily add to long-term operations and maintenance costs.
 - Reducing long-term operations and maintenance costs for cross-river mobility improves the financial feasibility of the project.
- Since the Screening Report was published in July 2017, the Project Team has been refining the alternatives in the Screening Supplement through detailed studies and analyses. To be carried into the DEIS, “corridors” will now be referred to as “alternatives.” Key components of the Screening Supplement include:
 - Interchange locations/configurations, types, access needs and traffic performance
 - How to minimize or avoid impacts to sensitive resources
 - The impact of each alternative on the existing US 41 corridor’s accessibility and visibility
 - Cost estimates adjusted to year of expenditure, which accounts for inflation and increasing construction costs
 - Estimated life-cycle maintenance costs for I-69 and US 41 bridges
 - Used traffic model (based on EMPO regional traffic model) updated out to 2045 to analyze effects of bridge configurations and regional traffic patterns.
- Ten bridge screening scenarios were considered:
 - The No Build scenario
 - West Alternative 1 with four-lane I-69 bridge and both US 41 bridges in service
 - West Alternative 1 with four-lane I-69 bridge and one US 41 bridge in service
 - West Alternative 1 with six-lane I-69 bridge and both US 41 bridges removed from service
 - West Alternative 2 with four-lane I-69 bridge and both US 41 bridges in service

- West Alternative 2 with four-lane I-69 bridge and one US 41 bridge in service
- West Alternative 2 with six-lane I-69 bridge and both US 41 bridges removed from service
- Central Alternative 1 with four-lane I-69 bridge and both US 41 bridges in service
- Central Alternative 1 with four-lane I-69 bridge and one US 41 bridge in service
- Central Alternative 1 with six-lane I-69 bridge and both US 41 bridges removed from service
- After reviewing the data for all 10 scenarios, three build alternatives were selected for detailed analysis in the DEIS:
 - West Alternative 1: Four-lane I-69 bridge and one US 41 bridge for local traffic
 - West Alternative 2: Six-lane I-69 bridge with both US 41 bridges removed from service
 - Central Alternative 1: Four-lane I-69 bridge and one US 41 bridge for local traffic
 - No Build alternative
 - It was noted that other alternatives could be considered based on further analysis
- West Alternative 1
 - Build a four-lane I-69 bridge
 - Retain one US 41 bridge for local traffic
 - Maintains visibility to remaining businesses with all cross-river traffic
 - Work with Henderson County Planning Commission on future of US 41 commercial corridor
 - Reconstruct US 60 interchange
 - Build new interchanges at Watson Lane and US 41/Veterans Memorial Parkway (north end)
 - Shifted alignment to avoid Eagle Slough
 - Total estimated cost: \$1.47 billion (Includes maintenance costs for I-69 and one US 41 bridge. Costs are in year of expenditure)
- West Alternative 2
 - Build a six-lane I-69 bridge
 - Remove both US 41 bridges from service
 - Primarily avoids businesses on the east side of US 41 while maintaining access via frontage road
 - Reconstruct US 60 interchange
 - Build new interchanges at Watson Lane, Wolf Hills/Stratman, Nugent Drive and US 41/ Veterans Memorial Pkwy (north end)
 - Shifted alignment to avoid Eagle Slough

- Total estimated cost: \$1.49 billion (Includes maintenance costs for I-69. Costs are in year of expenditure.)
- Central Alternative 1
 - Build a 4-lane I-69 bridge
 - Retain one US 41 bridge for local traffic
 - Bypasses the US 41 corridor
 - Working with Henderson County Planning Commission on future of US 41 commercial corridor
 - New interchanges at US 41 (south end), US 60 and Veterans Memorial Pkwy
 - Shifted alignment to avoid wetland mitigation and historic properties at US 60
 - Total estimated cost: \$1.42 billion (Includes maintenance costs for I-69 and one US 41 bridge. Costs are in year of expenditure.)
- The Project Team plans to complete the DEIS this Fall. This includes:
 - 20+ technical studies
 - Project Team includes 150+ people
 - Detailed document with an analysis of benefits and impacts of each alternative
 - The DEIS will identify the Preferred Alternative
- Project timeline:
 - Fall 2018 - Preferred Alternative will be identified, DEIS will be published, and public hearings will be held on both sides of the river
 - Fall 2019 – Final EIS will be published and Federal Highway Administration is expected to issue its Record of Decision
- Format of February 6 and 7 open houses:
 - Two presentations at 5 p.m. and 6:30 p.m.
 - Maps, videos and additional information throughout the venue
 - Six computer stations for residents to view and discuss alternatives and potential property impacts
 - Surveys and comment cards collected through February 28. Note: This deadline has been extended to March 16.
 - Meeting materials and screening report supplement available online Tuesday, February 6

3) Additional Outreach

- The project is preparing to send out two surveys in the coming weeks.
 - One is to business owners throughout the US 41 corridor to determine what impact the various alternatives would have on their businesses.
 - The other will be mailed to residents in areas with large EJ populations. The survey will also be available online. It is a public survey to determine opinions about the various corridors and the potential impacts on low-income and minority populations.
- The Project Team wants the RCAC and EJ Subcommittee's help to engage with EJ communities in the coming months.

4) Group Discussion

- **Question:** With the two western alternatives, what happens to the nursing home in Henderson? That's a home for many people on Medicaid and Medicare, which would be a significant impact on low-income residents.
Answer: West Alternative 2 likely impacts the nursing home, but every effort will be made to avoid the nursing home if this alternative becomes preferred. If impacts can't be avoided, that states will follow the Uniform Relocation Act and acquire the privately-owned property and relocate the residents to a similar facility.
- **Question:** West Alternative 2 eliminates both US 41 bridges from service, which means there would be no free option. Are the states considering an option to provide transponders for local residents so they can cross for free?
Answer: A bi-state body will be created prior to construction to establish the financing parameters for the project. These financing parameters will include a toll policy, which are the business rules of who is tolled and what the toll rates are. The Environmental Process that we are conducting will evaluate the consequences of this possibility to advise this bi-state body of those actions as a financing plan is developed.
- **Question/Statement:** Many locals have said they are against tolls, because the region should not have to pay to have an interstate run through it. If not for this highway, we would not be talking about replacing existing bridges.
Answer: This project is not only about providing the connection for I-69 between the two states, but also about a long-term solution to the condition of the US 41 bridges. Even if it was determined that a new section of I-69 could not be constructed, there would still be a significant cost associated with repairing or

maintaining those bridges, and alternatives to traditional funding would also be considered. That scenario is the No Build scenario.

- **Question:** What is the cost built in through 2060 for maintenance on one bridge?

Answer: The Project Team estimated the costs associated with keeping each of the US 41 bridges through 2062. That cost was \$120 million for one bridge and \$130 million for the other. Banning trucks or reducing the traffic on them only decreases the operations and maintenance expenses by about 10 to 20 percent, as the maintenance expenses do not change; the frequency of when certain activities would need to be completed will be reduced.

- **Question:** How do you decide which US 41 bridge to keep?

Answer: If the preferred/selected alternative would remove one of the existing bridges, the evaluation of which bridge is to be removed will consider information from the Section 106 process as well as engineering, safety, and other considerations.

- **Question:** Where can the Project Team go to reach EJ communities?

Answer: Gale Brocksmit from Community Action Program of Evansville (CAPE) said CAPE is a great location. They are busy helping an average of 60 low-income residents pay their utility bills each day. United Neighborhoods of Evansville (UNOE) is another good resource to connect the Project Team with various neighborhoods near EJ communities. Gail from CAPE offered to take open house fliers and the public surveys to CAPE.

- **Question:** Will the property impact information be available at both project offices?

Answer: Yes, Amber and the others who staff the project offices will be able to pull up addresses and help visitors.

- **Question:** Before the Business Information Survey goes out, it would be good to provide high level information about the project to business owners. Is that information available?

Answer: We will post these maps on the project website or the public can come in to the project office. This information is available on the survey as well. The project team is looking for feedback from business owners.

- **Comment:** There have been several comments about residents wanting a redundant crossing to improve safety and access. Emergency personnel would likely say the same things.

- **Comment:** If the Project Team wants help reaching businesses in Henderson, the Planning Commission is willing to add a presentation from the Project Team for the February 22 meeting.

- **Question:** How many properties on West Alternative 1 are affected near Elm?
Answer: West Alternative 1 would relocate more than 100 residences, including many in the Elm Street corridor.
- **Question:** Does Central Alternative 1 go between the historic properties?
Answer: Yes, the alternative goes between the McClain and Baskett properties to avoid impacts to them.
- **Question:** How have you reached out directly to property owners?
Answer: Everyone whose properties was potentially affected received Notice of Survey letters.
- **Question:** Along Central Alternative 1, the interchanges at the northern and southern ends appear very complex. What is the reason?
Answer: The interchanges were designed to avoid the floodway for Canoe Creek, accommodate Veterans Memorial Parkway at I-69, and avoid a wetland mitigation site. All interchanges are preliminary.

5) Meeting adjourned at 2:10 p.m.

I-69 ORX PRELIMINARY ALTERNATIVES

JANUARY 31, 2018



WHAT IS HAPPENING

- Preliminary alternatives developed for each corridor include:
 - Number of lanes needed for cross-river traffic
 - Potential property impacts
 - Total project costs and financial feasibility
- Refinement and evaluation of alternatives continues



ALTERNATIVES DEVELOPMENT

3



July 2017 Corridors

- West Corridor 1
- West Corridor 2
- Central Corridor 1
- No Build

4



Bridge Scenarios

- 6 lanes of cross-river capacity are needed based on long-term statewide and local traffic forecasts
 - I-69, like all interstate bridges, must be at least 4 lanes (2 lanes in each direction)
 - Providing more than 6 lanes would unnecessarily add to long-term operations and maintenance costs
 - Reducing long-term operations and maintenance costs for cross-river mobility improves the financial feasibility of the alternatives

5



Alternatives Development and Supplemental Screening

- Identify and evaluate interchanges (access, traffic performance, safety)
- Minimize or avoid impacts to sensitive resources
- Consider US 41 corridor accessibility and visibility
- Adjust cost estimates to year of expenditure
- Estimate life-cycle maintenance costs for I-69 and US 41 bridges
- Use traffic models to evaluate bridge and toll scenarios

6



PRELIMINARY ALTERNATIVES

7



Preliminary Alternatives

- For each corridor, 3 bridge scenarios were considered:
 - Build a 6-lane I-69 bridge for all cross-river traffic and remove both US 41 bridges
 - Build a 4-lane I-69 bridge and retain one US 41 bridge for local traffic
 - Build a 4-lane I-69 bridge and retain both US 41 bridges for local traffic
- Based on this approach, 10 bridge scenarios were screened



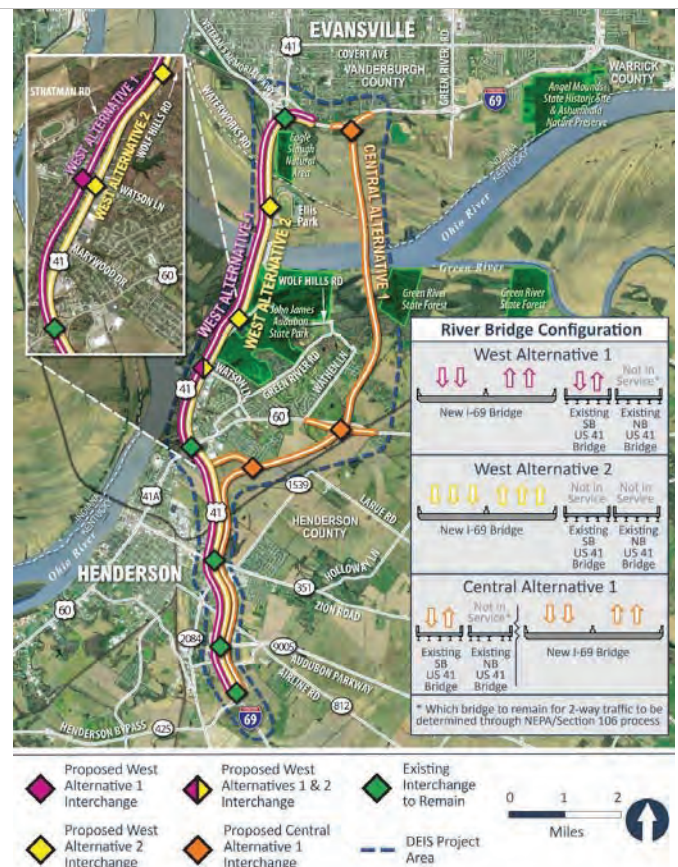
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	West Corridor 1 <small>New I-69 Bridge Approximately 70 Feet West of Existing Bridge</small>	West Corridor 2 <small>New I-69 Bridge Approximately 70 Feet West of Existing Bridge</small>	Central Corridor 1 <small>New I-69 Bridge Approximately 1.5 Miles East of Existing Bridge</small>
Zero US 41 Bridges in Service	BRIDGE SCENARIO 2 New I-69 Bridge Not in Service Not in Service Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 5 New I-69 Bridge Not in Service Not in Service Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 8 Not in Service Not in Service New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge
One US 41 Bridge in Service	BRIDGE SCENARIO 3 New I-69 Bridge Not in Service* Not in Service* Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 6 New I-69 Bridge Not in Service* Not in Service* Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 9 Not in Service* Not in Service* New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge
Two US 41 Bridges in Service	BRIDGE SCENARIO 4 New I-69 Bridge Not in Service* Not in Service* Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 7 New I-69 Bridge Not in Service* Not in Service* Existing SB US 41 Bridge Existing NB US 41 Bridge	BRIDGE SCENARIO 10 Not in Service* Not in Service* New I-69 Bridge Existing SB US 41 Bridge Existing NB US 41 Bridge

NB = Northbound SB = Southbound ↑ = Northbound Lane ↓ = Southbound Lane * Which bridge to remain for 2-way traffic to be determined through NEPA/Section 106 process

Preliminary Alternatives

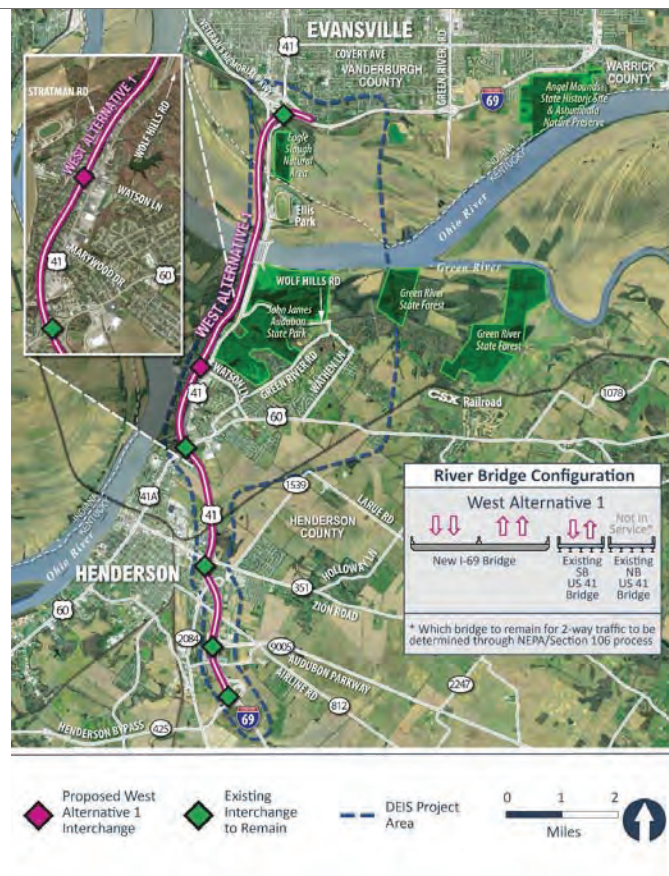
- West Alternative 1: 4-lane I-69 bridge and one US 41 bridge for local traffic
- West Alternative 2: 6-lane I-69 bridge with both US 41 bridges removed from service
- Central Alternative 1: 4-lane I-69 bridge and one US 41 bridge for local traffic
- No Build Alternative: Required to serve as baseline for comparison
- Other alternatives could be considered based on further analysis



West Alternative 1

- Build a 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- Maintains visibility to remaining businesses with all cross-river traffic
- Working with Henderson County Planning Commission on future of US 41 commercial corridor
- Reconstruct US 60 interchange
- Build new interchanges at Watson Lane and US 41/Veterans Memorial Pkwy (north end)
- Alignment shifted to avoid Eagle Slough
- Total estimated cost: \$1.47 billion (includes bridge maintenance and inflation)

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West Alternative 2

- Build a 6-lane I-69 bridge
- Remove both US 41 bridges from service
- Primarily avoids businesses on the east side of US 41 while maintaining access via frontage road
- Reconstruct US 60 interchange
- Build new interchanges at Watson Lane, Wolf Hills/Stratman, Nugent Drive and US 41/Veterans Memorial Pkwy (north end)
- Alignment shifted to avoid Eagle Slough
- Total estimated cost: \$1.49 billion (includes bridge maintenance and inflation)

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Central Alternative 1

- Build a 4-lane I-69 bridge
- Retain one US 41 bridge for local traffic
- Bypass the US 41 corridor
- Working with Henderson County Planning Commission on future of US 41 commercial corridor
- New interchanges at US 41 (south end), US 60 and Veterans Memorial Pkwy
- Alignment shifted to avoid wetland mitigation and historic properties at US 60
- Total estimated cost: \$1.42 billion (includes bridge maintenance and inflation)

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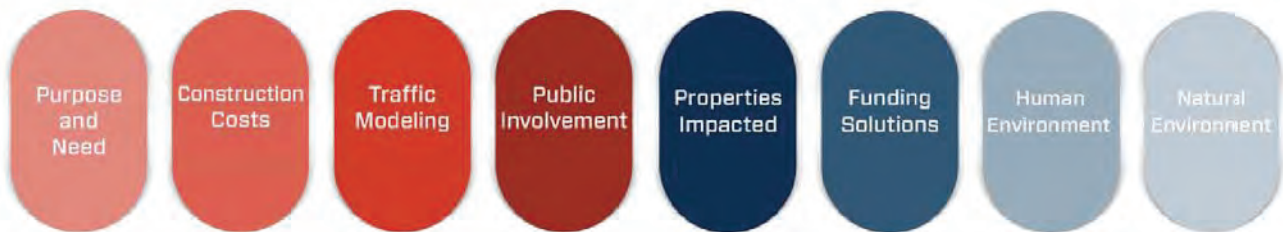


NEXT STEPS

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Draft Environmental Impact Statement

- 20+ technical studies underway
- Project Team includes 150+ people
- Detailed document will include an analysis of benefits and impacts of each alternative
- Will identify a preferred alternative
- DEIS is a decision-making tool that will be used by leadership in both states



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Project Timeline

Fall 2018:

- Preferred alternative identified
- DEIS published
- Public hearings held on both sides of the river

Fall 2019:

- Final Environmental Impact Statement and Record of Decision expected



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STAY INFORMED

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Project Offices

- **Evansville**
320 Eagle Crest Dr., Ste. C
Open Monday, Tuesday and Thursday
8 a.m. – 5 p.m., or by appointment
- **Henderson**
1970 Barrett Ct., Ste. 100
Open Wednesday and Friday
8 a.m. – 5 p.m., or by appointment
- **Project line (888) 515-9756**

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Stay in Touch

- **Email**
info@I69ohiorivercrossing.com
- **Website**
www.I69ohiorivercrossing.com
- **Facebook**
I-69 Ohio River Crossing
- **Twitter**
@I69ORX



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Next Week's Open Houses

- Two presentations at 5 and 6:30 p.m.
- Maps, videos and additional information throughout the venue
- Six computer stations for residents to view and discuss alternatives and potential property impacts
- Surveys and comment cards collected through February 28
- Meeting materials and screening report supplement available online Tuesday, February 6



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OHIO RIVER
CROSSING

THANK YOU



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 Brocksmith	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

-
- 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.

EJ SUBCOMMITTEE MEETING 5

JUNE 18, 2018



PROJECT UPDATE:

- Outreach since February
- Public survey results
- Community Conversations
- Community feedback
- Updated alternatives
- Next steps



I-69 ORX Outreach Since February



**Public
Survey:
570
Responses**



**Business
Survey:
60
Responses**



**Community
Conversations:
255
Attendees**



**Tri-Fest:
450
Visitors**

PUBLIC SURVEY

Survey for EJ Populations

- 4,668 mailed to residents in EJ block groups
- Also available on the “Survey” page on the project website
- 570 completed surveys
 - 335 via mail, 235 online
 - 463 from Kentucky, 101 from Indiana
 - 75 low-income, 38 minority



5

Survey for EJ Populations

- How often do you travel on the US 41 bridge per week: 1-4 (53%)
- How often per month: 1-10 (46%)
- Why do you travel:
 - Entertainment/shopping (32%)
 - Doctor's visits (25%)
 - Traveling out of town (25%)
- What best reflects your opinion of the project
 - Support tolling only if there is a toll-free option (41%)
 - Support a crossing regardless of tolls (27%)
- If you do not support the new I-69 crossing, why: I believe a free crossing should be provided (39%)



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Survey for EJ Populations

- If I-69 was tolled and a toll-free crossing option remained, how would you be impacted (open-ended response)?

Top answers from low-income respondents:

- I would not be impacted (39%)
- I would use the toll-free route (17%)
- I would shop elsewhere (10%)
- I would move (7%)
- I would seek other employment (7%)

Top answers from all respondents:

- I would not be impacted (54%)
- I would use the toll-free route (24%)
- I would shop elsewhere (4%)
- I would move (2%)
- I would seek other employment (1%)

Survey for EJ Populations

- If I-69 and US 41 were tolled (i.e., no toll-free option for the region), how would you be impacted?

Top answers from low-income respondents:

- I would not be impacted (24%)
- I would shop elsewhere (21%)
- I would move (18%)
- I would travel less (16%)
- I would seek other employment (11%)
- I would be impacted financially (10%)
- I would change routes (5%)
- I wouldn't use either bridge (5%)

Top answers from all respondents:

- I would not be impacted (34%)
- I would travel less (16%)
- I would shop elsewhere (13%)
- I would move (6%)
- I would be impacted financially (5%)
- I would change routes (3%)
- I wouldn't use either bridge (3%)
- I would seek other employment (3%)

Survey for EJ Populations

- What features (mitigation) can we include in this project to address the impacts you identified?

Top answers from low-income respondents:

- Provide at least one toll free crossing (55%)
- Offer free or discounted tolls (18%)
- No tolls (12%)

Top answers from all respondents:

- Provide at least one toll free crossing (44%)
- Offer free or discounted tolls (13%)
- No tolls (18%)

COMMUNITY CONVERSATIONS

Promotion

- 6,000 direct-mail postcards sent to residents in EJ block groups
- Fliers sent home with students in Evansville and Henderson public school
- Media relations
- Social media
- Project website
- E-newsletters and texts
- Fliers sent to advisory groups and local churches and posted throughout both cities

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Community Conversations

Talk with the Project Team about preliminary alternatives and tolling for a new I-69 Ohio River Crossing.
We want to hear what you think.



 <p>Tuesday April 3 C.K. Newsome Community Center 5 - 7 p.m. 100 Walnut St # 1, Room 118A, Evansville</p>	 <p>Wednesday April 11 Henderson Public Library 5 - 7 p.m. 101 S. Main St, Henderson</p>	 <p>Tuesday April 17 Red Bank Library Branch 3 - 5 p.m. 1205 Red Bank Road, Evansville</p>
 <p>Wednesday April 18 The Gathering Place Senior Center 10 a.m. - 2 p.m. 1617 N. Elm St, Henderson</p>	 <p>Monday April 30 McCollough Library Branch 5:30 - 7:30 p.m. 3115 Washington Ave, Evansville</p>	 <p>Tuesday May 1 Housing Authority of Henderson 5:30 - 7:30 p.m. 111 S. Adams St, Henderson</p>

Open house format, drop in when you can

Can't make it to one of our community conversations? Contact a project office.

Project offices are open 8 a.m. - 5 p.m., or by appointment
(888) 515-9236 • info@69OhioRiverCrossing.com

Evansville Project Office
Open Monday, Tuesday and Thursday
320 Eagle Crest Dr., Ste. C, Evansville, IN 47715

Henderson Project Office
Open Wednesday and Friday
1970 Barrett Ct., Ste. 100, Henderson, KY 42420

 69ohiorivercrossing.com
  I-69 Ohio River Crossing
  @I69ORX

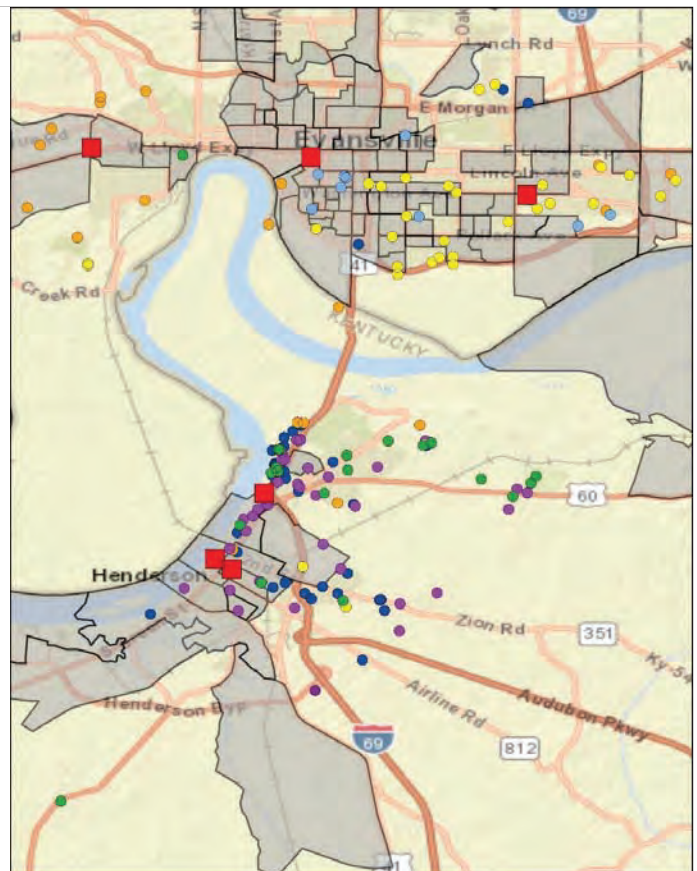
Attendance

Gray – EJ block groups

Meeting Locations

	Color
Red Bank Library	29
McCollough Library	54
Henderson Public Library	60
C.K. Newsome Community Center	14
The Gathering Place	57
<u>Housing Authority of Henderson</u>	41
TOTAL	255

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COMMUNITY FEEDBACK

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What We've Heard

Tolling/Funding:

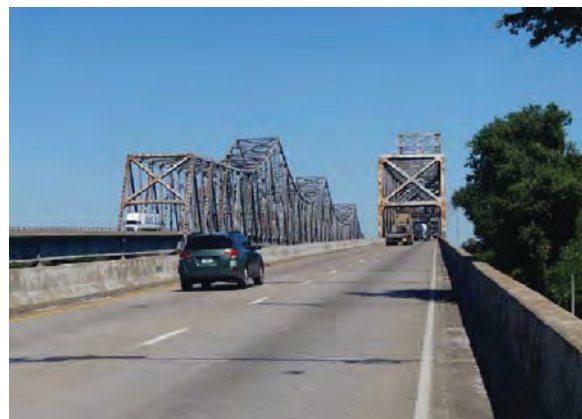
- Many people believe taxes should pay for construction of the new bridge and I-69
- Many residents in Henderson are concerned they will be shouldering more of the burden than Evansville residents
- Most accept a tolled I-69 crossing if one US 41 bridge remains free and in service
- Some attendees in Henderson live on a limited income and could not afford a toll of any amount, even for occasional trips
- A few residents might consider moving if they had to pay a toll to get to work
- Some believe that low-income individuals should receive a discounted toll rate

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What We've Heard

US 41 Bridges:

- Many residents in both cities feel strongly that both US 41 bridges should remain in service
- However, when asked, most agreed keeping only one US 41 bridge in service is acceptable if it is not tolled
- Many people in both cities believe redundancy is needed in case the I-69 bridge is closed
- Some asked whether trucks can be prohibited from using the US 41 bridges
- Others believe the states should toll only truck traffic on US 41



What We've Heard

Alternatives:

- Most attendees in Evansville favor Central Alternative 1 with one toll-free crossing
- Residents in Henderson are passionate about which alternative is selected:
 - Some are concerned that West Alternative 1 and West Alternative 2 would hurt the character and quality of life in Henderson
 - Many residents do not believe any road project should impact homes or businesses, so they favor Central Alternative 1
 - Some believe the Central Alternative 1 would negatively affect US 41 corridor by creating a bypass, and motorists to miss Henderson
- Most are against West Alternative 2 because it would remove both US 41 bridges from service
- A few expressed concerns about congestion along US 41 during construction

UPDATED ALTERNATIVES

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Updated DEIS Alternatives

DEIS alternatives were updated based on public input and additional engineering and environmental analyses:

- West Alternative 1 and West Alternative 2:
 - Connection between US 41 and US 60 modified to reduce ROW impacts
 - Retaining wall added to avoid impacts to a small cemetery in the Merrill Place development
- West Alternative 2:
 - Intersection of Elm Street and Watson Lane modified to improve safety and access in the interchange
- Central Alternative 1:
 - Connection between I-69 and US 41 modified to improve access to US 60 and the commercial strip

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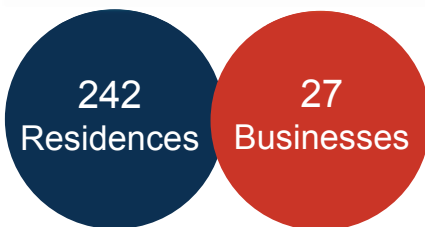
Updated Cost Estimates

	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

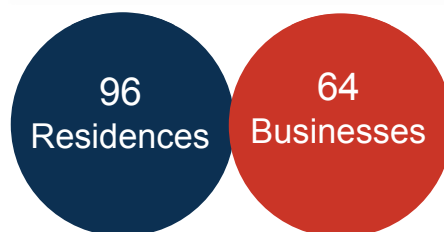
19

Updated Relocation Estimates

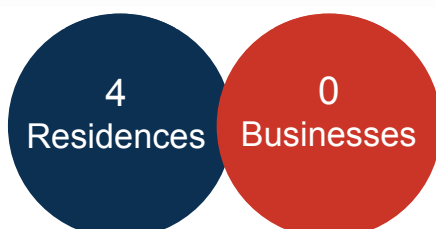
West Alternative 1



West Alternative 2



Central Alternative 1



February 2018 Estimates

	Residences	Businesses
West Alternative 1	213	21
West Alternative 2	119	58
Central Alternative 1	2	0

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TOLLING AND THE DEIS

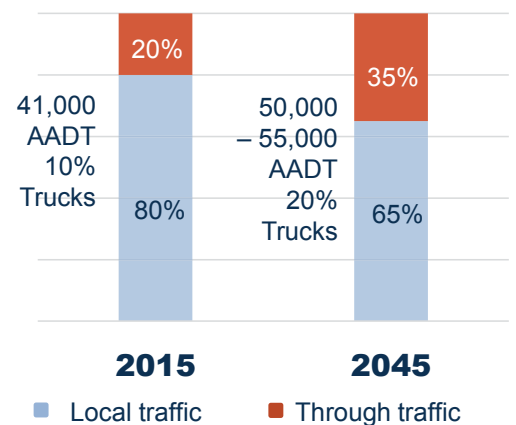
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Paying for I-69 ORX

- Requires multiple funding sources:
 - Traditional federal and state funding
 - Toll revenues
- More than 80% cross-river traffic today is local, forecasted to be 65% in 2045
- NEPA must consider consequences and mitigation for possible tolling policies
 - No scenarios pay for 100% of the project
 - What we know today:
 - I-69 will be tolled
 - With W1 and C1, tolling US 41 may be necessary
 - Final toll policies determined with funding plan before construction

Ohio River Crossings and Regional Through Traffic



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Modern Tolling

- System is 100% automated
- No booths, slowing down or money exchanged
- Cameras and sensors are mounted on gantries across the roadway
- Drivers with prepaid accounts and transponders pay the lowest rates
- Cameras capture license plates
 - Using BMV/KYTC records, bills are mailed



For Discussion: Louisville Toll Rates

- I-69 ORX DEIS and FEIS will address impacts and potential mitigation of tolling
- In DEIS, Team will refer to Louisville's Ohio River Bridges project because of similarities
- Examples only, toll rates HAVE NOT been determined
- Indiana and Kentucky will establish a bi-state body to set toll policy and rates after this process and prior to construction

CLASSIFICATION	VEHICLE DESCRIPTION	TOLL WITH TRANSPONDER	TOLL WITH REGISTERED PLATE	TOLL WITH UNREGISTERED PLATE
Passenger Vehicle	2-axle up to 7' 1/2 feet in height	\$2	\$3	\$4
	2-axle more than 7' 1/2 feet in height			
Medium Vehicle	All 3-axle	\$5	\$6	\$7
	All 4-axle			
Large Vehicle	5-axle or more	\$10	\$11	\$12

Example

WHAT'S NEXT

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Next Steps for EJ Analysis

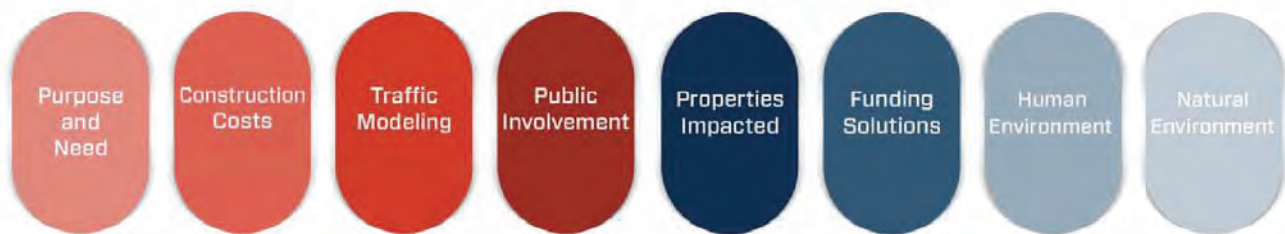
- Publicize summaries of public survey and Community Conversations
- Take what we heard in public survey and Community Conversations and recommend mitigation measures for potential impacts to EJ populations in the DEIS
- Document feedback about business impacts, relocation impacts and community cohesion in a socio-economic technical memo and DEIS



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Draft Environmental Impact Statement

- 20+ technical studies underway
- Project Team includes 150+ people
- Detailed document will include an analysis of benefits and impacts of each alternative
- Will identify a preferred alternative
- DEIS is a decision-making tool that will be used by leadership in both states



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What's Next

Fall 2018:

- Preferred alternative identified
- DEIS published
- Public hearings held on both sides of the river

Fall 2019:

- Final Environmental Impact Statement and Record of Decision expected



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QUESTIONS?

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MEMORANDUM

Date: April 16, 2018
To: Janelle Lemon, INDOT
Marshall Carrier, KYTC
From: Public Involvement Team
Subject: Public Survey Summary

A public survey was prepared to collect input from residents regarding their use of the existing US 41 bridges and the potential impacts of the project, particularly the effects of various toll scenarios. The survey was mailed to 4,668 residences using the Every Door Direct Mail system provided by the US Postal Service, which distributes a mailing to each residence on a postal route. The postal routes selected to receive the survey were located within the US Census Tract Block Groups that were identified as having environmental justice populations within the project area (Appendix A). Any Census Tract Block Group with a minority or low-income population 25% higher than the corresponding rate for the project area was considered to have potential environmental justice populations.

The survey was mailed in mid-February 2018 with a request that all responses be returned by March 16, 2018. Due to an error by the mailing service provider, a second mailing with a postage-paid return envelope, was sent to all households approximately one week after the first mailing. Both mailings included a brochure providing an overview of the project, the alternatives being considered, and the potential role of tolling in financing the project. The survey was also made available electronically via the project website (i69ohiorivercrossing.com). A link to the survey was emailed to all members of the RCAC and EJ Subcommittee. The survey was also publicized via a project newsletter, posts on Facebook and Twitter, and a media release.

A total of 570 completed surveys were received: 335 via mail and 235 online:

- 463 of the surveys were from Kentucky, 101 from Indiana, and six from unspecified origins.
- Most of the responses were received from areas that received the survey by mail.
- 40 respondents did not provide an address or provided an incomplete one that could not be located.
- An additional 64 surveys were received from respondents that reported an address somewhere outside the map.

Demographic questions on the survey allowed for responses to be analyzed by income group, race/ethnicity group, and as a whole.

- Seventy-five (75) respondents were identified as low-income based on their reported income and household size and the standards established by the US Department of Health and Human Services.
- Thirty-eight (38) respondents were identified as minority based on the data provided.

Response Summary

This section provides an overview of the trends and themes that were identified in the survey data. Detailed data on each question is provided in the next section of this memo.

The top answers for many questions was consistent for all three groups (low-income, minority, all respondents). Questions and answers that were consistent include:

- **How often do you travel on the US 41 bridge per week:** 1-4
- **How often do you travel on the US 41 bridge per month:** 1-10
- **Why do you travel:** entertainment/shopping
- **Have you heard of the I-69 ORX project before this survey:** Yes
- **Do you understand the project better now after reviewing the website:** Yes
- **What best reflects your opinion of the project:** Support tolling a new I-69 if there is a toll-free option
- **If you do not support the new I-69 crossing, why:** I believe a free crossing should be provided.
- **If I-69 was tolled and a toll-free crossing option remained, how would you be impacted:** I would not be impacted.
- **If I-69 and US 41 were tolled, how would you be impacted:** I would not be impacted. *Low income the percentage was close to 80% negative impact. Overall group is 73% and 67%*
- **What features can we include in this project to address impacts you identified:** Provide at least one toll free crossing.
- **What is your primary means for getting around:** personal vehicle

Low-income respondents were more likely to not travel on the US 41 bridges on a weekly basis. Low-income respondents indicated that tolls would not fit in their household budget at a higher percentage than the other two groups. These same respondents provided the highest response (17.5%) that they would move if both crossings were tolled versus 6.0% for all respondents. They also consistently responded that all alternatives would negatively impact low-income populations. In contrast, minority and all respondents indicated only the alternatives with tolls on both crossings would negatively impact low-income populations.

Most of the survey respondents are over the age of 45. Most of the low-income respondents are between the ages of 66-85 (32.0%) which was also reflected in all respondents with 29.2% falling in that same age range.

Low-income respondents indicated that postal mail was the best method to keep them informed (59.4%). However, minority respondents and all respondents seemed to equally support postal mail and email (minority: 34.4% and 34.4%, respectively; all: 38.6% and 30.5% respectively).

The median household income varies by county:

- Vanderburgh County, IN: \$43,046
- Gibson County, IN: \$48,303
- Posey County, IN: \$58,101
- Warrick County, IN: \$62,185
- Henderson County, KY: \$41,036

Of those that responded to the survey, 54% (280 responses) have an annual household income of \$50k or more and 21% (107 responses) earn less than \$25K. Based on the 2018 poverty guidelines for the 48 contiguous states which is based on income and household size, 13% (75) of the respondents are low-income. Based on Census data, 19.63% of the population within the project area are low-income.

MEMORANDUM –Public Survey Summary – April 16, 2018

Detailed Survey Responses:

Q1: Please provide your address so that we can better understand how opinions may differ by location.

Q2a: How often do you typically travel on the US 41 bridges over the Ohio River per week?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
0	11 (21.2%)	1 (3.4%)	32 (6.6%)
1 to 4	24 (46.2%)	14 (48.3%)	259 (53.2%)
5 to 10	8 (15.4%)	8 (27.6%)	105 (21.6%)
10 to 20	8 (15.4%)	5 (17.2%)	78 (16.0%)
More than 20	1 (1.9%)	1 (3.4%)	13 (2.7%)
Total	52	29	487

Q2b: How often do you typically travel on the US 41 bridges over the Ohio River per month?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
0	4 (5.6%)	0	12 (2.3%)
1 to 10	40 (55.6%)	12 (37.5%)	237 (46.0%)
11 to 20	9 (12.5%)	8 (25.0%)	94 (18.3%)
20 to 40	8 (11.1%)	8 (25.0%)	72 (14.0%)
40 to 60	5 (6.9%)	2 (6.3%)	65 (12.6%)
60 to 80	4 (5.6%)	1 (3.1%)	16 (3.1%)
80 to 100	1 (1.4%)	1 (3.1%)	7 (1.4%)
More than 100	0	0	12 (2.3%)
Total	72	32	515

Q3: Why do you travel on US 41?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
Work	17 (10.1%)	17 (20.2%)	234 (16.2%)
School	3 (1.8%)	2 (2.4%)	26 (1.8%)
Doctor's appointment/other medical trips	50 (29.8%)	17 (20.2%)	361 (25.0%)
Entertainment/shopping	57 (33.9%)	27 (32.1%)	468 (32.4%)
Traveling out of town	41 (24.4%)	21 (25.0%)	356 (24.6%)
Total	168	84	561

Q4: Have you heard of the I-69 ORX project before receiving this survey?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
Yes	68 (90.7%)	28 (84.8%)	539 (95.9%)
No	6 (8.0%)	2 (6.1%)	17 (3.0%)
Not sure	1 (1.3%)	3 (9.1%)	6 (1.1%)
Total	75	33	562

Q5: Do you understand the project better now that you have had the opportunity to review information on the project website?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
Yes	55 (74.3%)	26 (78.8%)	475 (86.2%)
No	3 (4.1%)	1 (3.0%)	18 (3.3%)
Not sure	16 (21.6%)	6 (18.2%)	22 (10.5%)
Total	74	33	551

Q6a: What best reflects your opinion of the project?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
I support tolling a new I-69 crossing	4 (5.4%)	2 (6.1%)	41 (7.4%)
I do not support tolling a new I-69 crossing	14 (18.9%)	6 (18.2%)	81 (14.5%)
I support a new I-69 crossing, whether it is tolled or not	12 (16.2%)	8 (24.2%)	153 (27.4%)
I support tolling a new I-69 crossing only if there is a toll-free option for local traffic	32 (43.2%)	15 (45.5%)	229 (41.0%)
Not Sure	3 (4.1%)	0	14 (2.5%)
Other	9 (12.2%)	2 (6.1%)	40 (7.2%)
Total	74	33	558

Q6b: If you do not support tolling the new I-69 crossing, what is your primary reason?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
Tolls won't fit in my household budget	14 (25.9%)	2 (8.0%)	57 (15.6%)
I am concerned about the financial impact of tolls on others	3 (5.6%)	2 (8.0%)	52 (14.2%)
I believe a free crossing should be provided	21 (38.9%)	11 (44.0%)	142 (38.8%)
Other	16 (29.6%)	10 (40.0%)	115 (31.4%)
Total	54	25	366

Q6c: If you support tolling the new I-69 crossing, what is your primary reason?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
This region needs a new I-69 crossing; if tolls are the only way to pay for it, then I support them.	20 (37.0%)	11 (52.4%)	218 (51.5%)
I believe that users of the new crossing should pay for it, instead of the taxpayers of Indiana and Kentucky	22 (40.7%)	6 (28.6%)	128 (30.3%)
Other	12 (22.2%)	4 (19.0%)	77 (18.2%)
Total	54	21	423

Q7a: If I-69 was tolled and a toll-free crossing option remained, how would you be impacted? For instance, would you choose to live, work or shop somewhere else (open-ended response)?

Top answers from low-income respondents:

- 39.0% - I would not be impacted
- 16.9% - I would use the toll-free route
- 10.2% - I would shop elsewhere
- 6.8% - I would move
- 6.8% - I would seek other employment

Top answers from all respondents:

- 53.7% - I would not be impacted
- 24.0% - I would use the toll-free route
- 3.7% - I would shop elsewhere
- 1.8% - I would move
- 0.8% - I would seek other employment

Q7b: If I-69 and US 41 were tolled (i.e., no toll-free option for the region), how would you be impacted? For instance, would you choose to live, work or shop somewhere else (open-ended response)?

Top answers from low-income respondents:

- 23.8% - I would not be impacted
- 20.6% - I would shop elsewhere
- 17.5% - I would move
- 15.9% - I would travel less
- 11.1% - I would seek other employment
- 9.5% - I would be impacted financially
- 4.8% - I would change routes
- 4.8% - I wouldn't use either bridge

Top answers from all respondents:

- 33.5% - I would not be impacted
- 16.2% - I would travel less
- 13.0% - I would shop elsewhere
- 6.0% - I would move
- 5.2% - I would be impacted financially
- 3.1% - I would change routes
- 3.1% - I wouldn't use either bridge
- 2.7% - I would seek other employment

Q8: In your opinion, would any of the three alternatives have negative effects on low-income populations?

RESPONSE	LOW-INCOME		MINORITY		ALL RESPONDENTS	
	YES	NO	YES	NO	YES	NO
West Alternative 1: tolls on I-69 but no tolls on US 41	27 (57.4%)	20 (42.6%)	8 (38.1%)	13 (61.9%)	138 (37.5%)	230 (62.5%)
West Alternative 1: tolls on both I-69 and US 41	39 (79.6%)	10 (20.4%)	23 (76.7%)	7 (23.3%)	346 (73.5%)	125 (26.5%)
West Alternative 2: all traffic tolled	43 (84.3%)	8 (15.7%)	22 (81.5%)	5 (18.5%)	361 (77.6%)	104 (22.4%)
Central Alternative 1: tolls on I-69 but no tolls on US 41	25 (61.0%)	16 (39.0%)	10 (41.7%)	14 (58.3%)	127 (33.6%)	251 (66.4%)
Central Alternative 1: tolls on both I-69 and US 41	36 (80.0%)	9 (20.0%)	15 (57.5%)	11 (42.3%)	297 (67.7%)	142 (32.4%)

MEMORANDUM –Public Survey Summary – April 16, 2018

Q9: In your opinion, would any of the three alternatives have negative effects on minority populations?

RESPONSE	LOW-INCOME		MINORITY		ALL RESPONDENTS	
	YES	NO	YES	NO	YES	NO
West Alternative 1: tolls on I-69 but no tolls on US 41	16 (37.2%)	27 (62.8%)	6 (25.0%)	18 (75.0%)	95 (24.1%)	300 (76.0%)
West Alternative 1: tolls on both I-69 and US 41	27 (55.1%)	22 (44.9%)	12 (41.4%)	17 (58.6%)	204 (46.3%)	237 (53.7%)
West Alternative 2: all traffic tolled	32 (60.4%)	21 (39.6%)	15 (48.4%)	16 (51.6%)	228 (51.7%)	213 (48.3%)
Central Alternative 1: tolls on I-69 but no tolls on US 41	19 (43.2%)	25 (56.8%)	6 (22.2%)	21 (77.8%)	95 (23.6%)	307 (76.4%)
Central Alternative 1: tolls on both I-69 and US 41	26 (57.8%)	19 (42.2%)	9 (33.3%)	18 (66.7%)	197 (45.8%)	233 (54.2%)

Q10: What features can we include in this project to address the impacts you identified above?

Top answers from low-income respondents:

- 55.1% - Provide at least one toll free crossing
- 18.4% - Offer free or discounted tolls
- 12.2% - No tolls

Top answers from all respondents:

- 44.4% - Provide at least one toll free crossing
- 13.0% - Offer free or discounted tolls
- 17.5% - No tolls

Q11: Which category or categories best represent your race?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS	PROJECT AREA
Asian	0	3 (7.9%)	3 (0.6%)	102 (0.4%)
Black	1 (1.3%)	16 (42.1%)	16 (2.9%)	2,430 (9.1%)
Latino/Hispanic	1 (1.3%)	4 (10.5%)	4 (0.7%)	445 (1.7%)
Native American/Native Alaskan	3 (3.8%)	11 (28.9%)	11 (2.0%)	23 (0.1%)
Native Hawaiian/Pacific Islander	0	2 (5.3%)	2 (0.4%)	0
White	69 (88.5%)	0	515 (93.6%)	22,870 (85.5%)
Other	4 (5.1%)	2 (5.3%)	18 (3.3%)	877 (3.3%)
Total	78	38	550	26,747

Those who responded to the survey do not match the race and ethnicity in project area. Of those that responded, less than seven percent represent minorities.

Q12: What is your approximate annual household income?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
Less than \$20,000	62 (82.7%)	4 (12.5%)	62 (12.0%)
\$20,000 - \$25,000	13 (17.3%)	6 (18.8%)	45 (8.7%)
\$25,001 - \$30,000	0	2 (6.3%)	33 (6.4%)
\$30,001 - \$40,000	0	3 (9.4%)	79 (15.3%)
\$40,001 - \$50,000	0	3 (9.4%)	50 (9.7%)
\$50,001 - \$75,000	0	8 (25.0%)	107 (20.8%)
\$75,001 - \$100,000	0	2 (6.3%)	74 (14.4%)
More than \$100,000	0	4 (12.5%)	99 (19.2%)
Total	75	32	515

Q13: How many people are in your household?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
1	44 (58.7%)	11 (33.3%)	149 (27.0%)
2	16 (21.3%)	11 (33.3%)	73 (13.3%)
3	3 (4.0%)	5 (15.2%)	239 (43.4%)
4	6 (8.0%)	4 (12.1%)	58 (10.5%)
5	3 (4.0%)	0	22 (4.0%)
More than 5	3 (4.0%)	2 (6.1%)	10 (1.8%)
Total	75	33	551

Q14: What is your age?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
Less than 25	2 (2.7%)	0	8 (1.5%)
25-35	7 (9.3%)	5 (15.2%)	61 (11.1%)
36-45	7 (9.3%)	4 (12.1%)	76 (13.8%)
46-55	11 (14.7%)	7 (21.2%)	92 (16.7%)
56-65	17 (22.7%)	10 (30.3%)	133 (24.1%)
66-85	24 (32.0%)	7 (21.2%)	161 (29.2%)
85 and older	7 (9.3%)	0	20 (3.6%)
Total	75	33	551

Q15: What is your primary means for getting around the area?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
Personal vehicle	65 (86.7%)	31 (93.9%)	535 (95.9%)
Share rides in a personal vehicle	3 (4.0%)	0	5 (0.9%)
Transit (HART in Henderson)	0	0	2 (0.4%)
Transit (METS in Evansville)	1 (1.3%)	0	1 (0.2%)
Other	6 (8.0%)	2 (6.1%)	15 (2.7%)
Total	75	33	558

Three low-income respondents indicated they use taxis and one minority respondent uses a church bus.

Q16: What is the best method to keep you informed on the project?

RESPONSE	LOW-INCOME	MINORITY	ALL RESPONDENTS
Email	10 (14.5%)	11 (34.4%)	162 (30.5%)
Social Media (Facebook, Twitter)	9 (13.0%)	3 (9.4%)	85 (16.0%)
Postal Mail	41 (59.4%)	11 (34.4%)	205 (38.6%)
Public Meetings	2 (2.9%)	0	19 (3.6%)
Website	2 (2.9%)	4 (12.5%)	43 (8.1%)
Other	5 (7.2%)	3 (9.4%)	21 (4.0%)
Total	69	32	531

Four low-income respondents and two minority respondents indicated TV/news would be another option to stay informed.



Indiana and Kentucky are committed to improving the I-69 corridor by creating an I-69 Ohio River Crossing between Evansville and Henderson.

UPDATED PRELIMINARY ALTERNATIVES

The Draft Environmental Statement (DEIS) alternatives have been updated based on public input and additional engineering and environmental analyses.

West Alternative 1 and West Alternative 2:

- Connection between US 41 and US 60 modified to reduce impacts to residences and businesses.
- Retaining wall added to avoid impacts to a small cemetery within the Merrill Place development.

West Alternative 2:

- Intersection of Elm Street and Watson Lane modified to improve safety and access in the interchange.

Central Alternative 1:

- Connection between I-69 and US 41 modified to improve access to US 60 and the commercial strip.

Updated Cost Estimates (May 2018)

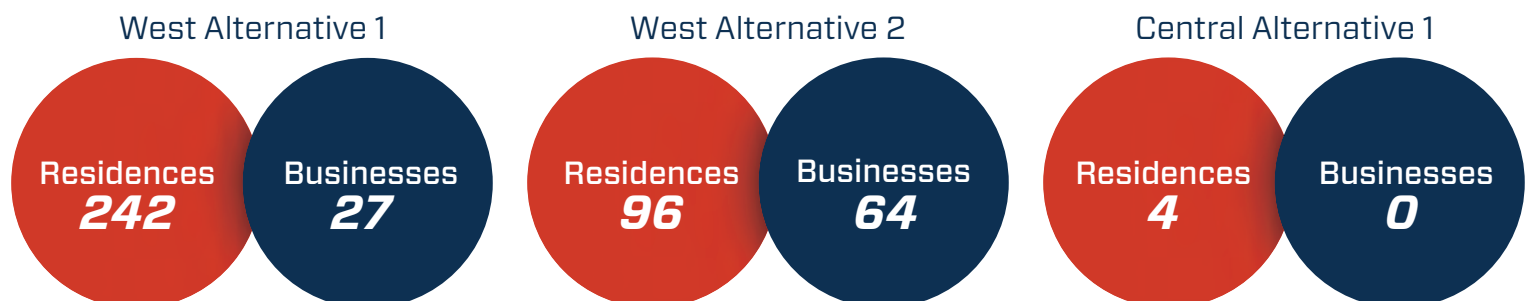
Costs are shown in year-of-expenditure dollars and are based on updated construction estimates for materials, labor and equipment costs prepared for the DEIS.

	No Build Alternative	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 (O&M) (35 years)	\$270 M	\$252 M	\$107 M	\$234 M
Total	\$287 M	\$1,810 M	\$1,680 M	\$1,497 M

Estimates do not include the cost to finance the project or the cost to administer, operate and maintain a tolling system.

Updated Relocations

Updated relocation numbers reflect the described modifications to preliminary alternatives and confirmed numbers of residences/businesses in multiple unit buildings.



Public Feedback

In addition to a series of open houses on both sides of the river, the Project Team has received input from the public through surveys, community events and Community Conversations.



Public Survey

600 completed surveys



Business Survey

60 completed surveys



Community Conversations

250 attendees



Tri-Fest

450 visitors

What We're Hearing

- Most residents support tolling the new I-69 crossing if there is a toll-free crossing.
- Tolling could impact residents and businesses, especially if a toll-free option is not offered.
- It's important to keep at least one US 41 bridge in service.
- West Alternative 1 and West Alternative 2 directly impact many homes and businesses.
- Central Alternative 1 could negatively affect US 41 businesses with drivers bypassing US 41.

What's Next



Summer 2018

Field work, engineering analyses, traffic forecasting and preliminary design work continue.



Fall 2018

Preferred alternative is identified, and Draft Environmental Impact Statement (DEIS) is published. Public Hearings held on DEIS.



Fall 2019

The Final Environmental Impact Statement and Record of Decision are expected.

Follow our progress



I69ohiorivercrossing.com



[I-69 Ohio River Crossing](#)



[@I69ORX](#)

Visit us: Project offices are open 8 a.m. – 5 p.m., or by appointment.

Evansville Project Office

Open Monday, Tuesday and Thursday

320 Eagle Crest Dr., Ste. C
Evansville, IN 47715

(888) 515-9756

• info@I69OhioRiverCrossing.com

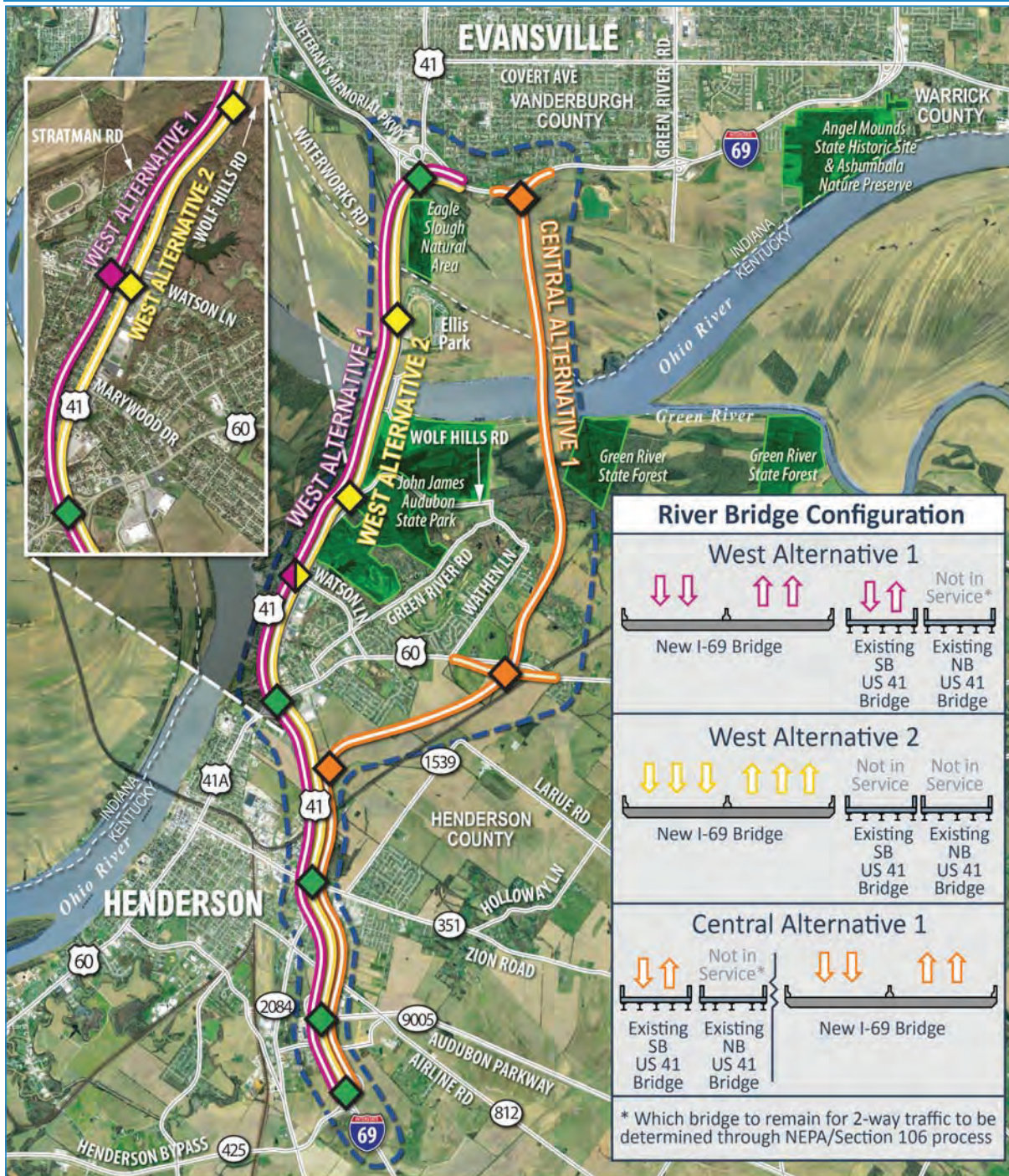
Henderson Project Office

Open Wednesday and Friday

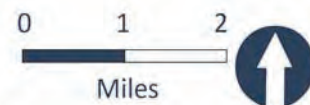
1970 Barrett Ct., Ste. 100
Henderson, KY 42420

(888) 515-9756

• info@I69OhioRiverCrossing.com



- Proposed West Alternative 1 Interchange
- Proposed West Alternative 2 Interchange
- Proposed West Alternatives 1 & 2 Interchange
- Proposed Central Alternative 1 Interchange
- Existing Interchange to Remain
- DEIS Project Area



MEETING MINUTES

Date: December 18, 2018
Time: 1:00 to 2:30 p.m.
Meeting: Joint RCAC/EJ Meeting
Location: I-69 ORX Evansville Project Office

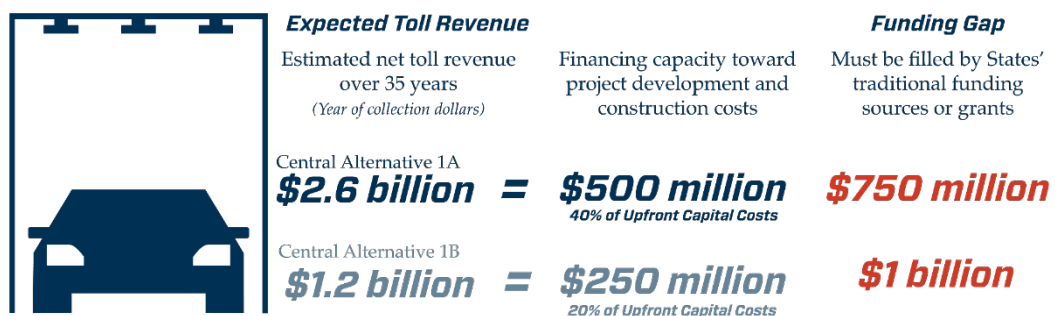
Attendees:

Name	Organization
Gerald Arnold	NAACP
Tara Barney	Southwest Indiana Chamber of Commerce
Gina Boaz	GRADD
Drew Clements	Methodist Hospital
Kimberly France	NAACP
Tim Hobbs	Community Baptist Church
Buzzy Newman	City of Henderson
Ben Payne	Henderson County Schools
Niles Rosenquist	Audubon Society
Mike Schopmeyer	Bridgelink
Syed Shokouhzadeh	Evansville MPO
Catie Taylor	University of Evansville
Jeff Troxel	Business owner
Eric Rothermel	FHWA-KY
Brian Aldridge	Stantec
Ron Bales*	INDOT
Paul Boone	INDOT
Marshall Carrier	KYTC
Tim Foreman*	KYTC
Janelle Lemon	INDOT
Danny Peake*	KYTC
Jim Poturalski*	INDOT
Gary Valentine	KYTC
Mindy Peterson	C2 Strategic
Erin Pipkin	Compass Outreach Solutions
Dan Prevost	Parsons
Steve Nicaise	Parsons

*Individuals participated via phone

- 1) Welcome and introduction – The meeting began at 1:05 p.m. with 13 members and 10 Project Team members in attendance, with an additional four team members on the phone. Each member received a DEIS handout, including an updated map, and an EJ/RCAC questionnaire. Also available were DEIS public hearing fliers and lists of the DEIS review locations.
- 2) Presentation
 - a. Draft Environmental Impact Statement (DEIS)
 - i. The DEIS summarizes the project’s study process and findings and identifies preferred alternatives.
 - ii. The DEIS was published last Friday, December 14. It identifies two preferred alternatives – Central Alternative 1A and Central Alternative 1B.
 - iii. The Project Team completed the environmental and engineering analyses and selected a preferred route.
 - iv. The DEIS includes a preliminary financial analysis and identifies two preferred alternatives. That allows Project Team to move the project forward, collecting public and agency input on the preferred route and two tolling options while further developing the financial plan.
 - b. Preferred alternatives
 - i. Central Alternative 1 is the preferred route.
 - ii. Central Alternative 1A would toll both the I-69 and US 41 bridges. Central Alternative 1B would toll only the I-69 crossing.
 - iii. Both alternatives include a four-lane I-69 bridge and retain the northbound US 41 bridge for local, two-way traffic. They include 11.2 miles of interstate, three new interchanges and improvements to three existing interchanges. New interchanges would be constructed at existing I-69 in Indiana, US 60 in Kentucky and existing US 41 south of Henderson.
 - iv. Either alternative could open to traffic as soon as 2025.
 - v. Central Alternative was the preferred route because it has the fewest residential relocations (4), no commercial relocations, fewest impacts to many sensitive resources, lowest total cost (\$1.497 billion) and provides cross-river redundancy.
 - c. Financial feasibility

- i. Traffic forecasts indicate that only six lanes of cross-river capacity are needed by 2045. Providing more than six lanes would unnecessarily add approximately \$145 million to long-term operations and maintenance costs.
 - ii. The new I-69 bridge will be wide enough to accommodate six lanes in the future, if needed.
 - iii. The northbound US 41 bridge is being retained because it has historical significance because of how it was constructed and funded. It was constructed in 1932.
 - iv. The southbound bridge, which was constructed in 1965, is only historically significant when it is paired with the northbound bridge.
 - v. Although the northbound bridge is older, because of the way it was constructed, there would be similar costs to rehabilitate and maintain either bridge.
- d. Financing and funding
- i. A preliminary financial plan will be based on the total cost of the project (\$1.497 billion).
 - ii. Net toll revenue will be used to cover debt service for the project, capital costs, operations and maintenance, but tolls will not cover all project costs.
 - iii. Projected revenue for Central Alternative 1A would cover approximately 40% of upfront capital costs and Central Alternative 1B would cover approximately 20% of upfront capital costs.



- iv. The funding gap must be filled by States' traditional funding sources, but the States are pursuing grant opportunities, refining needs and developing a financial plan.
- v. In 2019, all DEIS comments will be considered, the financial analysis will be published, and the States will decide between Central Alternative 1A or Central Alternative 1B next summer.
- vi. After that, in late 2019, the Final Environmental Impact Statement will be published, followed by the Federal Highway Administration's Record of Decision.

e. Tolling information

- i. Any crossings that are tolled will have all-electronic tolling that does not require traffic to slow or stop.
- ii. Drivers with prepaid accounts and transponders would pay the lowest toll rates. Those without transponders would receive an invoice at their homes after a photo of their license plate is taken while they cross the bridge.
- iii. For the financial analysis, toll rates similar to the initial rates on the Ohio River Bridges project in Louisville will be used.
- iv. If both I-69 and US 41 are tolled, the States have several potential mitigation approaches:
 - (1) Transponders purchased and reloaded via cash for those without access to checking accounts
 - (2) Widespread availability of transponders
 - (3) A frequent-user/commuter card. In Louisville, drivers in passenger vehicles with transponders and prepaid accounts in good standing who cross tolled bridges more than 40 times a month receive an automatic 50% credit to their account. Additional crossings that month are discounted 50%.
 - (4) We also heard at the Community Conversations that people would be interested in a reduced toll rate for crossing the US 41 bridge for verified low-income users.
 - (5) To determine toll policy, a bi-state body will be created before construction begins. That bi-state body, not the Project Team will establish toll rates.
 - (6) The FEIS and ROD will inform the bi-state body of impacts and commitments associated with implementing tolls.

f. Comments and feedback

- i. We are hosting two public hearings: Monday, Jan. 7 in Henderson and Tuesday, Jan. 8 in Evansville. Both last from 5 to 8 p.m.
 - (1) Like the open houses, there will be a formal presentation at 6 p.m. One main difference for these hearings is that people will be allowed to sign up and speak in front of the group following the presentation. Each speaker will be given three minutes to speak Responses will be provided in the FEIS, not on site.
 - (2) The public comment period lasts through Feb. 8, 2019.

- ii. We are also hosting Community Conversations in January. We'll be at the Henderson Housing Authority on Wednesday, Jan. 23 and at the Central Library on Thursday, Jan. 24.
 - iii. The DEIS is available for review online at I69OhioRiverCrossing.com/DEIS and at five locations each in Evansville and Henderson.
 - iv. We've extended our office hours to include a third day each week in Henderson. The Evansville office is open Monday, Wednesday and Friday; and the Henderson office is open Tuesday, Wednesday and Friday.
 - v. Comments are accepted at the hearing, via the comment form on the website, email to info@I69OhioRiverCrossing.com, by mail and at the project offices. Facebook and Twitter comments will not be addressed in the FEIS.
- g. Next steps
- i. The public comment period lasts until February 8, 2019.
 - ii. During the spring and summer, the Project Team will consider DEIS comments and advance the financial analysis.
 - iii. The FEIS and ROD should be issued by the end of 2019.

3) Group Discussion and Questions

Louisville has tolled and non-tolled crossing. Isn't that a difference between Louisville and our area?

In Louisville, three bridges are tolled and two are non-tolled. Central Alternative 1B allows for a non-tolled option here. We included both options so we could receive the entire range of feedback.

What about bicycle access on the bridges?

We are often asked whether the southbound US 41 bridge can be turned into a bicycle/pedestrian bridge. The \$145 million cost to maintain and operate that bridge (as a highway bridge) makes it unfeasible to keep that bridge. We reached out to Henderson and Henderson County and asked them if they'd be interested in taking it over. Both declined.

Doesn't the Lewis and Clark Bridge in Louisville have bicycle and pedestrian access?

Yes, but it is an expensive addition to any bridge. The Utica-Prospect connection in the Louisville region was included after years of consultation with communities on both sides of the river and serves a large population. Very few have raised this as a need for I-69 ORX.

What about bikes on the I-69 bridge?

There's a possibility, but it's not likely because it's not in the long-range plan for the area.

Will the transponder be compatible with other cities?

It's expected the system would be E-ZPass-compatible.

Could this project join forces with the tolling body for the Louisville bridges and could toll revenue be combined?

It's unlikely because of bond covenants and financial obligations for the Ohio River Bridges Project.

Indiana raised its gas tax to raise \$1.2 billion for Next Level. Why aren't those funds being used for ORX? Why is INDOT spending \$550 million for I-69 in Morgan and Marion counties.

Indiana's long-range plan has included Sections 5 and 6 of I-69 for a long time and the current and previous governors had committed to completing that connection through the state.

When is Kentucky going to raise revenue to fund infrastructure? Tennessee raised 6 cents/gallon. What can be done to raise funds for this project? Both chambers have supported candidates who support local tax increases for infrastructure.

This is a legislative issue. Governor Bevin supports funding road projects. There are \$8.4 billion in projects in Kentucky in the next six years but they only have funding for \$2.4 billion. Kentucky needs a way to raise that \$6 billion to fill that gap.

Do you have traffic projections for US 41 both with and without tolls?

Yes, those are included in Chapter 4 and Appendix D-1 of the DEIS.

Have you done any hydraulic analysis to determine bridge type on the Indiana side?

It's very preliminary, but some hydraulic analysis has been completed.

For \$2 one way, it's a big deal for families who work on the other side of the bridge. Is there any consideration given to multiple people in a household?

The E-ZPass can be moved from car to car allowing trips to combine on a single account, when possible, to qualify for a possible frequent-user discount (local transponders are stickers that can not be moved). Another option is a discounted toll rate for verified low-income users. That falls under the bi-state tolling body that will be establish business rules.

Have you looked at different rates for the US 41 and I-69 bridges?

Yes, a variety of scenarios have been considered.

Most people support Central Alternative 1, but they're mainly worried about the tolling. There are some people who only use US 41 because it's the through route and so congestion might not be different. One business owner said about 30% of his business is transient traffic. There are some service and restaurant businesses that are concerned.

We're going to work with local planners on how to address this. We want businesses along US 41 to thrive.

There's a belief that tolling will become a burden for that.

Will the availability of Indiana funding be determined before a tolling decision is made?

We must figure out how to pay for this project to get through the environmental process. We plan to know the tolling decision by this time next year. A lot of that depends on whether we can get some federal grant dollars.

What is the funding split between the states?

60-65% of it will fall to Kentucky.

Are there any outside business groups that are looking at the economics of projects like these? Having bigger conversations may allow the legislators some room to support tax increases.

Not that we are aware of.

Have you considered tolling just one direction?

Most agencies that toll in one direction double toll rates in that direction.

4) Closing – The meeting adjourned at 2:45 p.m.

5) RCAC/EJ Subcommittee Member Questionnaire

Members of the RCAC and EJ Subcommittee were encouraged to provide feedback about the preferred alternatives and tolling scenarios. Sixteen members responded to the questionnaire. Below is a summary of their comments:

- Nearly all believe that Central Alternative 1A and Central Alternative 1B are the best choice, but five noted concerns about access to businesses along US 41
- All but three believed tolling both I-69 and US 41 would negatively affect their organization, citing concerns about attracting patrons/customers from across the river, maintaining business along US 41, financial hardship for low-income individuals, and access to educational opportunities between Evansville and Henderson
- All prefer maintaining US 41 as a toll-free crossing (Central Alternative 1B)

- When asked about the potential challenges with the preferred alternatives, half stated there needs to be a plan to help businesses along US 41 continue to attract customers
- For tolling mitigation, members advocated for reduced fees for frequent and low-income travelers, tolling only semi-trucks on US 41 and keeping US 41 toll-free

DEIS

PREFERRED ALTERNATIVES

DECEMBER 18, 2018



OHIO RIVER
CROSSING



WHAT'S HAPPENING

- Draft Environmental Impact Statement (DEIS)
- Preferred alternatives
- Financial feasibility
- Financing and funding
- Tolling information
- Comments and feedback
- Next steps



DEIS

DRAFT ENVIRONMENTAL IMPACT STATEMENT



Information in the DEIS

- Summarizes the project's study process, analysis and findings
- Identifies preferred alternatives
- Includes basis for selection of preferred alternatives
- Includes possible mitigation measures to address unavoidable impacts
- Available for review online and in several locations

Purpose
and
Need

Construction
Costs

Traffic
Modeling

Public
Involvement

Properties
Impacted

Funding
Solutions

Human
Environment

Natural
Environment

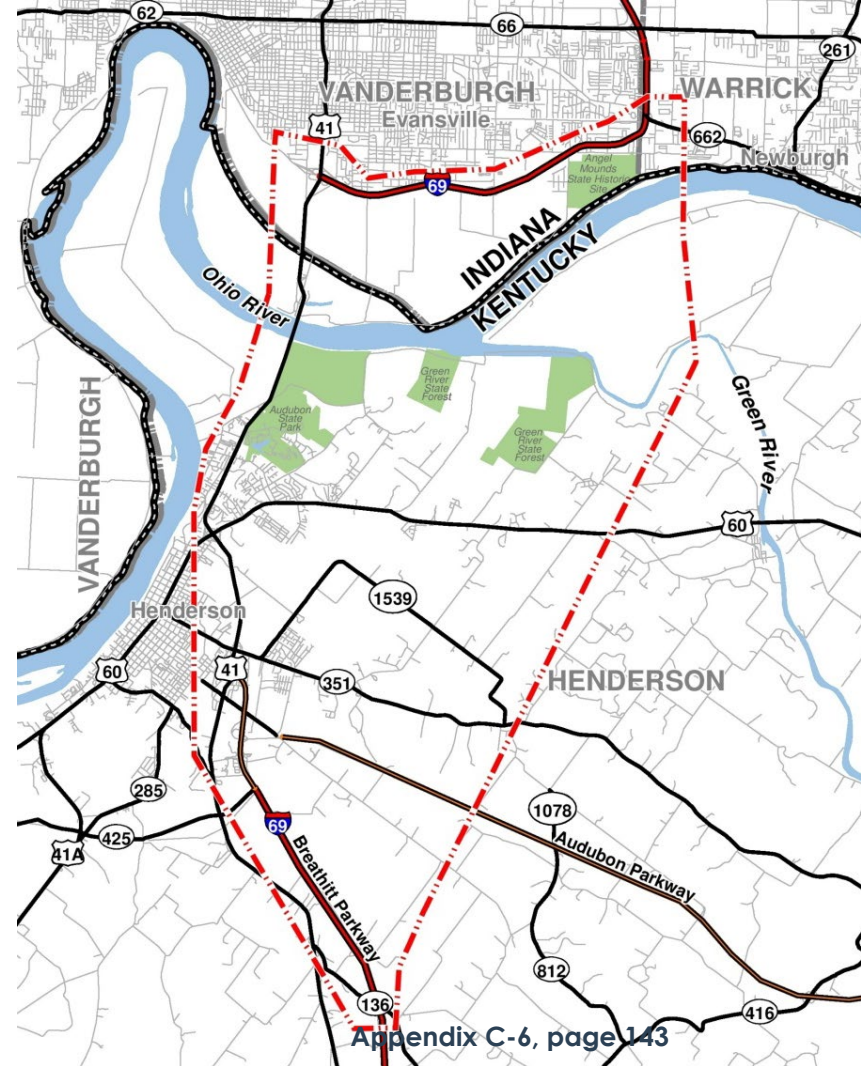
DEIS Public Involvement

- Project offices in Evansville and Henderson
- Six open houses and six Community Conversations
- 100,000 pageviews by 18,000 users to I69OhioRiverCrossing.com
- 450+ news articles
- Facebook and Twitter
- Email updates and texts
- More than 700 emails, calls or visits to the project offices
- Surveys for businesses, residents and trucking associations



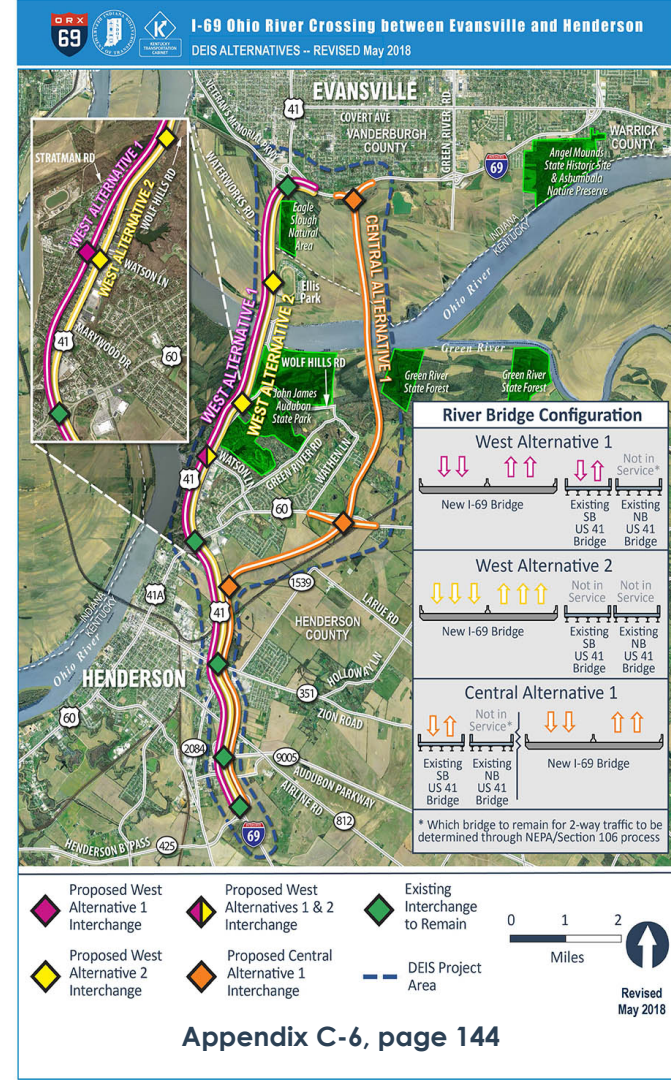
Purpose and Need

- Complete the I-69 connection between Indiana and Kentucky
- Develop a solution to address long-term cross-river mobility
- Provide a cross-river connection to reduce congestion and delay
- Improve safety for cross-river traffic



Alternatives Developed

- Range of alternatives developed
- Each screened for ability to satisfy purpose and need
- Must provide cost-effective and affordable plan for long-term cross-river mobility
- Must be financially feasible based on anticipated funding



I-69 ORX DEIS

- Published Dec. 14, 2018
- Identifies Central Alternative 1A and Central Alternative 1B as the preferred alternatives
- Serves as a decision-making tool for leadership in both states
- Includes preliminary financial analysis



DRAFT ENVIRONMENTAL IMPACT STATEMENT

I-69 OHIO RIVER CROSSING PROJECT
Evansville, IN and Henderson, KY

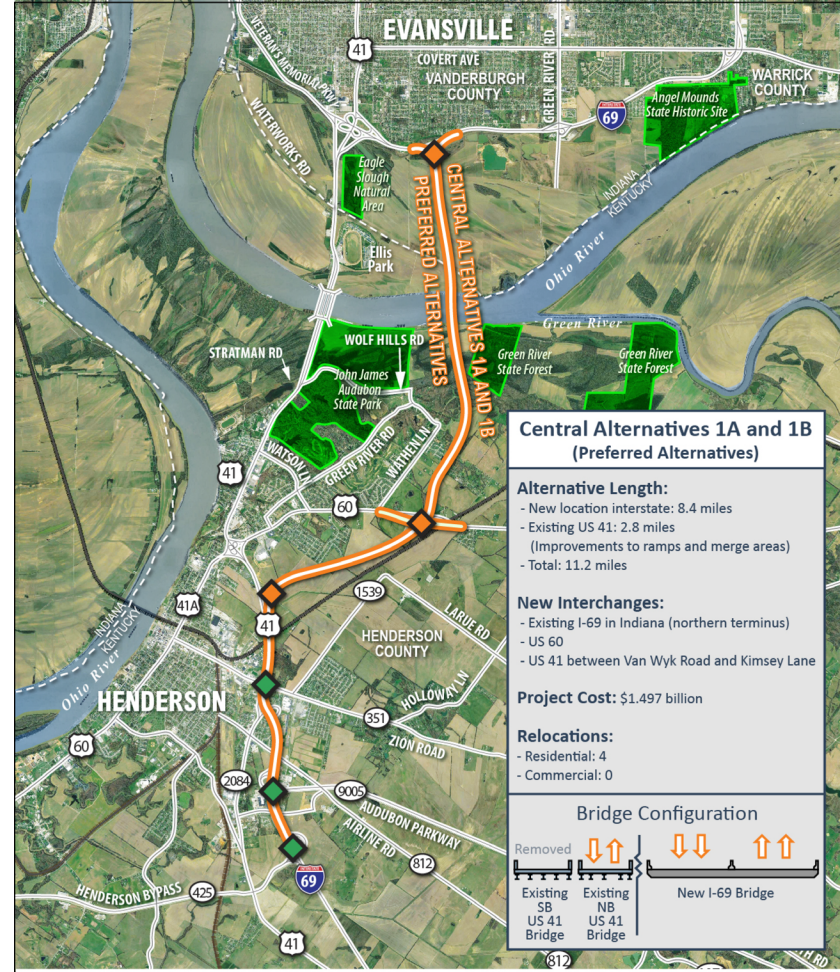


PREFERRED ALTERNATIVES



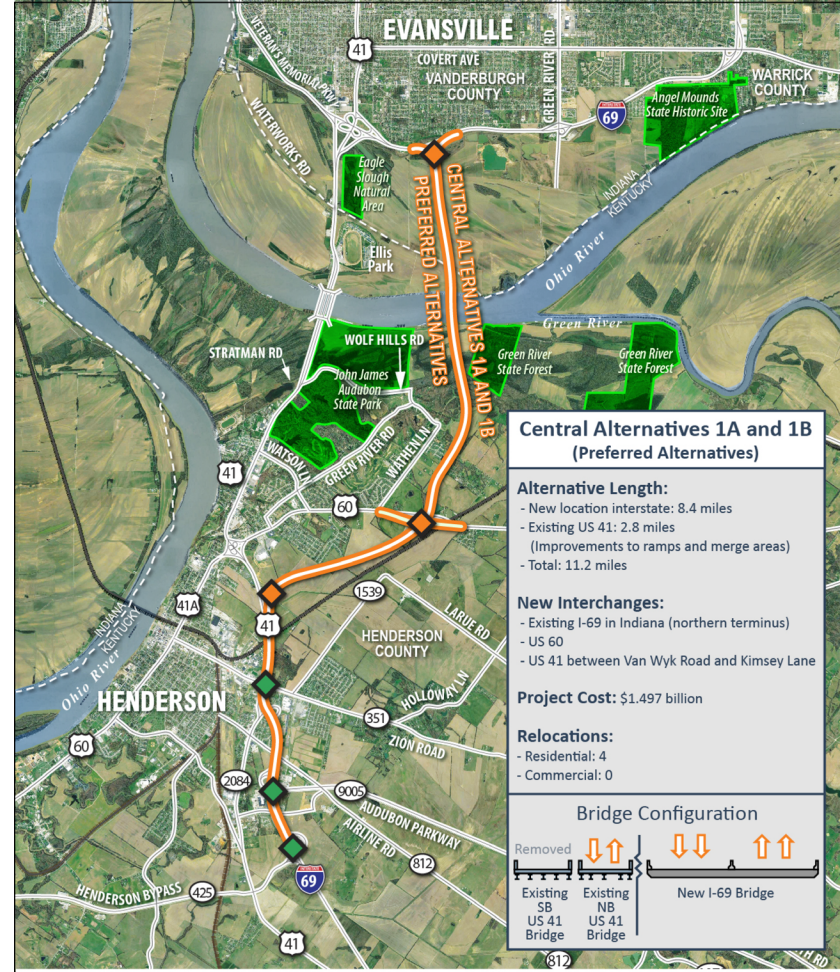
Central Alternative 1

- Central Alternative 1 is the preferred route for I-69 ORX
- Central Alternative 1A would toll both the I-69 bridge and remaining US 41 bridge
- Central Alternative 1B would toll only the I-69 bridge
- Tolling options are the only difference between the two



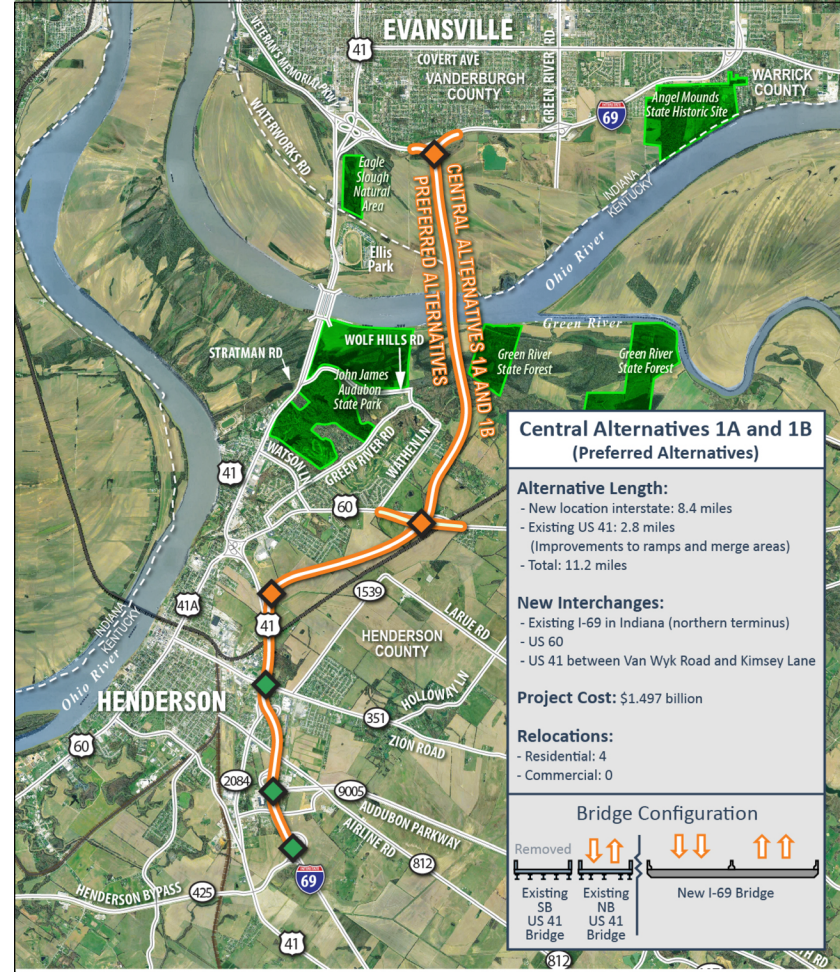
Central 1A and 1B

- Build a 4-lane I-69 bridge
- US 41 northbound retained for two-way, local traffic
- 11.2 miles of interstate (8.4 miles of new roadway)
- Three new interchanges
- Improvements to three existing interchanges
- Maintain local access roads



Central 1A and 1B

- New interchanges:
 - Existing I-69 in Indiana
 - US 60 in Kentucky
 - Existing US 41 south of Henderson (between Van Wyk and Kimsey Ln.)
- Connection between I-69 and US 41 modified to improve access
- Either could open to traffic as soon as 2025, assuming funding is identified soon after the Record of Decision



Basis for Selection

- Fewest residential relocations (four)
- No commercial relocations
- Cross-river redundancy
- Fewest impacts to many sensitive resources
- Lowest total cost: \$1.497 billion

35-year Cost Estimate

Construction	\$807 M
Right of Way, Design, Maintenance, Other	\$434 M
Inflation	\$255 M
Total YOE Cost	\$1.497 B



FINANCIAL FEASIBILITY



Cross-River Capacity

- Traffic forecasts indicate six lanes of cross-river capacity are needed
- Providing more than six lanes will add to long-term operation and maintenance costs
- Removing an aging US 41 bridge from service = \$145 million saved
- A new I-69 bridge will be wide enough to accommodate six lanes in the future, if needed



Retaining Northbound US 41 Bridge

- US 41 northbound being retained because of historic significance
- NB bridge opened in 1932; has historic significance because of how it was constructed and funded
- SB bridge opened in 1965; is only historic when paired with NB bridge
- Similar costs to rehabilitate and maintain either bridge



FINANCING AND FUNDING

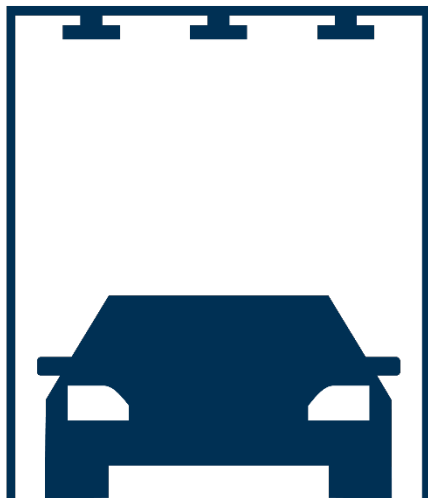


Paying for I-69 ORX

- A preliminary financial plan will be based on the total cost of the project
- Net toll revenue will be used to cover debt service for the project, capital costs, operations and maintenance
- Tolls won't cover all project costs
- Projected revenue from tolling both bridges is about 40% of upfront capital costs for the project; tolling only the I-69 bridge is about 20% of costs



Funding Gap



Expected Toll Revenue

Estimated net toll revenue
over 35 years
(Year of collection dollars)

Central Alternative 1A

\$2.6 billion = ***\$500 million***
40% of Upfront Capital Costs

Central Alternative 1B

\$1.2 billion = ***\$250 million***
20% of Upfront Capital Costs

Funding Gap

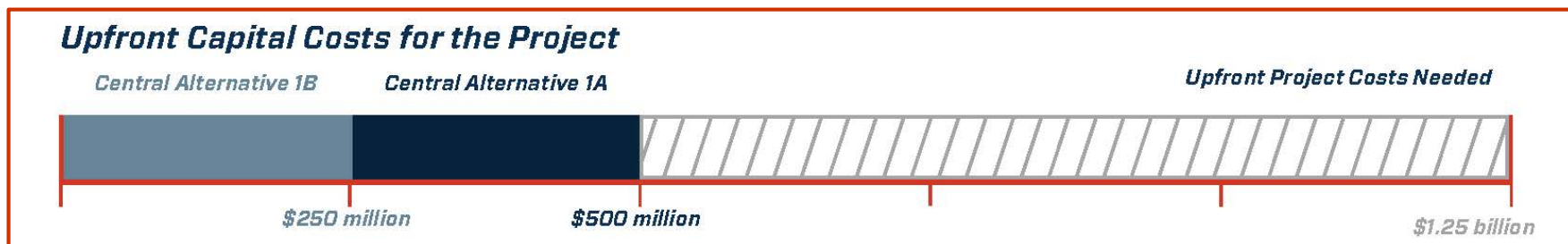
Must be filled by States'
traditional funding
sources or grants

\$750 million

\$1 billion

Funding Gap

- The funding gap must be filled by States' traditional funding sources
- At this time, the only source for funding the gap is from the States' traditional programs through direct funding and/or financing
- The States are pursuing grant opportunities, refining needs and developing a financial plan



Funding Timeline



LATE 2018

DEIS Published,
Preferred Alternatives
Identified



2019

Comments Considered,
Financial Analysis and
Decision on Central
Alternative 1A or 1B



LATE 2019

Final Environmental
Impact Statement,
Record of Decision



**OHIO RIVER
CROSSING**

TOLLING INFORMATION








Modern Tolling

- All-electronic tolling with no slowing and no stopping
- Drivers with prepaid accounts and transponders pay the lowest toll rates
- Cameras capture license plates and invoices sent to drivers without accounts
- Initial toll rates similar to Ohio River Bridges in Louisville used by Project Team for purpose of analysis



Initial Louisville Toll Rates

CLASSIFICATION	VEHICLE DESCRIPTION	TOLL WITH TRANSPONDER	TOLL WITH REGISTERED PLATE	TOLL WITH UNREGISTERED PLATE
Passenger Vehicle	2-axle up to 7 ½ feet in height 	\$2	\$3	\$4
	2-axle more than 7 ½ feet in height 			
Medium Vehicle	All 3-axle 	\$5	\$6	\$7
	All 4-axle 			
Large Vehicle	5-axle or more 	\$10	\$11	\$12

Example

Potential EJ Mitigation if Both I-69 and US 41 are Tolled

- Transponder purchase via cash
- Cash loading of transponders
- Widespread availability of transponders
- Frequent-user/commuter card
- Reduced toll rate for US 41 bridge for verified low-income users

(EJ = low-income or minority populations)



Toll Policy

- Bi-state body will be created to develop toll policy before construction begins
- Toll policy will establish toll rates
- No decisions have been made
- FEIS and ROD will inform bi-state body of impacts and commitments associated with implementing tolls



COMMENTS AND FEEDBACK



DEIS Public Hearings

- Monday, January 7 – Henderson
- Tuesday, January 8 – Evansville
- Formal public comment session will follow project presentation
- Maps, videos and stations to discuss alternatives and potential property impacts
- Project Team members available to answer questions
- Comments accepted through February 8, 2019



DEIS Community Conversations

Henderson

- Wednesday, January 23
5:30 to 7:30 p.m.
- Housing Authority of Henderson
111 S. Adams St.

Evansville

- Thursday, Jan. 24
5:30 to 7:30 p.m.
- Central Branch, EVPL
Browning Event Room B
200 SE Martin Luther King Jr. Blvd.



View the DEIS

- I69OhioRiverCrossing.com/DEIS
- Project offices
 - Evansville: 320 Eagle Crest Drive, Suite C; Monday, Tuesday, Thursday
 - Henderson: 1970 Barrett Court, Suite 100, Tuesday, Wednesday, Friday
 - 8 a.m. to 5 p.m. or by appointment
 - Closed holidays



View the DEIS

Evansville/Indiana:

- EVPL –Central Library
- EVPL – East Branch
- EVPL – McCollough Branch
- INDOT Central Office, Indianapolis
- INDOT Vincennes District Office

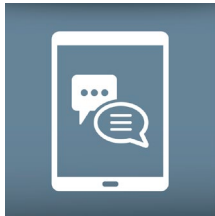
Henderson/Kentucky:

- Henderson Public Library
- Henderson County Judge/Executive
- Housing Authority of Henderson
- KYTC Central Office, Frankfort
- KYTC District 2 Office, Madisonville

Ways to Submit Feedback



Public Hearings
(verbally or written)



**“Contact Us”
form on website**
(I69OhioRiverCrossing.com)



Email
(info@I69OhioRiverCrossing.com)



Mail

**Evansville: 320 Eagle Crest
Drive, Suite C**

**Henderson: 1970 Barrett Court,
Suite 100**



**Project
offices**



**Comments posted on Twitter and Facebook will
not be recorded as official project comments**

Appendix C-8, page 167

WHAT'S NEXT



What's Next

Now through February 8, 2019:

- Public comment period on DEIS

Spring/Summer 2019:

- Project Team considers all comments
- States pursue grant opportunities
- Refine tolling needs
- Bi-state coordination
- Development of financial plan

Fall 2019:

- FEIS and ROD



Stay in Touch

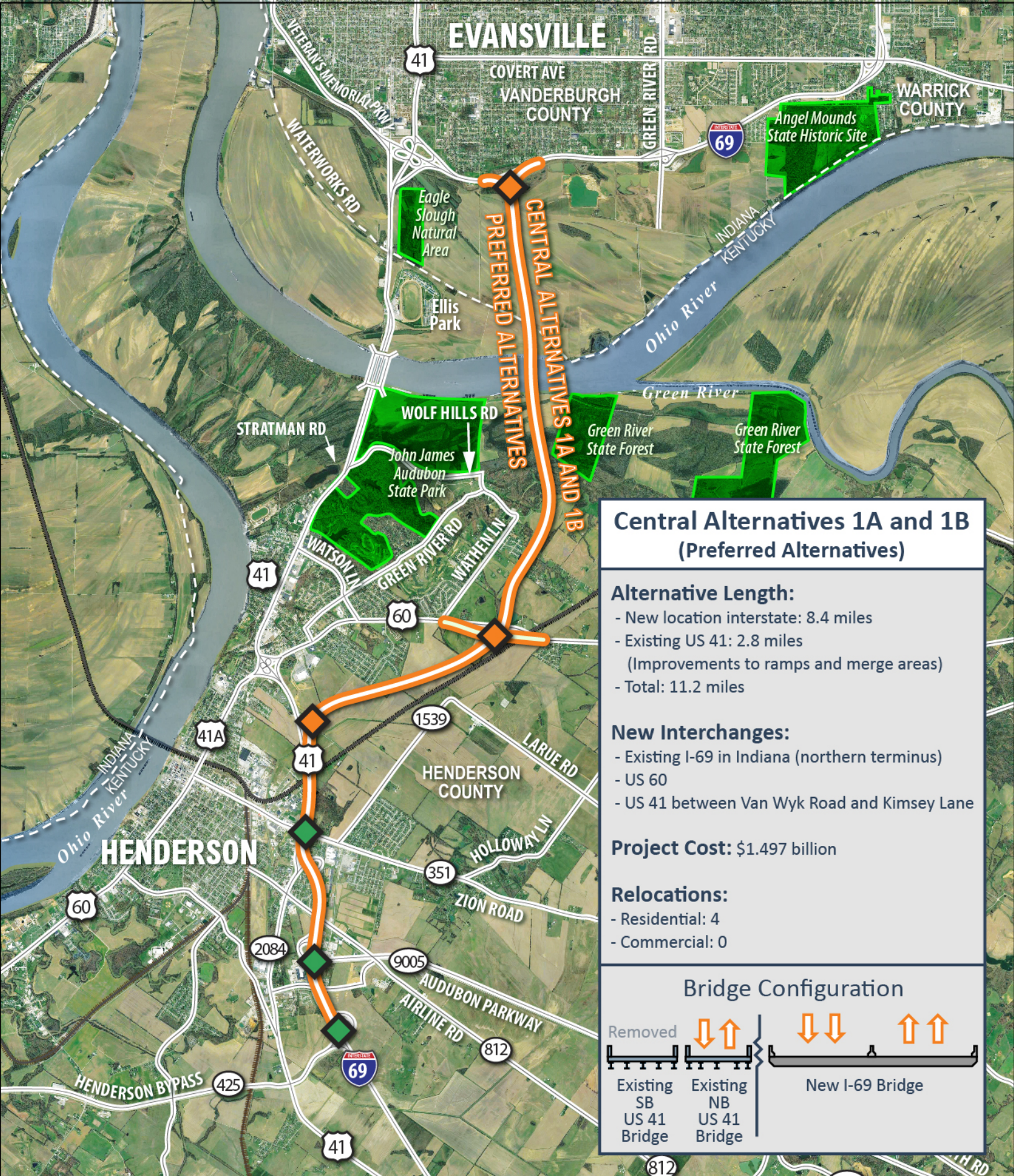
- **Email**
info@I69ohiorivercrossing.com
- **Website**
www.I69ohiorivercrossing.com
- **Facebook**
I-69 Ohio River Crossing
- **Twitter**
[@I69ORX](https://twitter.com/I69ORX)





OHIO RIVER
CROSSING

THANK YOU



Existing
Interchange
to Remain



Proposed Central
Alternatives 1A and 1B
Interchange



Preferred Alternatives
Central Alternatives 1A and 1B

0 0.5 1
Miles



West Alternative 1

Alternative Length:

- New location interstate: 8.2 miles
- Existing US 41: 2.9 miles
(Improvements to ramps and merge areas)
- Total: 11.1 miles

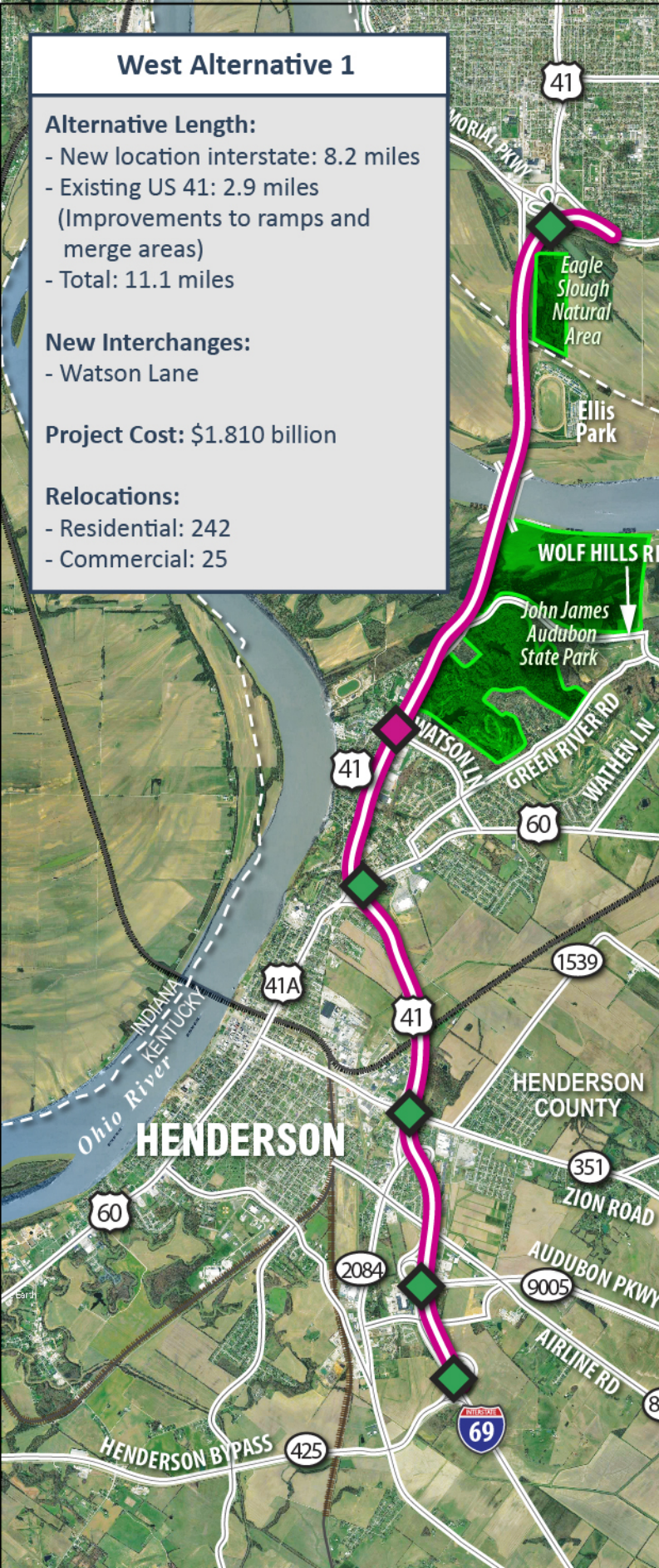
New Interchanges:

- Watson Lane

Project Cost: \$1.810 billion

Relocations:

- Residential: 242
- Commercial: 25



West Alternative 2

Alternative Length:

- New location interstate: 8.1 miles
- Existing US 41: 2.9 miles
(Improvements to ramps and merge areas)
- Total: 11.0 miles

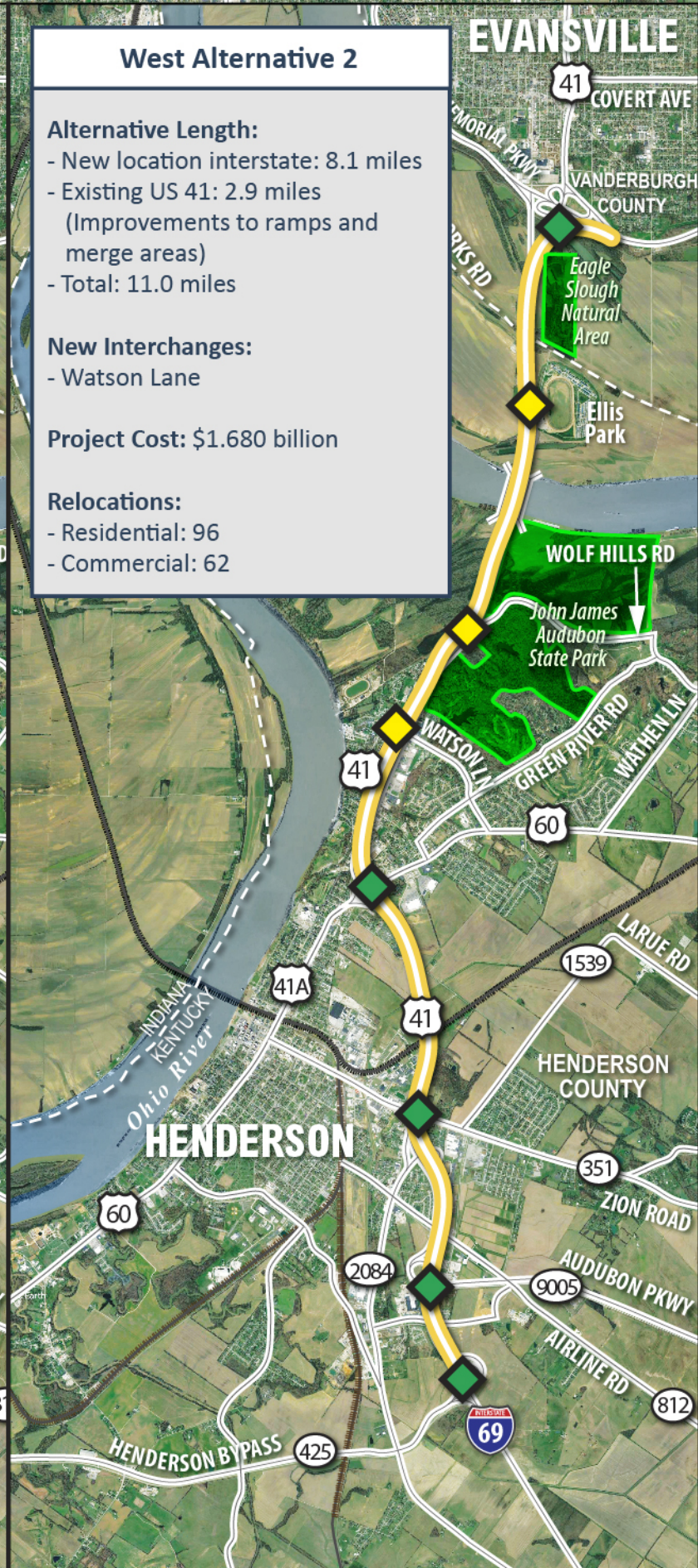
New Interchanges:

- Watson Lane

Project Cost: \$1.680 billion

Relocations:

- Residential: 96
- Commercial: 62



Proposed West
Alternative 1
Interchange



Proposed West
Alternative 2
Interchange



Existing
Interchange
to Remain



Preliminary
Alternatives
Considered
Appendix C-6, page 175

0 0.5 1
Miles



December 2018

Preferred Alternatives

Central Alternatives 1A and 1B: Two Tolling Options



The route, bridge location and lane configuration are identical for the two alternatives. Both include a 4-lane I-69 bridge and retain one US 41 bridge.

Central Alternative 1A

- Toll both I-69 bridge and remaining US 41 bridge

Central Alternative 1B

- Toll only the I-69 bridge

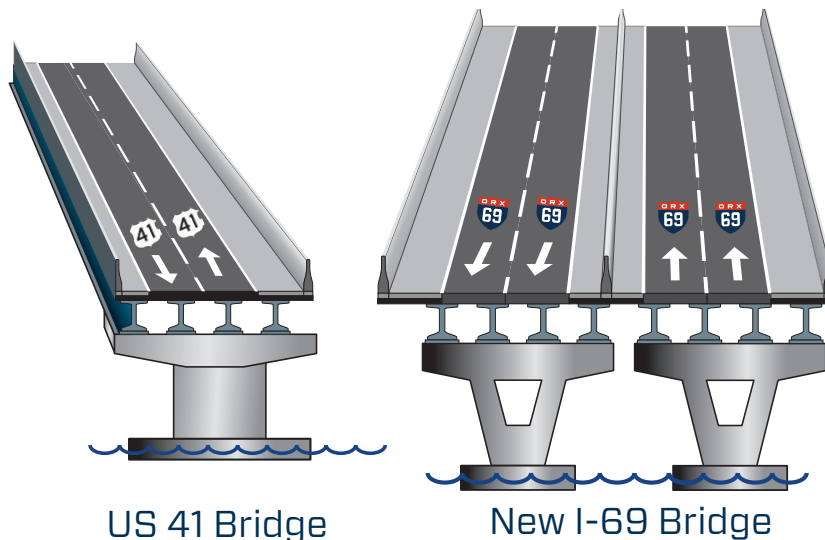
The tolling options are the only difference.

Central Alternatives 1A and 1B

- Build 4-lane I-69 bridge
- US 41 northbound bridge retained for two-way, local traffic
- 11.2 miles of new interstate
 - 8.4 miles of I-69 on new location
 - 2.8 miles of improvements to existing US 41 to meet interstate standards
- New interchanges
 - At existing I-69 in Indiana
 - At US 60
 - At existing US 41 south of Henderson between Van Wyk Rd. and Kimsey Ln.
- Improvements to three existing interchanges

Basis for Selection of Preferred

- Fewest residential relocations (four relocations)
- No commercial relocations
- Cross-river redundancy
- Lowest total cost
- Fewest impacts to many sensitive natural resources:
 - Wetlands
 - Floodways
 - Managed lands
 - Streams



Estimated Cost: \$1.497 billion*

\$200 million = Design, Right of Way, Mitigation, Procurement, Construction Inspection

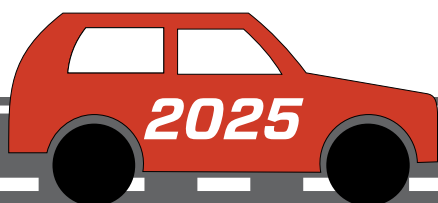
\$807 million = Construction Cost, 2017 \$
(Includes Roadway, Bridge, Toll System, Utilities)

\$255 million = Construction Inflation
(Year-of-Expenditure dollars)

\$234 million = Roadway and Bridge Operations and Maintenance (O&M) (35 years)



*Year-of-expenditure dollars. Also includes roadway and bridge operations for 35-years following completion of construction.



Central Alternative 1A or 1B could open to traffic as soon as 2025, assuming funding is identified soon after the Record of Decision.

Financial Feasibility

Financial feasibility is key to moving to construction. There was a similar environmental study in 2004 that identified a preferred alternative for an I-69 Ohio River Crossing, but it never reached a Record of Decision. No funding source was identified and the project stalled.

Traffic forecasts indicate six lanes of cross-river capacity are needed through 2045.

Providing more than six lanes of traffic would unnecessarily add to long-term operations and maintenance costs associated with major river crossings.

\$145 million is saved by removing one of the aging US 41 bridges from service.

Reducing project costs provides the greatest opportunity for the project to be financially feasible.

A new I-69 bridge will be wide enough to accommodate six lanes in the future, if needed.

Retaining US 41 Northbound Bridge

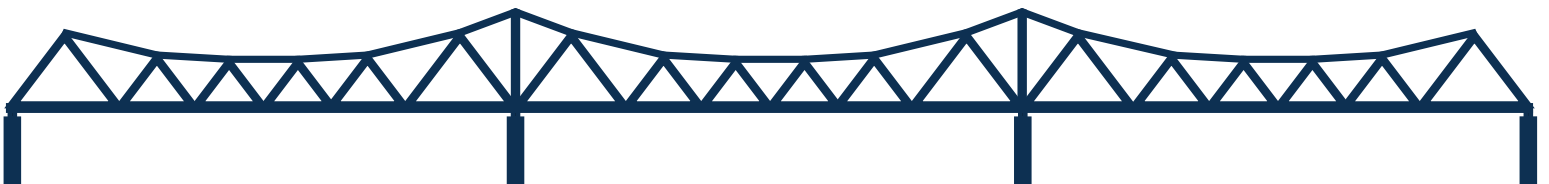
Because of its historic significance, the US 41 northbound bridge will be retained for two-way, local traffic.

The northbound bridge, which opened in 1932, has historic significance because of the way it was constructed and funded.

The southbound bridge, which opened in 1965, is only considered historic because of its association with the northbound bridge.

Both US 41 Bridges

- Can carry a lane of traffic in each direction
- Have similar costs to rehabilitate
- Provide cross-river redundancy
- Have similar costs to maintain



Financing and Funding

The decision on whether to recommend Central Alternative 1A or Central Alternative 1B will be based on continuing financial analysis, federal grant availability and comments received on the DEIS.

 Toll-backed financing

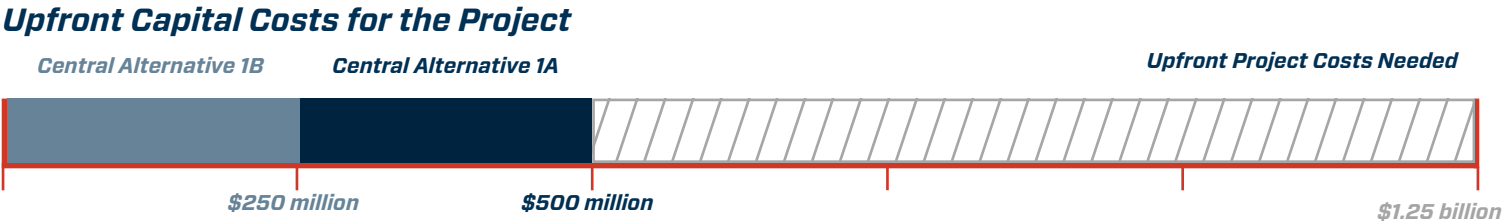
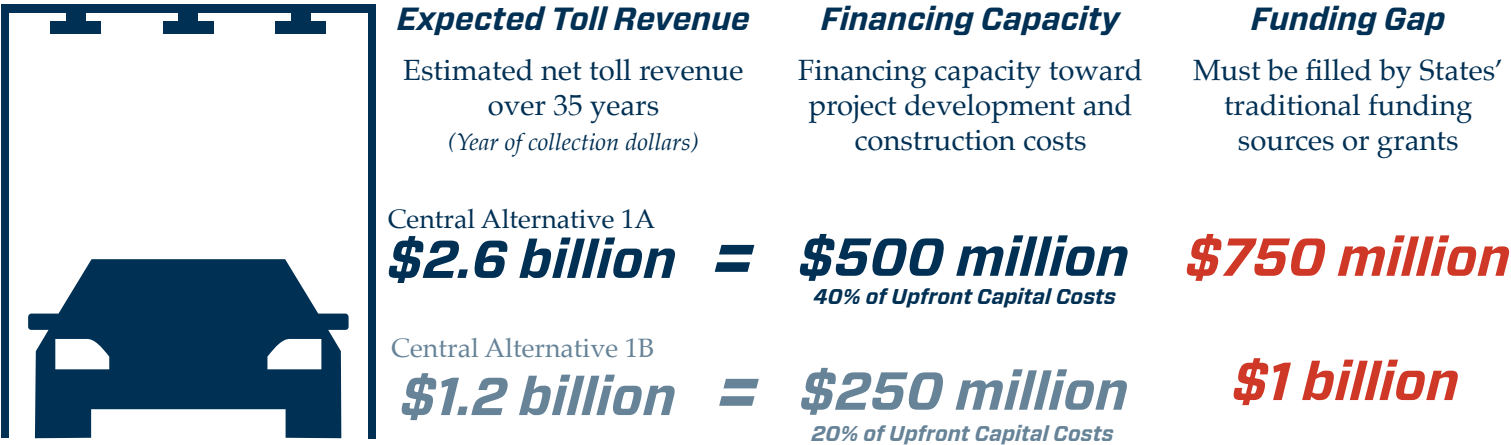
 Traditional funds

 + Available grant opportunities

The states will pursue grants and opportunities to reduce the amount of toll revenue and traditional funds needed. A decision on whether the US 41 bridge will be tolled will be made after additional financial studies and pursuit of funding opportunities.

Once a decision is reached, the public and agencies will be notified prior to publication of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

Toll revenue will be used to cover capital costs, debt service for the project and operations and maintenance of the project. Tolls will not cover all project costs.



- A bi-state body will establish toll policy (including rates) before construction begins.
- Tolling will be all-electronic tolling with no slowing and no stopping.
- Drivers with prepaid accounts and transponders will pay the lowest rates.

Possible Tolling Mitigation Strategies for EJ Populations if US 41 Bridge is Tolled

- Option of transponder purchase with cash
- Option to load transponders with cash
- Widespread availability of transponders

- Frequent-user/commuter card
- A reduced toll rate for verified low-income users on US 41 bridge

(EJ = Environmental Justice = low-income or minority populations)

Draft Environmental Impact Statement (DEIS)

The DEIS summarizes the I-69 Ohio River Crossing project's study process, analysis and findings. It includes the basis for the selection of the preferred alternatives and mitigation measures proposed to address unavoidable impacts associated with the preferred alternatives.



• **Posted at I69ohiorivercrossing.com/DEIS**

**Copies available at several locations •
(complete list at I69ohiorivercrossing.com)**



Comments can be made:

**At public
hearings**

On Contact Us page
I69ohiorivercrossing.com

By email
info@I69ohiorivercrossing.com

By mail
(project office)

In person
(project office)



Office Hours During the Comment Period

Evansville office: Mondays, Tuesdays and Thursdays
320 Eagle Crest Dr., Ste. C, Evansville, IN 47715
8 a.m. to 5 p.m. and by appointment

Henderson office: Tuesdays, Wednesdays and Fridays
1970 Barrett Ct., Ste. 100, Henderson, KY 42420
8 a.m. to 5 p.m. and by appointment

(Project offices will be closed Dec. 24 – Jan. 1.)

Henderson

Monday, Jan. 7

Henderson Community College
Preston Arts Center
2660 S. Green St.

Public Hearings

5 to 8 p.m.

Presentation at 6 p.m.

Evansville

Tuesday, Jan. 8

Old National Events Plaza
Locust meeting rooms
715 Locust St.

Speakers can sign up at either hearing, and all comments will be recorded. Written comments can also be submitted.

**Now –
Feb. 8, 2019**

*Public comment
period to gather
feedback on the
DEIS*

2019

- Project Team considers all comments
- States pursue grant opportunities
- Refine tolling needs
- Bi-state coordination
- Development of financial plan

Late 2019

*Final Environmental Impact
Statement (FEIS) = States
confirm the preferred alternative*

*Record of Decision (ROD) =
Federal Highway Administration's
final approval of preferred
alternative*

The ROD allows the states, with the help of available federal funds, to move forward with design, land purchases and construction.

I-69 OHIO RIVER CROSSING DRAFT ENVIRONMENTAL IMPACT STATEMENT



The DEIS summarizes the I-69 Ohio River Crossing project's study process, analysis and findings.

WHERE TO FIND THE DEIS

The DEIS is posted at I69ohiorivercrossing.com/DEIS.

Copies are available for review at several locations on both sides of the river:

I-69 ORX Project Offices

Indiana

320 Eagle Crest Dr., Suite C
Evansville, IN

Kentucky

1970 Barrett Ct., Suite 100
Henderson, KY

Evansville Vanderburgh Public Library

Central Branch

200 SE Martin Luther King Jr. Blvd.
Evansville, IN

East Branch

840 E. Chandler Ave.
Evansville, IN

McCollough Branch

5115 Washington Ave.
Evansville, IN

Henderson County Judge/Executive

20 N. Main St., Suite 300
Henderson, KY

Henderson Public Library

101 S. Main St.
Henderson, KY

Housing Authority of Henderson

111 South Adams St
Henderson, KY

INDOT Offices

Central Office

100 N. Senate Ave., Executive Office, N758
Indianapolis, IN

Vincennes Office

3560 S. US 41
Vincennes, IN

KYTC Offices

Central Office

200 Mero St.,
Division of Environmental Analysis
Frankfort, KY

District 2 Office

1840 N. Main St.
Madisonville, KY

The documents can be accessed during regular office hours at each location.

Public and agency comments on the DEIS will be accepted through Feb. 8, 2019. Comments can be received by participation in public hearings, through the "Contact Us" page on the project website, by email (info@I69ohiorivercrossing.com), by mail or in person at an I-69 ORX project office.

PREFERRED ALTERNATIVES

The Indiana Department of Transportation and Kentucky Transportation Cabinet have identified the Central Alternative as the preferred route for the proposed I-69 Ohio River Crossing. The Draft Environmental Impact Statement (DEIS) identifies preferred alternatives with different tolling options. Central Alternative 1A would toll both the I-69 bridge and the remaining US 41 bridge. Central Alternative 1B would toll only the I-69 bridge.



1. What are your thoughts regarding Central Alternative 1?

2. How would the selection of Central Alternative 1 as the preferred route affect you/the group you represent? Why?

3. How would tolling both I-69 and US 41 affect you/the group you represent? Why?

4. How would tolling I-69, but providing US 41 as a toll-free option, affect you/the group you represent? Why?

5. What challenges do you anticipate with the preferred alternatives?

6. What is your reaction to potential tolling mitigation strategies? Other suggestions?

7. Did the presentation provide a clear understanding of the preferred alternatives, tolling options and next steps?

8. Did the presentation clearly explain the funding gap?

9. Did the presentation help you understand the work that will happen before a recommendation is made on either Central Alternative 1A or Central Alternative 1B?

10. Are there changes you would suggest for the presentation before the public hearings?

11. What recommendations do you have for sharing this information with the public?

12. What recommendations do you have for promoting the public hearings and getting feedback from the public?

13. What community groups might benefit from a Project Team presentation?

14. Do you have suggestions/questions for the Project Team?

MEETING MINUTES

Date: March 31, 2021
Time: 1 to 2 p.m.
Meeting: Joint RCAC/EJ Meeting 7
Location: Virtual via Microsoft Teams

Attendees:

Name	Organization
Brian Bishop	Henderson City-County Planning Commission
John Blair	Valley Watch
Chris Cooke	City of Evansville
William Corum	Bridgelink
Pam Drach	Evansville MPO
Jeff Hall	Ellis Park Race Course
Tim Hobbs	Community Baptist Church
Bob Koch	Koch Enterprises
Laurie Maudlin	Appian Advisors
Niles Rosenquist	Audubon Society
Syed Shokouhzadeh	Evansville MPO
David Smith	Daviess County
Steve Steiner	Henderson Community Schools
Rick Taylor	Kentucky Trucking Association
Jason Warren	Henderson Community College
Kenneth Woodruff	FHWA-IN
Michelle Allen	FHWA-IN
Ron Bales	INDOT
Daniel Corbin	INDOT
Tim Foreman	KYTC
Laura Hilden	INDOT
Jim Poturalski	INDOT
Eric Rothermel	FHWA-KY
Gary Valentine	KYTC
Nicole Ares	C 2 Strategic
Berry Craig	C2 Strategic
Mindy Peterson	C2 Strategic
Erin Pipkin	Compass Outreach Solutions
Dan Prevost	Parsons
Steve Nicaise	Parsons

- 1) Welcome and Introductions – The meeting began at 1:05 p.m. ET with 15 members and 15 Project Team members signed into the virtual meeting.
- 2) Project Update
 - a. Since the Draft Environmental Impact Statement (DEIS) was published in late 2018, all comments have been considered, additional analysis and value engineering have been conducted, a single preferred alternative has been identified and the States are identifying a financial path forward.
 - b. The single preferred alternative is Central Alternative 1B Modified.
 - i. It includes a four-lane I-69 bridge and retains the US 41 northbound bridge for two-way traffic. This provides cross-river capacity for the future in a fiscally responsible manner.
 - ii. Only traffic on the I-69 bridge will be tolled, which reduces economic impacts to traffic-dependent businesses along US 41. It allows local drivers to retain a free crossing via US 41.
 - iii. The alignment of I-69 is unchanged from the DEIS.
 - iv. It includes 11.2 miles of new interstate, of which 8.4 miles is on new terrain and 2.8 miles of US 41 is upgraded.
 - v. It is “modified” because of changes to interchanges, which improve operations and reduce project costs.
 - c. The DEIS had a 45-day comment period, during which the Project Team received 500+ comments on a variety of issues.
 - i. Most people:
 - (1) Agreed with selection of Central Alternative 1 corridor over West Alternative corridors
 - (2) Supported keeping US 41 crossing toll free
 - ii. Many people:
 - (1) Supported keeping both US 41 bridges operational and toll free
 - (2) Supported limitations on trucks on US 41
 - (3) Suggested a discounted or toll-free option for local drivers

3) ORX Sections 1 and 2

a. Section 1

- i. Focuses on improvements in Henderson and extends from KY 425 to US 60.
- ii. KYTC is overseeing the project.
- iii. Estimated cost: \$237 million (year of expenditure)
- iv. Timeline:
 - (1) 2020 – Design
 - (2) 2021 – Right-of-way acquisition and utilities coordination
 - (3) 2022-2025 – Construction

b. Section 2

- i. Bistate project between Kentucky and Indiana.
- ii. The new 4-lane Ohio River bridge will connect I-69 in Henderson and Evansville.
- iii. Estimated cost: \$975 million (year of expenditure)
- iv. Timeline:
 - (1) 2025 – Design
 - (2) 2026 – Right-of-way acquisition and utilities coordination
 - (3) 2027-2031 – Construction

4) Interchange Refinements

- a. Kentucky 351 – The DEIS identified very minor changes at KY 351. The Project Team has been collaborating with the City of Henderson and is proposing more substantial changes.
 - i. The loop ramp for northbound US 41 will be removed. There will be three roundabouts at the ramp intersections and at the KY 351 / KY 2084 intersection.
 - ii. It improves safety for vehicles and pedestrians and the reliability of interchange. The project team has been collaborating with the Henderson County Schools on this design.
 - iii. The direct ramps to KY 2084 south of the interchange will be closed to improve safety. The distance between the KY 2084 and KY 351 ramps was not long enough to meet interstate standards. Traffic will be routed to KY 351 or KY 425.

- iv. It provides gateway opportunities for the City of Henderson. Several streetscape elements will be added to improve the aesthetics of this area.
- v. A flyover video of the interchange was shared.
- b. US 41 Interchange
 - i. As part of Section 1 construction, both ramps have been designed as two-lane, free-flow ramps.
 - (1) Direct, free-flow access to the US 41 commercial corridor will be maintained until Section 2 construction is complete.
 - (2) Kimsey Lane will be realigned. It will connect to Van Wyk Road, which will be reconstructed as a rural roadway.
 - (3) Merrill Way Trail will be extended beyond Kimsey Lane and extended parallel down to Van Wyk Road.
 - ii. As part of Section 2 construction, the interchange will be realigned to support development goals for the City of Henderson. There will be a local connection to Kimsey Lane to the east, providing interstate connection to an area that currently has none.
- c. US 60 Interchange – There are very modest changes.
 - i. Continues to provide access to eastern part of Henderson County via a better connection to I-69. Ramps on the east side have been designed closer to the interchange.
 - ii. Extends 5-lane urban roadway through the interchange and across the new bridge over CSX Railroad as it is on Wathen Lane.
 - iii. Improves access to northeast quadrant of the interchange and Tillman Bethel Road.
- d. Detention Basin – Approximately 175 acres will meet three needs:
 - i. It will address project stormwater needs.
 - ii. It will provide fill material for construction.
 - iii. It will help alleviate existing flooding issues downstream of the project area.
- e. Veterans Memorial Parkway
 - i. The current concept provides a more direct connection for traffic coming from the west and continuing on I-69 north. The 1-mile loop ramp would be replaced with a signalized intersection for two ramps at northbound I-69 toward downtown, reducing overall travel time.

- ii. Because it's a floodway, those ramps would have been bridges. This reduces impacts to the floodway and is more cost-effective.

5) Next Steps

- a. The Project Team is wrapping up the environmental study for the project with the FEIS and ROD expected this fall.
- b. Kentucky expects to start construction on Section 1 next year.
- c. INDOT and KYTC continue to look for ways to accelerate Section 2.
- d. A virtual public meeting is scheduled for April 1 at 6 p.m. Details and registration information are available on the project website.

6) Group Discussion and Questions

Since the US 41 bridge will be toll-free, what percent of traffic do you think will use the new bridge?

Current forecasts estimate that, in 2045, 51,000 vehicles would cross the river each day with about 50% using the US 41 bridge. A traffic and revenue study will be conducted within a year of financing.

How can bicyclists and pedestrians cross the river?

There is access now via the US 41 bridge, although it is not a designated area on the bridge. This access will continue after construction.

7) Closing – The meeting adjourned at 1:45 p.m.

I-69 OHIO RIVER CROSSING

Preferred Alternative: Central Alternative 1B Modified

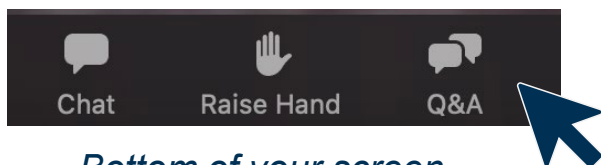
Dan Prevost, I-69 ORX Environmental Lead

Mindy Peterson, I-69 ORX Public Involvement

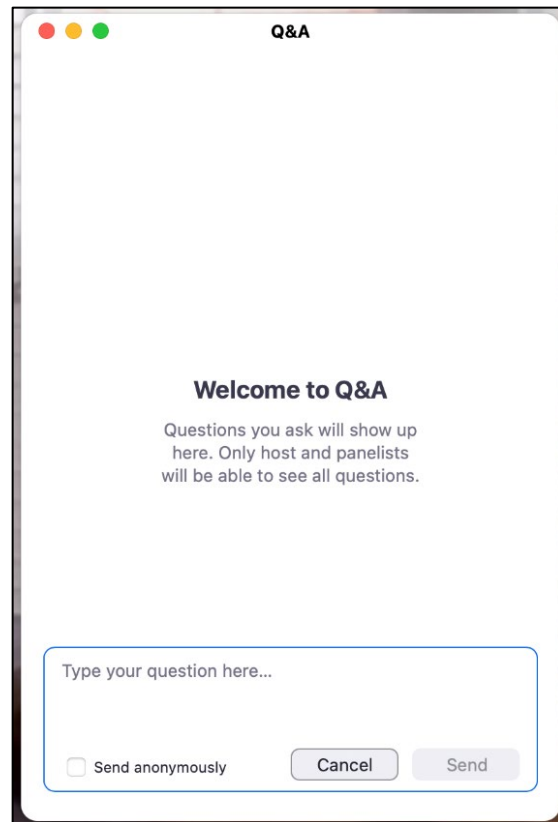


Welcome

- Only the Project Team has cameras and mics on
- Use the Q&A function in the black bar to submit a question or make a comment
- Questions or comments can be entered at any time during the presentation
- Moderator will pose questions following the presentation



Bottom of your screen



Q&A Popup Window



Project Update

- Overview
- Single Preferred Alternative
- ORX Sections 1 and 2
- Interchange Refinements
- Next Steps
- Comment Period



OVERVIEW

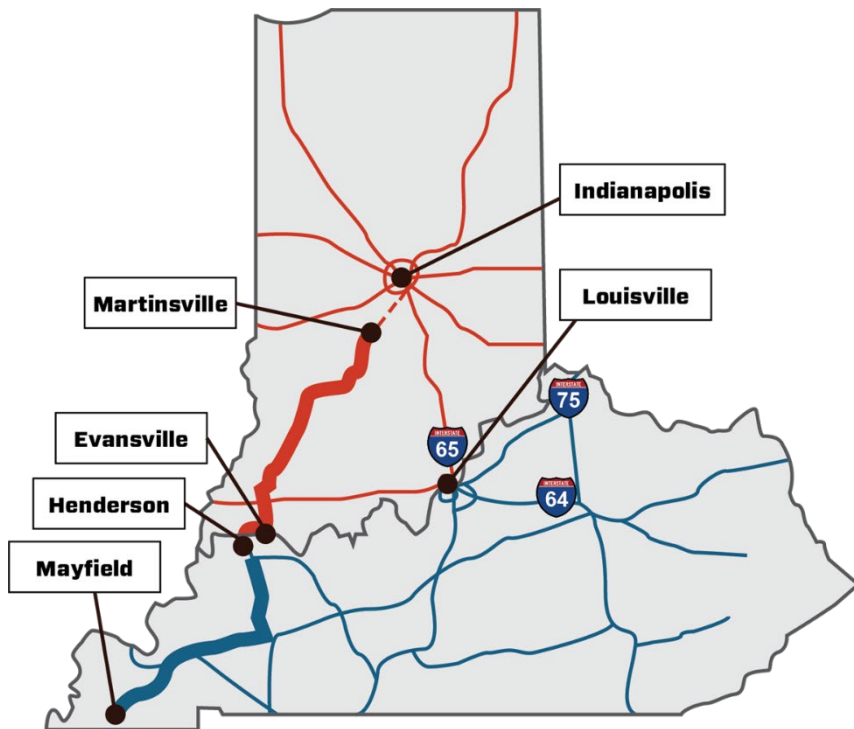


I-69: A New Interstate Connection

- When complete, I-69 will serve as a new north-south interstate connection from Canada to Mexico
- IN: Work is underway on the final section of I-69 from Evansville to Indianapolis
- KY: Upgraded 100+ miles of parkway with 126 miles of I-69 in place



I-69: KY and IN Progress



KENTUCKY INVESTMENT

100+ miles of parkway
upgraded with 126 miles of
I-69 in place

Mayfield to Henderson



INDIANA INVESTMENT

Miles complete: 116

Evansville to Martinsville

Miles under construction: 26

Martinsville to Indy

Purpose and Need

- **Complete the I-69 connection** between Indiana and Kentucky
- **Develop a solution** to address long-term cross-river mobility
- **Provide a cross-river connection** to reduce congestion and delay
- **Improve safety** for cross-river traffic

PURPOSE OF THE CROSSING



Improve Safety



Reduce Congestion



Improve Mobility

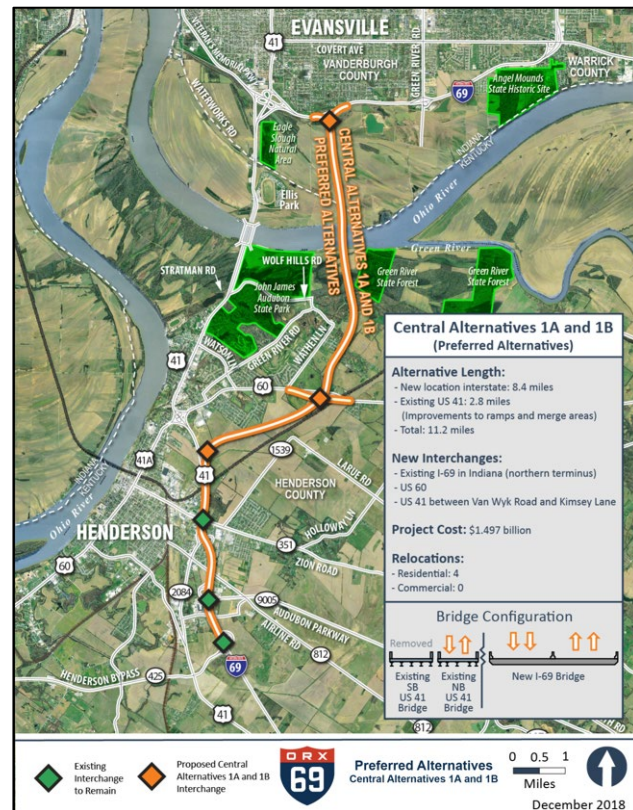
What's Been Happening

- All comments have been considered
- Additional analysis and value engineering
- Identifying a single preferred alternative
- IN and KY identifying a financial path forward



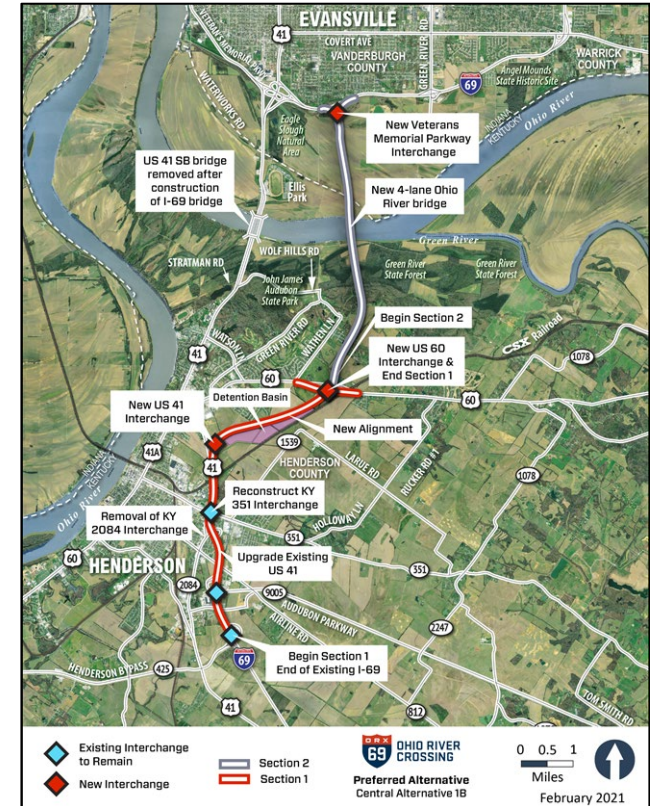
Where We Were

- Two preferred alternatives identified in the DEIS (December 2018)
- Tolling options were the only difference
- Central Alternative 1A
 - Toll both the I-69 bridge and US 41 bridge
- Central Alternative 1B
 - Toll only the I-69 bridge



Where We Are

- Central Alternative 1B Modified
 - Build 4-lane I-69 bridge and retain US 41 NB bridge for two-way traffic
 - Toll only the I-69 bridge
 - Alignment of I-69 is unchanged from the DEIS

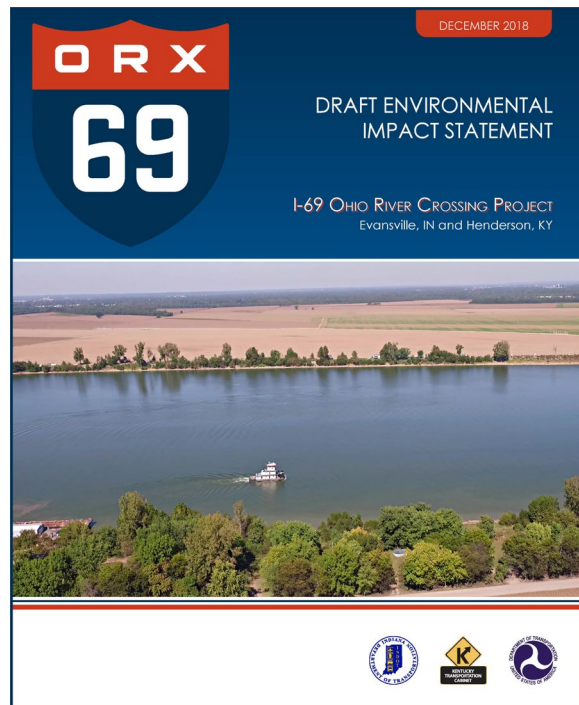


SINGLE PREFERRED ALTERNATIVE



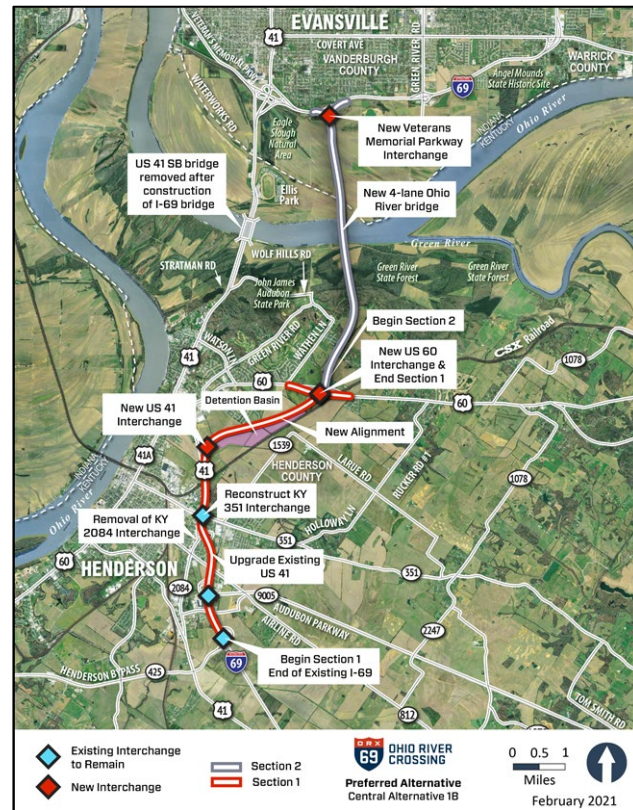
Comments on DEIS

- Most people:
 - Agreed with Selection of Central Alternative 1 corridor over West Alternative corridors
 - Supported keeping US 41 crossing toll free
- Many people:
 - Supported keeping both US 41 bridges operational and toll free
 - Supported limitations on trucks on US 41
 - Suggested a discounted or toll-free option for local drivers



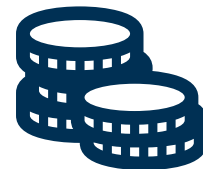
Single Preferred Alternative

- 11.2 miles of new interstate
 - 8.4 miles on new terrain
 - 2.8 miles of upgrades to US 41
- “Modified” because of changes to interchanges
- Additional design work has resulted in modifications to each of the interchanges
 - Improved operations
 - Reduced project costs



Basis for Selection

- Provides cross-river capacity for future traffic demands in a fiscally responsible manner
- Reduces economic impacts to traffic-dependent businesses along US 41 strip
- Local drivers retain free crossing option with remaining US 41 bridge



I-69 ORX SECTIONS 1 AND 2

ORX is divided into two sections for construction



I-69 ORX Section 1

- **Section 1** focuses on improvements in Henderson and extends from KY 425 to US 60
- KYTC is overseeing the project
- Estimated cost: \$237 million (Year of Expenditure)



I-69 ORX Section 2

- **Section 2** is a bistate project between Kentucky and Indiana
- The new 4-lane Ohio River bridge will connect I-69 in Henderson and Evansville
- Estimated cost: \$975 million (Year of Expenditure)





Project Timeline

ORX Section 1	
2020	Design
2021	Right of Way and Utilities Coordination
2022 – 2025	Construction

ORX Section 2	
2025	Design
2026	Right of Way and Utilities Coordination
2027 – 2031	Construction

INTERCHANGE REFINEMENTS



KY 351 Interchange

- New roundabouts at the ramp intersections and at the KY 351 / KY 2084 intersection
- Improves safety and reliability of interchange
- Direct ramps to KY 2084 closed to improve safety
- Gateway opportunities for Henderson



US 41 Interchange (Section 1)



- Merrill Way Trail extended
- Direct, free-flow access to US 41 commercial corridor maintained
- Realign Kimsey Lane

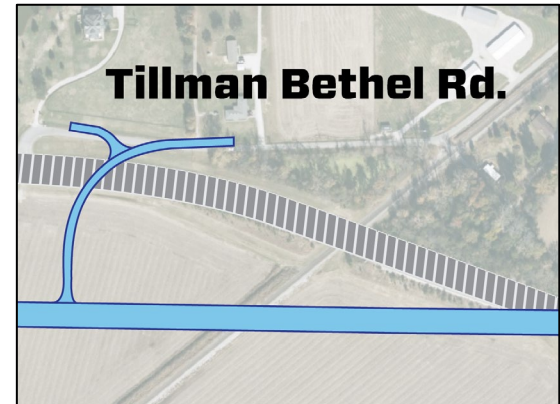
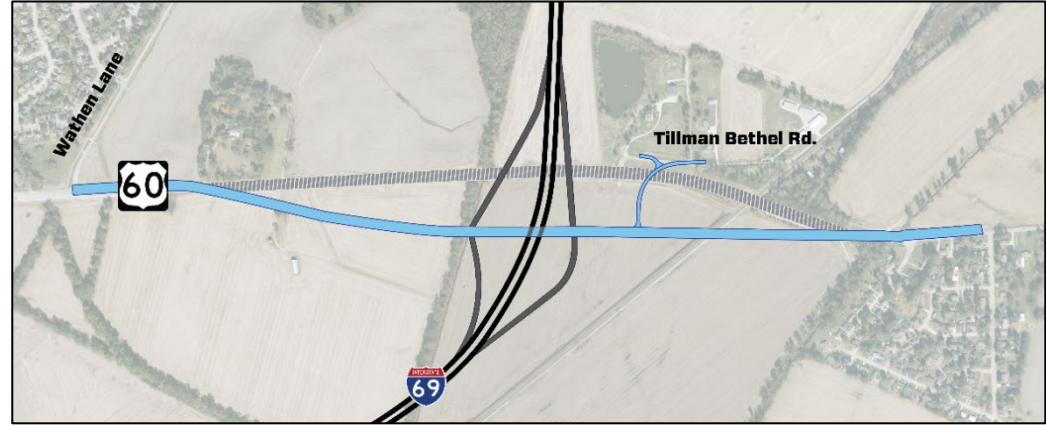
US 41 Interchange (Section 2)



- Interchange modified with completion of Ohio River bridge
- Supports local development goals

US 60 Interchange

- Continues to provide access to eastern part of Henderson County
- Extends 5-lane urban roadway through interchange
- Improves access to NE quadrant of interchange and Tillman Bethel Road



Detention Basin

- Large stormwater detention basin
- Addresses project stormwater needs and existing downstream flooding concerns
- Provides fill material for construction



Veterans Memorial Parkway Interchange

- More direct connection for traffic from downtown Evansville
- Reduced impacts to floodplain



NEXT STEPS



Next Steps

- Final Environmental Impact Statement (FEIS) published identifying the preferred alternative
- Record of Decision (ROD) is Federal Highway approval of the selected alternative



Look Ahead

- FEIS and ROD expected in fall 2021
- Initial financial plan and project management plan to be developed
- Construction of Section 1 to begin in 2022
- States will seek opportunities to accelerate Section 2 timeline

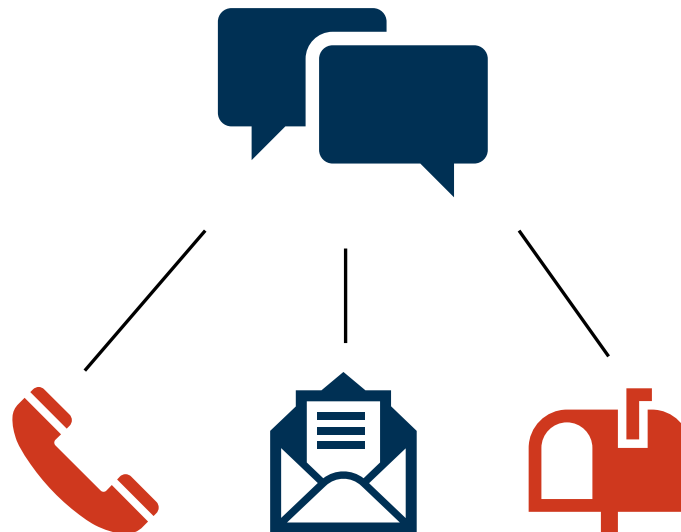


COMMENT PERIOD



Comment Period

- Comments are being accepted on the preferred alternative, Central Alternative 1B Modified
- 15-day comment period runs through **April 16, 2021**
- Comments can be received by phone, by email and by mail





Share Your Feedback



Call 888-515-9756



Email comments to:

info@I69OhioRiverCrossing.com



Mail comments to:

**1970 Barrett Court, Suite 100
Henderson, KY 42420**



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