



**MID-STATES
CORRIDOR**

APPENDIX AA: STAKEHOLDER MEETINGS AND CORRESPONDENCE

Mid-States Corridor Tier 1 Environmental Impact Statement

Prepared for
Indiana Department of Transportation
Mid-States Regional Development Authority

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Prepared by
Mid-States Corridor Project Consultant





TABLE OF CONTENTS

Stakeholder Meetings & Correspondence.....	3
Introduction.....	3
Purpose and Need Development	3
Economic Impact Interview Meetings.....	3
Screening of Alternatives.....	4
Regional Impact Involvement Teams – Round #1.....	4
Regional Impact Involvement Teams – Round #2.....	5
Coordination with Amish Community.....	5
Working Alignment Meetings	6
Additional Ad Hoc meetings.....	6



STAKEHOLDER MEETINGS & CORRESPONDENCE

Introduction

The Project Study Area for the Mid-States Corridor includes 12 counties in Southern Indiana. The public engagement process for this project included a robust effort to receive input from stakeholders throughout the entire study area. The project team focused on gathering input from stakeholders to inform the development of the project's purpose and need, and the selection/screening of alignment corridors.

Meeting summaries and other supporting material, such as sign-in sheets, are provided at the end of this document. Materials for each meeting are provided in the order the meetings are listed in this document. A bullet point designates each meeting, giving the date of the meeting.

Purpose and Need Development

The development of a purpose and need is the first key step in engaging project stakeholders and is a key component of scoping and assessing alternatives. Engaging stakeholders early in the project to assist in developing the purpose and need ensures that the purpose and need statement accurately assesses needs within the project area. During the summer of 2019, project staff held a series of interview meetings with stakeholders to receive their input about needs in the project area.

Economic Impact Interview Meetings

In June 2019, the project team began discussions with local business and economic development officials about needs in the project area. They conducted 18 interviews to receive input that contributed to the development of the purpose and need statement of this project. These interview meetings provided the project team an opportunity to explain the National Environmental Policy Act (NEPA) and the process that would be followed to develop the Environmental Impact Statement (EIS).

The business owners were asked questions about their business processes, their customers and their general transportation needs. Economic development officials were asked for similar input for the range of businesses which they serve or represent. The answers to these questions and the discussions that followed were used in developing the purpose and need statement, as well as helping to develop preliminary routes to be considered later in the project development. The owners often had questions about the requirements for this environmental document as well as details about the design of the roadway.

The businesses and dates of the meetings are listed below. Meeting summaries are provided at the end of the document in the order listed here.

List of Economic Development Meetings

- Dubois County Airport – June 11, 2019



- Dubois Strong – June 11, 2019
- Southern Indiana Development Corp. – June 12, 2019
- Mulzer Crushed Stone – June 13, 2019
- OFS Brands – June 13, 2019
- Perry County Port Authority – June 13, 2019
- Boyd Grain Trucking – June 18, 2019
- Westgate Technology Park – June 18, 2019
- Glenmore Distillery – June 19, 2019
- Lincolnland Economic Development Corp. – June 19, 2019
- Cook Group – June, 25, 2019
- Elliot Stone – June 25, 2019
- Radius – June 25, 2019
- Farbest Food, Wabash Valley Produce – June 26, 2019
- Jasper Engines – June 26, 2019
- Masterbrand Cabinets – June 26, 2019
- Meyer Distributing – June 26, 2019
- Daviess County Economic Development Corp. – June 27, 2019

Screening of Alternatives

The Screening of Alternatives is an important part of the project process. It provides the project team with input from stakeholders and the public to determine what routes are important to analyze, and how they support the purpose and need. Following the stakeholder interviews, a series of regional and specialized stakeholder groups were formed throughout the study area to capture more detailed input on alternatives. These groups included the development of four regional ‘teams’, outreach to Amish communities, outreach to specific industries that have the potential to be impacted and a series of ‘ad hoc’ meetings with stakeholders that contacted the project team.

Regional Impact Involvement Teams – Round #1

While the purpose and need was under development, the project team created Regional Impact Involvement Teams (RIIT). These meetings provided an opportunity to discuss the purpose and need statement, as well as potential preliminary alternatives to small groups of municipal officials and stakeholders. The teams were separated into four geographic areas: North Central, North East, North West and South Central.

Meetings were scheduled for each of the four teams. The first round of meetings began with a presentation by the project team explaining the NEPA process, potential elements of the draft purpose and need statement and potential preliminary corridors. Each meeting focused on the region where the meeting took place and provided the attendees a chance to comment.



The project team received input and guidance to refine the preliminary alternatives. The attendees also gave guidance on routes that could be removed and additional routes to consider. The dates of these meetings are listed below. The full meeting summaries are at the end of this document.

List of RIIT – Round #1 Meetings

- North East RIIT – July 9, 2019
- South Central RIIT – July 9, 2019
- North Central RIIT – July 10, 2019
- North West RIIT – July 10, 2019

Regional Impact Involvement Teams – Round #2

At the August 2019 Public Involvement Meetings, additional routes were suggested by the public. These were reviewed in a second round of RIIT meetings. The project team discussed each alternative and their corresponding public comments, as well as access control options along the facilities. Access control was a common concern and there were a variety of options discussed, including interchanges, intersections, frontage roads and cul-de-sacs.

These meetings provided the project team with information to further refine/combine the various alternatives to consider local connections and potential future developments. The dates of these meetings are given below, and the full meeting summaries are at the end of this document.

List of RIIT – Round #2 Meetings

- North East RIIT – February 11, 2020
- South Central RIIT – February 11, 2020
- North Central RIIT – February 12, 2020
- North West RIIT – February 12, 2020

Coordination with Amish Community

Amish communities are present in several counties in the project area. Amish citizens lack access to typical media platforms used to invite the public to meetings. Special meetings were held with these communities to inform them of the project and ensure they were provided an opportunity to give feedback on the project.

Two meetings were held: one focused on Daviess and Martin counties, the other on Orange and Lawrence Counties. Major themes mentioned during the meetings included the potential to negatively impact family farms, reduced access to properties and decreased safety. Both meetings ended with identification of a local point of contact so that the project team could keep the communities informed. Additional meetings could be scheduled if required, based on the preferred alternative that was selected. Meeting summaries are at the end of this document.

List of Amish Coordination Meetings

- Orange & Lawrence Counties – March 12, 2020
- Daviess & Martin Counties – March 18, 2020



Working Alignment Meetings

Due to the proximity of some of working alignments to major features, additional meetings were held with targeted stakeholders at their request. This provided an opportunity for the project team to better understand potential future expansions and improvements of these industries. Two meetings were held with the Dubois County Airport Authority and Farbest Foods/Wabash Valley Produce.

The meeting with the Airport Authority focused on Routes M, P, and O, which the Screening of Alternatives report showed in proximity to the airport. The facility identified their planned future expansion areas which would place their property closer to a proposed working alignment. As a result, the project team shifted the alignment to remove it from a potential FAA Restriction Zone.

The meeting with Farbest Foods and Wabash Valley Foods focused on Route O, which impacted a large chicken farm. If one of these farms is impacted, it is difficult to find a new, suitable location, according to representatives from Wabash Valley Foods. As a result, the working alignment for Route O was shifted away from impacting this farm.

The following is a chronological list of these meetings; meeting summaries are at the end of this document.

List of Working Alignments Meetings

- Farbest Foods & Wabash County Produce – March 12, 2020
- Dubois Airport Authority/Huntingburg Airport – March 17, 2020

Additional Ad Hoc meetings

In addition to the other scheduled meetings, the project team also provided opportunity for groups and organizations to request meetings to discuss the project. The project team met with six different groups over nine meetings to discuss their concerns or provide updates and clarifications.

Some of these meetings, such as the two meetings with the Mid-States Regional Development Authority, were simply updates to keep stakeholders informed about the current project status. Other meetings, such as those with Daviess Driven, focused on information sharing. The project team provided updates on the project status and shared ways that the group can advocate for this project along with the other projects they are advocating for. Daviess Driven's primary focus advocating for needed infrastructure projects in the area. Other groups, such as the French Lick Parkway Coalition and the Opportunity Zone Solar Project, asked about the status and timing of the project, which could affect their future plans and developments.

Meeting summaries from each of these meetings are provided at the end of this document.

List of Ad Hoc Meetings

- Regional Development Authority Project Update – November 1, 2019
- Washington Rotary Club – December 18, 2019
- Regional Development Authority Project Update – February 2, 2020



- Mid-States Coalition – March 12, 2020
- Daviess Driven – June 30, 2020
- Opportunity Zone Solar Project – July 29, 2020
- Opportunity Zone Solar Project – August 13, 2020
- French Lick Parkway Coalition – August 31, 2020
- Daviess Driven – September 17, 2020
- Jasper Multi-Modal Transportation Plan Public Meeting – November 10, 2020



MEETING SUMMARY

Date of Meeting: June 11, 2019 **Re:** Economic Development Interviews- Dubois County Airport Authority

Location: 2495 West 900 South, Huntingburg, IN 47546 **Issue Date:** Revised July 16, 2019

Submitted By: Amy Hackbarth

In Attendance: Travis McQueen:
Dubois County Airport Authority;

Michael Grovak:
Lochmueller Group;

Amy Hackbarth:
Lochmueller Group

ITEMS DISCUSSED:

Michael Grovak (MG) made introductory remarks. Travis McQueen (TM) is familiar with processes under the National Environmental Policy Act (NEPA). The Airport Authority (AA) recently completed a NEPA analysis for an airport runway extension through the Federal Aviation Administration (FAA). MG reviewed the three-fold consideration of costs, impacts and benefits under NEPA. MG described how the benefits will be assessed based upon the project's purpose and need. That purpose and need will analyze a broad range of transportation and economic needs. These include highway safety, congestion, accessibility and economic trends over a 30- to 40-year period. We also are conducting about 20 interviews with major businesses, economic development officials and transportation providers. These interviews will identify regional issues with freight and logistics, and how those relate to highway transportation.



The following sections correspond to portions of the interview agenda. Unless otherwise indicated, they represent input from TM.

General

Describe your business process at a high level.

- We are simply another transportation system (runways, rails, roads, and rivers) connecting communities, businesses, people and providing critical support functions to our users; we (airport) are a multi-modal facility, with users taking to the runway from the road
- Key users of the airport have corporate flight operations on-site. These include:
 - These include Best Home Furnishing, Masterbrand, OFS Brands, Kimball, and Jasper Engines and Transmissions.
 - These businesses use the airport as a service tool and a marketing tool.
 - The airport is a way to transport clients and key employees quickly to points throughout the country.
 - We can't overstate its importance in this role.
- Key users of the airport. These include local businesses: Mann Enterprises, Monosmith and Woods, Blue Sky Aviation Sales, Mulzer Crushed Stone, Petico Parts Inc. and Ellison Distributing Inc.
- Agribusiness is another key industry which the airport serves.
 - The airport is the base of operations for Superior Ag
 - It provides herbicide and pesticide application services to farmers across a large region.
 - About 35,000 gallons of Jet Fuel are sold each season.
 - Agricultural operators contract with Superior Ag for product application.
 - Superior Ag subcontracts with pilots for product application.
 - At peak times, there are 3 fixed wing aircraft and 7 helicopters in operation.
 - The service area includes large portions of southern Indiana and north-central Kentucky.
- The airport also provides fuel sales.
 - Customers include some of the corporations based there.
 - Other customers include transient general aviation aircraft and Superior Ag contractors.
- Other airport customers include:
 - Air taxi/charter; Law enforcement; Department of Defense; Flight training; Aircraft Storage, aircraft rental
 - Air ambulance services will originate from Huntingburg and begin to be provided to the public later this year (2019).
 - Aerial surveying, energy exploration, national security/boarder security; emergency response; aerial firefighting & support; emergency diversionary airport; disaster relief and search and rescue; critical federal functions; access to

remote communities; self piloted business flights; corporate personal flying; charter passenger services; aircraft/avionics manufacturing/maintenance; aircraft storage; aerospace engineering/research; utility/pipeline control and inspection; executive flight service; manufacturing and distribution; express delivery service; air cargo; destination and special events: tourism and access to special events; intermodal connections; special aeronautical (skydiving/airshows)

- Growing the airport: lengthening the runway (\$7 to \$8 million-dollar extension project)
 - This just received FAA approval.
 - Soliciting construction bids (July 2nd, and July 25th, 2019)
 - Timeline for project.
 - Contactor Notice to Proceed will come this fall (2019) or next spring (2020)
 - Construction will take 3-4 months.
 - It is a two-stage project
 - Stage 1: Lengthen runway from 5,000 feet to 5,500 feet and widen from 75 feet to 100 feet
 - Stage 2: Further lengthen runway from 5,500- 6,000 feet.
 - Stage 2 is a future project with a five-year horizon.
 - Lengthening runways is key to extending aircraft range.
 - The extra 500 to 1,000 feet of runway allows aircraft to carry considerably more fuel.
 - Other aircraft weight variables (passengers/cargo) cannot vary.
- Aviation is a key driver of Indiana's economy.
 - Mr. McQueen referred to an INDOT report which showed that the economic impact of aviation in Indiana is \$120 billion annually. See link below.
 - Huntingburg Airport has an economic impact of \$522,026,882.00 per year, according to the study (page 12 of 24)
 - https://www.in.gov/indot/files/Aviation_FinalEconomicImpactStudy.pdf
 - Mr. McQueen suggested that the local economy would not sustain its current level, "but for" having the business use of the airport
- Airport history.
 - Opened in 1938
 - Came under airport authority in 1943.
 - This allowed tax revenue to support operations.
 - Airport Authority (6) members are appointed by Dubois County commissioners (3) and Mayor of Huntingburg (3).

Freight Deliveries

- UPS in Louisville is only 90 minutes away.
- FedEx in Indianapolis is only 180 miles away.
- There still is some opportunity for freight deliveries after the runway extension.

Coordination with Mid-States EIS

- MG explained approach of a Tiered EIS
 - The Tier 1 EIS will select a corridor.
 - It is anticipated to be about 2,000 feet wide.
 - A highway will be located within that corridor.
 - Tier 2 studies will select a specific alignment.
 - The Tier 1 project is to be completed in two years.
- MG also explained how alternatives will be selected.
 - A geographic range of alternatives will be considered to the north, east and west.
 - Up to 15 preliminary alternatives will be identified later this year.
 - Early next year these will be screened down to no more than 6 alternatives which will be studied in detail.
- The Tier 1 selection will take into account the runway extensions at the airport.

Future Directions for the Airport

- There is the eventual hope to attract for manufacturing
- The airport is reaching out to aerospace and aviation-related firms and entrepreneurs.
- It can offer significant tax advantages to businesses which locate on the airport property.
 - Because the airport is a government entity- land and structures are not taxed.
 - Land has been set aside at the airport for such development.
 - Positioned at the crossing of two major highways (I-64 and Mid-States) would be ideal for business growth and attraction.

Freight/Logistical Connections

- MG asked about “missing” logistical connections to the north.
- TM noted in his role at the airport, he does hear about the desire for better connections to the north for product shipments and personal.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 11, 2019 **Re:** Economic Development Interviews- Dubois Strong

Location: 961 College Avenue, Jasper IN 47546 **Issue Date:** June 28, 2019

Submitted By: Amy Hackbarth

In Attendance: Ed Cole: Dubois Strong;
Michael Grovak: Lochmueller Group;
Amy Hackbarth: Lochmueller Group

ITEMS DISCUSSED:

Michael: Introduction on NEPA Environmental Impact Statement (EIS) process:

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.
 - Particularly large projects sometimes use a tiered study because you are dealing with a very large geographic area. Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor. Tier 2 studies are more detailed and result in the section of an exact alignment. And EIS at its core evaluates project benefits, impacts and costs.
 - Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.

June 28, 2019

Page 2

- The process of specifying preliminary alternatives and then screening to a smaller number of detailed alternatives was described.

Beginning of Interview Outline

Unless otherwise indicated, all input following was provided by Mr. Strong.

General

Describe the businesses you serve at a high level.

- *What are the major businesses for whom logistics and freight shipments are key to their business processes?*
- *In general, what are their key finished products?*
- Manufacturing is king for Dubois County. About 33-34% of the county work force is employed in manufacturing.
 - Freight and Manufacturing go hand and hand: furniture and wood products are key.
 - Most wood used in furniture making comes from the east coast and is imported by ship. Foreign labor and business costs make this an important source for wood used in manufacturing. Many domestic sources are not cost-competitive with overseas suppliers. Final delivery of these products to manufacturers depends upon highway connectivity – these wood products are delivered to factories by truck.
- Dubois is a major economic player in Southwest Indiana. Some large national corporations are located here.
- Another big “connectivity” is labor force access to Dubois County jobs.
 - There are more jobs than workers in Dubois County. For every county resident seeking employment there are 100 jobs available. Dubois County employers attract many workers from other counties.
 - Dubois compares to Hamilton County (central Indiana) with one of the lowest unemployment rates in the state
- Michael Grovak (MG) commented that the regional economic models being used for the project consider the details of the makeup of the region’s economy. It will evaluate workforce access to jobs when comparing alternatives.
- Meyer Distributing is an “outlier” regarding how well it functions under significant logistical handicaps. Access north of Jasper via the current 2-lane US 231 is undependable and slow.
- Dubois County is one of the nation’s top manufacturing hubs while being distant from an interstate highway.

June 28, 2019

Page 3

- Styline operates a significant logistics company with hundreds of trucks, and it able to do so successfully in spite of its Dubois County location.

Suppliers

- In addition to wood products, important manufacturing inputs include steel parts/fasteners and veneers.
- Current inefficiencies in delivering these raw materials hurts the growth of manufacturers.
- Time sensitivity (Just in Time (JIT) practices) reduces warehousing costs. Smaller inventories produce cost savings. and allows them to have less inventory which translates to cost savings.
- Mr. Cole agreed with MG's observation that the combination of high-quality four-lane roads and distributed computer technology (PCs) have been the catalyst for JIT practices in the last 2+ decades.
- Trucking is vital for JIT. Rail deliveries are not an option for JIT manufacturing.
 - Rail is a cost-effective technology for deliveries of commodities (defined as lower-value inputs which are purchased largely on the basis of price).
 - The profit mark ups for commodities is low compared to other goods.
 - Higher-value finished products are the most profitable.

Business Inventory

- *Please provide any insights on physical inventory practices of businesses you serve.*
- *What insights can you provide about undependable delivery times for businesses you serve?*

- Manufacturers implement JIT practices as best they can.
 - However, their orders for input materials may need to be larger than desirable due to uncertainty of delivery times.
 - This in turn drives up costs.
- MG asked whether manufacturers would prefer a longer route with more predictable times versus a shorter route with greater variability of times.
 - Using 231 is shorter but has much more travel time availability.
 - The route often is used by large, slow pieces of farm equipment.
 - Making decisions on routes speed vs. reliability; constant decision for manufacturers

Potential Routes

- MG asked whether Dubois County businesses would specific categories of routes as preferable.
 - There are issues related to farmland and population density.
 - Going around Huntingburg on the east side avoid residential impacts on the west side.
 - A route angling east to Mitchell and the Bedford area would be preferred

Customers

- *Describe the major end user markets for businesses you serve.*
 - *Where are they located?*
 - *How are finished products transported to customers?*
 - *Describe what you know about key bottlenecks to timely delivery of finished products.*
-
- Travel to the north is slower and travel times are highly variable.
 - Many businesses go south to I-64 to then go north on I-69 or I-65.
 - This requires more time and added fuel expenses.
 - With Dubois County's low unemployment, attracting new businesses is a secondary priority.
 - The combination of access/logistics to the north along with the competitive labor market presently discourage business attractions.
 - Emphasis now is on attracting workers to Dubois County from surrounding counties.
 - Indianapolis is a main logistical hub.
 - The large majority of shipping to Indiana comes through Indianapolis.
 - Outgoing shipments to the north (Indianapolis) especially have to deal with undependable shipping times.
 - Air freight opportunities via Indianapolis currently are a missed opportunity.
 - MG noted that new businesses begin to be situated in areas 5 to 10 years after major transportation improvement increase accessibility.
 - MG also noted that the effects on existing businesses (lower transportation costs, more reliable deliveries and shipments) allow them to expand very quickly after the improvement is in place.

Transportation, General

- *How important is transportation to future growth and development?*
- *Are there key target market sectors you seek to attract, especially in the logistics sector?*
- *Are key multi-modal facilities easy or difficult for businesses to use?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

June 28, 2019

Page 5

- The key need is to increase the local work force.
- Housing is an issue for entry-level workers.
 - Such a worker typically starts at \$12 to \$15 per hour pay.
 - Such individuals typically live in dual-income households.
 - There is a shortage of apartments and single-family homes which are affordable for such workers.
- Permitting requirements are not a significant issue for housing construction.
- Builders profit more for higher-tiered homes (+\$150,000)
- There is not yet a demand for constructing more affordable housing in larger quantities.
- 30 miles (about 30 minutes) is usually the limit of how far people will commute.
- Ease of commuter access is governed by the same accessibility issues as businesses face in freight deliveries.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 12, 2019
Re: Economic Development Interviews: Southern Indiana Economic Development Corporation

Location: 405 JFK Avenue, Suite A, Loogootee, IN 47553
Issue Date: July 1, 2019

Submitted By: Amy Hackbarth

In Attendance: Greg Jones (GJ): Southern Indiana Development Corporation;
Rhonda Rumble (RR): Southern Indiana Development Corporation;
Michael Grovak (MG): Lochmueller Group;
Amy Hackbarth: Lochmueller Group

ITEMS DISCUSSED:

Introduction

MG provided an overview of environmental studies under the National Environmental Policy Act (NEPA).

July 1, 2019

Page 2

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An Environmental Impact Statement (EIS) is the most detailed level of analysis.
 - Particularly large and complex projects may use a “tiered” approach. Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor. Tier 2 studies are more detailed and result in the selection of an exact alignment. And EIS at its core evaluates project benefits, impacts and costs.
 - Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
 - For this project, freight flows, logistical needs and intermodal connections also are important.
 - The process of specifying preliminary alternatives and then screening to a smaller number of detailed alternatives was described.
- The 12-county study region is described.
 - The beginning terminus is US 231 beginning on the Indiana side of the Natcher Bridge in Rockport.
 - After following US 231 to Dubois County, alternative routes will go east, west, or north to connect with I-69 or SR 37.
 - GJ asked if the project will be built on existing facilities (current roads) or new facilities/terrain.
 - MG stated that alternatives will consider both new facilities and upgrades of existing facilities.
- MG mentioned:
 - Kickoff public meetings will be held during the week of August 5th, 2019
 - A draft Purpose and Need Statement will be presented for input.
 - Public input will be sought on preliminary alternatives.
 - In later 2019/early 2020, these preliminary alternatives will be screened to no more than six alternatives to be studied in detail.

Follow Up to Introduction

- GJ requested information about the origins of the project and the regional needs which it is to address.
- MG explained that Governor Pence’s Blue-Ribbon Panel Report identified the Midstates Corridor as a statewide level 2 priority and a top priority for the Southwest region and the state.

July 1, 2019

Page 3

- GJ asked whether Dubois County business interests support the project to expedite north-south freight shipments. MG agreed that many businesses support it for that reason.
 - These interests supported the establishment of the Mid-States Corridor Regional Development Authority (RDA).
 - The RDA was established by Dubois and Spencer counties.
 - The RDA was established to allow additional jurisdictions to participate.
- GJ emphasized the importance of demonstrating benefits throughout the region. There are larger issues than the Midstate's corridor, the farther you get away from the Dubois region the less benefits
- GJ also asked about whether the RDA would have a wider focus than the Mid-States Corridor project.
 - The RDA can serve multiple purposes in the region.
 - Focusing on other needs will expand the RDA's ability to serve the broader region.
- MG described the RDA's role in funding the Tier 1 Study.

Further Introduction to Interview Questions

- MG described the relationship between the cost, benefits, and impacts of this project.
- MG mentioned the importance of public involvement to gather input such as we are receiving in this meeting.
- GJ asked if the counties represented by the Southern Indiana Development Corporation (SIDC) have had discussions with the RDA
 - GJ stated he was unsure if such discussions are occurring.
 - GJ restated he wants to us to be aware of potential pitfalls.
 - Dialogues need to occur among all counties in the project area.

After these introductions, the discussions focused on specific agenda points. Unless otherwise noted, all statements are attributable to GJ.

General

Describe the businesses you serve at a high level.

What are the major businesses for whom logistics and freight shipments are key to their business processes?

In general, what are their key finished products?

- SIDC is a quasi-governmental organization.
 - It receives no direct government funding.

July 1, 2019

Page 4

- It has a 36-member board.
 - Seven members are appointed by each of five counties. (Daviness, Green, Lawrence, Martin and Knox).
 - One is appointed by the Governor.
- Its three main priorities are regional quality of life, building regional collaboration, building regional assets
- It assists local governments with project implementation (housing, roads, etc.)
 - SIDC works on funding for such projects.
 - It works similarly to the Indiana 15 Regional Planning Commission.
- It also provides minor transportation planning assistance.
 - It has some traffic count data which are available for our use.
- The organization has existed for 44 years.
- It is one of the most trusted organizations for this region.
- MG described information we hope to obtain from these interviews.
- These include economic trends, congestion, logistics/logistical connections for business related needs, key industries, bottlenecks, etc.
- These will support the project purpose and need.

Recent demographic/industrial trends

- Generally, Daviess County is the only SIDC county that is growing in population.
- This is due to immigration.
- Major industries include:
 - Advanced agriculture (Turkey production).
 - The Crane naval base is the foundation of the region's economy.
 - It has about 5,500 employees.
 - Its median wage is \$68,000/year.
 - Limestone, gypsum, coal mines, rock stone
 - Coal is mined in Daviess and Greene counties
 - Limestone is extracted in Lawrence County.
- While I-69 provided jobs, it also exported jobs to Bloomington.
- Crane and its associated contractors actively recruit Bloomington residents.
- Two current efforts seek to bring economic development to the region.
 - Purdue at WestGate – teaching entrepreneurs how to start new businesses and commercialize ideas.
 - Partnership with a European company and Crane for a master's in engineering program
- Regional leaders-

July 1, 2019

Page 5

- There is an 8-county study analyzing a southwest Indiana technology collaboration hub
 - Determining available entrepreneurship resources
 - Also looking at physical capabilities and needed support services.
- We want to avoid having many regional communities competing for the same initiatives.
 - How can we build on regional strengths through collaboration?
 - The issue is not office space, but resources and services to support entrepreneurs
 - Creating these linkages is challenging.
 - The region is competing with Bloomington, Terre Haute, and Columbus.

Needed/Missing Linkages

MG began by asking how the route chosen for Mid-States could provide linkages to support regional development.

- Connections are poor from Jasper to Loogootee, Dubois County to Washington, and Lawrence County to many locations.
- Potential routes all will have their strong points.
 - There are potential benefits to both manufacturing and tourism.
 - SIDC's primary focus is not on new manufacturing,
 - Its emphasis is retaining existing businesses.

Economic Development

- MG explained the forecasting tools that will be used to evaluate the potential benefit of project alternatives.
 - The project travel forecasting model will extend to mid-Kentucky and northern Tennessee
 - It will use TREDIS determine how business profitability is affected by transportation and logistical improvements.
 - It will assess both benefits to existing businesses as well as the ability to attract new businesses.
 - It will forecast benefits such as increases in jobs, personal income, and business income.
- GJ asked whether the selected I-69 alternative performed well on economic development.
 - MG stated that the chosen route performed the second highest in economic development.

July 1, 2019

Page 6

- The alternative which performed the best had to be discarded because of impacts to sensitive Indiana bat habitat.
- He also mentioned that another tool was used for I-69 because TREDIS did not exist 17 years ago.
- GJ stated that much support for the project has been “self-serving.”
- It is important to use objective forecasting tools.

Closing Discussion

- GJ asked whether SIDC could provide detailed resource information.
 - MG stated that in this tiered study, we are using published information which is consistent across the 12-county region.
 - Such detailed information would be more helpful in following Tier 2 studies.
- MG mentioned that kickoff public meetings will be announced soon.
- We hope to have a project website available around July 1st. It will contain:
 - FAQs about the project
 - Other project information
 - Portal for submitting comments.
- MG also described the Regional Issues Involvement Teams
 - About one-quarter of the budgeted project effort is for public involvement.
- GJ stated he was somewhat assured that the same staff who worked on I-69 are leading the Mid-States analysis.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 13, 2019 **Re:** Economic Development Interviews

Location: 534 Mozart St,
Tell City, IN
47586 **Issue Date:** Revised July 3, 2019

Submitted By: Amy Hackbarth

In Attendance: Ken Mulzer Jr:
Mulzer Crushed
Stone;

Michael Grovak:
Lochmueller
Group

Amy Hackbarth:
Lochmueller
Group

ITEMS DISCUSSED:

Background – NEPA Studies

Michael Grovak (MG) explained the reasons for the interviews and focused on the current Tier 1 Mid-States Environmental Impact Statement (EIS). It is being conducted to satisfy the requirements of the National Environmental Policy Act (NEPA). Mr. Mulzer serves on the Board of the Mid-States Corridor Regional Development Authority (RDA), and is well-acquainted with the history of this project. The following bullets summarize Mr. Grovak's background.

- NEPA studies assess project benefits, costs and impacts.
- The selected alternative is that which best balances benefits, costs and impacts.
- The Purpose and Need is the formal assessment of needs within the project area.
 - The project Purpose and Need has many technical analyses (safety, congestion, accessibility, economic needs).



July 3, 2019

Page 2

- These interviews are to assess regional logistic and freight movement needs.
- Purpose and Need is a key item of litigation in many NEPA studies.
- The draft purpose and need will be presented at public meetings the first week of August.

The following sections correspond to portions of the interview agenda. Unless otherwise noted, they represent input from Ken Mulzer (KM).

General

Describe your business process at a high level.

- *Where is/are your major production facility/facilities located?*
- *What are your key inputs?*
- *What are your key finished products?*
- *What at the critical aspects of your business/production process?*

- Mulzer Crushed Stone is a limestone mining company.
 - It is used in asphalt and ready-mix concrete which is then used for construction of highways.
 - It also produces chemical grade limestone to clean emissions of coal fired power plants.
- The Ohio River is a major transportation artery.
 - It ships product on the Ohio as far as Pittsburgh.
 - River logistics are very important for Mulzer.
 - It allows product to be shipped longer distances for a fraction of the cost of truck.
 - This provides a large competitive advantage over companies that rely on trucking only.
- Geographic Distribution of Mulzer Crushed Stone:
 - KM pulls up map that is on Mulzer Crushed Stone website <https://www.mulzer.com/locations/>
 - Highlights:
 - Website shows 6 Mulzer owned quarries generally clustered in the Orange, Crawford, Harrison and Clark County region
 - KM explains that limestone quarries occur in a “bowl shape” (Bloomington to St. Louis to Bowling Green) (Creation of a bowl outline)

Customers

- *Where are they located?*
- *How are your finished products transported to your customers?*

July 3, 2019

Page 3

- *How time sensitive are the delivery times for your finished products?*
- *Please describe key bottlenecks or obstacles to timely delivery of your finished products.*

- Limestone deposits in Indiana (near Evansville) are far below the surface (about 2,500 feet).
- Limestone is closer to the surface in areas where they are actively mining.
 - These counties (Orange/Harrison/Crawford) have lower population.
 - The product must be transported to where the people/clients are.
 - The Ohio River is the major way this product is received in Evansville
- Of Mulzer's 6 quarries:
 - 3 use the river as the sole means of transport.
 - The other 3 quarries rely on I-64 and SR 64 to go West, and 150 to go towards Loogootee and Washington.
- Mulzer does not have many customers east of its quarries.
 - Freight costs make it non-competitive with other quarries located to the east.
- Mulzer currently has a fleet of 45 trucks
 - It has brokerage arrangements with 100 more
- Mulzer owns its own fleet of barges and boats

Transportation, General

- *What key multi-modal facilities do you use for supplies or deliveries?*
- *Are these multi-modal facilities easy or difficult to use?*
- *How much do transportation bottlenecks restrict your markets (for either suppliers or customers for your finished products)?*
- *What are chief causes of variability of shipping time for inputs or finished products?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

- Mid-States offers little logistical advantage to Mulzer.
- However, the economic development potential is significant for Mulzer.
 - Overall economic development leads to more people and businesses.
 - This will increase Mulzer's market for government, business and residential construction.
- Mulzer has few needs for input materials.
 - They mine and ship their product.
 - Essentially all of its freight consists of outbound shipments.

July 3, 2019

Page 4

MG asked about Mulzer's workforce needs, and whether workforce is a constraint to business activities.

- The majority of Mulzer quarries are in areas with limited population.
- This makes obtaining adequate workforce challenging.
- Quarries are located proximate to the Hoosier National Forest.
 - These areas have little development or influx of population.
- Quarries have a large range of employment (15-125 employee)
 - 15 employees are in barge operations
 - Mulzer has **600 employees** total (barging, trucking, blasting, construction)
 - Wide variety of skills needed

MG asked if there are any key transportation bottlenecks.

- For Mulzer and most other firms, US 231 from Dale thru Jasper is "a disaster."
 - It is substandard for moving product, people, etc.
 - It is overused in terms of its design and capacity.
- Transportation bottlenecks are an important reason for his involvement with the RDA.
 - For the economic powerhouse it is, Dubois County should not have the logistical issues it does.
 - A north-south connection is lacking, especially north out of Dubois County.

MG confirmed that KM is the only non-Dubois County member on the RDA Board (he represents Spencer County). MG also asked about how support could be garnered from other parts of the region.

- Since the I-67 coalition was formed, Spencer County, Dubois County, and Owensboro have been the nexus of support.
 - Owensboro has been very supportive because of interest in connecting I-165 to the north.
- As the project has progressed- Steve Ferguson (French Lick) has become very enthusiastic
 - This has resulted in an interest in a route to French Lick.
 - This would connect French Lick to Santa Claus (Holiday World)

Background on NEPA Process (MG)

- MG explained the process of identifying preliminary alternatives, screening them, and studying a manageable number in detail.
- I-69 was studied only as an Interstate because the TEA-21 legislation specified the road would be an interstate.
- Absent such support, a NEPA evaluation will need to consider a range of alternatives (not restricted to Interstate highways).

July 3, 2019

Page 5

- He gave the example of a single route considered as both an interstate and a four-lane highway with some at-grade access.
 - These would be evaluated as separate alternatives
- MG cited two key areas which tend to be the focus of litigation.
 - Purpose and need
 - Reasonable range of alternatives
- He mentioned another INDOT Tiered study was overturned in federal court due to issues with the project's Purpose and Need.
- Lochmueller Group understands the interests of the RDA while respecting the requirements of the NEPA process

Other Input

- KM provided background on crashes which led to the construction of J-turns at Dale where US 231 meets I-64.
 - There were numerous fatality accidents in this section of US 231.
 - Hank Menke, Mark Schroeder, and KM went to Indianapolis to promote a by-pass at the I-64/US 231 interchange instead of J-turns
 - J-turns will interfere with the future upgrade of US 231 to an Interstate.
 - J-turns were implemented about three years ago
 - This has reduced the number of fatal accidents.
- Project Riverview.
 - This will be a major facility to produce diesel fuel from coal (gasification process for pressure)
 - Proposed location is along US 231 very near the I-64 interchange.
 - The location currently is accessible only from a county road.
 - These local circulate needs must be taken into account with the Mid-States project.
 - Tom Utter of Lincolnland Development Corporation will have more details about this project.
- MG noted that improvement needs for the section of US 231 between the Natcher Bridge and I-64 will be considered by the Mid-States project.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 13, 2019 **Re:** Economic Development Interviews- OFS Brands

Location: 1204 E 6th St,
Huntingburg, IN
47542 **Issue Date:** July 1, 2019

Submitted By: Amy Hackbarth

In Attendance: Hank Menke:
OFS Brands;
Michael Grovak:
Lochmueller
Group;
Amy Hackbarth:
Lochmueller
Group

ITEMS DISCUSSED:

Michael Grovak (MG) made introductory remarks. Mr. Menke (HM) has been deeply involved in promoting the Mid-States project for many years. MG's introduction focused on the particulars of the current NEPA study. Introductory remarks shown below are by MG.

Background – NEPA Studies

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project under the National Environmental Policy Act (NEPA).
- An Environmental Impact Statement (EIS) is the most detailed level of analysis.
 - Regulators and legal sufficiency require that an EIS focus on its assessments of benefits.
 - Benefits are assessed based upon the project's Purpose and Need.
 - The Purpose and Need will include extensive data analysis.

July 1, 2019

Page 2

- These include economic data (Poverty rates, employment, income, migration, etc.).
- These include transportation data (crash analysis, forecasted congestion, accessibility).
- The Purpose and Need also will assess logistical needs and freight bottlenecks.
- Purpose of these interviews – better understand logistical needs and bottlenecks.
- MG mentioned also upcoming public input opportunities (public meetings and Regional Issues Involvement Teams). Mr. Menke already was aware of these meetings.

Background – Previous Work by Project Supporters

HM provided background about his efforts and those of others supporting the Mid-States Corridor Regional Development Authority (RD)>

- HM reiterated his extensive support for this project for years.
 - It is much needed.
 - He has dedicated much of his time to making it a reality.
- Dubois County industry needs access to the north.
 - Needs a way to connect to I-69
 - Concerned about the continued economic development of the region.
 - Infrastructure, good schools, roads and fiber optics all are needed.
- To make this project a reality, the RDA is funding this Tier 1 study.
- HM cited a recent FedEx report.
 - It concluded that Dubois County could be the next “Harrisburg Pennsylvania.
 - He believes it lacks only the north-south connection.
 - Senator Braun could provide this study.
- Whatever route is chosen could significantly benefit the region.
 - French Lick needs a road for further economic development.
 - Dubois County needs access to a larger labor force.
 - MG mentioned that Ed Cole (Dubois Strong) made the same point in an earlier interview.
 - Greater access to Crane would lead to additional millions in investment.

The following sections correspond to portions of the interview agenda. Unless otherwise noted, they represent input from HM.

General

Describe your business process at a high level.

- *Where is/are your major production facility/facilities located?*
- *What are your key inputs?*

July 1, 2019

Page 3

- *What are your key finished products?*
- *What are the critical aspects of your business/production process?*

- The main production facilities are in Huntingburg, IN and Litchfield NC.
- OFS produces a full line of high-quality furnishings
- It employs 2,000+ employees
- Yearly revenues exceed \$500 million.
- Its major competitors are in Michigan.
- To remain competitive requires being able to efficiently serve markets to the North.
 - There are an estimate quarter million in added shipping costs due to the need to drive south to I-64 to access I-69 for trips north.
 - A previous Cambridge Systematics study found 231 to be a “dangerous road”
 - It is hilly, has many cross roads, and is used by a lot of farm equipment.
- He understands that the project is looking at 4-lane roads.
 - He is hopeful for a road built to Interstate standards.

Suppliers

Describe your key suppliers of input materials.

- *Where are they located?*
- *How are your key inputs transported to your location?*
- *How time sensitive are the delivery times for your key inputs?*
- *Please describe key bottlenecks or obstacles to timely delivery of your input materials.*

Business Inventory

- *How much inventory (days/week of use) do you need to keep on hand?*
- *Do undependable delivery times cause you to stockpile large amounts of inventory.*

- Access problems already described affect both product shipments and materials delivery.
 - They currently get parts from Grand Rapids, Michigan and Chicago, IL
 - Costs are driven up due to missing logistical connections going south from these two locations
 - Grand Rapids is an important place for component parts, but we also compete with that region with for finished products

Transportation, General

- *What key multi-modal facilities do you use for supplies or deliveries?*
- *Are these multi-modal facilities easy or difficult to use?*

July 1, 2019

Page 4

- *How much do transportation bottlenecks restrict your markets (for either suppliers or customers for your finished products)?*
- *What are chief causes of variability of shipping time for inputs or finished products?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

- A north-south road gives access to Indianapolis and Chicago.
 - This provides for intermodal rail connections.
 - This also provides access to international markets.
- A road could improve better access to intermodal facilities, including air travel in Indianapolis.
- Having access to FedEx center in Indianapolis and not just Louisville gives more options which translate to added competitive advantage.

MG asked about the reach of their supplier markets to the east and west.

- Markets to the east and west are very significant.
- Markets to the north and south are still developing.
- Lack of access makes these markets less competitive at present.
- Believes that Meyer Distributing probably will avoid putting another warehouse in this region due to lack of access. MG: In addition to doing our traffic forecast, we are using very sophisticated economic tools to evaluate the region

MG asked about the importance of both actual travel time, as well as reliability of shipment times.

- These factors are very important to support a diverse economy.
- Dubois County has a variety of large shippers and manufacturers (Jasper Engines, Meyer Distributing, as well as the traditional wood furniture business).
- It is also necessary to consider Crane and its poor access via US 231.
 - Jasper needs an addition area for industrial development.
 - He suggested northeast Dubois County.
- Dubois County affords high living standards in which more people could share.

MG asked what steps should be taken to widen support for the project in the 12-county region.

- Stress the potential to expand workforce opportunities and decrease commute times.
- It provides opportunities for workers for counties with high unemployment.
- Transportation north is a critical need for Spencer County residents and businesses.
- Owensboro understands the need for an interstate connection.
 - MG cited the scope of the project's technical analysis.

July 1, 2019

Page 5

- It will evaluate improved connectivity down to Bowling Green and points further south.
- The first question developers have is what kind of roads are in your region.
- Access to major roads is a large part of location decisions.
- The state of Indiana is going to have a huge cost trying to relieve I-65 congestion.
- We need to think ahead with interstate standard roads and the mass movement of goods.

Concluding Remarks (HM)

- Indiana has many economic advantages now.
- We need to have good infrastructure to continue to attract jobs and people.
- Believes this is a good time for the progression of this project.
- It has support at the federal level.

Concluding Remarks (MG)

- This project is not controversial locally.
 - Project team needs to anticipate the possibility of opposition from outside of the project area.
 - The study must be complete and thorough in terms of the costs, benefits, and impacts.
- The study has a two-year schedule to select a route.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 13, 2019 **Re:** Economic Development Interviews- Perry County Port Authority

Location: 926 Boundary Way, Tell City IN 47586 **Issue Date:** Revised July 3, 2019

Submitted By: Amy Hackbarth

In Attendance: Alvin Evans:
Perry County Port Authority

Michael Grovak:
Lochmueller Group

Amy Hackbarth:
Lochmueller Group

ITEMS DISCUSSED:

Michael Grovak (MG) made introductory remarks about studies conducted to address the requirements of the National Environmental Policy Act (NEPA).

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An Environmental Impact Statement (EIS) is the most detailed level of analysis.
- Particularly large or complex projects sometimes use a tiered EIS. Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor.
- Tier 2 studies are more detailed and result in the selection of an exact alignment.
- An EIS at basis is the analysis of the tradeoffs among project benefits, impacts and costs.

July 3, 2019

Page 2

- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.

Following are the agenda points and the related discussion. Unless otherwise noted, comments represent the input of Alvin Evans (AE).

General

Describe the businesses you serve at a high level.

- *What are the major businesses for whom logistics and freight shipments are key to their business processes?*
- *In general, what are their key finished products?*

AE provided a timeline for the Perry County Port Authority.

- 1986- Norfolk Southern lines began short line operations at 3 locations
- 1989- Port Authority was established to operate Lincoln City to Cannelton line if it was abandoned.
- 1996- Perry County Port Authority took control of Lincoln City to Cannelton and Spencer County line from mainline to AEP Rockport Generation Station lines.
- Waupaca Foundry made a deal with Port to use the lines
 - Caused an addition of a mile-long rail spur to plant [Waupaca]

Since 1996:

- Inputs from American Colloid as well as pig iron is brought by rail to Waupaca
- 10,000 tons of material are shipped monthly.
- Inputs tend to be heavy materials.
- ORG Chem Group operates a facility at Troy
 - De-icer and antifreeze comes in by truck and rail
- Pig iron received by barge is shipped to Kentucky
 - Natcher bridge/parkway makes that possible

Shipping Patterns for Port Authority

- The Mid-States Corridor will not have a major role in supporting industries served by the Port Authority.
 - It does not serve industries to the north, outside of Perry County and potentially Spencer County.
 - Its shipments are focused to the south, via barge/river traffic.
- It will be advantageous for industries from the north which are shipping South

July 3, 2019

Page 3

- Access to Indianapolis is critical
- Cambridge Systematics did early work which led to improvements of SR 37 south of Bedford, connection of SR 37 from I-64 to SR-64 and I-69.
- That study's primary recommendation was to improve the route from Tell City to Bedford
- This also strengthens ability to ship products to and from Lawrence County.

MG asked whether some route options for the project could increase the Port's freight flows.

- A route to the east of Dubois County (Orange and Lawrence County) would be helpful.
- That would increase accessibility to Orleans, Paoli and points north to Indianapolis.
- A route going west to I-69 would not increase our freight flows.

MG asked about the benefits of improved access to Indianapolis.

- This would benefit both the port and its customers.
- It could increase our freight flows.
- This is the only Ohio River port between Louisville and Mt. Vernon.

MG asked about the relationship between the Perry County Development Commission (PCDC) and the Port Authority.

- AE has been with the Port Authority since the founding in 1990's.
- He was Board Chairman until 2013
- Port Authority is appointed by the County commissioners
- PCDC is a private entity
 - Government officials nominate 6 of 15 Board members.

Transportation, General

- *How important is transportation to future growth and development?*
- *Are there key target market sectors you seek to attract, especially in the logistics sector?*
- *Are key multi-modal facilities easy or difficult for businesses to use?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

- Waupaca provides automotive parts within 100+ mile radius
 - Toyota/Honda/Subaru brake parts all come from Perry County
 - John Deere and Ford are also big customers
 - They incur added costs due to longer travel and unpredictable travel times
- ATTC Manufacturing provides brake components and other automotive parts.

July 3, 2019

Page 4

- Use castings from Waupaca or sister company in Rushville, IN
- It manufactures Toyota and Subaru parts
 - Subaru is located in Lafayette
 - Presently it must use I-65 to serve Subaru.
- These two manufacturers both have large levels of freight shipments.
- Various plants in Kentucky also ship through Perry County to the north.
 - They must go east (to I-65) to get north.

- MG described computerized travel models for comparing highway alternatives.
 - The project's model will use the Indiana statewide travel model, along with elements of the Kentucky and Tennessee statewide models.
 - It will extend past Bowling Green to the outskirts of Nashville
- MG also described economic forecasting models which the project will use.
 - The model (TREDIS) has detailed county-level industry information.
 - It will forecast benefits of project alternatives.
 - These forecasts will address indicators such as changes in employment, sales, take home pay
 - In this context, he described how Alternative 1 (US 41 – I-70) in the I-69 study performed quite poorly compared to many other alternatives.
 - He cited this as an example of how costs and benefits are compared.

MG asked about the development and business outlook in Perry County. What is the potential for future development?

- Workforce shortages are a key constraint to further development and investment.
- Industries continue to make capital investments.
 - This investment is not leading to added employment.
 - This investment emphasizes automation and robots.
- The focus is on increasing population and thereby increasing the workforce. the population

MG asked if better access would increase the potential labor force, and/or encourage people to remain within the region.

- Direct access to Indianapolis and Bloomington would be a definite plus.
- Having high-level highway access to other parts of the State is an attractive feature
- Better access to entertainment and "city life" would make the region a more attractive place to live.
- Economic growth is more of a population/workforce issue, rather than an industry issue

July 3, 2019

Page 5

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 18, 2019 **Re:** Economic Development Interviews: Boyd Grain Trucking

Location: 1957 E 200 N Washington, IN 47501 **Issue Date:** July 10, 2019

Submitted By: Amy Hackbarth

In Attendance: Tom Boyd: Boyd Grain;
Trent Boyd: Boyd Grain;
Michael Grovak (MG): Lochmueller Group;
Amy Hackbarth: Lochmueller Group

ITEMS DISCUSSED:

Michael Grovak (MG) provided an introduction on NEPA process:

- Any federally funded project requires environmental studies of the benefits, impacts and costs of a proposed project. An Environmental Impact Statement (EIS) is the most detailed level of analysis.
 - Particularly large projects sometimes use a tiered study for complex projects or those with a large geographic area. Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor. Tier 2 studies are

July 10, 2019

Page 2

more detailed and result in the selection of an exact alignment. And EIS at its core evaluates project benefits, impacts and costs.

- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
- The region of the Mid-States corridor was described, including the starting point (231 in Rockport), 231 to Jasper/Dubois Co., and then either a continuation East or West, eventually continuing north via I-69.
 - The analysis of proposed routes will be determined by the three aspects mentioned above (cost, impact, benefits)
 - Logistics and freight movement are a large part of this evaluation which leads to the reason and context of this interview- identification of key needs by speaking with businesses and those dealing with economic development in this region.
- Tom Boyd (Tom) reviewed the DRAFT Midstate Corridor Study Map and comments that the just by looking at the map- it seems the most obvious route is a connection straight up from Crane (based on directness of road).
- Tom B stated that for Boyd Grain Trucking, a connection to I-69 at Washington, would be the ideal route. Trent Boyd (Trent) commented that soybeans from this area (Washington, IN) are transported largely to Owensboro, KY or Henderson, KY. A direct connection to Owensboro, would be helpful, echoing Tom's comment above.

The following points correspond to the interview agenda. Unless otherwise indicated, they represent input from Tom Boyd (Tom) or Trent Boyd (Trent).

General

Describe your business process at a high level.

- *Where is/are your major production facility/facilities located?*
- *What are your key inputs?*
- *What are your key finished products?*
- *What are the critical aspects of your business/production process?*

MG also asked specifically about Boyd Grain's trucking operations and how large of a fleet it operates.

- They operate 100 semi-trucks.
- These serve a wide variety of customers, not just products from their own farms.
- Customers include Toyota, Berry Plastics, Grain Processing Corporation
- Comments that currently the worst routes for their trucks are eastbound roads through Shoals, IN.

July 10, 2019

Page 3

Customers

Describe your major customers

- *Where are they located?*
- *How are your finished products transported to your customers?*
- *How time sensitive are the delivery times for your finished products?*
- *Please describe key bottlenecks or obstacles to timely delivery of your finished products.*

MG also asked if most of their customers are to the east

- Most customers are located along I-69 (Evansville and Indianapolis)
- Reiterates that they provide many shipments to Owensboro.
- While most farm customers are in those areas, trucking operations for customers (especially Grain Processing Corp (GPC)), serve the lower 48 States.

Tom cited the I-69 timeline and asks if this project will have a similar completion timeline (10-15 years from now).

MG replied that this would be a reasonable time-frame.

- Cited Governor Pence's Blue-Ribbon Panel report and this project's priority to the State.
- Mentioned the upcoming public involvement meetings the week of August 5th
- Noted that Washington will probably be one location of these meetings

Tom asked more specifically about the logistics of a route that would go through Washington and connect to I-69. (Where would it connect, north/south of Washington, etc.)

MG replied that:

- We are too early in the process to be that specific.
- The current Tier 1 study (2-year timeline) is establishing a 2,000-foot-wide corridor for its preferred alternative.
- One purpose of these public meetings is looking at suggestions the public will have on preliminary routes.

Transportation, General

- *What key multi-modal facilities do you use for supplies or deliveries?*
- *Are these multi-modal facilities easy or difficult to use?*
- *How much do transportation bottlenecks restrict your markets (for either suppliers or customers for your finished products)?*
- *What are chief causes of variability of shipping time for inputs or finished products?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

July 10, 2019

Page 4

MG further asked for input on regional opinions and consensus from farmers on the current transportation needs in this area?

- Corn is the largest crop, by volume.
- However, the corn produced in this area remains in this area.
- It does not tend to be shipped any distance.
- Soybean transportation would be facilitated by improved access.

Trent asked for further clarification on the exact origins of the proposed road in Rockport.

MG replied by circling on the map where the current 4-lane US 231 is, showing its connection point to Kentucky at the Natcher Bridge. He then illustrated the connection to Dubois/Jasper.

Trent noted that a road to Washington from the south would result in corn being shipped to Washington. Dubois County shipments currently occur to Grain Processing Corp.

MG asked for more information about agricultural product processors in the Washington area.

- Grain Processing Corporation (GPC) is the largest company.
- Perdue Agribusiness currently buys soybean meal from Danville, IL and Morrisville, Indianapolis
- A road from Dubois County to Owensboro, KY would give more options
 - Perdue could choose to buy soybean meal from Owensboro, which could become a more competitive market).

MG asked about the importance of making road connections to rails transportation.

- Boyd Grain does not currently have rail operations, but some area industries do.
- There is a new cross dock in Washington (Recent project of the Daviess County Growth Council)
 - Slowly starting to add rail operations, but wouldn't classify it as "booming."
 - Currently the cross-dock is mainly being used to haul lumber. USG is using the rail to ship drywall.
 - Growth council anticipated that Grain Processing Corporation would use it for their operations, but currently they are using it very little.
- GPC has access to Indiana Southern Railroad – which it uses to receive large quantities of corn.

MG asked if there were any other input Boyd Grain Trucking wished to provide.

Trent: At Boyd Grain, we grow a lot of popcorn that goes East to Louisville, and that is where the worst of our road conditions are. So as far as our farm operations, the Midstate corridor may not have a large impact on our company.

Tom Boyd: Adds that it would make more sense for a new road to hit US-50, due to current traffic congestions.

July 10, 2019

Page 5

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 18, 2019 **Re:** Economic Development Interviews: WestGate Technology Park

Location: 13598 E. WestGate Dr. Odon, IN 47562 **Issue Date:** July 10, 2019

Submitted By: Amy Hackbarth

In Attendance: Jason Salstrom (JS): Purdue Foundry @ WestGate;
Michael Grovak (MG): Lochmueller Group;
Amy Hackbarth: Lochmueller Group

ITEMS DISCUSSED:

MG: Introduction on NEPA Environmental Impact Statement (EIS) process:

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An Environmental Impact Statement (EIS) is the most detailed level of analysis.
 - Particularly large projects sometimes use a tiered study because you are dealing with a very large geographic area. Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor. Tier 2 studies are more detailed and result in the section of an exact alignment. An EIS at its core evaluates project benefits, impacts and costs.



July 10, 2019

Page 2

- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
- The region of the Mid-States corridor was described, including the starting point (US 231 in Rockport), continuing on US 231 to Jasper/Dubois Co., and then either continuing north/west to I-69, or east to SR 37 (and from there to I-69).
 - The analysis of proposed routes will be based upon the three criteria mentioned above (cost, impact, benefits)
 - Logistics and freight movement are a large part of this evaluation which leads to the reason and context of this interview.
 - Lochmueller is identifying key needs by speaking with businesses and those dealing with economic development in this region.

The following points correspond to the interview agenda. Unless otherwise indicated, they represent input from Jason Salstrom (JS).

General

Describe the businesses you serve at a high level.

- *What are the major businesses for whom logistics and freight shipments are key to their business processes?*
- *In general, what are their key finished products?*

Provided a brief history of the Academy and its current operations:

- The academy was established in 2012; originally envisioned to be a technology incubator
- Has since been branded as a training and conference center as well as a business incubator and event facility.
- In 2017 Purdue University established a program for technical activity, which they hoped would spark more collaboration and give a “community” to the Tech Park.
 - Establishment of the Purdue Foundry – Mitch Daniels hoped to mimic the entrepreneurial ecosystem at West Lafayette’s Purdue Foundry.
 - Foundry programming at WestGate includes catalyzing and supporting entrepreneurial activity
 - Facilitate University training here for the public
 - Host venue for Crane (hosts 1,000+ Crane employees for training and conferences)
 - Also serves as a social and professional community for the tech park

July 10, 2019

Page 3

MG asked what sort of businesses have been attracted to the tech park? What businesses would you hope to attract to the park in the future?

JS replied

- Most of the current businesses have been lower skilled technology support
 - Focus on the rehabilitation of equipment for Naval fleet vessels at Crane
 - Rehabilitant equipment for crane and naval fleet vessels
 - Includes part fabrication
- In the future there is the hope of attracting more of a permanent presence of companies (Specifically- defense contractors)
 - Foundry is identifying businesses that can work here in Indiana, instead of operating remotely and having permanent establishments on the Coast.
 - Examples listed were AECOM and ManTech.
- Other future goals include growing presence and diversifying clients beyond Crane support.
 - The diversification of industry allows for less of a reliance on economic and leadership flow at Crane.
 - Leadership at Crane can greatly inhibit/ or help the Park depending on the priorities of the leadership.

Transportation, General

- *How important is transportation to future growth and development?*
- *Are there key target market sectors you seek to attract, especially in the logistics sector?*
- *Are key multi-modal facilities easy or difficult for businesses to use?*

Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access

MG also asked what sort of affect has the recent completion of I-69 to Bloomington had on Westgate operations?

- The access to Bloomington has an effect, but the magnitude is still to be determined.
- These effects have been both positive and negative
 - Negative: The technology park has lost some permanent presence of companies (i.e. they are in Bloomington and travel to this area for business).
 - Positive: The closeness of Bloomington can be used as a recruitment tool- it is an attractive nearby location- especially for younger employees.

July 10, 2019

Page 4

- However, ultimately it would be preferable to have an improved quality of life (work and play) here, instead of just the job, and then “play” in Bloomington.

MG noted that one of the alternative routes has the potential to connect Crane directly to the South of the State and Kentucky.

- Of the clients we support (start-up companies): 1/3 come from the Bloomington region, 1/3 come from the Evansville region, and 1/3 come from the region surrounding Crane.
- Purdue at WestGate would be able to serve Jasper/Dubois County area better if transportation was easier/more efficient.
- Jasper clients are not inclined to come to WestGate because it is not a convenient or easy drive.

MG commented on the seeming disconnect between the scale and diversity of industry in Dubois county and the lack of North/South logistical connection.

- I think there would be impact on our relationship (business) to Jasper/Dubois if there was a connection.
 - Cultivation of entrepreneurs from Jasper.
- There appears to be untapped potential activity from the Dubois County population/companies.
- He currently finds it difficult to engage with that area, and suspects it may have to do with access
- A logistical connection between the two regions could potentially attract workforce for both areas.

MG commented that common theme from these interviews is lack of workforce availability.

- Workforce attraction is WestGate’s biggest problem
 - Indiana is ranked as one of the lowest (bottom 20%) in the country based on Chamber of Commerce reports for having an educated workforce.
 - This translates to a massive problem for attracting technology/STEM companies.

MG asked whether there any significant logistical issues or barriers that you are aware of for the entirety of the Crane area?

- Not that he can speak to, that specific knowledge is outside of his area of focus.
- Tri-State Transportation (one of the largest operators) or Metal Technologies (move engines to/from Germany; trucks to rails) might be someone worth speaking to on specific logistical issues.

July 10, 2019

Page 5

Concluding remarks

- A selling point of this area (recruitment) is that it is ~8 hours from 2/3 of the United States population
 - Selling to companies based on the fact that they are closer to population
- As the concept of regional economies becomes more dominant, there becomes a need for more regional connectivity.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 19, 2019 **Re:** Economic Development Interviews: Glenmore Distillery

Location: 2001 E 4th St,
Owensboro KY
42303 **Issue Date:** July 11, 2019

Submitted By: Amy Hackbarth

In Attendance: Jonathan Guillen
(JG): Glenmore Distillery;

Amanda Clary
(AC): Glenmore Distillery;

Michael Grovak
(MG): Lochmueller Group;

Amy Hackbarth:
Lochmueller Group

ITEMS DISCUSSED:

Michael Grovak (MG) provided an introduction on NEPA Environmental Impact Statement (EIS) process:

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.
 - Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.



July 11, 2019

Page 2

- The region of the Mid-States corridor was described, including the starting point (US 231 in Rockport), US 231 to Jasper/Dubois Co., and then either a continuation East or West, to continue north to I-69.
 - Owensboro is pointed out on the Midstate's Corridor Study DRAFT map
 - The analysis of proposed routes will be determined by the three aspects mentioned above (cost, impact, benefits)
 - Logistics and freight movement are a large part of this evaluation which leads to the reason and context of this interview.
 - They are being conducted to identify key needs as seen by businesses and economic development officials in this region.
 - Explanation of how Glenmore Distillery's name was involved in these interviews. Contacts at Meyer Distributing (Jeff Braun/Matt Schaick) mentioned that Glenmore could provide valuable input.

The following points correspond to the interview agenda. Unless otherwise indicated, they represent input from Jonathan Guillen (JG) or Amanda Clary (AC).

General

Describe your business process at a high level.

- *Where is/are your major production facility/facilities located?*
- *What are your key inputs?*
- *What are your key finished products?*
- *What are the critical aspects of your business/production process?*

(AC):

- Glenmore's facility mainly handles cased goods that are going outbound
 - Distribution center ships to all 50 states, as well as internationally.
 - This DC is one of 10 Sazerac (Parent Company) distilleries in the United States
 - Glenmore Distillery is the largest
 - All distribution centers go by different names
- The production of the alcohol (spirits) takes place at Glenmore Distillery and then is transferred to the Distribution Center to be shipped outbound.
- Outbound shipping is intermodal (rail containers, trucks, tanker cars)
- Inbound shipping is also intermodal (barge, rail, tanker cars)
 - Many inbound rail containers are coming out of St. Louis and Louisville

MG asked if they operated on Norfolk Southern

(AC): No, but mentions they used to use CSX out of Evansville services, before they shut down operations at that location.

July 11, 2019

Page 3

MG followed up to ask if Glenmore Distillery currently uses rail operations in Indianapolis, or if it would be an option if there was a more direct connection.

(AC):

- Explains freight bidding process
 - Every 2 years, there is a bidding process with brokerage companies. These companies then are responsible for making decisions about the route and logistics from the distillery to the customer (wholesaler).
 - The contracting companies receive information (where the load is going, what time it must be there, etc.) and then they pick the load up and determine how they will deliver the product in the required time frame
 - Usually about 10 days from order to delivery.
 - If there were cheaper intermodal options (such as Indianapolis), then that would be of interest to the brokerage companies because they would be able to offer a more competitive bid.
- Two types of price models for delivery
 - 1) CIF= Cost in Freight. The cost of the shipment is included in the cost of the product. Glenmore deals with distribution costs and charges the customer.
 - 2) Collect. The customer or wholesaler is charged at delivery for the costs of delivery.

MG asked if there are currently any geographic areas where there are logistical constraints that they are aware of with their contractors.

(JG):

- It comes down to brokerage companies offering a competitive bid
- In general Owensboro is facing challenges due to its location and lack of major highways/interstates that come through it.
- If there was better infrastructure serving Owensboro, then freight companies would be more willing to pick up here.
- Centralized locations save shipping costs.

(AC):

- Comments that issue should be characterize as “expensive” to serve rather than “difficult” to serve.
- We can deliver anywhere we need to, but inadequate access leads to higher freight costs.
- In general, the farther you are from larger roads, the more expensive it is.

MG asked if Glenmore Distributing operates any of its own fleet

(AC):

July 11, 2019

Page 4

- The vast majority of shipping is contracted.
- We do operate a small fleet of 5 trucks that only go between Lewistown Maine and Kentucky
- Many different companies serve the distribution center daily.
 - Some of these are “asset-based carriers”
 - These operate their own equipment.
 - They work directly with the distillery to transport to the customer.
 - This is a different arrangement than using a freight brokerage.
- For States where alcohol is controlled by the State (ABC= Alcoholic beverage control state) the alcohol must first be shipped to State owned warehouses.
 - Usually this involves the use of freight companies with a longer working history.
 - Stricter regulations/time lines require they be reliable.

MG asked about the level of daily outbound shipping.

(AC):

- 150 Trailers outbound/ per day
 - Trailers are considered full loads (closest they can get to 80,000 lbs. gross weight.
 - This is the legal limit.
 - Of this 80,000 lbs., 42,000 lbs. is product.

MG concluded the meeting and asked for any further comments.

JG mentioned that he can follow up with the contact information of leadership in his logistics department. They might have more information about high-level routing patterns and logistical bottlenecks.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 19, 2019 **Re:** Economic Development Interviews: Lincolnland Economic Development Corporation (LEDC)

Location: 2792 N US HWY 231, Rockport IN 47460 **Issue Date:** July 11, 2019

Submitted By: Amy Hackbarth

In Attendance: Tom Utter (TU):
Lincolnland Economic Development Corporation

Valerie Schmidt (VS): Lincolnland Economic Development Corporation

Michael Grovak (MG):
Lochmueller Group

Amy Hackbarth:
Lochmueller Group

ITEMS DISCUSSED:

Tom Utter (TU) began the meeting with an introduction to Riverview Energy project. The meeting addressed a number of topics related to the Mid-States Corridor project. TU was familiar with the Mid-States project prior to the June 19 meeting.



Riverview Energy Project

- The Riverview Energy project was just approved for a Title V air-operations permit from the Indiana Department of Environmental Management. This will now advance the project to the Corps of Engineers permits.
 - Owners will soon be exercising options on the ground (acquiring land) for this project.
 - This development will soon be followed by more development in this area (amenities, restaurants, fueling stations, etc.). Land developers/realtors/land owners are moving towards commercialization in this area.
- Riverview's interest in Spencer County stems from Spencer County's willingness to promote coal industry (TU stated "we aren't scared of coal") and town of Dale's willingness to annex land.
- The Riverview project will involve the hydrogenation of coal, without using combustion and gasification. It will convert coal through high pressure into ultra-low sulfur transportation fuel.
 - When combusted in a diesel truck/tractor this fuel will have 70% fewer emissions than traditional petroleum fuel.
 - Daily production is anticipated to be 13,000 barrels/day of low sulfur diesel and 7,000 barrels/day of low sulfur naphtha.
 - There is an attraction to Indiana coal because of its high sulfur content.
 - This allows higher quantities of sulfur to be extracted.
 - There is a market for this secondary sulfur.
 - The product will go outbound on railcars to Country Mark, or elsewhere)
 - These potentially will travel on unit trains.
 - These receive priority treatment by railroads.
 - They must be at least 100 cars long, and have a single destination.
 - There is currently a Norfolk Southern grade separation at US 231.
- This project must be considered by the Midstate's corridor project, because the proposed location of the Riverview facility is near the US 231/I-64 interchange.
 - TU points out that there are current issues with the J-turn design currently at this intersection.
 - He stated that there have been fatalities due to an at-grade crossing.
 - The development of this area (near I-64 and 231 intersection), will lead to more traffic, which in turn could lead to more fatalities if this intersection is not modified to "interstate standards".
 - Comments further that he believes INDOT's solution will be traffic control measures such as traffic lights

July 11, 2019

Page 3

- However, he believes that installing traffic lights instead of grade separations would undermine the benefits of the proposed Midstate's corridor.

Michael Grovak (MG) asked if there are specific land development plans for this project.

- TU stated that the project has advanced to the permitting stage.
- There are not final construction plans.
- INDOT is treating this as a "blue sky project"
 - Nothing is firm enough to talk about traffic impacts.
 - However, INDOT is aware of the potential for development at this location.

Other Potential Development

TU cited other potential projects that may influence development on/around US 231.

- Currently in negotiation for a \$100 million project that may be built 4 miles north of LEDC on US 231.
 - This location has a strong possibility being selected.
 - Assumption of 100+ employees, who would be entering and exiting at grade
 - This development would be proximate to AK Steel.
 - Would like to work with INDOT on a combined access point for both businesses.
- Spencer County is competing for another \$3 billion project.
 - It would be about four years in the future.
 - Its employees would also access US 231 at grade.
- Spencer County has available land, and many assets being marketed to potential industries/developers.
 - Large projects are looking seriously at this area.
 - Potential hold ups could be due to logistics or the lengthy processes involved for approval (permitting).

NEPA Process

MG took the opportunity to give an introduction on NEPA Environmental Impact Statement (EIS) process:

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.
 - Particularly large projects sometimes use a tiered study because you are dealing with a very large geographic area. Tier 1 considers "big picture" planning issues such as "build" vs. "no-build"; facility type; preferred corridor; and logical termini for "projects of independent utility" within the preferred corridor. Tier 2 studies are

- more detailed and result in the selection of an exact alignment. And EIS at its core evaluates project benefits, impacts and costs.
- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
 - The process of specifying preliminary alternatives and then screening to a smaller number of detailed alternatives was described.
 - MG elaborates on the unique way this study is being funded
 - The Regional Development Authority (RDA) has an official status as a participating agency and is the authority that is funding the Tier 1 study for this project.
 - Further explanation of the 12-county region, and the termini for this project.
 - Begins at the Natcher Bridge.
 - Follows US 231 corridor to Jasper.
 - At that point road connects to I-69 (possibly via SR 37).
 - Routes to the west, north and east will be considered.
 - Later in the meeting, MG clarifies that the existing 4-lane US 231 in Spencer County will be evaluated.

Vision for Mid-States Corridor

- TU reiterated his wishes for the Midstate's corridor project to remain as an 'open artery'
- Must consider future transportation needs, not just current conditions.
 - Believes that addressing only short-term needs is shortsighted.
- He will continue to push for an 'open artery'
 - Tried to get Spencer County to purchase land at the current at-grade intersections for future planning.
- Referenced a conversation with Mitch Daniels, where the vision of a road from Bowling Green up to West Lafayette was mentioned (by Tom)
 - Mitch Daniels commented that the vision had to start one day.
 - He made the point that this has been a visualization/concept for some time.
- Mentions that trucks/businesses from Birmingham, Alabama have stated that they would be willing to pay a toll to get around Louisville, KY and Indianapolis, IN.
 - This emphasizes the desire for a faster route to the north, than currently exists.

TU shows a map of an EDA (Economic Development Administration) project of a portion of the current 4-lane 231.

- States that they studied a large area of land where we are now and where the Norfolk Southern line runs parallel

July 11, 2019

Page 5

- Economic Development Administration provides economic development assistance to communities (investments, technical assistance, infrastructure construction) to leverage existing regional assets.
- Clarified role of Lincolnland Economic Development Corporation
 - Majority of funding is received from Spencer County
 - Describes LEDC as an 'arms-length non-for-profit industrial board'

Potential Project Benefits

MG described the type of forecasting models that will be used for this project

- Most State Departments of Transportation have traffic forecasting models.
 - Present & future land use is evaluated forecast future traffic flows.
 - These models forecast how traffic flows would be modified by a new project.
- This project will use portions of the Indiana, Kentucky and Tennessee models.

TU described the benefits that the corridor would provide for Spencer County and the region.

- Increased tourism benefits
 - Mentions Holiday World (Guests coming from a large range (St. Louis, Tennessee, Indianapolis, etc.)
 - Spencer County is home to Lincoln Boyhood Memorial, Lake Rudolph (a large and successful RV park)
- Greater access to educational institutions for Spencer County residents
 - Many of higher education institutions (VUJC, IUPUI, IU, etc.) are located north of Spencer County.
- Agricultural benefits
 - Spencer County is home to a successful port for loading barges (grain loading)
 - SuperiorAg just opened a \$25 mil feed facility near I-64 in Huntingburg, IN which will serve surrounding counties.
 - Berry Day (President of SuperiorAg) would be a good business to interview and would be able to provide information on its logistics
- Increased efficiency of intermodal operations
 - Norfolk Southern lines
 - Serves AK Steel
 - Crosses US 231 with grade separation
 - Hoosier Southern Railroad
 - Short line rail operated by the Tell City Port Authority.
 - Runs from Tell City through Spencer County to connect with Norfolk Southern.
- Increased industrial benefits

July 11, 2019

Page 6

- Spencer County:
 - Thermwood, Spencer Industries, AEP Power Plant, AK Steel (Rockport Works) are all major employers that are located on US 231 corridor.
 - Santa Claus Industrial Park would be benefited by an improved route.
 - Curtis Maruyasu of America delivers JIT from the Santa Claus Industrial Park to Princeton Toyota plant.
 - James Spalding is VP of this company
- Dubois County
 - Kimball International is headquartered in Dubois County.
 - It operates a warehouse in Dale.
 - It has a logistic arm out in Santa Claus.
 - It operates a large fleet of trucking
 - Cannot overstate the 'economic powerhouse' that Dubois County is.
 - It employs people from surrounding counties.
 - Increasing workforce access to Dubois County is important.
 - Dubois County deserves a 'wide open chance'

TU stated the direction that Mid-States takes after Dubois County (East, West, directly North) is less important to Spencer County than just building a faster/safer road connecting North.

- He would back and support any direction for the preferred alternative.
- A road that promotes agriculture, industry, education, and tourism is the end goal.

MG made summarized many of TU's comments as stating safety must be enhanced on existing 4-lane US 231, added economic growth must be supported, and Spencer County would be well-served by a variety of route options

TU agreed with MG and added concluding remarks

- Reiterated the need for improvements on existing 4-lane section of US 231.
 - Without intersection improvements, the entirety of the project is inhibited.
- If the LEDC can add value to the study, it would be happy to provide information.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 25, 2019 **Re:** Economic Development Interviews: Cook Group

Location: 8670 W State Road 56, French Lick In 47432 **Issue Date:** Revised July 17, 2019

Submitted By: Amy Hackbarth

In Attendance: Steve Ferguson (SF): Cook Group;
Chuck Franz (CF): Cook Group;
Michael Grovak (MG): Lochmueller Group;
Amy Hackbarth: Lochmueller Group

ITEMS DISCUSSED:

Michael Grovak's Introduction:

- Briefly explains the background of the Midstates Corridor project and the formation of a Regional Development Authority to assist in project development.
- Gave background on National Environmental Policy Act and its requirement for federally funded projects to have an environmental evaluation. The size and complexity of this project requires that it have the highest level of study, an Environmental Impact Statement (EIS)
- The three considerations in an Environmental Impact Study are cost, benefits, purpose
 - Cost and Impacts are measured more straightforwardly
 - Additional care is required in assessing project benefits.



July 17, 2019

Page 2

- Assessing the benefits of the project is based on its Purpose and Need.
 - This is a thorough analysis of needs in the project area.
 - It uses analytical tools which evaluate traffic forecasts, congestion, crash analyses, economic conditions, etc.
 - These interviews are being conducted to identify accessibility, freight and logistics needs in the project Study Area.
- Explanation of the project Study Area.
 - 12 Counties bounded by I-69, SR 37, and the Ohio River.
 - Project will begin at US 231 at the Natcher Bridge in Rockport to Jasper, and then go east, west, or north.
 - Alternatives will look at a wide range of options in this region.
 - Main drivers of this project are transportation needs, freight logistics in and around Dubois County, businesses near Crane.
- Explains the timeline of the first Tier of this study (2 years to select a preferred corridor) and the tiered process in general.

Steve Ferguson (SF) begins by contextualizing French Lick's interest in this project

- The number one complaint that they get is that the resorts are hard to get to
- A highway that connects to a main artery helps solve that issue.
- Declining Population: Lawrence and Orange Counties population are projected to decline by 10% over the next 30 years

SF and Chuck Franz (CF) showed a map illustrating visitor origins.

- French Lick receives 1,100,000+ visitors per year. Dots on the map indicate that visitors are traveling from every corner of the US and some internationally.
 - Naturally, many visitors are from Indiana and North of the Resort.
- Handouts also show the data of group business bookings (businesses that are selecting French Lick as a meeting location) by state.
- Meetings are coming from nearly all 50 states.
- About 72% come from Indiana.
- CF and SF also provided a heat map that shows locations for main supply vendors.
 - Jasper, Bloomington and Louisville all have many suppliers.
- Year round they average 90% occupancy on Friday nights and 96% occupancy on Saturday nights.
- We are adding additional meeting room space and 71 guest rooms.

CF and SF describe geographic transportation bottlenecks

- CF believes visitors from the North (Indianapolis, Chicago, Fort Wayne, etc.) have the most transportation obstacles.
 - Roads are dangerous (narrow, windy, hilly) and you have to know them well
- Connections to Louisville are adequate.
- Access to the West is more of a challenge
- Another challenge is high water routes and winter weather
 - Flooding leads to loss of access on roads at Orleans, on SR 56, US 50, and US 150.
 - High water detours are lengthy (requiring detours to US 231 South)
 - Flooding also closes many county roads.
 - Winter weather (snow/ice) also leads to dangerous road conditions on county roads and people are resistant to travel on them.
 - Business is brisk during the winter.
 - Hotels have special Christmas time events.
 - The 'Polar Express' draws many visitors.
 - There can be traffic jams at this time of year.
 - Paoli Peaks- Ski facility also draws visitors
- There are many major Interstates to the north.
 - These roads are difficult to access.

The Resorts in French Lick are a large regional employer.

- There are 1,700 employees in the summertime, and 1,100 full time employees.
- People are commuting within a fairly rural area (up to one-hour drives).

SF described the various ways the resort and the investments in the area have economically impacted and benefited Orange County and the surrounding counties

- Before revitalization of the resorts, Orange County had a high unemployment rate
- It was common for residents to lack running water.
 - The town of French Lick was under a sewer ban and could not hook up new businesses or homes
 - Water Plant was over 100 years old
 - Lack of Fiber Access, limited fire protection, limited emergency vehicles, highest unemployment rates in State, declining population.
- After furniture manufacturing closed in the area, there were few jobs.
- The resorts now pay around 20% of Orange County property taxes.
- Their presence has had an enormous multiplier effect in the region

July 17, 2019

Page 4

- SF lists a multitude of new businesses and ventures in Orange County that have been a direct or indirect result of their investments (McDonalds, CVS, a new Marathon, Papa Johns, Dairy Queen, German restaurant, three new hotels, Big Splash Indoor Waterpark, Miniature Golf Course, Indoor Carting, Wilstems Wild Animal Experience).
- The resorts began with 375 employees- of those 75 did not have a high school education (alluding to the highest unemployment and poverty rates of the region).
 - 10% of the population with post-secondary degree
- Cook Group has invested \$600 million in the hotels, meeting spaces, and golf courses.
- The Resort currently pays \$60 million annually in taxes, payroll, and benefits.
- Resort recruited an Ivy Tech College Extension to locate in French Lick.

SF and CF describe the resorts' regional impact and other ways they are trying to revitalize the area.

- By statute, part of the revenue generated by the Casino goes to Economic Development. Radius is a contracted non-profit that uses some of these funds to encourage economic development in Orange County and surrounding counties.
 - Grants have been leveraged to total \$130 million dollars in economic development aid.
- Community involvement:
 - Resort provides full-time associates \$5200/year in tuition to a higher education institution (182 participating associates)
 - Funding a readable English program in Springs Valley and Orleans Community schools to encourage literacy
 - Involvement with local airport to help build access roads and a fixed base
 - New building and taxi way for the 5200 foot runway.
 - Involvement in the repurposing 62 miles of CSX rail that is being abandoned from New Albany to Bedford (Rails to Trails).
 - Coordination and involvement in Paoli health care facility.
 - Currently available treatments are restricted.
 - Many must transfer to Jasper or Bedford for treatment.
 - With 1,700 employees during the summer and their families plus 1,100,000+ visitors a year, there is an urgent need for adequate critical care emergency room and access to Primary Care.
- All of the additional development and community involvement is progress made within 12 years.

July 17, 2019

Page 5

SF adds that while they have acted as a catalyst to more economic development, they cannot be relied on as the sole source for community development.

- There is an industrial site developed next to the airport and new access road from SR 145
- There is a Massachusetts company that is considering locating to French Lick.
 - This would bring an additional 50 employees to the area.
- Pluto Corp. sold its facility to a company in New York.
 - It intends to expand in the area.
 - There is a lack of housing to support additional growth-banks have agreed to make loans.
 - This has spurred the development of 60-80 new apartments which has been expedited by loan agreements and land from the Resort.
 - However, projected housing needs are 400+
 - There are currently 500 apartments in Orange county, and only 2 are unoccupied.
 - Due to the low margins for work force apartments, building them is risky.
 - SF hopes to take some of the risk from the builders by agreeing to buy homes if they are not purchased within 60 days of being built.
 - SF is also hoping to establish a revolving fund for building homes in rural areas, to revitalize the area and meet housing demands.
 - Hope to build 12-15 new homes on Klondike Hill as a start.

An adequate transportation network is required to support all of the above

- Roads are important in employee attraction, tourism attraction and accessibility, health care for employees/residents/tourists
- Access to urban areas (shopping, health care, employment, etc.) is needed for rural areas to thrive.
- Facilities are award-winning and nationally/internationally recognized as the best
 - However, they must be accessible.
 - Travel limitations are currently a drawback.
 - French Lick hosts large events including PGA tournaments
 - Easy access is required.
- The corridor is important to this area, hurdles have been overcome in turning the rural region into an economically viable county, but we need reliable transportation to continue to grow.
- A declining population in rural areas is Indiana's number 1 risk in the next 20 years. A recent study showed growth in the job population in the metro areas and declining

July 17, 2019

Page 6

population in the rural areas. As a result, some counties will not be able to provide basic services to residents. Population decline, houses cannot be sold, retail businesses close. There were over 60 vacant buildings, factories and school enrollment declining 13 years ago. It is noted that a million square foot factory just sold for one million dollars. There are others still vacant in the county.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

IMPACT ANALYSIS

prepared for French Lick Parkway Coalition



Developed in partnership by:



GINOVUS Public Policy Institute

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	3
SCOPE	4
• Geography	4
• Industry Makeup	4
• Industry Concentration	5
• Methodology	6
IMPACT MODEL.....	7
• Orange County Hospitality Framework	7
• Direct Impact	7
• Indirect / Induced Impact	9
• Taxation	10
• Orange County Hospitality Framework	11
KEY FINDINGS	12
CONCLUSION	18
APPENDIX.....	19
A: Target Area Map	20
B: Section 3 Route Map	21
C: French Lick Cumulative Impact Analysis	22 - 25
D: French Lick Net Impact Analysis	26 - 29
E: French Lick Analysis Methodology	30
F: County Labor and Employment Summary	31
G: Drive Time Demographic Summary	32
H: Target Area GDP Summary	33

Executive Summary

EXECUTIVE SUMMARY

The stated purpose of the Mid-States Corridor Project (the “Project”) is to, “provide an improved transportation link between US 231/SR 66 and I-69 which; 1. Improves business and personal regional connectivity in Dubois County and Southern Indiana; 2. Improves regional traffic safety in Southern Indiana; 3. Supports economic development in Southern Indiana; and 4. Improves highway connections to existing major multi-modal locations from Southern Indiana.” As a major stakeholder in the twelve-county region that makes up the Mid-States Corridor Study Area (the “Study Area”), the Cook Group and Lawrence County Economic Growth Council (LCEGC) have an expressed interest in further understanding and demonstrating the economic impact their shared presence in the region.

Cook Group’s French Lick Resort, in connection with the Crane Naval Surface Warfare Center and the distinct manufacturing industries in Jasper and Bedford, make up a cluster of distinctive economies that collectively sustain the region.

In spite of the importance of these economic hubs, each remains relatively underserved in terms of connectivity and access to a robust, efficient transportation network. The extension of I69 to Evansville was a large step toward improving that network. Further connection from the major arteries of Interstates 69 and 64 toward the interior of the region calls for the development of additional infrastructure. To that end, the findings of the Mid-States Corridor Study (the “Corridor Study”) have served to largely justify the paths of Section 1, connecting the town of Rockport to Dale at I-64 and Sec. 2 from Dale to Jasper, both following the path of US-231. From there the Study identified multiple route alternatives, which remain under consideration for Sec. 3. For the purpose of evaluating the potential economic impact of that third and final section of the Mid-States Corridor, the Cook Group and LCEGC engaged Ginovus, in partnership with the Indiana University Public Policy Institute (PPI) to conduct a comprehensive economic impact analysis contemplating their growth potential subject to the completion of Corridor Sec. 3F.

Ginovus and PPI ran and evaluated a series of Input-Output (I-O) models quantifying the economic impact of certain scenarios resulting from increased visitor and business demand resulting from improved regional transportation access and efficiency. As expected, the models indicate potential for significant growth in regional employment, wages, sales and tax revenue. The results also serve to confirm the Study’s findings with respect to the importance of connecting regional economic engines to one another by means that improve safety, travel time and . The quantifiable impact of direct growth, coupled with the resulting indirect and induced economic impact that will reach throughout Daviess, Dubois, Lawrence Martin and Orange Counties, further points to the importance of completing Sec. 3 of the proposed improvements. The findings with respect to what constraints might be limiting that impact make a case for selecting proposed route 3F from among the viable alternatives.

Scope

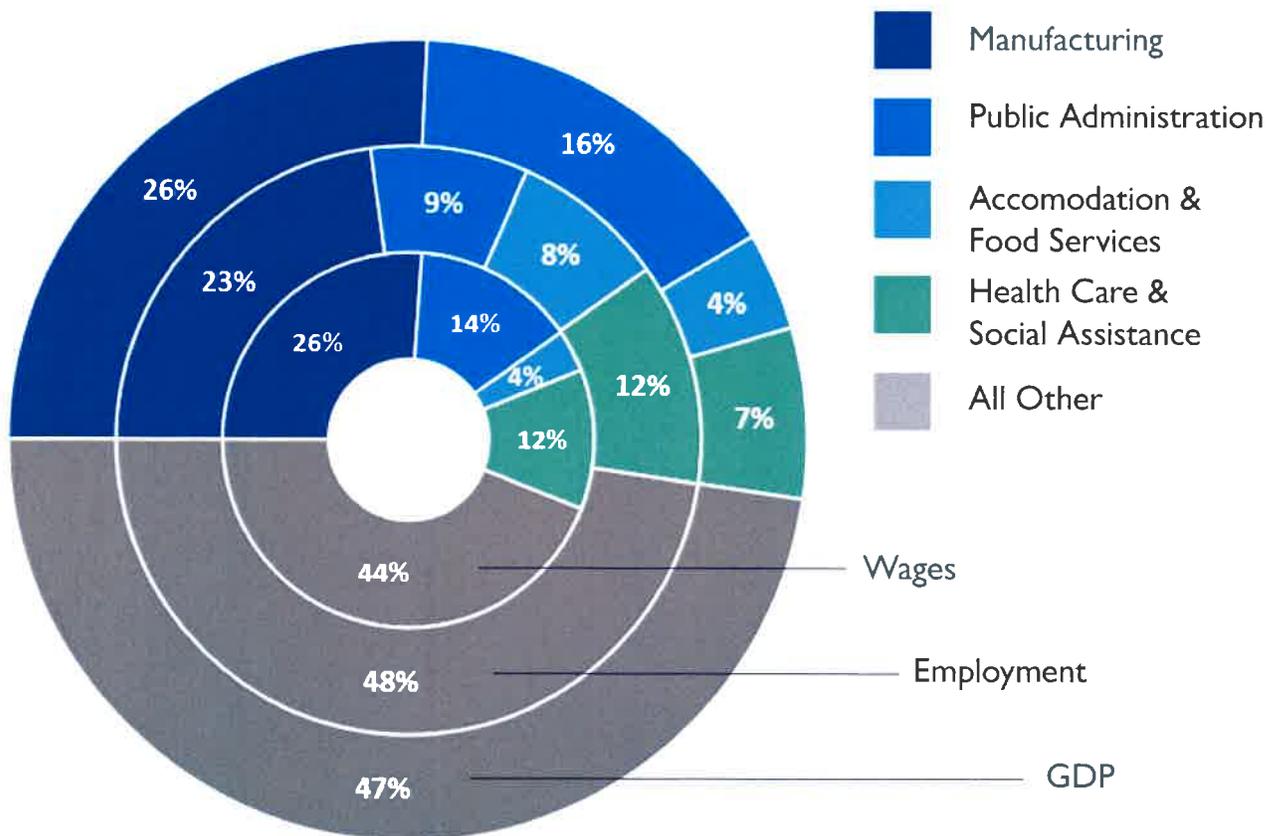
GEOGRAPHY

Although the Corridor Study Area is comprised of 12 counties in southwestern Indiana our analysis focused on a more limited geography including Daviess, Dubois, Lawrence, Martin and Orange counties (the "Focus Area"). We chose the Focus Area as the subject of the analysis for two primary reasons. First, the alternative routes under consideration for Sec. 3 of the Corridor are primarily confined to this geography. Therefore, the impact of the selected, alternative route will be concentrated in these communities. Second, the largest non-metro economies in the Study Area are clustered, although not necessarily connected, within the Focus Area. As a result, any positive impacts on one each of these economies can be expected to have material indirect impacts on the other two.

INDUSTRY MAKEUP

A review of GDP, employment and wage data confirm the prominence of manufacturing, government defense, and hospitality industries in the Target Area. By all three metrics these three industries account for more than half of the entire economy. Healthcare and retail, which we viewed as exogenous and typically a function of population distribution, were the only other industries that accounted for more than 8% of economic output.

SHARE OF OVERALL ECONOMY BY INDUSTRY

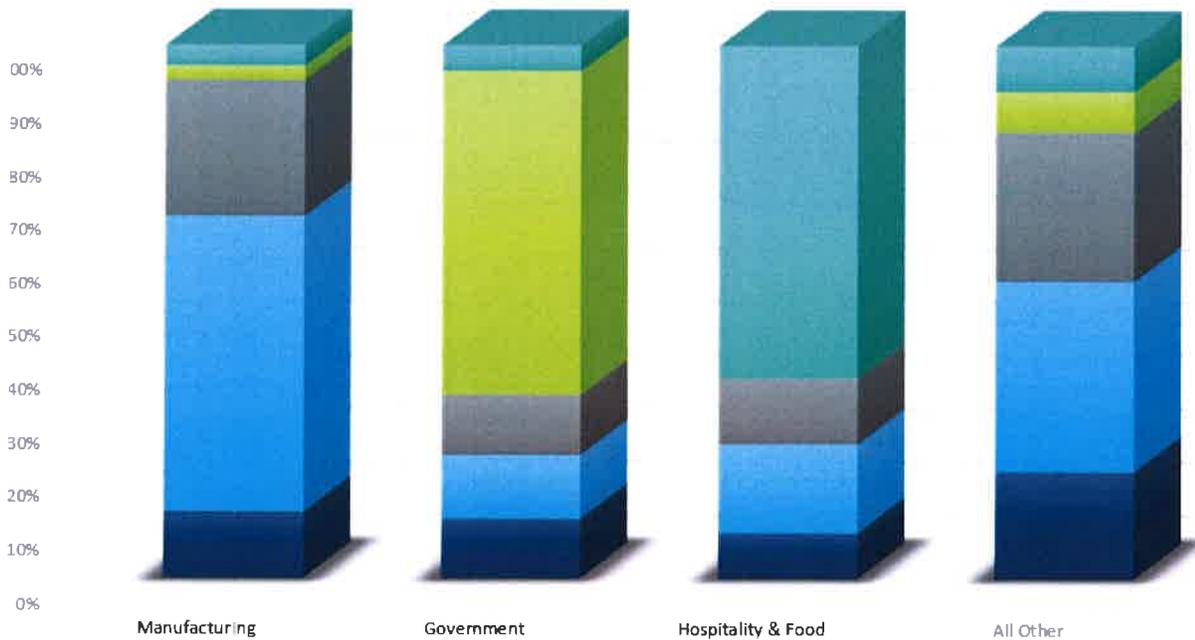


Scope continued

INDUSTRY CONCENTRATION

Among those three prominent industries, the data revealed, as expected, that the share of economic output generated from each was primarily concentrated in one county. This reveals that while the Target Area as a whole has a relatively robust economic makeup supported by uniquely strong industries, those industries and the communities in which they reside, show signs of isolation. This pattern of concentration increases the risk of a downturn in one particular sector, and reduces the widespread distribution of shared benefits generated by growth.

INDUSTRY SHARE OF BY GDP



METHODOLOGY

Understanding this dynamic, our modeling concentrated on activity in two key industries, with consideration given to how the output might be distributed throughout the Target Area. With readily available, robust and quantifiable inputs made available through the cooperation of Cook Group and LCEGC, Ginovus and PPI focused its modeling on hospitality output in Orange County and manufacturing output in Lawrence County. Given a presumed increase in transportation access and connectivity resulting from the Corridor Project, we are able to project direct economic impact as well as indirect and induced impacts that will be realized across the Focus Area.

The foundation of input - output modeling is the set of assumptions made about the delta in employment, wages, investment, and sales resulting from the expected event. In this case, Ginovus established baselines of employment and sales output using metrics that were either publicly available or provided by local partners. From that starting point, we made projections of each metric based on assumptions of demand growth that could reasonably be expected from infrastructure improvements along Sec. 3F of the Mid-States Corridor. Where possible, the inputs are tested to maintain reasonable relationships between variables in order to prevent making potentially illogical assumptions that could lead to significant over or understatement of the resulting impacts.

Impact Model

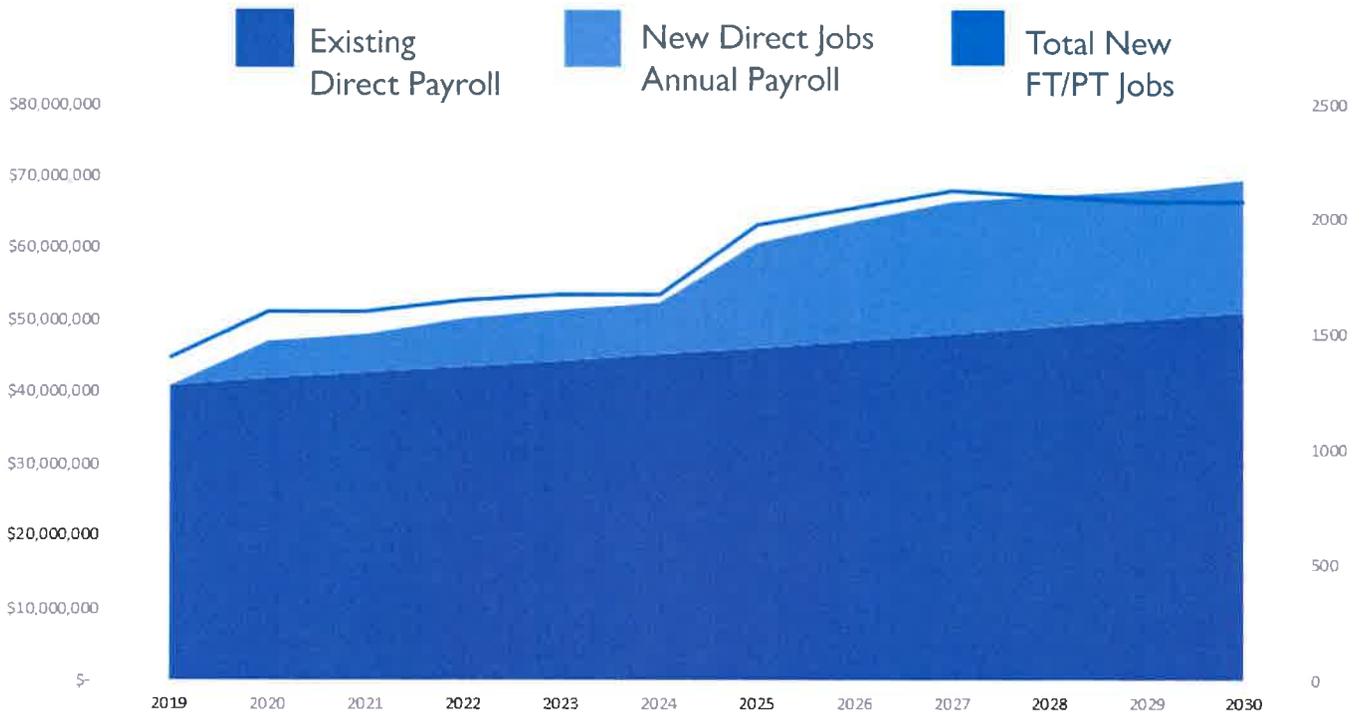
ORANGE COUNTY HOSPITALITY FRAMEWORK

DIRECT IMPACT

Jobs & Wages

The existing employment of 1,150 full-time jobs and, on average, 250 part-time jobs (1,275 Full Time Equivalent jobs), already has a tremendous impact on the Target Area economy. Those jobs generate more than \$40million in wages, which make their way throughout the local economy through spending resulting in indirect and induced output. On top of that base, the increase in visitor traffic and room nights will generate demand for up to another 462 direct FTEs with annual wages in excess of \$18million. The new, direct employment growth assumes the relationship of employees to annual room nights remains relatively constant with some slight efficiency gains expected as room night volume increases.

FRENCH LICK DIRECT EMPLOYMENT & WAGES



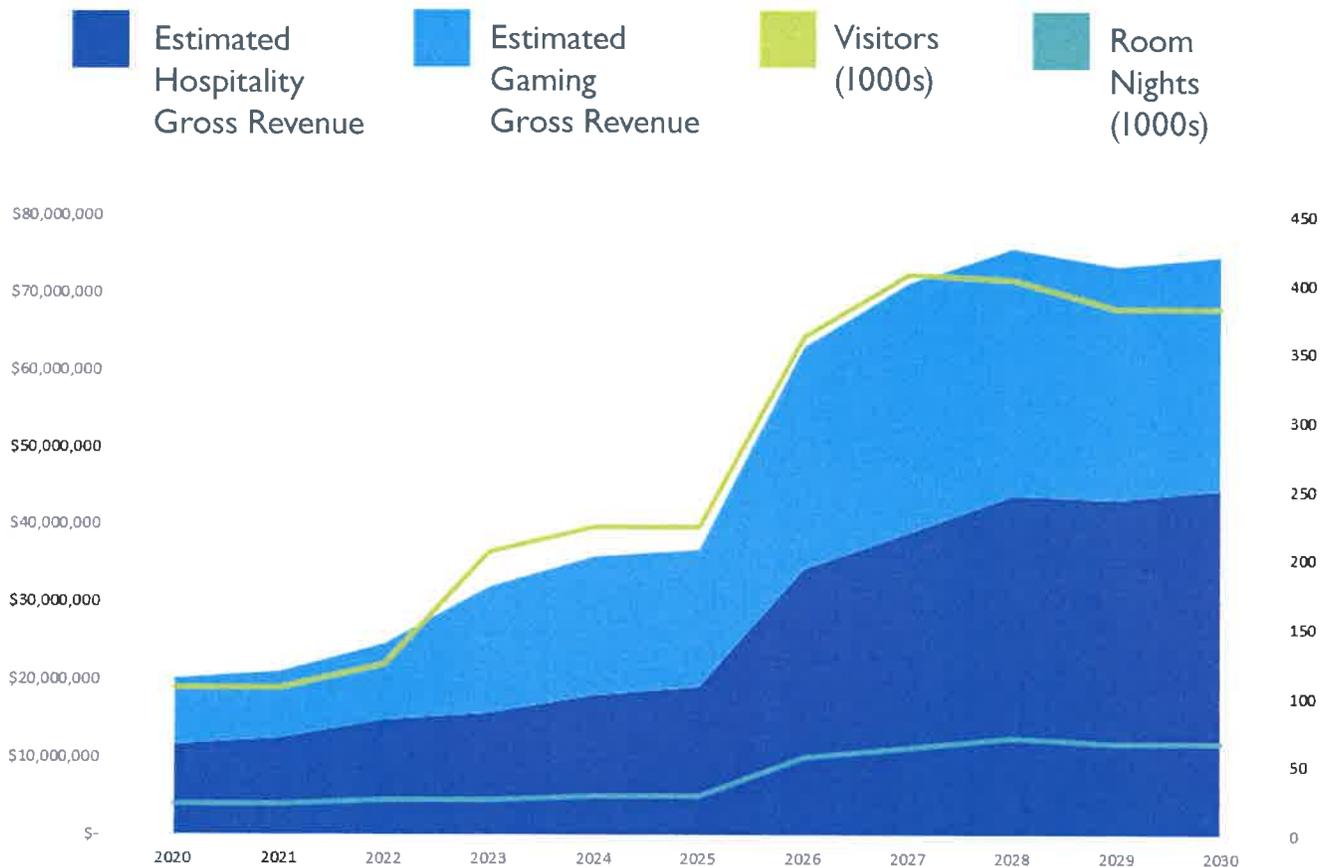
Impact Model *continued*

Sales Output

Direct impact on sales output is measurable in two ways, direct revenue growth and capital investment. The increase in direct revenue will have ongoing impacts as long as the increase in sales is maintained. Capital investment direct impact, mostly attributable to construction, is periodic with shorter-term impacts but can have an equally large effect on the economy based on the scale of the investment.

In 2019, with visitor traffic of 1.1 million people, French Lick Resort booked approximately 170,000 room nights and generated approximately \$167million. Total resort revenue is divided roughly 48/52% between hospitality and gaming respectively. Taking into account available guest rooms, maintaining the present conversion rate of room nights per visitor, and assuming only modest increased in occupancy rate, we projected annual room nights booked as visitor traffic grows from 1.1-1.5 million. By trending hospitality revenue with room nights and gaming revenue with total visitor traffic, total revenue would be projected to grow another \$75million within ten years. At that point, a 53% majority of the projected \$240million in total revenue would be attributed to hospitality.

FRENCH LICK RESORT CASINO GROWTH



Impact Model *continued*

Direct investment impact is a function of both the State spending on construction of the Corridor Project improvements and spending in French Lick on capital improvements. It is projected that steadily rising demand from increased visitor traffic will require \$7million in annual capital investment. The addition of another 200 guestroom facility, coinciding with the extension of Sec. 3, would be constructed at an estimated cost of \$20million. The ongoing direct capital investment will sustain 45 construction jobs paying gross wages in excess of \$3.1million annually, with a short-term boost of 173 jobs and \$11million in wages during construction of the guestroom expansion.

At an estimated cost of \$145million, road construction would generate demand for 282 direct construction jobs from within the Target Area generating more than \$18million in annual wages during construction.

INDIRECT/INDUCED IMPACT

Jobs & Wages

As the direct sales output grows, its impact will increasingly fuel the area economy and lead to supplier, service and other employment growth required to support the increase in overall economic activity. The ramp up in direct sales through the completion of Corridor Sec. 2 will generate demand for 30-60 new ripple effect jobs with an average annual payroll of around \$2million. The more significant impact will result from the completion of Sec. 3 and subsequent guestroom expansion. The sales output generated from that point forward would sustain 130 indirect and induced jobs with around \$7million in annual payroll. Construction projects will generate demand for 152 indirect and induced jobs at the peak, 19 of which will be sustained over time with ongoing annual payroll of \$800k.

Sales Output

Presently hospitality and gaming revenues at French Lick generate about \$32million in indirect and induced sales throughout the Target Area. At the projected maximum output, assuming 1.5million in visitor traffic, that annual indirect sales output would grow to exceed \$49million annually.

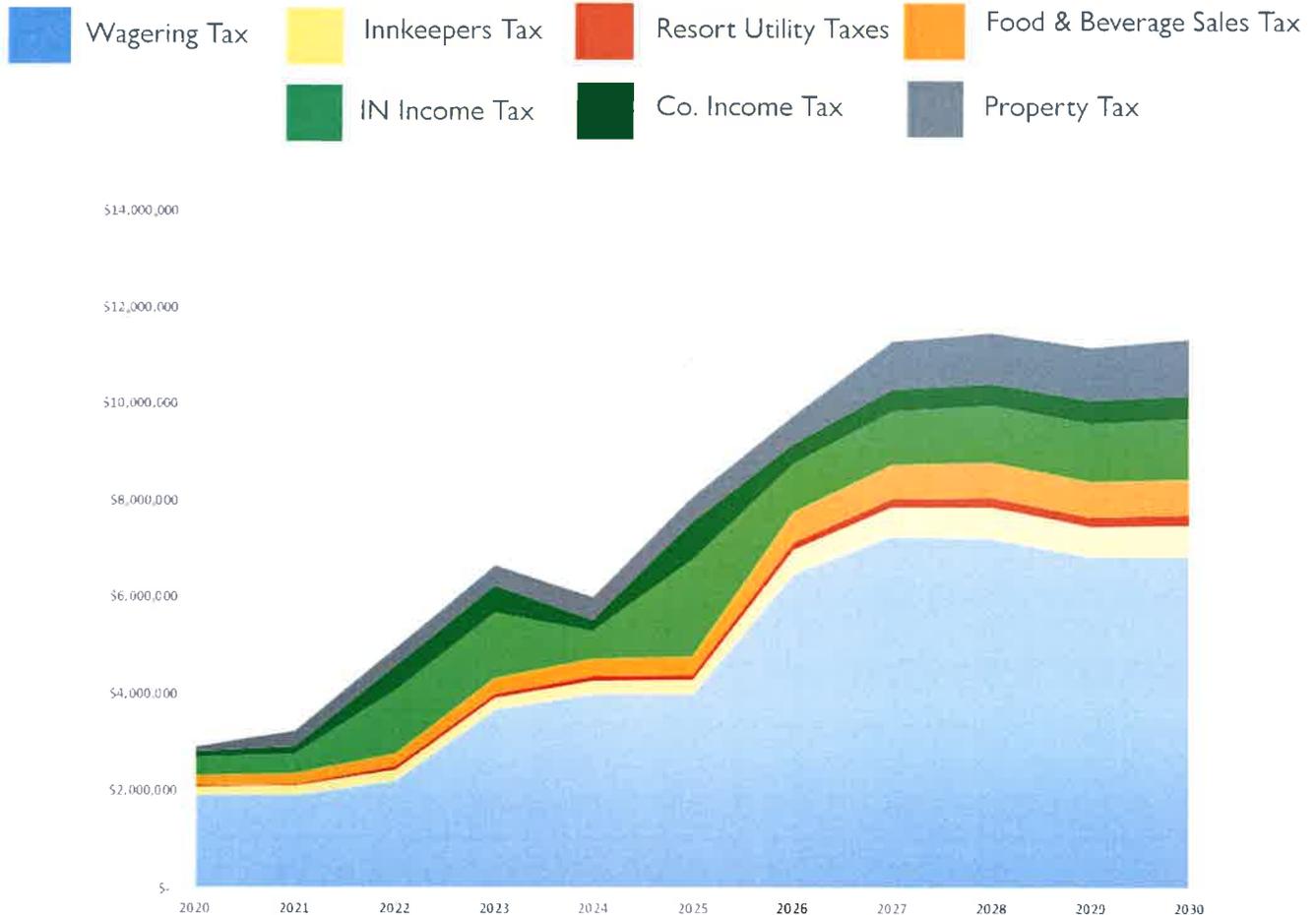
Again, the indirect output injected into the area economy from construction activity is periodic and most impactful over the short run. However, the indirect and induced multiplier effects of construction spending are among the strongest across industries. The \$145million in direct construction spending on road improvements will generate another \$55million in indirect sales output during the construction period. Ongoing capital investment in real property improvements by Cook Group at the resort property will sustain an additional \$2.3million in indirect output with spikes corresponding to any significant expansions.

Impact Model continued

TAXATION

French Lick Resort, and its related operations, generate numerous streams of state, county and local tax revenue. Current employment results in the collection of approximately \$2.6million in state and county income taxes. Another \$26million is paid out annually in the form of various other taxes including, wagering, innkeeper, food & beverage, utility and property taxes. Based on growth projections, total new taxes will grow from an additional \$2million to \$8million annually by the completion of Corridor Sec. 2. At peak operation, following the completion of Sec. 3, resort related output will add \$11-12million annually to what is currently being collected by all taxing authorities.

FRENCH LICK NEW TAX REVENUE IMPACT



Impact Model *continued*

LAWRENCE COUNTY MANUFACTURING FRAMEWORK

In an attempt to corroborate the key findings of our analysis, we modeled an additional economic expansion in Lawrence County. For this exercise we considered an event that would result in the total addition of 200 jobs filled by residents of Lawrence county. Based on current labor force and unemployment figures, that level of growth would result in a 1% point decrease in the County unemployment rate, bringing it reasonably in line with the regional average. Given the industry concentration and the presence of several large employers, we modeled the direct impact based on growth in the manufacturing industry.

Based on feedback received from a sampling of local employers we projected that Lawrence County residents would fill 88% of the jobs created, with the remainder distributed marginally to neighboring counties. That finding in itself was a strong indicator that local employers have trouble accessing labor that is willing or able to commute to Lawrence County from the surrounding area. Provided those assumptions, it would require a hiring event of 158 direct manufacturing industry jobs to produce a total of 201 combined direct and indirect jobs needed to lower the unemployment rate by the desired 1%.

The following exhibit summarizes the job, wage and sales output expected to be generated as a result of this event. The direct impacts quantify the outputs that would be generated by the increase in manufacturing employment and sales output in Lawrence County. The indirect and induced impacts quantify extended supplier and service demand resulting from the direct output. The results show that a great majority of the direct and indirect impacts will be realized in the county of origin. In the short term that is beneficial for Lawrence County. Over the long term however, this economic isolation indicative to the Target Area will likely impede more robust and shared growth.

Lawrence County, Indiana Annual Impact of Manufacturing (Event Size = 140)

	Direct	Indirect	Induced	Total
Local Employment (Lawrence Co.)	140	19	42	201
Compensation	\$10,040,161	\$1,138,652	\$1,656,203	\$12,835,017
Extended Employment (MS Region)	18	4	5	27
Compensation	\$922,809	\$157,609	\$203,095	\$1,283,513
Sales/Output	\$39,030,300	\$3,143,473	\$4,940,634	\$47,114,406

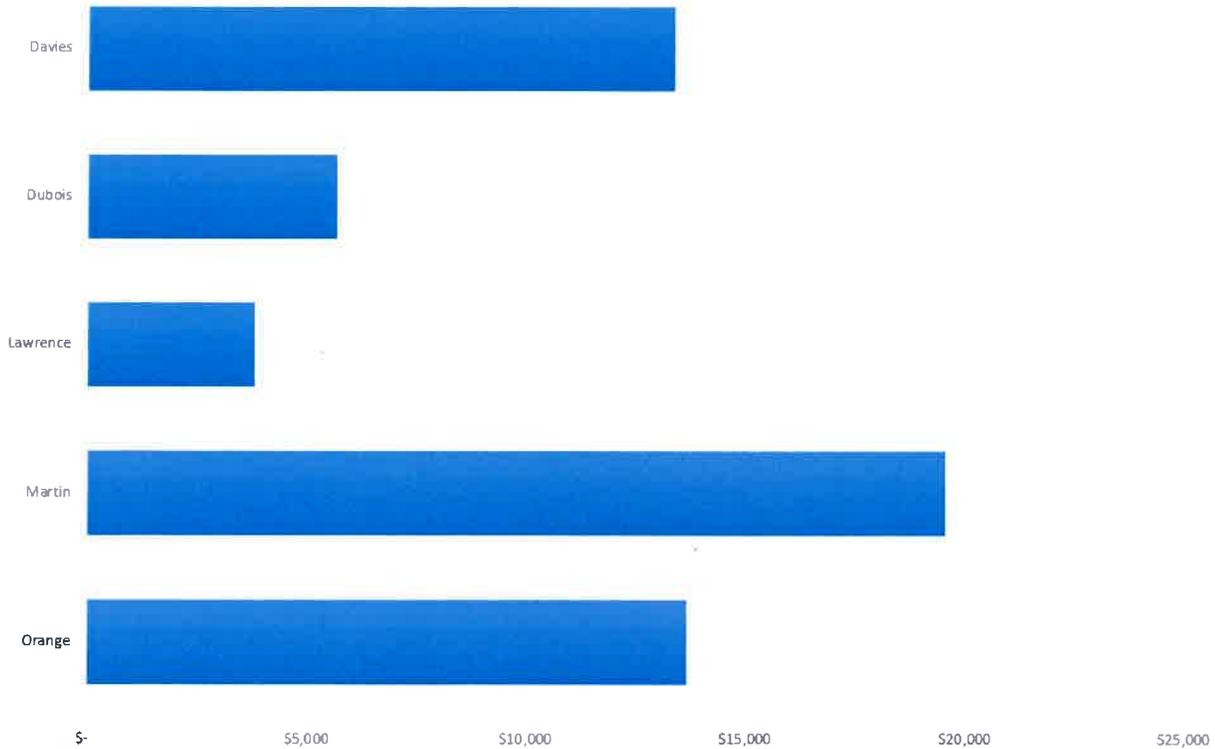


Key Findings

Indirect Sales-Output Distribution

Based on the distribution of business establishments, a good proxy for how new sales-output might be distributed through the Target Area, the share of new business demand suggests an uneven distribution of new economic opportunity. This effect likely has a large transportation and connectivity component. If this pattern were maintained, the new output generated by economic growth, particularly in Orange and Martin Counties, would be inequitably distributed to the areas in which existing businesses have been concentrated by constrained access to outside labor. Increased connectivity would expand opportunities for indirect employment and sales demand generated in the region to be met by a broader mix of existing and new businesses throughout the Target Area.

Distribution of Output Based on Number of Establishments



Key Findings *continued*

Employment & Labor Force Isolation

Based on input from local employers it we project that nearly 86% of employees in Orange County, and 89% of employees in Lawrence County live in the county in which they work. These are some of the highest intra-county employment rates in Indiana. Therefore, given existing transportation limitations, most of jobs created by the modeled employment events would need to draw from the intra-county labor pools. For Orange county that would theoretically result in negative unemployment. In Lawrence County, even though 3.8% unemployment is the highest in the region and demonstrates constraints on access to nearby jobs, that rate still represents a relatively tight labor market. This point is demonstrated more clearly in the following section. The tightness in labor availability, just for these two limited hiring events, suggests that business expansion in the area is not only dependent on improved access to and from customers but improved access to a broader labor force.

Cumulative Unemployment Impact

County	Labor Force	Unemployed	Rate	New Resident Jobs	Adjusted Unemployed	Adjusted Rate
Lawrence	20,877	787	3.8%	200	587	2.8%
Orange	8,487	311	3.7%	366	(55)	-0.7%
Martin	5,297	140	2.6%	6	134	2.5%
Dubois	22,766	554	2.4%	6	548	2.4%
Daviess	16,692	423	2.5%	-	423	2.5%
TOTAL	74,119	2,214	3.0%	578	1,636	2.2%

Key Findings *continued*

Limited Capacity to Absorb Job Growth

Looking at the distribution of available employees across the top job classifications demanded in the event of a manufacturing employment event, there is very limited supply of employees with the exact or similar skills available to fill the newly created jobs within the geography from which that industry currently attracts employees. Of the 158 jobs created, 140 would be drawn from within Lawrence County based on current employee residential distribution. Selecting from the available unemployed labor force there would be on average only 2 candidates per job. Extending that out to the similarly skilled, unemployed workforce that pool would rise to 11 candidates. Anything less than 7 candidates is considered critically low when factoring in other employer demand and turnover. Provided improved access to the regional labor pool, the total supply to fill all 158 new direct jobs would grow to between 8-40 candidates per job, depending desired skillset.

Lawrence County, Indiana, NAICS 31 - Manufacturing

Title	New Employer Demand	Empl (Place of Residence) ¹	Unempl ¹	Empl Extended	Unempl Extended	Unempl per Opening	Unempl Extended per Opening	Total Candidates per Opening
Team Assemblers	10	284	15	203	7	1	2	30
First-Line Supervisors of Production and Operating Workers	5	193	4	143	2	1	1	39
Inspectors, Testers, Sorters, Samplers, and Weighers	4	157	5	282	14	1	5	40
Laborers and Freight, Stock, and Material Movers, Hand	4	407	30	122	5	8	9	109
Machinists	4	148	3	171	6	1	2	38
General and Operations Managers	3	305	5	795	10	2	5	108
Packaging and Filling Machine Operators and Tenders	3	42	3	1,059	60	1	21	15
Sales Representatives, Wholesale and Manufacturing, Except	3	125	3	3	0	1	1	43
Welders, Cutters, Solderers, and Brazers	3	109	5	1,246	54	2	20	38
Computer-Controlled Machine Tool Operators, Metal and	2	78	2	135	4	1	3	40
Customer Service Representatives	2	258	11	359	15	6	13	135
Cutting, Punching, and Press Machine Setters, Operators, Electrical and Electronic Equipment Assemblers	2	94	4	862	39	2	21	49
Food Batchmakers	2	38	2	0	0	1	1	20
Heavy and Tractor-Trailer Truck Drivers	2	16	0	123	8	0	4	8
Helpers—Production Workers	2	384	12	177	6	6	9	198
Industrial Engineers	2	91	5	504	31	2	18	48
Industrial Machinery Mechanics	2	56	2	50	1	1	1	29
Industrial Production Managers	2	94	1	507	15	0	8	47
Industrial Truck and Tractor Operators	2	32	1	755	13	0	7	16
Maintenance and Repair Workers, General	2	94	5	672	40	2	22	49
Meat, Poultry, and Fish Cutters and Trimmers	2	257	8	89	1	4	5	132
Mechanical Engineers	2	5	0	314	17	0	9	3
Molding, Coremaking, and Casting Machine Setters, Operators	2	62	1	111	3	1	2	31
Office Clerks, General	2	211	11	70	4	5	8	111
Packers and Packagers, Hand	2	395	14	612	20	7	17	205
Printing Press Operators	2	65	6	483	28	3	17	36
Shipping, Receiving, and Traffic Clerks	2	26	1	68	2	0	2	14
Total	140	7,564	286		1,223	2	11	26

Source: JobsEQ[®]

1. Occupation employment and unemployment are place-of-residence data—that is, referring to workers who reside in the named locality.

2. Occupation wages are as of 2018 and represent the average for all Covered Employment

Data as of 2019Q3 unless noted otherwise

Note: Figures may not sum due to rounding.

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Key Findings continued

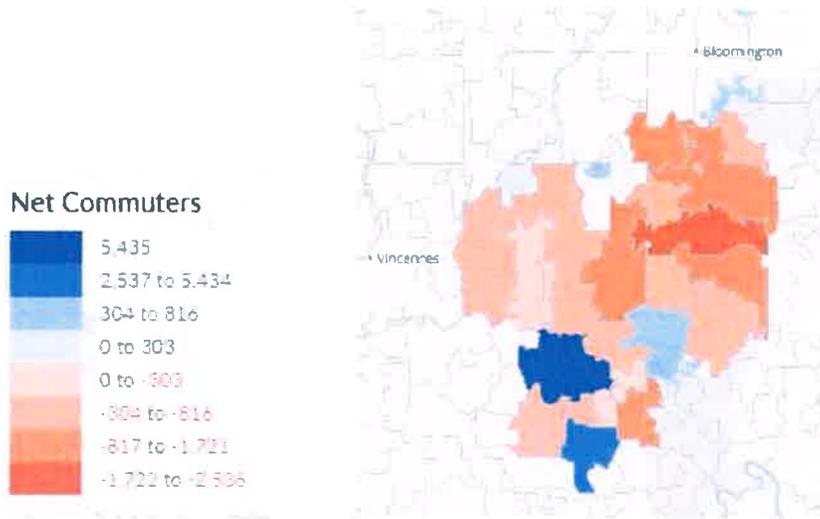
IN Mid-States Corridor_Sec3 (Greene, Martin, Daviess, Dubois, Orange, Lawrence Counties), NAICS 31 - Manufacturing

Title	New Employer Demand	Empl (Place of Residence) ¹	Unempl ¹	Empl Extended	Unempl Extended	Unempl per Opening	Unempl Extended per Opening	Total Candidates per Opening
Team Assemblers	11	1,630	69	778	23	6	8	30
First-Line Supervisors of Production and Operating	6	895	16	717	11	3	4	31
Inspectors, Testers, Sorters, Samplers, and	5	587	15	1,715	69	3	17	32
Laborers and Freight, Stock, and Material Movers,	4	2,066	130	579	19	32	37	33
Machinists	4	398	7	1,644	44	2	13	34
Packaging and Filling Machine Operators and	4	302	16	4,935	233	4	62	35
Welders, Cutters, Solderers, and Brazers	4	330	14	5,791	210	3	56	36
Electrical and Electronic Equipment Assemblers	3	156	6	0	0	2	2	37
General and Operations Managers	3	1,411	21	4,006	45	7	22	38
Helpers--Production Workers	3	607	25	3,134	154	8	60	39
Industrial Engineers	3	252	6	313	6	2	4	40
Industrial Machinery Mechanics	3	378	3	2,010	52	1	19	41
Maintenance and Repair Workers, General	3	1,059	29	355	6	10	12	42
Sales Representatives, Wholesale and								
Manufacturing, Except Technical and Scientific	3	772	15	45	1	5	6	43
Shipping, Receiving, and Traffic Clerks	3	573	19	3,092	140	6	53	44
Assemblers and Fabricators, All Other	2	270	12	0	0	6	6	45
Computer-Controlled Machine Tool Operators,	2	163	5	307	10	2	7	46
Customer Service Representatives	2	1,108	43	1,340	52	22	48	47
Cutting, Punching, and Press Machine Setters,	2	305	11	3,756	137	5	74	48
Food Batchmakers	2	96	2	633	32	1	17	49
Heavy and Tractor-Trailer Truck Drivers	2	1,992	52	805	25	26	38	50
Industrial Production Managers	2	173	4	3,756	52	2	28	51
Industrial Truck and Tractor Operators	2	441	19	3,298	169	9	94	52
Meat, Poultry, and Fish Cutters and Trimmers	2	372	12	2,183	94	6	53	53
Mechanical Engineers	2	236	4	544	11	2	7	54
Molding, Coremaking, and Casting Machine								
Setters, Operators, and Tenders, Metal and Plastic	2	444	21	803	33	11	27	55
Multiple Machine Tool Setters, Operators, and	2	139	6	579	19	3	12	56
Office Clerks, General	2	1,724	53	2,382	70	26	62	57
Packers and Packagers, Hand	2	463	33	2,107	107	16	70	58
Printing Press Operators	2	122	4	1,376	36	2	20	59
Production, Planning, and Expediting Clerks	2	181	2	568	15	1	9	60
Sewing Machine Operators	2	280	9	1,811	87	5	48	61

Key Findings *continued*

Labor Availability

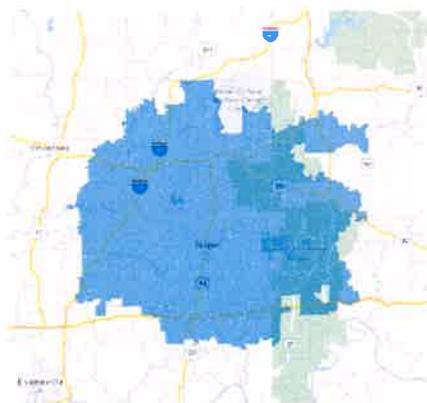
With roughly 71,000 existing jobs in the Target Area and only 74,000 employees in the workforce there is not a substantial surplus of labor to support significant employment growth. Looking more closely, Daviss, Dubois and Martion counties together have a net surplus of about 4,000 jobs, while Orange and Lawrence counties have a labor surplus of about 8,000 people. The most obvious barrier to matching this available labor with job demand is poor connectivity to the east from Highway 231 (Appendix F).



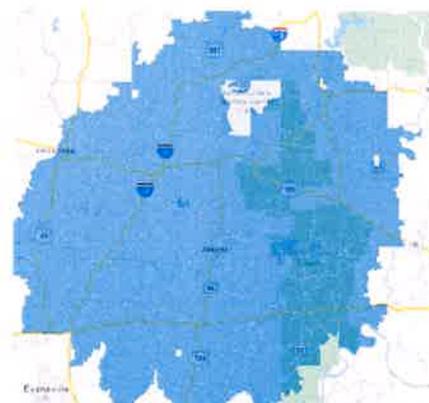
Commute Time Demographics

Within a 35-minute drive of the center of the target area available labor force very constrained with just more than one individual in the labor force per job. The population distribution, subject to current commuting patterns, will struggle to support any significant employment growth in the Focus Area without the ability to either attract significantly more residents or reach a much larger laborshed. By expanding the 35-minute drive time geography out to the current 50-minute radius, including most of Lawrence County, the available labor force would more than double from 68,210 to 148,230 (Appendix G).

DRIVE TIME RADIUS MAPS



35-minute drive time



50-minute drive time

Key Findings *continued*

Tax Revenue

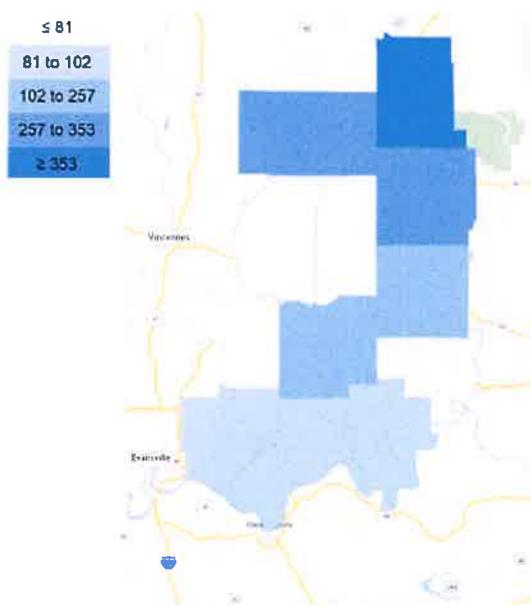
Roughly half of the revenue generated from the tourism and hospitality output in French Lick is attributed to gaming, taxed heavily at 22.5%. At a corporate income tax rate of 5.25% the Dubois County's manufacturing sector would have to generate nearly \$400million in taxable profits, requiring about 35% margins, in order to match the state tax revenue generated by hospitality and gaming in Orange County. Total hospitality generated economic output from Orange County, as measured by employment, wages and GDP, is relatively small compared to those measures of manufacturing and government defense output in neighboring counties. However, due to the unique implications of gaming, this relatively smaller slice of the total economy generates a disproportionately large portion of tax revenue.

Sales-Output/GDP

Total GDP output of the Target Area economy is roughly \$7.7billion. The additional \$140MM in direct and indirect sales output generated by the full potential of the projected growth events equates to a 1.8% point increase in total GDP. That equates to a nearly 40% increase in direct output from Orange County's hospitality industry and a nearly 9% increase in Lawrence County manufacturing output. A similar increase in Dubois County manufacturing and Martin County government administration output, could result in a nearly 4% boost to regional GDP (Appendix H).

Pronounced Housing Vacancy

Relative to workforce distribution and unemployment, the comparatively high volume and rate of vacant housing in Orange and Lawrence Counties supports the notion of commuting challenges causing limited access to jobs outside of the count. Employees' lack of access to jobs and businesses limited access to customers and suppliers throughout the region both act to depress housing demand, particularly in the counties to the east of 231 and North of I-69. Improved road connectivity would likely reduce the number of vacant homes, which has quality of life, public safety and tax ramifications for local governments in the county.



Housing - Homeowner Vacancy

Region	Vacancy (units)	Vacancy (rate)
Greene County, Indiana	344	3.3%
Orange County, Indiana	186	3.0%
Lawrence County, Indiana	353	2.3%
Martin County, Indiana	78	2.2%
Dubois County, Indiana	257	2.0%
Monroe County, Indiana	472	1.5%
Spencer County, Indiana	102	1.5%
Perry County, Indiana	87	1.5%
Daviess County, Indiana	81	0.9%
Pike County, Indiana	40	0.9%
Warrick County, Indiana	83	0.4%
Crawford County, Indiana		0.0%

Source: JobsEQ²

American Community Survey 2013-2017

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Conclusion

CONCLUSION

The local area economies near Jasper, French Lick, Crane and Bedford are distinctive, highly concentrated and collectively form a powerful economic engine that has made this a unique region in the state of Indiana. Each has leveraged its unique assets to thrive in its own way and outpunch its weight in economic impact. Yet, relative isolation likely prevents these economies from reaching their full individual and collective potential. The analysis demonstrates the potential for material economic benefits to the region as a result of growth in tourism driven output at French Lick and a boost in manufacturing employment in Lawrence County. It also demonstrates that certain constraints may prevent that growth from taking place.

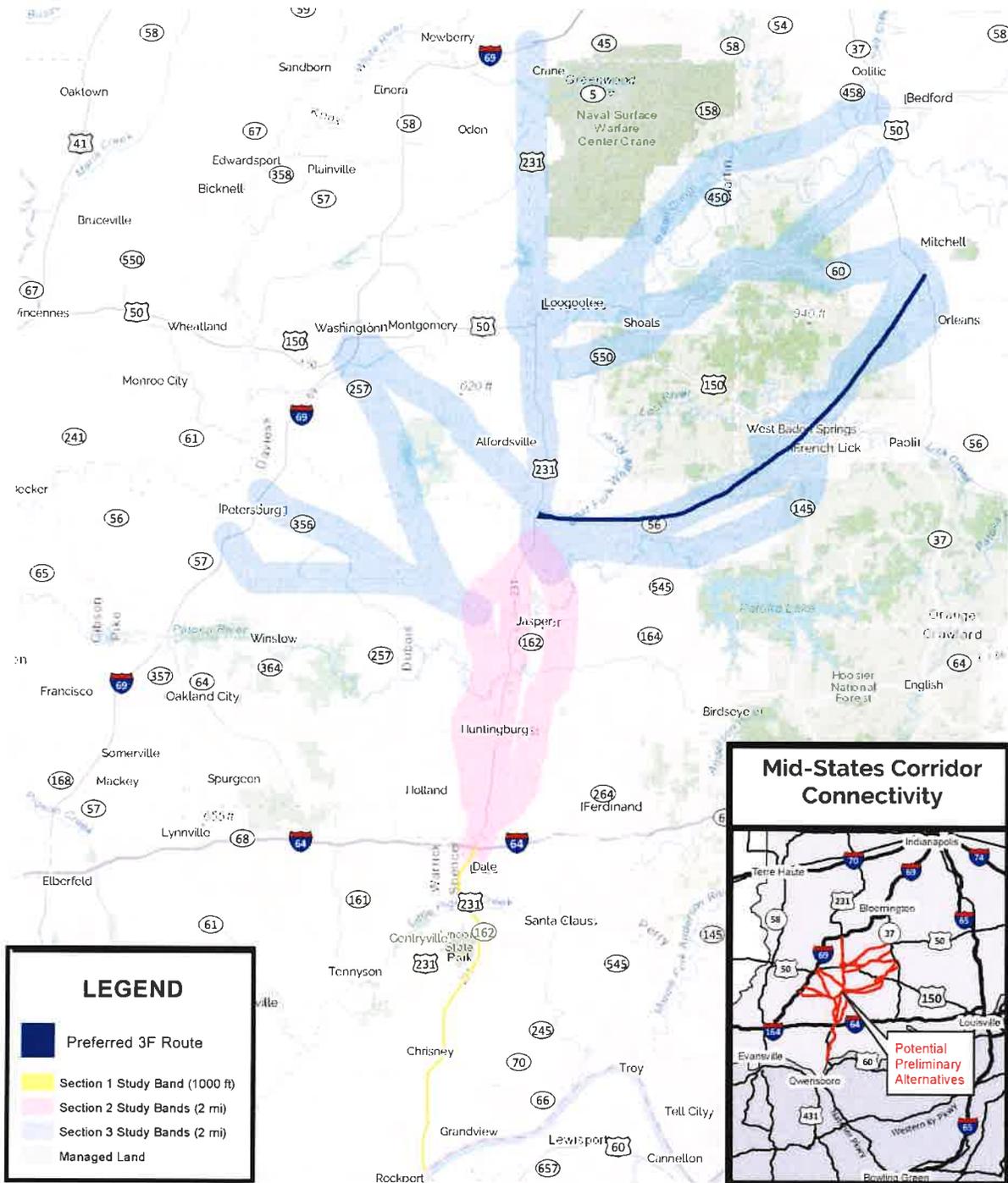
As the Corridor Study pointed out, the counties that make up the Focus Area continue to experience stagnant or declining population and employment growth relative to the State and to the adjacent metro areas. Our analysis would indicate that economic isolation is a contributing factor to these declines. Symptoms of this isolation appeared in several forms throughout our analysis. Major industry output clearly concentrated and separated by geography, lack of housing demand in spite of generally low unemployment, high rates of intra-county employment, and inequitable distribution of output gains all suggest limited workforce mobility and business connectivity.

In particular, there are shared and pronounced effects that arise in the data when modeling the economic impact of potential expansions in the Lawrence and Orange County economies. Several of these effects are evidence of businesses having limited access to labor, and employees having limited access to where the job opportunities exist. The results bear out the concerns about inadequate mobility and connectivity to the area of the Mid-States region that would be connected by Sec. 3F. Our findings demonstrate the limitations this lack of connectivity places on economic growth and distribution of economic impact. Furthermore, the findings of this study indicate that construction of Sec. 3F has the greatest potential to improve mechanisms for distributing those impacts in a way that generates maximum efficiencies gains and positive feedback in the system.

APPENDIX

Appendix A:	Target Area Map	20
Appendix B:	Section 3 Route Map	21
Appendix C:	French Lick Cumulative Impact Analysis	22 - 25
Appendix D:	French Lick Net Impact Analysis	26 - 29
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Appendix G:	Drive Time Demographic Summary	32
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B: Section 3 Route Map



C: French Lick Cumulative Impact Analysis

GINOVUS

Cook Group Incorporated
Economic Analysis
January 21, 2020

French Lick Resort Casino Output	Base 2019	2020	2021	2022	2023	2024
French Lick Resort Output						
Annual Visitors	1,100,000	1,207,238	1,207,238	1,224,484	1,306,116	1,324,512
Annual Visitors Rate of Change		10%	0%	1%	7%	1%
Hotel Room Nights	170,265	193,158	193,158	195,917	195,917	198,677
Rooms	686	756	756	756	756	756
Average Occupancy Rate	68%	70%	70%	71%	71%	72%
Projected Visitor to Roomnight Conversion Rate	15.5%	16.0%	16.0%	16.0%	15.0%	15.0%
Estimated Hospitality Gross Revenue	\$ 80,458,256	\$ 92,188,935	\$ 93,110,824	\$ 95,385,389	\$ 96,339,243	\$ 98,673,095
Estimated Gaming Gross Revenue	\$ 87,163,111	\$ 95,660,524	\$ 95,660,524	\$ 97,027,103	\$ 103,495,576	\$ 104,953,261
Employment & Payroll Impact						
2019 2020 2021 2022 2023 2024						
Direct Employment & Payroll						
Cook Existing Full Time Jobs	1150	1150	1150	1150	1150	1150
Cook Existing Part Time Jobs	250	250	250	250	250	250
Existing Direct Payroll	\$ 41,000,000	\$ 41,820,000	\$ 42,656,400	\$ 43,509,528	\$ 44,379,719	\$ 45,267,313
Cook New Direct Full Time Jobs		125	125	150	125	125
Cook New Direct Part Time Jobs		75	75	100	150	150
FTE/Room Night	0.00749	0.00744	0.00744	0.00753	0.00753	0.00742
New Direct Jobs Annual Payroll	\$ -	\$ 5,330,000	\$ 5,436,600	\$ 6,825,024	\$ 6,961,524	\$ 7,100,755
Indirect/Induced Employment & Payroll						
Casino-Hotel Output Generated Indirect/Induced Jobs	270	304	305	311	322	329
Indirect/Induced Annual Payroll	\$ 9,601,016	\$ 10,892,279	\$ 11,061,066	\$ 11,393,212	\$ 11,916,240	\$ 12,270,278
Construction/Investment Induced Impact						
Cook Construction Investment	\$ 17,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000
Direct Jobs Created	109	45	45	45	45	45
Indirect/Induced Jobs	46	19	19	19	19	19
Highway Construction Investment				\$ 50,000,000	\$ 50,000,000	
Direct Jobs Created				282	282	
Indirect/Induced Jobs				133	133	
New Construction Annual Payroll	\$ 9,474,432	\$ 3,940,249	\$ 3,979,652	\$ 29,656,077	\$ 29,952,638	\$ 4,100,239
Total Jobs	1,429	1,501	1,501	1,953	1,953	1,539
Total Annual Payroll	\$ 60,075,448	\$ 61,982,529	\$ 63,133,718	\$ 91,383,842	\$ 93,210,121	\$ 68,738,585
Payroll Tax Withholding						
2019 2020 2021 2022 2023 2024						
State	3.23%	\$ 1,940,437	\$ 2,002,036	\$ 2,039,219	\$ 2,951,698	\$ 3,010,687
County	1.25%	\$ 750,943	\$ 774,782	\$ 789,171	\$ 1,142,298	\$ 1,165,127
Total State and County Income Tax		\$ 2,691,380	\$ 2,776,817	\$ 2,828,391	\$ 4,093,996	\$ 4,175,813
Additional Taxes						
2019 2020 2021 2022 2023 2024						
Riverboat Wagering Tax (Share)						
General Fund	56.5%	\$ 11,080,611	\$ 12,160,844	\$ 12,160,844	\$ 12,334,570	\$ 13,156,875
Orange County	5.7%	\$ 1,117,573	\$ 1,226,523	\$ 1,226,523	\$ 1,244,045	\$ 1,326,981
French Lick / West Baden	9.7%	\$ 1,910,964	\$ 2,097,261	\$ 2,097,261	\$ 2,127,222	\$ 2,269,037
Orange County School Corp	6.4%	\$ 1,262,601	\$ 1,385,691	\$ 1,385,691	\$ 1,405,486	\$ 1,499,185
Dubois/Crawford Counties	4.6%	\$ 904,295	\$ 992,454	\$ 992,454	\$ 1,006,632	\$ 1,073,741
Town of Paoli/Oriens	5.5%	\$ 1,083,448	\$ 1,189,072	\$ 1,189,072	\$ 1,206,059	\$ 1,286,463
IEDC	11.5%	\$ 2,252,208	\$ 2,471,772	\$ 2,471,772	\$ 2,507,083	\$ 2,674,222
Total Wagering Tax	100%	\$ 19,611,700	\$ 21,523,618	\$ 21,523,618	\$ 21,831,098	\$ 23,286,505
Property Tax		\$ 3,375,000	\$ 3,463,875	\$ 3,694,000	\$ 3,749,125	\$ 3,804,250
Innkeepers Tax (4%)		\$ 1,202,868	\$ 1,378,244	\$ 1,392,026	\$ 1,426,031	\$ 1,440,292
Resort Utility Taxes		\$ 255,254	\$ 286,735	\$ 301,515	\$ 316,442	\$ 331,518
Food and Beverage Sales Tax (2%) - Direct		\$ 1,627,375	\$ 1,823,762	\$ 1,832,712	\$ 1,868,063	\$ 1,940,124
Food and Beverage Sales Tax (2%) - Indirect/Induced		\$ 35,152	\$ 36,102	\$ 36,270	\$ 49,921	\$ 51,272
Total Additional Taxes		\$ 26,107,349	\$ 28,512,336	\$ 28,780,141	\$ 29,240,680	\$ 30,853,960
Total Tax Impact		\$ 28,798,729	\$ 31,289,153	\$ 31,608,531	\$ 33,334,677	\$ 35,029,774
						\$ 34,391,183

C: French Lick Cumulative Impact Analysis continued

GINOVUS.

Cook Group Incorporated
Economic Analysis
January 21, 2020

French Lick Resort Casino Output	Base 2019	2025	2026	2027	2028	2029	
French Lick Resort Output							
Annual Visitors	1,100,000	1,324,512	1,463,297	1,508,321	1,504,804	1,482,995	
Annual Visitors Rate of Change		0%	10%	3%	0%	-1%	
Hotel Room Nights	170,265	198,677	226,811	233,790	240,769	237,279	
Rooms	686	756	956	956	956	956	
Average Occupancy Rate	68%	72%	65%	67%	69%	68%	
Projected Visitor to Roomnight Conversion Rate	15.5%	15.0%	15.5%	15.5%	16.0%	16.0%	
Estimated Hospitality Gross Revenue	\$ 80,458,256	\$ 99,659,826	\$ 114,910,166	\$ 119,630,323	\$ 124,433,391	\$ 123,856,308	
Estimated Gaming Gross Revenue	\$ 87,163,111	\$ 104,953,261	\$ 115,950,454	\$ 119,518,160	\$ 119,239,433	\$ 117,511,325	
Employment & Payroll Impact							
Direct Employment & Payroll							
Cook Existing Full Time Jobs	1150	1150	1150	1150	1150	1150	
Cook Existing Part Time Jobs	250	250	250	250	250	250	
Existing Direct Payroll	\$ 41,000,000	\$ 46,172,659	\$ 47,096,112	\$ 48,038,035	\$ 48,998,795	\$ 49,978,771	
Cook New Direct Full Time Jobs		225	250	250	250	250	
Cook New Direct Part Time Jobs		350	400	475	450	425	
FTE/Room Night	0.00749	0.00843	0.00761	0.00754	0.00727	0.00732	
New Direct Jobs Annual Payroll	\$ -	\$ 14,485,540	\$ 16,622,157	\$ 18,367,484	\$ 18,254,453	\$ 18,129,554	
Indirect/Induced Employment & Payroll							
Casino-Hotel Output Generated Indirect/Induced Jobs	270	330	374	387	395	392	
Indirect/Induced Annual Payroll	\$ 9,601,016	\$ 12,459,657	\$ 14,230,981	\$ 14,897,193	\$ 15,364,892	\$ 15,379,864	
Construction/Investment Induced Impact							
Cook Construction Investment	\$ 17,000,000	\$ 27,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	
Direct Jobs Created	109	173	45	45	45	45	
Indirect/Induced Jobs	46	73	19	19	19	19	
Highway Construction Investment		\$ 45,000,000					
Direct Jobs Created		253					
Indirect/Induced Jobs		120					
New Construction Annual Payroll	\$ 9,474,432	\$ 39,745,460	\$ 4,182,654	\$ 4,224,480	\$ 4,266,725	\$ 4,309,393	
Total Jobs	1,429	2,294	1,789	1,826	1,814	1,801	
Total Annual Payroll	\$ 60,075,448	\$ 112,863,316	\$ 82,131,905	\$ 85,527,192	\$ 86,884,866	\$ 87,797,582	
Payroll Tax Withholding							
State	3.23%	\$ 1,940,437	\$ 3,645,485	\$ 2,652,861	\$ 2,762,528	\$ 2,806,381	\$ 2,835,862
County	1.25%	\$ 750,943	\$ 1,410,791	\$ 1,026,649	\$ 1,069,090	\$ 1,086,061	\$ 1,097,470
Total State and County Income Tax		\$ 2,691,380	\$ 5,056,277	\$ 3,679,509	\$ 3,831,618	\$ 3,892,442	\$ 3,933,332
Additional Taxes							
Riverboat Wagering Tax (Share)							
General Fund	56.5%	\$ 11,080,611	\$ 13,342,183	\$ 14,740,201	\$ 15,193,746	\$ 15,158,313	\$ 14,938,627
Orange County	5.7%	\$ 1,117,573	\$ 1,345,671	\$ 1,486,673	\$ 1,532,417	\$ 1,528,843	\$ 1,506,686
French Lick / West Baden	9.7%	\$ 1,910,964	\$ 2,300,995	\$ 2,542,098	\$ 2,620,316	\$ 2,614,205	\$ 2,576,318
Orange County School Corp	6.4%	\$ 1,262,601	\$ 1,520,300	\$ 1,679,600	\$ 1,731,280	\$ 1,727,243	\$ 1,702,210
Dubois/Crawford Counties	4.6%	\$ 904,295	\$ 1,088,864	\$ 1,202,957	\$ 1,239,971	\$ 1,237,079	\$ 1,219,151
Town of Paoli/Orleans	5.5%	\$ 1,083,448	\$ 1,304,582	\$ 1,441,279	\$ 1,485,626	\$ 1,482,161	\$ 1,460,680
IEDC	11.5%	\$ 2,252,208	\$ 2,711,887	\$ 2,996,044	\$ 3,088,230	\$ 3,081,028	\$ 3,036,375
Total Wagering Tax	100%	\$ 19,611,700	\$ 23,614,484	\$ 26,088,852	\$ 26,891,586	\$ 26,828,872	\$ 26,440,048
Property Tax		\$ 3,375,000	\$ 3,914,500	\$ 3,969,625	\$ 4,374,750	\$ 4,429,875	\$ 4,485,000
Innkeepers Tax (4%)		\$ 1,202,868	\$ 1,489,935	\$ 1,717,931	\$ 1,788,498	\$ 1,860,305	\$ 1,851,677
Resort Utility Taxes		\$ 255,254	\$ 362,124	\$ 411,691	\$ 427,720	\$ 443,909	\$ 460,260
Food and Beverage Sales Tax (2%) - Direct		\$ 1,627,375	\$ 1,986,514	\$ 2,241,342	\$ 2,321,806	\$ 2,365,731	\$ 2,343,351
Food and Beverage Sales Tax (2%) - Indirect/Induced		\$ 35,152	\$ 56,306	\$ 43,930	\$ 45,439	\$ 46,262	\$ 45,843
Total Additional Taxes		\$ 26,107,349	\$ 31,423,863	\$ 34,473,371	\$ 35,849,799	\$ 35,974,955	\$ 35,626,179
Total Tax Impact		\$ 28,798,729	\$ 36,480,140	\$ 38,152,881	\$ 39,681,417	\$ 39,867,397	\$ 39,559,511

C: French Lick Cumulative Impact Analysis continued

GINOVUS.

**Cook Group Incorporated
Economic Analysis
January 21, 2020**

French Lick Resort Casino Output	Base 2019	2030	2032	2033	2033	2034
French Lick Resort Output						
Annual Visitors	1,100,000	1,482,995	1,482,995	1,482,995	1,482,995	1,482,995
Annual Visitors Rate of Change		0%				
Hotel Room Nights	170,265	237,279	237,279	237,279	237,279	237,279
Rooms	686	956	956	956	956	956
Average Occupancy Rate	68%	68%	68%	68%	68%	68%
Projected Visitor to Roomnight Conversion Rate	15.5%	16.0%	16.0%	16.0%	16.0%	16.0%
Estimated Hospitality Gross Revenue	\$ 80,458,256	\$ 125,094,871	\$ 126,345,820	\$ 127,609,278	\$ 128,885,371	\$ 130,174,225
Estimated Gaming Gross Revenue	\$ 87,163,111	\$ 117,511,325	\$ 117,511,325	\$ 117,511,325	\$ 117,511,325	\$ 117,511,325
Employment & Payroll Impact						
	2019	2030	2032	2033	2033	2034
Direct Employment & Payroll						
Cook Existing Full Time Jobs	1150	1150	1150	1150	1150	1150
Cook Existing Part Time Jobs	250	250	250	250	250	250
Existing Direct Payroll	\$ 41,000,000	\$ 50,978,347	\$ 51,997,914	\$ 53,037,872	\$ 54,098,629	\$ 55,180,602
Cook New Direct Full Time Jobs		250	250	250	250	250
Cook New Direct Part Time Jobs		425	425	425	425	425
FTE/Room Night	0.00749	0.00732	0.00732	0.00732	0.00732	0.00732
New Direct Jobs Annual Payroll	\$ -	\$ 18,492,145	\$ 18,861,988	\$ 19,239,228	\$ 19,624,013	\$ 20,016,493
Indirect/Induced Employment & Payroll						
Casino-Hotel Output Generated Indirect/Induced Jobs	270	394	396	399	401	403
Indirect/Induced Annual Payroll	\$ 9,601,016	\$ 15,621,625	\$ 15,867,573	\$ 16,117,783	\$ 16,372,335	\$ 16,631,309
Construction/Investment Induced Impact						
Cook Construction Investment	\$ 17,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000
Direct Jobs Created	109	45	45	45	45	45
Indirect/Induced Jobs	46	19	19	19	19	19
Highway Construction Investment						
Direct Jobs Created						
Indirect/Induced Jobs						
New Construction Annual Payroll	\$ 9,474,432	\$ 4,352,486	\$ 4,396,011	\$ 4,439,971	\$ 4,484,371	\$ 4,529,215
Total Jobs	1,429	1,801	1,801	1,801	1,801	1,801
Total Annual Payroll	\$ 60,075,448	\$ 89,444,604	\$ 91,123,486	\$ 92,834,854	\$ 94,579,348	\$ 96,357,619
Payroll Tax Withholding						
	2019	2030	2032	2033	2033	2034
State	3.23%	\$ 1,940,437	\$ 2,889,061	\$ 2,943,289	\$ 2,998,566	\$ 3,054,913
County	1.25%	\$ 750,943	\$ 1,118,058	\$ 1,139,044	\$ 1,160,436	\$ 1,182,242
Total State and County Income Tax		\$ 2,691,380	\$ 4,007,118	\$ 4,082,332	\$ 4,159,001	\$ 4,237,155
Additional Taxes						
	2019	2030	2032	2033	2033	2034
Riverboat Wagering Tax (Share)						
General Fund	56.5%	\$ 11,080,611	\$ 14,938,627	\$ 14,938,627	\$ 14,938,627	\$ 14,938,627
Orange County	5.7%	\$ 1,117,573	\$ 1,506,686	\$ 1,506,686	\$ 1,506,686	\$ 1,506,686
French Lick / West Baden	9.7%	\$ 1,910,964	\$ 2,576,318	\$ 2,576,318	\$ 2,576,318	\$ 2,576,318
Orange County School Corp	6.4%	\$ 1,262,601	\$ 1,702,210	\$ 1,702,210	\$ 1,702,210	\$ 1,702,210
Dubois/Crawford Counties	4.6%	\$ 904,295	\$ 1,219,151	\$ 1,219,151	\$ 1,219,151	\$ 1,219,151
Town of Paoli/Orleans	5.5%	\$ 1,083,448	\$ 1,460,680	\$ 1,460,680	\$ 1,460,680	\$ 1,460,680
IEDC	11.5%	\$ 2,252,208	\$ 3,036,375	\$ 3,036,375	\$ 3,036,375	\$ 3,036,375
Total Wagering Tax	100%	\$ 19,611,700	\$ 26,440,048	\$ 26,440,048	\$ 26,440,048	\$ 26,440,048
Property Tax		\$ 3,375,000	\$ 4,540,125	\$ 4,595,250	\$ 4,650,375	\$ 4,705,500
Innkeepers Tax (4%)		\$ 1,202,868	\$ 1,870,194	\$ 1,888,896	\$ 1,907,785	\$ 1,926,863
Resort Utility Taxes		\$ 255,254	\$ 476,774	\$ 493,454	\$ 510,300	\$ 527,315
Food and Beverage Sales Tax (2%) - Direct		\$ 1,627,375	\$ 2,355,375	\$ 2,367,520	\$ 2,379,787	\$ 2,392,176
Food and Beverage Sales Tax (2%) - Indirect/Induced		\$ 35,152	\$ 46,068	\$ 46,296	\$ 46,526	\$ 46,758
Total Additional Taxes		\$ 26,107,349	\$ 35,728,585	\$ 35,831,465	\$ 35,934,821	\$ 36,038,661
Total Tax Impact						
		\$ 28,798,729	\$ 39,735,704	\$ 39,913,797	\$ 40,093,823	\$ 40,275,815



C: French Lick Cumulative Impact Analysis continued

GINOVUS.

**Cook Group Incorporated
Economic Analysis
January 21, 2020**

French Lick Resort Casino Output	Base 2019	2035	2036	2037	2038	2040
French Lick Resort Output						
French Lick Resort Output						
Annual Visitors	1,100,000	1,482,995	1,482,995	1,482,995	1,482,995	1,482,995
Annual Visitors Rate of Change						
Hotel Room Nights	170,265	237,279	237,279	237,279	237,279	237,279
Rooms	686	956	956	956	956	956
Average Occupancy Rate	68%	68%	68%	68%	68%	68%
Projected Visitor to Roomnight Conversion Rate	15.5%	16.0%	16.0%	16.0%	16.0%	16.0%
Estimated Hospitality Gross Revenue	\$ 80,458,256	\$131,475,967	\$132,790,727	\$134,118,634	\$135,459,820	\$136,814,419
Estimated Gaming Gross Revenue	\$ 87,163,111	\$117,511,325	\$117,511,325	\$117,511,325	\$117,511,325	\$117,511,325
Employment & Payroll Impact						
	2019	2035	2036	2037	2038	2040
Direct Employment & Payroll						
Cook Existing Full Time Jobs	1150	1150	1150	1150	1150	1150
Cook Existing Part Time Jobs	250	250	250	250	250	250
Existing Direct Payroll	\$ 41,000,000	\$ 56,284,214	\$ 57,409,898	\$ 58,558,096	\$ 59,729,258	\$ 60,923,843
Cook New Direct Full Time Jobs		250	250	250	250	250
Cook New Direct Part Time Jobs		425	425	425	425	425
FTE/Room Night	0.00749	0.00732	0.00732	0.00732	0.00732	0.00732
New Direct Jobs Annual Payroll	\$ -	\$ 20,416,823	\$ 20,825,159	\$ 21,241,662	\$ 21,666,496	\$ 22,099,825
Indirect/Induced Employment & Payroll						
Casino-Hotel Output Generated Indirect/Induced Jobs	270	405	408	410	413	415
Indirect/Induced Annual Payroll	\$ 9,601,016	\$ 16,894,788	\$ 17,162,855	\$ 17,435,594	\$ 17,713,093	\$ 17,995,441
Construction/Investment Induced Impact						
Cook Construction Investment	\$ 17,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000
Direct Jobs Created	109	45	45	45	45	45
Indirect/Induced Jobs	46	19	19	19	19	19
Highway Construction Investment						
Direct Jobs Created						
Indirect/Induced Jobs						
New Construction Annual Payroll	\$ 9,474,432	\$ 4,574,507	\$ 4,620,252	\$ 4,666,455	\$ 4,713,119	\$ 4,760,250
Total Jobs	1,429	1,801	1,801	1,801	1,801	1,801
Total Annual Payroll	\$ 60,075,448	\$ 98,170,332	\$100,018,164	\$101,901,807	\$103,821,966	\$105,779,360
Payroll Tax Withholding						
	2019	2035	2036	2037	2038	2040
State	3.23%	\$ 1,940,437	\$ 3,170,902	\$ 3,230,587	\$ 3,291,428	\$ 3,353,450
County	1.25%	\$ 750,943	\$ 1,227,129	\$ 1,250,227	\$ 1,273,773	\$ 1,297,775
Total State and County Income Tax	\$ 2,691,380	\$ 4,398,031	\$ 4,480,814	\$ 4,565,201	\$ 4,651,224	\$ 4,738,915
Additional Taxes						
	2019	2035	2036	2037	2038	2040
Riverboat Wagering Tax (Share)						
General Fund	56.5%	\$ 11,080,611	\$ 14,938,627	\$ 14,938,627	\$ 14,938,627	\$ 14,938,627
Orange County	5.7%	\$ 1,117,573	\$ 1,506,686	\$ 1,506,686	\$ 1,506,686	\$ 1,506,686
French Lick / West Baden	9.7%	\$ 1,910,964	\$ 2,576,318	\$ 2,576,318	\$ 2,576,318	\$ 2,576,318
Orange County School Corp	6.4%	\$ 1,262,601	\$ 1,702,210	\$ 1,702,210	\$ 1,702,210	\$ 1,702,210
Dubois/Crawford Counties	4.6%	\$ 904,295	\$ 1,219,151	\$ 1,219,151	\$ 1,219,151	\$ 1,219,151
Town of Paoli/Orleans	5.5%	\$ 1,083,448	\$ 1,460,680	\$ 1,460,680	\$ 1,460,680	\$ 1,460,680
IEDC	11.5%	\$ 2,252,208	\$ 3,036,375	\$ 3,036,375	\$ 3,036,375	\$ 3,036,375
Total Wagering Tax	100%	\$ 19,611,700	\$ 26,440,048	\$ 26,440,048	\$ 26,440,048	\$ 26,440,048
Property Tax		\$ 3,375,000	\$ 4,815,750	\$ 4,870,875	\$ 4,926,000	\$ 5,036,250
Innkeepers Tax (4%)		\$ 1,202,868	\$ 1,965,593	\$ 1,985,249	\$ 2,005,101	\$ 2,025,152
Resort Utility Taxes		\$ 255,254	\$ 561,857	\$ 579,387	\$ 597,093	\$ 614,976
Food and Beverage Sales Tax (2%) - Direct		\$ 1,627,375	\$ 2,417,327	\$ 2,430,092	\$ 2,442,984	\$ 2,456,005
Food and Beverage Sales Tax (2%) - Indirect/Induced		\$ 35,152	\$ 47,230	\$ 47,469	\$ 47,711	\$ 48,201
Total Additional Taxes	\$ 26,107,349	\$ 36,247,805	\$ 36,353,120	\$ 36,458,937	\$ 36,565,261	\$ 36,672,097
Total Tax Impact	\$ 28,798,729	\$ 40,645,836	\$ 40,833,934	\$ 41,024,138	\$ 41,216,485	\$ 41,411,013

D: French Lick Net Impact Analysis

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Cook Group Net Economic Impact Summary

French Lick Resort Casino Output	Base 2019	2020	2021	2022	2023	2024
French Lick Resort Output						
Annual Visitors		107,238	107,238	124,484	206,116	224,512
Hotel Room Nights		22,893	22,893	25,652	25,652	28,412
Rooms		70	70	70	70	70
Average Occupancy Rate		2%	2%	3%	3%	4%
Estimated Hospitality Gross Revenue		\$ 11,730,679	\$ 12,652,568	\$ 14,927,132	\$ 15,880,986	\$ 18,214,838
Estimated Gaming Gross Revenue		\$ 8,497,413	\$ 8,497,413	\$ 9,863,992	\$ 16,332,465	\$ 17,790,149
Employment & Payroll Impact						
	2019	2020	2021	2022	2023	2024
Direct Employment & Payroll						
Cook Existing Full Time Jobs		0	0	0	0	0
Cook Existing Part Time Jobs		0	0	0	0	0
Existing Direct Payroll		\$ 820,000	\$ 1,656,400	\$ 2,509,528	\$ 3,379,719	\$ 4,267,313
Cook New Direct Full Time Jobs		125	125	150	125	125
Cook New Direct Part Time Jobs		75	75	100	150	150
New Direct Jobs Annual Payroll		\$ 5,330,000	\$ 5,436,600	\$ 6,825,024	\$ 6,961,524	\$ 7,100,755
Indirect/Induced Employment & Payroll						
Casino-Hotel Output Generated Indirect/Induced Jobs		33	35	41	52	58
Indirect/Induced Annual Payroll		\$ 1,291,263	\$ 1,460,050	\$ 1,792,196	\$ 2,315,224	\$ 2,669,262
Construction/Investment Induced Impact						
Cook Construction Investment		\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000
Direct Jobs Created		45	45	45	45	45
Indirect/Induced Jobs		19	19	19	19	19
Highway Construction Investment		\$ -	\$ -	\$ 50,000,000	\$ 50,000,000	\$ -
Direct Jobs Created		-	-	282	282	-
Indirect/Induced Jobs		-	-	133	133	-
New Construction Annual Payroll		\$ 3,940,249	\$ 3,979,652	\$ 29,656,077	\$ 29,952,638	\$ 4,100,239
Total Jobs		226	226	678	678	264
Total Annual Payroll		\$ 11,381,513	\$ 12,532,702	\$ 40,782,826	\$ 42,609,105	\$ 18,137,569
Payroll Tax Withholding						
	2019	2020	2021	2022	2023	2024
State 3.23%	\$ -	\$ 367,623	\$ 404,806	\$ 1,317,285	\$ 1,376,274	\$ 585,843
County 1.25%	\$ -	\$ 142,269	\$ 156,659	\$ 509,785	\$ 532,614	\$ 226,720
Total Payroll Tax Withholding	\$ -	\$ 509,892	\$ 561,465	\$ 1,827,071	\$ 1,908,888	\$ 812,563
Additional Taxes						
	2019	2020	2021	2022	2023	2024
Riverboat Wagering Tax (Share)						
General Fund 56.5%		\$ 1,080,234	\$ 1,080,234	\$ 1,253,960	\$ 2,076,265	\$ 2,261,573
Orange County 5.7%		\$ 108,951	\$ 108,951	\$ 126,472	\$ 209,409	\$ 228,099
French Lick / West Baden 9.7%		\$ 186,297	\$ 186,297	\$ 216,258	\$ 358,073	\$ 390,031
Orange County School Corp 6.4%		\$ 123,089	\$ 123,089	\$ 142,885	\$ 236,584	\$ 257,699
Dubois/Crawford Counties 4.6%		\$ 88,159	\$ 88,159	\$ 102,336	\$ 169,445	\$ 184,568
Town of Paoli/Orleans 5.5%		\$ 105,624	\$ 105,624	\$ 122,611	\$ 203,015	\$ 221,134
IEDC 11.5%		\$ 219,565	\$ 219,565	\$ 254,876	\$ 422,015	\$ 459,680
Total Wagering Tax	100%	\$ 1,911,918	\$ 1,911,918	\$ 2,219,398	\$ 3,674,805	\$ 4,002,784
Property Tax		\$ 88,875	\$ 319,000	\$ 374,125	\$ 429,250	\$ 484,375
Innkeepers Tax (4%)		\$ 175,376	\$ 189,159	\$ 223,164	\$ 237,424	\$ 272,316
Resort Utility Taxes		\$ 31,481	\$ 46,261	\$ 61,188	\$ 76,264	\$ 91,491
Food and Beverage Sales Tax (2%) - Direct		\$ 196,387	\$ 205,337	\$ 240,688	\$ 312,749	\$ 349,559
Food and Beverage Sales Tax (2%) - Indirect/Induced		\$ 950	\$ 1,118	\$ 14,770	\$ 16,120	\$ 3,822
Total Additional Taxes	\$ -	\$ 2,404,988	\$ 2,672,792	\$ 3,133,332	\$ 4,746,612	\$ 5,204,346
Total Tax Impact	\$ -	\$ 2,914,879	\$ 3,234,257	\$ 4,960,403	\$ 6,655,500	\$ 6,016,909

D: French Lick Net Impact Analysis continued

GINOVUS.

Cook Group Net Economic Impact Summary

French Lick Resort Casino Output	Base 2019	2025	2026	2027	2028	2029
French Lick Resort Output						
French Lick Resort Output						
Annual Visitors		224,512	363,297	408,321	404,804	382,995
Hotel Room Nights		28,412	56,546	63,525	70,503	67,014
Rooms		70	270	270	270	270
Average Occupancy Rate		4%	-3%	-1%	1%	0%
Estimated Hospitality Gross Revenue		\$ 19,201,569	\$ 34,451,910	\$ 39,172,066	\$ 43,975,134	\$ 43,398,052
Estimated Gaming Gross Revenue		\$ 17,790,149	\$ 29,787,343	\$ 32,355,049	\$ 32,076,322	\$ 30,348,214
Employment & Payroll Impact						
	2019	2025	2026	2027	2028	2029
Direct Employment & Payroll						
Cook Existing Full Time Jobs		0	0	0	0	0
Cook Existing Part Time Jobs		0	0	0	0	0
Existing Direct Payroll		\$ 5,172,659	\$ 6,096,112	\$ 7,038,035	\$ 7,998,795	\$ 8,978,771
Cook New Direct Full Time Jobs		225	250	250	250	250
Cook New Direct Part Time Jobs		350	400	475	450	425
New Direct Jobs Annual Payroll		\$ 14,485,540	\$ 16,622,157	\$ 18,367,484	\$ 18,254,453	\$ 18,129,554
Indirect/Induced Employment & Payroll						
Casino-Hotel Output Generated Indirect/Induced Jobs		60	103	117	125	122
Indirect/Induced Annual Payroll		\$ 2,858,641	\$ 4,629,955	\$ 5,296,177	\$ 5,763,876	\$ 5,778,848
Construction/Investment Induced Impact						
Cook Construction Investment		\$ 27,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000
Direct Jobs Created		173	45	45	45	45
Indirect/Induced Jobs		73	19	19	19	19
Highway Construction Investment		\$ 45,000,000	\$ -	\$ -	\$ -	\$ -
Direct Jobs Created		253	-	-	-	-
Indirect/Induced Jobs		120	-	-	-	-
New Construction Annual Payroll		\$ 39,745,460	\$ 4,182,654	\$ 4,224,480	\$ 4,266,725	\$ 4,309,393
Total Jobs	-	1,019	514	551	539	526
Total Annual Payroll	\$ -	\$ 62,262,300	\$ 31,530,889	\$ 34,926,176	\$ 36,283,850	\$ 37,196,566
Payroll Tax Withholding						
	2019	2025	2026	2027	2028	2029
State 3.23%	\$ -	\$ 2,011,072	\$ 1,018,448	\$ 1,128,115	\$ 1,171,968	\$ 1,201,449
County 1.25%	\$ -	\$ 778,279	\$ 394,136	\$ 436,577	\$ 453,548	\$ 464,957
Total Payroll Tax Withholding	\$ -	\$ 2,789,351	\$ 1,412,584	\$ 1,564,693	\$ 1,625,516	\$ 1,666,406
Additional Taxes						
	2019	2025	2026	2027	2028	2029
Riverboat Wagering Tax (Share)						
General Fund 56.5%		\$ 2,261,573	\$ 3,659,591	\$ 4,113,136	\$ 4,077,702	\$ 3,858,017
Orange County 5.7%		\$ 228,099	\$ 369,101	\$ 414,844	\$ 411,271	\$ 389,113
French Lick / West Baden 9.7%		\$ 390,031	\$ 631,134	\$ 709,352	\$ 703,241	\$ 665,354
Orange County School Corp 6.4%		\$ 257,699	\$ 416,999	\$ 468,679	\$ 464,642	\$ 439,609
Dubois/Crawford Counties 4.6%		\$ 184,568	\$ 298,661	\$ 335,676	\$ 332,784	\$ 314,855
Town of Paoli/Orleans 5.5%		\$ 221,134	\$ 357,830	\$ 402,177	\$ 398,713	\$ 377,232
IEDC 11.5%		\$ 459,680	\$ 743,836	\$ 836,022	\$ 828,820	\$ 784,168
Total Wagering Tax	100%	\$ 4,002,784	\$ 6,477,152	\$ 7,279,886	\$ 7,217,172	\$ 6,828,348
Property Tax		\$ 539,500	\$ 594,625	\$ 999,750	\$ 1,054,875	\$ 1,110,000
Innkeepers Tax (4%)		\$ 287,067	\$ 515,063	\$ 585,630	\$ 657,437	\$ 648,810
Resort Utility Taxes		\$ 106,870	\$ 156,437	\$ 172,466	\$ 188,655	\$ 205,006
Food and Beverage Sales Tax (2%) - Direct		\$ 359,139	\$ 613,967	\$ 694,431	\$ 738,356	\$ 715,976
Food and Beverage Sales Tax (2%) - Indirect/Induced		\$ 21,154	\$ 8,778	\$ 10,287	\$ 11,110	\$ 10,691
Total Additional Taxes	\$ -	\$ 5,316,515	\$ 8,366,023	\$ 9,742,450	\$ 9,867,606	\$ 9,518,830
Total Tax Impact	\$ -	\$ 8,105,866	\$ 9,778,607	\$ 11,307,143	\$ 11,493,123	\$ 11,185,237

D: French Lick Net Impact Analysis continued

GINOVUS.

Cook Group Net Economic Impact Summary

French Lick Resort Casino Output	Base 2019	2030	2032	2033	2033	2034
French Lick Resort Output						
Annual Visitors		382,995	382,995	382,995	382,995	382,995
Hotel Room Nights		67,014	67,014	67,014	67,014	67,014
Rooms		270	270	270	270	270
Average Occupancy Rate		0%	0%	0%	0%	0%
Estimated Hospitality Gross Revenue		\$ 44,636,615	\$ 45,887,564	\$ 47,151,022	\$ 48,427,115	\$ 49,715,968
Estimated Gaming Gross Revenue		\$ 30,348,214	\$ 30,348,214	\$ 30,348,214	\$ 30,348,214	\$ 30,348,214
Employment & Payroll Impact						
	2019	2030	2032	2033	2033	2034
Direct Employment & Payroll						
Cook Existing Full Time Jobs		0	0	0	0	0
Cook Existing Part Time Jobs		0	0	0	0	0
Existing Direct Payroll		\$ 9,978,347	\$ 10,997,914	\$ 12,037,872	\$ 13,098,629	\$ 14,180,602
Cook New Direct Full Time Jobs		250	250	250	250	250
Cook New Direct Part Time Jobs		425	425	425	425	425
New Direct Jobs Annual Payroll		\$ 18,492,145	\$ 18,861,988	\$ 19,239,228	\$ 19,624,013	\$ 20,016,493
Indirect/Induced Employment & Payroll						
Casino-Hotel Output Generated Indirect/Induced Jobs		124	126	128	131	133
Indirect/Induced Annual Payroll		\$ 6,020,609	\$ 6,266,557	\$ 6,516,767	\$ 6,771,319	\$ 7,030,293
Construction/Investment Induced Impact						
Cook Construction Investment		\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000
Direct Jobs Created		45	45	45	45	45
Indirect/Induced Jobs		19	19	19	19	19
Highway Construction Investment		\$ -	\$ -	\$ -	\$ -	\$ -
Direct Jobs Created		-	-	-	-	-
Indirect/Induced Jobs		-	-	-	-	-
New Construction Annual Payroll		\$ 4,352,486	\$ 4,396,011	\$ 4,439,971	\$ 4,484,371	\$ 4,529,215
Total Jobs	-	526	526	526	526	526
Total Annual Payroll	\$ -	\$ 38,843,588	\$ 40,522,470	\$ 42,233,838	\$ 43,978,332	\$ 45,756,603
Payroll Tax Withholding						
	2019	2030	2032	2033	2033	2034
State 3.23%	\$ -	\$ 1,254,648	\$ 1,308,876	\$ 1,364,153	\$ 1,420,500	\$ 1,477,938
County 1.25%	\$ -	\$ 485,545	\$ 506,531	\$ 527,923	\$ 549,729	\$ 571,958
Total Payroll Tax Withholding	\$ -	\$ 1,740,193	\$ 1,815,407	\$ 1,892,076	\$ 1,970,229	\$ 2,049,896
Additional Taxes						
	2019	2030	2032	2033	2033	2034
Riverboat Wagering Tax (Share)						
General Fund 56.5%		\$ 3,858,017	\$ 3,858,017	\$ 3,858,017	\$ 3,858,017	\$ 3,858,017
Orange County 5.7%		\$ 389,113	\$ 389,113	\$ 389,113	\$ 389,113	\$ 389,113
French Lick / West Baden 9.7%		\$ 665,354	\$ 665,354	\$ 665,354	\$ 665,354	\$ 665,354
Orange County School Corp 6.4%		\$ 439,609	\$ 439,609	\$ 439,609	\$ 439,609	\$ 439,609
Dubois/Crawford Counties 4.6%		\$ 314,855	\$ 314,855	\$ 314,855	\$ 314,855	\$ 314,855
Town of Paoli/Orleans 5.5%		\$ 377,232	\$ 377,232	\$ 377,232	\$ 377,232	\$ 377,232
IEDC 11.5%		\$ 784,168	\$ 784,168	\$ 784,168	\$ 784,168	\$ 784,168
Total Wagering Tax	100%	\$ 6,828,348				
Property Tax		\$ 1,165,125	\$ 1,220,250	\$ 1,275,375	\$ 1,330,500	\$ 1,385,625
Innkeepers Tax (4%)		\$ 667,327	\$ 686,029	\$ 704,918	\$ 723,995	\$ 743,264
Resort Utility Taxes		\$ 221,520	\$ 238,200	\$ 255,046	\$ 272,061	\$ 289,246
Food and Beverage Sales Tax (2%) - Direct		\$ 728,000	\$ 740,145	\$ 752,412	\$ 764,801	\$ 777,314
Food and Beverage Sales Tax (2%) - Indirect/Induced		\$ 10,916	\$ 11,144	\$ 11,374	\$ 11,606	\$ 11,841
Total Additional Taxes	\$ -	\$ 9,621,237	\$ 9,724,116	\$ 9,827,473	\$ 9,931,312	\$ 10,035,638
Total Tax Impact	\$ -	\$ 11,361,430	\$ 11,539,523	\$ 11,719,549	\$ 11,901,541	\$ 12,085,534



D: French Lick Net Impact Analysis continued

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Cook Group Net Economic Impact Summary

French Lick Resort Casino Output	Base 2019	2035	2036	2037	2038	2040
French Lick Resort Output						
Annual Visitors		382,995	382,995	382,995	382,995	382,995
Hotel Room Nights		67,014	67,014	67,014	67,014	67,014
Rooms		270	270	270	270	270
Average Occupancy Rate		0%	0%	0%	0%	0%
Estimated Hospitality Gross Revenue		\$ 51,017,711	\$ 52,332,470	\$ 53,660,378	\$ 55,001,564	\$ 56,356,162
Estimated Gaming Gross Revenue		\$ 30,348,214	\$ 30,348,214	\$ 30,348,214	\$ 30,348,214	\$ 30,348,214
Employment & Payroll Impact						
	2019	2035	2036	2037	2038	2040
Direct Employment & Payroll						
Cook Existing Full Time Jobs		0	0	0	0	0
Cook Existing Part Time Jobs		0	0	0	0	0
Existing Direct Payroll		\$ 15,284,214	\$ 16,409,898	\$ 17,558,096	\$ 18,729,258	\$ 19,923,843
Cook New Direct Full Time Jobs		250	250	250	250	250
Cook New Direct Part Time Jobs		425	425	425	425	425
New Direct Jobs Annual Payroll		\$ 20,416,823	\$ 20,825,159	\$ 21,241,662	\$ 21,666,496	\$ 22,099,825
Indirect/Induced Employment & Payroll						
Casino-Hotel Output Generated Indirect/Induced Jobs		135	138	140	142	145
Indirect/Induced Annual Payroll		\$ 7,293,772	\$ 7,561,839	\$ 7,834,578	\$ 8,112,077	\$ 8,394,425
Construction/Investment Induced Impact						
Cook Construction Investment		\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000
Direct Jobs Created		45	45	45	45	45
Indirect/Induced Jobs		19	19	19	19	19
Highway Construction Investment		\$ -	\$ -	\$ -	\$ -	\$ -
Direct Jobs Created		-	-	-	-	-
Indirect/Induced Jobs		-	-	-	-	-
New Construction Annual Payroll		\$ 4,574,507	\$ 4,620,252	\$ 4,666,455	\$ 4,713,119	\$ 4,760,250
Total Jobs	-	526	526	526	526	526
Total Annual Payroll	\$ -	\$ 47,569,316	\$ 49,417,148	\$ 51,300,791	\$ 53,220,950	\$ 55,178,344
Payroll Tax Withholding						
	2019	2035	2036	2037	2038	2040
State 3.23%	\$ -	\$ 1,536,489	\$ 1,596,174	\$ 1,657,016	\$ 1,719,037	\$ 1,782,261
County 1.25%	\$ -	\$ 594,616	\$ 617,714	\$ 641,260	\$ 665,262	\$ 689,729
Total Payroll Tax Withholding	\$ -	\$ 2,131,105	\$ 2,213,888	\$ 2,298,275	\$ 2,384,299	\$ 2,471,990
Additional Taxes						
	2019	2035	2036	2037	2038	2040
Riverboat Wagering Tax (Share)						
General Fund 56.5%		\$ 3,858,017	\$ 3,858,017	\$ 3,858,017	\$ 3,858,017	\$ 3,858,017
Orange County 5.7%		\$ 389,113	\$ 389,113	\$ 389,113	\$ 389,113	\$ 389,113
French Lick / West Baden 9.7%		\$ 665,354	\$ 665,354	\$ 665,354	\$ 665,354	\$ 665,354
Orange County School Corp 6.4%		\$ 439,609	\$ 439,609	\$ 439,609	\$ 439,609	\$ 439,609
Dubois/Crawford Counties 4.6%		\$ 314,855	\$ 314,855	\$ 314,855	\$ 314,855	\$ 314,855
Town of Paoli/Orleans 5.5%		\$ 377,232	\$ 377,232	\$ 377,232	\$ 377,232	\$ 377,232
IEDC 11.5%		\$ 784,168	\$ 784,168	\$ 784,168	\$ 784,168	\$ 784,168
Total Wagering Tax	100%	\$ 6,828,348	\$ 6,828,348	\$ 6,828,348	\$ 6,828,348	\$ 6,828,348
Property Tax		\$ 1,440,750	\$ 1,495,875	\$ 1,551,000	\$ 1,606,125	\$ 1,661,250
Innkeepers Tax (4%)		\$ 762,725	\$ 782,381	\$ 802,234	\$ 822,285	\$ 842,536
Resort Utility Taxes		\$ 306,603	\$ 324,133	\$ 341,839	\$ 359,722	\$ 377,784
Food and Beverage Sales Tax (2%) - Direct		\$ 789,952	\$ 802,717	\$ 815,609	\$ 828,630	\$ 841,781
Food and Beverage Sales Tax (2%) - Indirect/Induced		\$ 12,078	\$ 12,317	\$ 12,559	\$ 12,803	\$ 13,049
Total Additional Taxes	\$ -	\$ 10,140,456	\$ 10,245,772	\$ 10,351,589	\$ 10,457,913	\$ 10,564,749
Total Tax Impact	\$ -	\$ 12,271,562	\$ 12,459,660	\$ 12,649,864	\$ 12,842,211	\$ 13,036,738

E: Analysis Methodology

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Cook Group Economic Impact Analysis Methodology

French Lick Resort Casino Output	Methodology
French Lick Resort Output	
Annual Visitors	
Annual Visitors Rate of Change	Annual increase in number of total visitors over prior year
Hotel Room Nights	Annual room nights booked based on number of total rooms available and target occupancy
Rooms	Total rooms available at both resort hotels. 70 guest rooms added as part of 2019 expansion, with another 200 units to be added if supported by increased traffic.
Target Average Occupancy Rate	Increase in occupancy at current capacity based on growth in meeting/convention business and increased traffic from Mid-State Corridor improvements.
Target Visitor to Room Night Conversion Rate	Room nights booked as a percent of total visitor traffic. Target to maintain current rate of conversion as growth in overall traffic grows.
Estimated Hospitality Gross Revenue	Base year assumes 48/52% split in hospitality/gaming revenue applied to estimated base gaming revenue. Growth projected proportional to growth in total room nights.
Estimated Gaming Gross Revenue	Base year estimated gaming revenue as projected from actual Riverboat Wagering Tax collected. Growth projected proportional to growth in total annual resort visitors.
Employment & Payroll Impact	
Direct Employment & Payroll	
Cook Existing Full Time Jobs	Current full time employment as reported by Cook Group
Cook Existing Part Time Jobs	Current, average part time employment as reported by Cook Group
Existing Direct Payroll	Gross Payroll, excluding benefits, as reported by Cook Group, assuming 2% annual wage inflation
Cook New Direct Full Time Jobs	Employment growth required to maintain base year ratio of full time equivalent employees to total annual room nights.
Cook New Direct Part Time Jobs	Employment growth required to maintain base year ratio of full time equivalent employees to total annual room nights.
FTE/Room Night	Total number of existing and new, full and part-time employees (assuming 2PT=1FTE), divided by total annual room nights
New Direct Jobs Annual Payroll	Total calculated number of FTEs multiplied by average annual, inflation-adjusted base wage
Indirect/Induced Employment & Payroll	
Casino-Hotel Output Generated Indirect/Induced Jobs	Projected indirect supplier and induced employment demand in four-county region (Martin, Daviess, Dubois & Orange), generated by after-tax casino-hotel revenue
Indirect/Induced Annual Payroll	Total indirect and induced jobs multiplied by regional average annual, inflation-adjusted wage
Construction/Investment Induced Impact	
Cook Construction Investment	\$7M average annual budget for capital improvements and maintenance. \$17M expansion completed in 2019 adding 70 guest rooms. 200 guest room expansion at estimated cost of \$20MM to be complete subject to infrastructure improvements leading to increased resort traffic.
Direct Jobs Created	Projected direct construction jobs generated by commercial construction sales output
Indirect/Induced Jobs	Projected indirect supplier and induced employment demand in four-county region generated by commercial construction sales output
Highway Construction Investment	Mid-States Corridor Sec 2 assumed to result in conversion of 30 miles of 2 lane rural highway to 4 lane divided, to be completed over two years. Sec 3, linking French Lick to corridor, assumed to result in conversion of 20 miles of 2 lane state road to 2 lane highway with center passing or turn lane
Direct Jobs Created	Projected direct construction jobs generated by highway construction sales output
Indirect/Induced Jobs	Projected indirect supplier and induced employment demand in four-county region generated by highway construction sales output
New Construction Annual Payroll	Total direct construction jobs, plus indirect and induced jobs, multiplied by regional average annual construction and general inflation-adjusted wages
Total Jobs	Total of all existing and new direct, indirect and induced jobs
Total Annual Payroll	Total existing and new, inflation adjusted payroll
Payroll Tax Withholding	
State	3.23% Estimated IN state income tax collected from total projected annual payroll
County	1.25% Estimated, aggregate county income tax collected from total projected annual payroll
Total State and County Income Tax	Sum of state and county income tax
Additional Taxes	
Riverboat Wagering Tax (Share)	Prescribed split of wagering tax between state and local entities as reported in 2018 by Indiana Gaming Commission
General Fund	56.5%
Orange County	5.7%
French Lick / West Baden	9.7%
Orange County School Corp	6.4%
Dubois/Crawford Counties	4.6%
Town of Paoli/Orleans	5.5%
IEDC	11.5%
Total Wagering Tax	100% 22.5% Riverboat Wagering Tax collected based on projected annual gaming revenue
Property Tax	Base year tax based on estimated \$150M AV taxed at 2.25%. New property tax projected assuming AV equal to 70% of construction cost taxed at current rate.
Innkeepers Tax (4%)	Based on Innkeepers tax collected in 2019 per room night, proportional to annual projected room nights, assuming 1% annual room rate inflation.
Resort Utility Taxes	Based on 2019 utility tax collected per \$ in AV of real property improvements, increased in relation to AV of projected
Food and Beverage Sales Tax (2%) - Direct	Base year F&B tax collected as a % of total revenue multiplied by annual projected total revenue.
Food and Beverage Sales Tax (2%) - Indirect/Induced	2% of projected indirect/induced restaurant sales generated by hotel casino and construction sales output
Total Additional Taxes	Sum of additional tax revenue
Total Tax Impact	Sum of all tax revenue

F: County Labor and Employment Summary

	Lawrence County,	Orange County	Martin County	Dubois County	Daviess County	Total
Demographic						
Population (2019)	45,617	19,419	10,195	42,641	33,311	151,182
Labor Force	20,877	8,487	5,297	22,766	16,692	74,119
Employed (Seas Adj)	20,067	8,329	5,213	22,476	16,433	72,518
Unemployed (Seas Adj)	787	311	140	554	423	2,214
Unemployment Rate (Seas Adj)	3.8%	3.7%	2.6%	2.4%	2.5%	3.0%
Manufacturing						
Jobs (2019)	13,580	7,580	7,848	29,357	12,449	70,814
Manuf % of Labor Force	65.0%	89.3%	148.2%	129.0%	74.6%	95.5%
Manufacturing						
Jobs (2019)	2,714	1,195	391	11,610	2,485	18,395
Manuf % of Labor Force	13.0%	14.1%	7.4%	51.0%	14.9%	24.8%
Establishments						
Total	883	374	251	1290	901	3699
Share	24%	10%	7%	35%	24%	100%
Est : Pop Index	0.79	0.79	1.01	1.24	1.11	1.00
Manufacturing	61	24	15	95	96	291
Share	21%	8%	5%	33%	33%	100%
Est : Pop Index	0.69	0.64	0.76	1.16	1.50	1.00

Source

Bureau of Labor Statistics (BLS)

G: Drive Time Demographic Summary

	Percent			Value		
	Target Area Counties	Mid-States 35min	Mid-States 50min	Target Area Counties	Mid-States 35min	Mid-States 50min
Demographics						
Population (ACS)	—	—	—	183,098	138,788	305,154
Economic						
Labor Force Participation Rate and Size (civilian population 16 years and over)	61.4%	63.0%	61.5%	88,343	68,210	148,830
Prime-Age Labor Force Participation Rate and Size (civilian population 25-54)	81.5%	83.2%	81.5%	54,577	42,010	90,875
Median Household Income ²	—	—	—	\$50,535	\$50,929	\$50,892
Per Capita Income	—	—	—	\$24,917	\$24,774	\$25,355
Mean Commute Time (minutes)	—	—	—	24.0	23.2	23.3
Educational Attainment, Age 25-64						
No High School Diploma	12.9%	14.7%	11.6%	11,887	10,237	17,995
High School Graduate	37.6%	38.1%	38.0%	34,743	26,595	58,825
Associate's Degree	13.2%	13.2%	14.1%	12,174	9,209	21,845
Bachelor's Degree	12.0%	11.9%	11.6%	11,113	8,330	17,945
Postgraduate Degree	5.0%	4.9%	5.1%	4,644	3,449	7,905
Housing						
Total Housing Units	—	—	—	80,672	60,538	135,304
Median House Value (of owner-occupied units) ²	—	—	—	\$113,497	\$115,976	\$112,931
Homeowner Vacancy	2.3%	1.5%	1.6%	1,299	644	1,493
Rental Vacancy	8.0%	6.6%	7.4%	1,423	848	2,218
Social						
Poverty Level (of all people)	12.1%	11.5%	12.2%	21,820	15,620	35,976

Source: JobsEQ®

1. American Community Survey 2013-2017, unless noted otherwise

2. Median values for certain aggregate regions (such as MSAs) may be estimated as the weighted averages of the median values from the composing counties.

3. Disconnected Youth are 16-19 year olds who are (1) not in school, (2) not high school graduates, and (3) either unemployed or not in the labor force.

4. Census 2018, annual average growth rate since 2008

* This user-defined region contains one or more partial ZCTA areas. Any such partial ZCTA within this region definition has been replaced by the full ZCTA for purposes of being described via the above data.



H: Target Area GDP Summary

CAGDP2 Gross domestic product (GDP) by county

Unit: (Thousands of current dollars)

Source: Bureau of Economic Analysis

Geo: County

Geography	Industry	GDP	Ind. Share of Co.	Co. Share of Total
Daviess, IN	Accommodation and food services	26,230	2.1%	16.3%
Daviess, IN	Government and government enterprises	136,116	10.8%	
Daviess, IN	Manufacturing	246,424	19.6%	
Daviess, IN	All Other	847,509	67.5%	
Dubois, IN	Accommodation and food services	50,666	1.8%	36.2%
Dubois, IN	Government and government enterprises	146,097	5.2%	
Dubois, IN	Manufacturing	1,100,679	39.3%	
Dubois, IN	All Other	1,502,024	53.7%	
Lawrence, IN	Accommodation and food services	37,539	2.0%	24.1%
Lawrence, IN	Government and government enterprises	138,032	7.4%	
Lawrence, IN	Manufacturing	507,547	27.2%	
Lawrence, IN	All Other	1,181,677	63.4%	
Martin, IN	Accommodation and food services (D)	-	0.0%	14.4%
Martin, IN	Government and government enterprises	743,426	66.6%	
Martin, IN	Manufacturing	52,914	4.7%	
Martin, IN	All Other	319,857	28.7%	
Orange, IN	Accommodation and food services	191,163	27.6%	9.0%
Orange, IN	Government and government enterprises	59,099	8.5%	
Orange, IN	Manufacturing	78,110	11.3%	
Orange, IN	All Other	363,516	52.5%	
		7,728,625		

Geography	Industry	GDP	Co. Share of Ind.	Ind. Share of Total
Orange, IN	Accommodation and food services	191,163	62.6%	4.0%
Dubois, IN	Accommodation and food services	50,666	16.6%	
Daviess, IN	Accommodation and food services	26,230	8.6%	
Lawrence, IN	Accommodation and food services	37,539	12.3%	
Martin, IN	Accommodation and food services (D)	-	0.0%	
Dubois, IN	Manufacturing	1,100,679	55.4%	25.7%
Lawrence, IN	Manufacturing	507,547	25.6%	
Daviess, IN	Manufacturing	246,424	12.4%	
Orange, IN	Manufacturing	78,110	3.9%	
Martin, IN	Manufacturing	52,914	2.7%	
Martin, IN	Government and government enterprises	743,426	60.8%	15.8%
Dubois, IN	Government and government enterprises	146,097	11.9%	
Lawrence, IN	Government and government enterprises	138,032	11.3%	
Daviess, IN	Government and government enterprises	136,116	11.1%	
Orange, IN	Government and government enterprises	59,099	4.8%	
Dubois, IN	All Other	1,502,024	35.6%	54.5%
Lawrence, IN	All Other	1,181,677		
Daviess, IN	All Other	847,509	20.1%	
Orange, IN	All Other	363,516	8.6%	
Martin, IN	All Other	319,857	7.6%	
		7,728,625		

Footnotes:

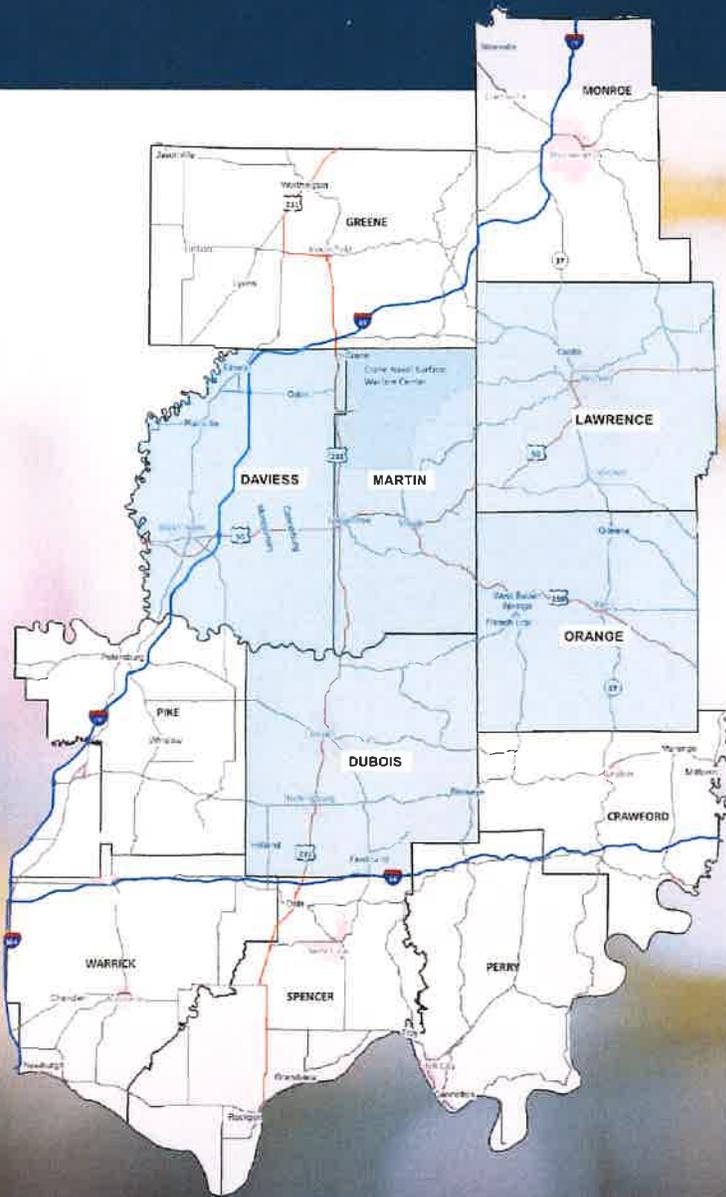
1) Gross Domestic Product (GDP) is in thousands of current dollars (not adjusted for inflation). Industry detail is based on the 2012 North American Industry Classification System (NAICS). 2) The private goods-producing industries consist of agriculture, forestry, fishing, and hunting; mining, quarrying, and oil and gas extraction; construction; and manufacturing. 3) The private services-producing industries consist of utilities; wholesale trade; retail trade; transportation and warehousing, excluding Postal Service; information; finance and insurance; real estate, rental, and leasing; professional, scientific, and technical services; management of companies; administrative and support and waste management and remediation services; educational services; health care and social assistance; arts, entertainment, and recreation; accommodation and food services; and other services (except government and government enterprises).

Metropolitan Areas are defined (geographically delineated) by the Office of Management and Budget bulletin no. 18-04 issued September 14, 2018.

(D) Not shown to avoid disclosure of confidential information; estimates are included in higher-level totals.

Last updated: December 12, 2019 – new statistics for 2001-2018.

THANK YOU



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Lawrence County Supplemental Analysis

There are shared and pronounced effects that arise in the data when modeling the economic impact of potential expansions in the Lawrence and Orange County economies. Several of these effects are evidence of businesses having limited access to labor, and employees having limited access to where employment opportunities are. This isolation, and friction in the market show up in the disparities between in metrics like housing vacancy, unemployment and distribution of business output. The results we found bear out the concerns about inadequate mobility and connectivity to the area of the Mid-States region that would be connected by Section 3-F. Our findings demonstrate the limitations this lack of connectivity places on economic growth and distribution of economic impact.

In an attempt to confirm the key finding from the Cook Group economic impact analysis, we modeled the inputs and outputs of a related expansion event in Lawrence County. For this exercise we considered an event that would result in the total addition of 200 jobs filled by residents of Lawrence county. Based on current labor force and unemployment figures, that level of growth would result in a 1% point decrease in the County unemployment rate, bringing it reasonably in line with the regional average. Given the industry concentration and the presence of several large employers, we modeled the direct impact based on growth taking place in the manufacturing industry.

Based on feedback received from a sampling of local employers we projected that Lawrence County residents would fill 88% of the jobs created, with the remainder distributed marginally to neighboring counties. That finding in itself was a strong indicator that local employers have trouble accessing labor that is willing or able to commute to Lawrence County from the surrounding area. Provided those assumptions, it would require a hiring event of 158 direct manufacturing industry jobs to produce a total of 201 combined direct and indirect jobs needed to lower the unemployment rate by the desired 1%. The table below summarizes the jobs, wages and sales output that is projected to result from such an event.

Lawrence County, Indiana Annual Impact of Manufacturing (Event Size = 140)

	Direct	Indirect	Induced	Total
Local Employment (Lawrence Co.)	140	19	42	201
Compensation	\$10,040,161	\$1,138,652	\$1,656,203	\$12,835,017
Extended Employment (MS Region)	18	4	5	27
Compensation	\$922,809	\$157,609	\$203,095	\$1,283,513
Sales/Output	\$39,030,300	\$3,143,473	\$4,940,634	\$47,114,406

Business Retention

Investing in additional improvements to the 231 corridor from SR56 north to I-69 would further concentrate business and employment growth in the central/western counties of the Mid-States region. Specifically, Lawrence County manufacturers and suppliers servicing the West Gate of Crane, which have indicated that transportation time and cost is already impacting their ability to service customers, would be incentivized to migrate operations. As borne out in the distribution of GDP and concentration of business establishments relative to population, output in the region is already heavily oriented toward the 231 corridor. The result would consolidate economic activity and further exacerbating the business, employment and housing struggles facing the Lawrence and Orange Counties.

Business Concentration Relative to Workforce

	Lawrence County, IN	Orange County, IN	Martin County, IN	Dubois County, IN	Daviess County, IN	Total
Demographic						
Population (2019)	45,617	19,419	10,195	42,641	33,311	151,182
Labor Force	20,877	8,487	5,297	22,766	16,692	74,119
Employed (Seas Adj)	20,067	8,329	5,213	22,476	16,433	72,518
Unemployed (Seas Adj)	787	311	140	554	423	2,214
Unemployment Rate (Seas Adj)	3.8%	3.7%	2.6%	2.4%	2.5%	3.0%
Manufacturing						
Jobs (2019)	2,714	1,195	391	11,610	2,485	18,395
Manuf % of Labor Force	13.0%	14.1%	7.4%	51.0%	14.9%	24.8%
Establishments						
Total	883	374	251	1290	901	3699
Share	24%	10%	7%	35%	24%	100%
Est : Pop Index	0.79	0.79	1.01	1.24	1.11	1.00
Manufacturing	61	24	15	95	96	291
Share	21%	8%	5%	33%	33%	100%
Est : Pop Index	0.69	0.64	0.76	1.16	1.50	1.00
Source						
Bureau of Labor Statistics (BLS)						

Employment & Labor Force Isolation

Based on input from local employers it is estimated that 86% of hospitality employees in Orange County, and 88% of manufacturing employees in Lawrence County live in the county in which they work. Therefore, given existing transportation limitations, most of jobs created by the modeled employment events would need to draw from the intra-county labor pools. For Orange county that would theoretically result in negative unemployment. In Lawrence County, even though 3.8% unemployment is the highest in the region, demonstrating constraints on access to nearby jobs, that rate still represents a relatively tight labor market. This point is demonstrated more clearly in the following section. The tightness in labor availability, just for these two limited hiring events, suggests that business expansion in the area is not only dependent on improved access to and from customers but improved access to a broader labor force.

Cumulative Unemployment Impact						
County	Labor Force	Unemployed	Rate	New Resident Jobs	Adjusted Unemployed	Adjusted Rate
Lawrence	20,877	787	3.8%	200	587	2.8%
Orange	8,487	311	3.7%	366	(55)	-0.7%
Martin	5,297	140	2.6%	6	134	2.5%
Dubois	22,766	554	2.4%	6	548	2.4%
Daviess	16,692	423	2.5%	-	423	2.5%
TOTAL	34,661	1,238	3.6%	572	666	1.9%

Limited Capacity to Absorb Job Growth

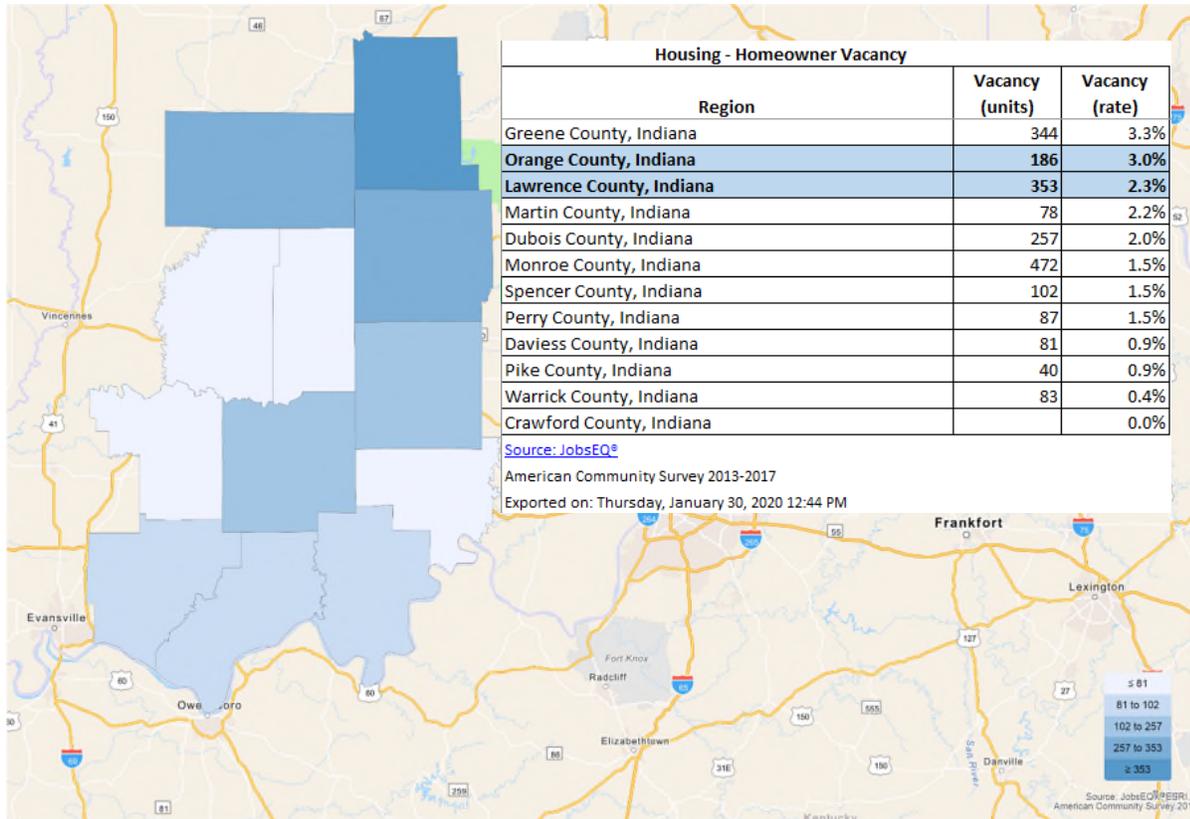
Looking at the distribution of available employees across the top job classifications demanded in the event of a manufacturing employment event, there is very limited supply of employees with the exact or similar skills available to fill the newly created jobs within the geography from which that industry currently attracts employees. Of the 158 jobs created, 140 would be drawn from within Lawrence County based on current employee residential distribution. Selecting from the available unemployed labor force there would be on average only 2 candidates per job. Extending that out to the similarly skilled, unemployed workforce that pool would rise to 11 candidates. Anything less than 7 candidates is considered critically low when factoring in other employer demand and turnover. Provided improved access to the regional labor pool, the total supply to fill all 158 new direct jobs would grow to between 8-40 candidates per job, depending desired skillset.

Lawrence County, Indiana, NAICS 31 - Manufacturing										
Title	New Employer Demand	Empl (Place of Residence) ¹	Unempl ¹	Empl Extended	Unempl Extended	Unempl per Opening	Unempl Extended per Opening	Total Candidates per Opening		
Team Assemblers	10	284	15	203	7	1	2	30		
First-Line Supervisors of Production and Operating Workers	5	193	4	143	2	1	1	39		
Inspectors, Testers, Sorters, Samplers, and Weighers	4	157	5	282	14	1	5	40		
Laborers and Freight, Stock, and Material Movers, Hand	4	407	30	122	5	8	9	109		
Machinists	4	148	3	171	6	1	2	38		
General and Operations Managers	3	305	5	795	10	2	5	103		
Packaging and Filling Machine Operators and Tenders	3	42	3	1,059	60	1	21	15		
Sales Representatives, Wholesale and Manufacturing, Ex	3	125	3	3	0	1	1	43		
Welders, Cutters, Solderers, and Brazers	3	109	5	1,246	54	2	20	38		
Computer-Controlled Machine Tool Operators, Metal and	2	78	2	135	4	1	3	40		
Customer Service Representatives	2	258	11	359	15	6	13	135		
Cutting, Punching, and Press Machine Setters, Operators,	2	94	4	862	39	2	21	49		
Electrical and Electronic Equipment Assemblers	2	38	2	0	0	1	1	20		
Food Batchmakers	2	16	0	123	8	0	4	8		
Heavy and Tractor-Trailer Truck Drivers	2	384	12	177	6	6	9	198		
Helpers--Production Workers	2	91	5	504	31	2	18	48		
Industrial Engineers	2	56	2	50	1	1	1	29		
Industrial Machinery Mechanics	2	94	1	507	15	0	8	47		
Industrial Production Managers	2	32	1	755	13	0	7	16		
Industrial Truck and Tractor Operators	2	94	5	672	40	2	22	49		
Maintenance and Repair Workers, General	2	257	8	89	1	4	5	132		
Meat, Poultry, and Fish Cutters and Trimmers	2	5	0	314	17	0	9	3		
Mechanical Engineers	2	62	1	111	3	1	2	31		
Molding, Coremaking, and Casting Machine Setters, Oper	2	211	11	70	4	5	8	111		
Office Clerks, General	2	395	14	612	20	7	17	205		
Packers and Packagers, Hand	2	65	6	483	28	3	17	36		
Printing Press Operators	2	26	1	68	2	0	2	14		
Shipping, Receiving, and Traffic Clerks	2	120	4	683	35	2	20	62		
Total	140	7,564	286		1,223	2	11	26		
Source: JobsEQ®										
1. Occupation employment and unemployment are place-of-residence data--that is, referring to workers who reside in the named locality.										
2. Occupation wages are as of 2018 and represent the average for all Covered Employment										
Data as of 2019Q3 unless noted otherwise										
Note: Figures may not sum due to rounding.										
Exported on: Thursday, January 30, 2020 1:31 PM										

IN Mid-States Corridor_Sec3 (Greene,Martin, Daviess, Dubois, Orange, Lawrence Counties), NAICS 31 - Manufacturing								
Title	New Employer Demand	Empl (Place of Residence) ¹	Unempl ¹	Empl Extended	Unempl Extended	Unempl per Opening	Unempl Extended per Opening	Total Candidates per Opening
Team Assemblers	11	1,630	69	778	23	6	8	30
First-Line Supervisors of Production and Operating	6	895	16	717	11	3	4	31
Inspectors, Testers, Sorters, Samplers, and	5	587	15	1,715	69	3	17	32
Laborers and Freight, Stock, and Material Movers,	4	2,066	130	579	19	32	37	33
Machinists	4	398	7	1,644	44	2	13	34
Packaging and Filling Machine Operators and	4	302	16	4,935	233	4	62	35
Welders, Cutters, Solderers, and Brazers	4	330	14	5,791	210	3	56	36
Electrical and Electronic Equipment Assemblers	3	156	6	0	0	2	2	37
General and Operations Managers	3	1,411	21	4,006	45	7	22	38
Helpers--Production Workers	3	607	25	3,134	154	8	60	39
Industrial Engineers	3	252	6	313	6	2	4	40
Industrial Machinery Mechanics	3	378	3	2,010	52	1	19	41
Maintenance and Repair Workers, General	3	1,059	29	355	6	10	12	42
Sales Representatives, Wholesale and								
Manufacturing, Except Technical and Scientific	3	772	15	45	1	5	6	43
Shipping, Receiving, and Traffic Clerks	3	573	19	3,092	140	6	53	44
Assemblers and Fabricators, All Other	2	270	12	0	0	6	6	45
Computer-Controlled Machine Tool Operators,	2	163	5	307	10	2	7	46
Customer Service Representatives	2	1,108	43	1,340	52	22	48	47
Cutting, Punching, and Press Machine Setters,	2	305	11	3,756	137	5	74	48
Food Batchmakers	2	96	2	633	32	1	17	49
Heavy and Tractor-Trailer Truck Drivers	2	1,992	52	805	25	26	38	50
Industrial Production Managers	2	173	4	3,756	52	2	28	51
Industrial Truck and Tractor Operators	2	441	19	3,298	169	9	94	52
Meat, Poultry, and Fish Cutters and Trimmers	2	372	12	2,183	94	6	53	53
Mechanical Engineers	2	236	4	544	11	2	7	54
Molding, Coremaking, and Casting Machine								
Setters, Operators, and Tenders, Metal and Plastic	2	444	21	803	33	11	27	55
Multiple Machine Tool Setters, Operators, and	2	139	6	579	19	3	12	56
Office Clerks, General	2	1,724	53	2,382	70	26	62	57
Packers and Packagers, Hand	2	463	33	2,107	107	16	70	58
Printing Press Operators	2	122	4	1,376	36	2	20	59
Production, Planning, and Expediting Clerks	2	181	2	568	15	1	9	60
Sewing Machine Operators	2	280	9	1,811	87	5	48	61
Total	158	37,123	1,210	137,619	5,145	8	40	124

Pronounced Housing Vacancy

Just as with Orange County, relative to workforce distribution and unemployment, the comparatively high volume and rate of vacant housing in Lawrence County supports the notion of commuting challenges causing limited access to jobs outside of the count. Employees' lack of access to jobs and businesses limited access to customers and suppliers throughout the region both act to depress housing demand, particularly in the counties to the east of 231 and North of I-69. Improved road connectivity would likely reduce the number of vacant homes, which has quality of life, public safety and tax ramifications for local governments in the county.





MEETING SUMMARY

Date of Meeting: June 25, 2019 **Re:** Economic Development Interviews: Elliott Stone

Location: 7056 State Road
158, Bedford IN
47421 **Issue Date:** July 12, 2019

Submitted By: Amy Hackbarth

In Attendance: Ralph Morgan
(RM): Elliott
Stone;

Michael Grovak
(MG):
Lochmueller
Group;

Amy Hackbarth:
Lochmueller
Group

ITEMS DISCUSSED:

Michael Grovak (MG) introduced the NEPA Environmental Impact Statement (EIS) process:

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.
- Particularly large projects sometimes use a tiered study when you have a complex project in a large study area.
- Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor.
- Tier 2 studies are more detailed and result in the section of an exact alignment.
- An EIS at its core evaluates project benefits, impacts and costs.
- The 12-county study area was explained along with the 2014 Governor’s Blue-Ribbon Panel report which found the Mid-States project was a major priority for the region and the state.



July 12, 2019

Page 2

- Explanation of the atypical funding of this Tier 1 study by a Regional Development Authority in conjunction with INDOT
- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
- These interviews are being conducted to receive input on regional freight and logistic needs.

Ralph Morgan (RM) begins explaining regional travel patterns.

- I-69 has been a benefit for Lawrence County.
 - Access to I-69 is quicker or slower depending upon where you are in the county.
- For Elliott Stone:
 - All the product is here
 - There are no inbound shipments.
 - Outbound freight from Elliott Stone has its issues.
 - Natural stone shipments usually are backhauls.
 - They are not the primary freight for the carrier.
 - Most freight trucking is contracted by the customer.
 - Elliott Stone does not have their own fleet.
 - There is a struggle to get trucks to this area
 - It is a relatively isolated region for freight shipment
 - Trucks generally come from the North
 - There are not reliable roads to access this area from the south.
- RM indicated on the study map a triangular region that is lacking north/south access.
 - This region is between I-69 to the West and I-64 to the South.
 - Access to the north and west is reasonable.
 - Access from the direct south or southeast is not reliable.
 - This area is a relative 'dead zone' for Elliott Stone.
 - Access from Louisville generally is via 2-lane roads in challenging terrain with no shoulders (e.g., US 50).

RM offered information on Elliott Stone

- It mines primarily dimensional limestone, a specialized type of large-block limestone.
- There is dimension stone throughout the United States in different forms (marble, granite, sandstone, etc.).
- The product generally is shipped to "wholesalers" (for lack of better word), and then sold direct to customers (i.e. Lowe's).

July 12, 2019

Page 3

- This unique product is shipped widely domestically and also internationally.
 - Large amounts are shipped to the east
 - It also goes to California and Texas, as well as other places.
 - Typically, distant places such as California and Canada require rail shipment (intermodal transport).
 - The closest intermodal rail facility is in Chicago.
- MG asked for other intermodal information
 - RM stated that international shipments are outliers.
 - They require some sort of boat transport.
 - 85-90% of product is shipped by motor freight.
 - The majority of the remaining shipments use motor freight to rail.
 - A small number of shipments are via water.
 - Elliott Stone sends around 800-1,200 trucks outbound a year.

RM discussed the implementation of electronic logs in motor freight.

- This added more cost and complexity to freight logistics.
- The use of electronic logs became a USDOT requirement in December of 2017.
- This has led to more driver travel during rush hours.
 - They are on the clock and cannot pull over.
 - This in turn has led to more serious accidents.
- Drivers are less likely to pick up shipments that are not conveniently located.
- This implementation also led to a 15% increase in product cost (due to added freight costs).
 - This briefly led to a dip in sales.
 - Sales have now normalized because customers realize that the freight costs cannot be lowered.
- MG explained the traffic forecasting model which is being used for this project.
 - Any effects due to the implementation of electronic logs would just begin to show up in traffic counts.
- Reduced time and increased dependability will encourage drivers to serve this area
 - Comments that truckers are being forced to pull off on ramps in order to avoid driving over their daily limit and adhere to rest requirements.
 - Strict checks of electronic logs by police officers and at weigh stations leads to heavy fines.
 - Road designers need to provide rest stops for drivers to avoid their stopping in dangerous places.
- Due to systematic added costs and inflexibility in motor freight, access to multi-lane and predictable travel time has never been more important or critical.

July 12, 2019

Page 4

RM further explains the benefits of a reliable route for drivers

- Even a 15- or 20-minute time savings is a huge benefit for drivers.
- Those savings accumulate.
- New business will look at transportation accessibility when deciding when to locate.
- Reliable transportation is necessary for future development
- A new road would open up economic advantages to this region
 - Comments on Jasper and its huge industrial base.
- The GM plant in Bedford is the largest industrial manufacturer for Lawrence County.
 - It produces aluminum castings for transmissions.
 - RM believes it is the only GM aluminum casting manufacturer in the nation.
 - Currently drivers must get to GM early, so there isn't a backup.
 - Otherwise they have to wait (which translates to lost revenue).
 - Currently no rail service in this area- so GM ships only by motor freight.
- States compete against each other for business.
 - Transportation is an element in this competition
 - Businesses will locate where it is economically advantageous.

MG concludes the meeting and gives a brief explanation of tiered studies and the timeline for the first Tier.

RM provides concluding remarks.

- Comments that there needs to be some thought about the roads which connect to the major roads (I-69, I-65, etc.)
 - Reliability also is an important factor for those roads.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 25, 2019 **Re:** Economic Development Interviews: Radius

Location: 1504 I St, Bedford IN 47421 **Issue Date:** July 12, 2019

Submitted By: Amy Hackbarth

In Attendance: Jeff Quyle (JQ):
Radius;
Matt Craig (MC):
Radius;
Michael Grovak (MG):
Lochmueller Group;
Amy Hackbarth:
Lochmueller Group

ITEMS DISCUSSED:

Michael Grovak (MG) gave an introduction on NEPA Environmental Impact Statement (EIS) process:

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.
- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
 - Brief description of the development of a project specific model that uses data from IN, KY, and TN statewide travel models.



July 12, 2019

Page 2

- These interviews will gather information on business and logistic flows needs and gaps. They will be used to support the Project's Purpose and Need.

The following points correspond to the interview agenda. Unless otherwise indicated, they document input by Jeff Quyle (JQ) and Matt Craig (MC).

General

Describe the businesses you serve at a high level.

- *What are the major businesses for whom logistics and freight shipments are key to their business processes?*
- *In general, what are their key finished products?*

Jeff Quyle (JQ) briefly described the history of Radius and its primary functions

- Radius was established by the Indiana legislature to address region's historic economic disadvantage.
- When the French Lick Casino was developed, some of its profits were required to be used for economic development. This led to the formation of Radius.
- Radius serves 8 counties (Crawford, Washington, Orange, Lawrence, Martin, Greene, Dubois, and Daviess)
 - MG notes that Washington is the only county not in the 12-county Mid-States study area
- Its focus is on business attraction and current business support, tourism development (tourism is the 7th largest industry in the region), small business support, local leadership development and education, and work force attraction (working with Conexus, Crane, and community)
- It has a high focus on Crane (largest employer in region with ~6,000 employees) and its affiliated contractors.

Matt Craig (MC) describes Radius' role at Crane in more detail

- 2 major roles
 - 1) Connecting the communities and 5 counties that surround the Crane base with industry and regional groups.
 - Intent is to sustain and promote growth of the military base from a community perspective.
 - It pursues business retention related to the military base
 - Part of that role is fostering communications, preventing unwanted development, and promoting wanted development.

July 12, 2019

Page 3

- An example of unwanted development from Crane's perspective is wind energy farms
- These can be dangerous to air operations or residential development near Crane testing sites.
- 2) Helping in mission growth and the logistics of mission growth for Crane.
 - Helping Crane find the resources and outside contractors they need.

MG asks them to describe the business Radius serves or potential businesses it tries to attract.

(MC):

- Crane Army Depot: large industrial entity (800 employees)
 - Manufacturer/Storage/Distribution hub for 25% of DOD conventional ordinance (ordinance referring to small arms ammunition, large gun ammunition, and potentially some rockets and missiles)
 - An Estimated 40,000 tons of ordinance that comes annual inbound and 30,000 tons outbound - an estimated 20-30 trucks a day.
 - A new highway is another transportation dimension that adds to 'base resiliency.' Protection of single point failure. Makes role of base more secure.
- Potential new business: global microelectronics manufacture (top 10 globally recognized) is looking at the region.
 - Part of its interest in coming here is sharing knowledge with Crane
 - Its final product would be shipped all over the world
 - Transportation options are very important to appeal of the region.
- Another potential new business: Small manufacturing facility that would manufacture rocket motors and distribute them nationally.
 - Access to reliable transportation and intermodal facilities are be necessary.

Transportation, General

- *How important is transportation to future growth and development?*
- *Are there key target market sectors you seek to attract, especially in the logistics sector?*
- *Are key multi-modal facilities easy or difficult for businesses to use?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

MG asked about important logistical connections, or some that need improvement

(JQ):

- The community of Orleans, Indiana is on HWY-37 (2-lane) and has large manufacturing facilities that have been vacant for years due to the lack of fast and reliable roads.

July 12, 2019

Page 4

- Increased logistical reliability could lead to use of these facilities, and more jobs.
- The tourism industry is a large industry in this region (Orange, Martin County) due to their low population and outdoor recreational opportunities.
- It is currently difficult to travel to these locations from Nashville, Louisville, etc.
 - Access to the French Lick Casino is via 2-lane highways at least 30 miles in any direction.
- Other prominent industries in Dubois County (Food processing such as Farbest Foods and the traditional wood manufacturers) need better transportation to move their products to market
 - MG asked for insights into the reliability of 231 from Crane to Dubois County
 - JQ commented that the stoplights in Jasper raise fuel costs.
 - US 231 is not reliable (no shoulders, windy, topography, etc.)

MG asked how much of a factor transportation is relative to other things

JQ replied:

- The single most important factor is workforce availability for business,
 - Transportation indirectly is a part of work force availability.
 - Better transportation increases the size of the labor force with access to the area.
- Transportation and ease of transport itself is the second largest aspect
 - Ease, affordability, and reliability
- Utilities and taxes are also important in business attraction
 - Electricity has risen in Indiana over the past 10 years due to the shift from low cost coal to generate electricity.
 - Historically Indiana had some of the lowest electrical rates, but it now has average electrical costs.
 - Tax rates in Indiana are still considered low for the US.
 - Regulatory approvals are speedy and flexible in comparison with other states.

MG asked about what kind of businesses they desire to attract

JQ:

- There is a focus on advanced manufacturing, which includes the defense sector, automotive companies, and foreign direct investment
 - Currently the Radius region has the lowest amount of foreign direct investment in the state
 - This could partially be attributed to lack of major highways/interstates.

July 12, 2019

Page 5

MG asked whether multimodal facilities are an issue?

(JQ):

- There is gypsum production in Martin County and limestone production in the region which is commodity-type product that traditionally would use rail
 - He is unsure of the specifics of their rail shipments, but predicts that an interstate connection to rail would be of benefit
- He knows that Grain Processing Corporation (Daviness County) uses rail

MG concluded the meeting and gave a brief timeline and explanation of the tiered process

JQ gave concluding remarks and mentioned the regional issues involvement teams, acknowledging that Radius has received an invitation to participate. Radius serves 7 out of 12 Study Area counties. It is interested and engaged in looking at all the alternatives and their potential benefits.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 26, 2019 **Re:** Economic Development Interviews: Farbest Foods, Inc. and Wabash Valley Produce

Location: 1155 W 12th Ave, Jasper In 47546 **Issue Date:** Revised July 22, 2019

Submitted By: Amy Hackbarth

In Attendance: Ted Seger (TS): Farbest Foods;
Phil Seger: Farbest Foods;
Ryan Downes: Farbest Foods;
Roger Seger: Wabash Valley Produce;
Brad Schnarr: Wabash Valley Produce;
Andy Seger: Wabash Valley Produce;
Michael Grovak: Lochmueller Group;
Amy Hackbarth: Lochmueller Group

ITEMS DISCUSSED:



July 22, 2019

Page 2

Ted Seger (TS) gives an introduction and explains the relationship between Farbest Foods, Inc. and Wabash Valley Produce.

- They are two separate companies, and their operations are distinctly different.
- However, the Seger family has ownership in both.
 - Wabash Valley Produce is 100% owned by the Seger family
 - Farbest Foods, Inc. is owned by the Seger family and Boar's Head

Michael Grovak (MG) introduced the Tiered EIS and the NEPA process:

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.
 - Particularly large projects sometimes use a tiered study because you are dealing with a very large geographic area. Tier 1 considers "big picture" planning issues such as "build" vs. "no-build"; facility type; preferred corridor; and logical termini for "projects of independent utility" within the preferred corridor. Tier 2 studies are more detailed and result in the section of an exact alignment. And EIS at its core evaluates project benefits, impacts and costs.
- The 12-county study region was explained along with the Blue-Ribbon report which indicated that a north/south road was a top priority for the region and the state.
- Explanation of the unique funding of this Tier 1 study by a Regional Development Authority in conjunction with INDOT
- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections
- These interviews are being conducted to receive input on freight/logistics needs in the region.

TS states that they are aware of the project and have been approached by Hank Menke and Doug Bawel, and others who had been trying to gather regional support

Farbest/Wabash Valley have some concerns about some routes that being discussed because they have the potential to negatively impact operations (particularly Wabash Valley Produce). They wanted to refrain from getting involved (both positively and negatively) until they learned more about the project.

MG Explains the process of alternate selection and mentions that public involvement will be a crucial component of preliminary route selection. This information will be sought at public meetings, a project web site and electronic media.

Following is information about Wabash Valley Produce and Farbest Foods which was provided by those in attendance representing these two entities.

Wabash Valley Produce (WVP) information

- Operates using a vertically integrated system (operation of its own feed mills, animal facilities, and then processing facility).
- A value-added business
 - Production of egg products (Liquid, blends, baked goods, salad dressings, etc.) They are not in the shell egg business.
 - They then sell these egg products to customers, which include Fortune 500 companies such as McDonald's, Tyson, etc.
- One of the 5 largest egg product companies in the US.
- Dubois County is the largest poultry county in Indiana and the United States
- WVP employs 200-300 people in Dubois County.

WVP Transportation impacts:

- Majority of facilities are clustered northeast of Jasper (east of US 231, north of SR 56). Trucks are running from 6 large animal facilities to a processing facility in Wabash.
 - 50 trucks per day going between these two locations (animal facilities and processing facility) (100 trips, 50 round trip).
- Most inputs are feed ingredients coming from Wabash facility.
 - This includes 50 truckloads of corn/week which are coming from Spencer County, Pike County, Dubois County, Orange County, Washington County.
 - Other inputs (soybean meal, limestone, distillers' grain, etc.) add another 50+ truck loads/per week.
- Outbound loads are then distributed to customers that encompass a huge geographic area (Michigan, Carolinas, Georgia, Kentucky, etc.)

Concerns related to the Midstate's corridor project

- The animal facilities and processing facility are densely clustered, high capital facilities.
- Each of the animal facilities are 'million-bird sites' and represent a significant amount of capital.
- The locations of these facilities are critical.
 - The animal facilities are clustered to maximize transportation to the processing facility. (3 million eggs/day and feed/input going between the two)
 - The nature of the industry requires that the animal facilities be away from significantly population areas
 - They purposely are located in a remote area
 - A major road nearby would not be ideal
 - Wabash Valley Produce purchased tracts of residential areas to provide a remote location.

July 22, 2019

Page 4

- Do not want a road that disrupts the cluster of large facilities, or a road that would cut off county road access in between facilities.
- Depending on the selected alternative:
 - It could be beneficial.
 - Easier access to input materials
 - Better access for end products
 - However, if the route would disrupt the facilities, it would be a problem:
 - Again, these are very expensive facilities
 - They would be very problematic to relocate
 - County road access and remote location is critical.

Farbest Foods Information

- Farbest employees 1,000+ employees in its 2 main processing plants (Huntingburg, IN & Vincennes, IN)
- In 2018, Farbest Farms had 225 contract turkey growers (farm families) in southern Indiana, Kentucky, and southern Illinois.
- The greatest concentration of these farms is in Dubois/Martin County area.
- It also has 9 company-owned farms.
 - Family-owned operations are contracted with Farbest Foods on a 5-7-year basis.
 - Farbest Foods, Inc. own all the live turkeys, feed, and medication
 - The contracted grower owns the land, buildings, supplies, labor, and utilities
 - Growers are free to use their own best care practices for animal husbandry, following National Turkey Federation Animal Care Guidelines.
 - The grower farms then receive a grower payment.
- All the turkeys grown on farms are taken from the farm to one of two processing plants
 - 60,000 turkeys are processed each day.
 - This translates to 650,000,000 pounds of turkeys processed annually.
 - Farbest is the 4th largest turkey company in the United States.
- JFS milling is a separate corporation with identical ownership to Farbest Foods, Inc.
 - 2 locations- Dubois, IN and Bruceville, IN.
 - JFS provides all the feed for the Farbest Farms.
 - The feed input is procured by contract with Wabash Valley Produce.

Transportation impacts of Farbest Foods, Inc.

- 570 truckloads of finished feed going from JFS milling to each of the 225+9 Farbest Farms a week.
- 350 truckloads of live turkeys coming from the 225+9 Farbest Farms to the 2 processing plants a week.

July 22, 2019

Page 5

- About 300 truckloads of product leaving processing plant outbound to customers a week plus an additional 30 truckloads of unusable product outbound a week.
- Total of about 1,900 truckloads per week total (ingredients, inbound, outbound, etc.) a week. This is one way.
- County roads are important in all of this. A requirement of contracted farms is that they be near an accessible county road
 - Must think ahead about what would happen if this access was cut off by a new corridor.

Deliveries are also time sensitive

- Incoming live turkeys are time sensitive for obvious reasons
- That why the farms are in a compact area.
- Outgoing goods are also time sensitive (80% are fresh) which require overnight delivery.
 - Midstate Corridor has the potentially to positively impact outgoing deliveries.

Meeting wrap-up and next steps to keep Farbest Foods and Wabash Valley Produce involved in the project and future input.

- Contacts will be Ted Seger and Brad Schnarr
- MG describes the plans for continuing public involvement (project office, website, public meetings, etc.)

Both companies stress the importance of their involvement and input in this project.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 26, 2019 **Re:** Economic Development Interviews: Jasper Engines and Transmissions

Location: 815 Wernsing Rd,
Jasper IN 47546 **Issue Date:** July 16, 2019

Submitted By: Amy Hackbarth

In Attendance: Doug Bawel (DB):
Jasper Engines;
Michael Grovak (MG):
Lochmueller Group;
Amy Hackbarth:
Lochmueller Group

ITEMS DISCUSSED:

Michael: Introduction on NEPA Environmental Impact Statement (EIS) process:

- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.
 - Particularly large projects sometimes use a tiered study because you are dealing with a very large geographic area. Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor. Tier 2 studies are more detailed and result in the section of an exact alignment. And EIS at its core evaluates project benefits, impacts and costs.
 - Brief explanation of the timeline of the Tiered process and the explanation that Tier 1 will be completed in 2 years.

July 16, 2019

Page 2

- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
- The process of specifying preliminary alternatives and then screening to a smaller number of detailed alternatives was described.

General

Describe your business process at a high level.

- *Where is/are your major production facility/facilities located?*
- *What are your key inputs?*
- *What are your key finished products?*
- *What are the critical aspects of your business/production process?*

Doug Bawel (DB):

- Nation's largest remanufacturer of drivetrain components including gas and diesel engines, transmissions, differentials, rear axle assemblies, marine engines, stern drives, performance engines, and electric motors
- Jasper Engines is a unique business in the area because there are three large manufacturing plants in Jasper
- Currently they are doing six 'shuttle runs' every day down to I-64 and over to Crawford County, where a large distribution center is located, and products are shipped to all corners of the US.
- Have 3 aircrafts at the Dubois County Airport.
- Contract 2/3 of motor freight, and 1/3 is their own fleet.
 - A total of 65-line haul trucks, and 130-line haul drivers.

(DB) addresses the study map

- States that alternatives going East would be the most expensive and would potentially disrupt the large amount of poultry and egg production that occurs in Northeast Dubois County and Martin County.
 - Comments that he recently visited a few of the egg production facilities and due to the remote location and large area of land that is required of these facilities, a disruption should be avoided.
 - Further acknowledges that he understands that an Eastern route is what is preferred by other large Jasper businesses (Meyer, Kimball).
- Due to the distribution center in Crawford County, an improvement of 37 from I-64 to State Road 62, would be the most beneficial to Jasper Engines.
- States that has suggested for a preliminary route that would go around the west side of Jasper and through Petersburg to connect to I-69

July 16, 2019

Page 3

- It would be the cheaper option due to the short connecting length
- Also believes that land in that area has already been purchased as a previous anticipation.
- Also states that topographically it is on higher ground

Transportation, General

- *What key multi-modal facilities do you use for supplies or deliveries?*
- *Are these multi-modal facilities easy or difficult to use?*
- *How much do transportation bottlenecks restrict your markets (for either suppliers or customers for your finished products)?*
- *What are chief causes of variability of shipping time for inputs or finished products?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

(MG) asks specifically about any inbound or outbound supply/distribution issues

(DB):

- Outbound shipping is less of an issue because distribution is occurring in Crawford County where there is close access to I-64.
 - Outbound volume: Every major city in the US receives Jasper Engine product 5x a week and then is shipped to other places from there.
- As far as bottlenecks/issues
 - 231 from the North of Jasper up to Crane is an unreliable and 'dangerous' road, and is avoid as much as possible
 - Comments that he believes equipment from Crane is being transported on 231 through Jasper, which due to the congestion, is very dangerous and an accident would be disastrous.

(MG) has the forced implementation of electronic logs influenced cost or practices?

(DB):

- It has made things safer, but there are some flaws with the system
 - Strict enforcement of rest time has caused some issues (i.e. a driver being 20 minutes away from home/destination being forced to pullover)
 - But overall, it has reduced the number of drivers who were driving unsafe amounts and made things safer.

(MG) is variability in ship times an issue?

July 16, 2019

Page 4

- Planning resolves many of those issues but planning is easier on interstates as far as accident awareness.
- Comments that safety on 231 is more of an issue to him than travel time variability.

(MG) Is workforce availability an issue?

(DB):

- Workforce availability is the #1 problem
- The reason for the location of distribution center in Crawford County is due to higher workforce availability
- There are more jobs than people in Dubois County.

(MG) concludes the meeting and asks if Doug would like to add anything else

(DB) The things that are most important to him to be addressed by this project are:

- 1) Increasing safety
- 2) Business economics (including the poultry industry)
- 3) Cost
- 4) Thorough evaluation of alternative routes.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 26, 2019 **Re:** Economic Development Interviews: Masterbrand Cabinets

Location: 1 Masterbrand Cabinets Dr, Jasper IN 47546 **Issue Date:** Revised July 17, 2019

Submitted By: Amy Hackbarth

In Attendance: Todd Whalen (TW): Masterbrand Cabinets;
Matt Agler (MA): Masterbrand Cabinets;
Michael Grovak (MG): Lochmueller Group;
Amy Hackbarth: Lochmueller Group

ITEMS DISCUSSED:

Michael Grovak (MG) introduced the Midstate’s corridor project and Environmental Impact Statement (EIS) process

- Brief background information on Governor Pence’s Blue-Ribbon Panel Report which indicated that this project is a major priority to the region
- Regional push for this project led to the establishment of a Regional Development Authority (RDA) which is working with INDOT to fund the Mid-States Tier 1 EIS
- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.



July 17, 2019

Page 2

- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring needs such as accessibility, congestion, economic trends, and logistical connections.
 - These interviews are to develop the Purpose and Need to identify regional economic patterns by meeting with key businesses and associations.

Following are points from the meeting agenda. Unless otherwise indicated, they represent comments by Todd Whalen (TW) or Matt Agler (MA)

General

Describe your business process at a high level.

- *Where is/are your major production facility/facilities located?*
- *What are your key inputs?*
- *What are your key finished products?*
- *What are the critical aspects of your business/production process?*

(TW):

- Masterbrand is one of the largest cabinet manufacturers in North America
 - It provides custom and high-quality cabinetry.
 - It provides cabinets for both new homes and remodels.
 - 1 in 4 kitchens in America has Masterbrand Cabinets.
- The production facilities that are impacted by this project are the plant in Jasper, the plant in Ferdinand (the largest facility), and the plant in Huntingburg which is mainly used for raw material input to the other sites.
- There is no easy way to get out of Jasper. Route miles could be reduced by a more efficient route.
- Majority of motor freight is with contracted carriers
 - They operate a private fleet in Waterloo, but that accounts for a small portion of its freight.
 - They use both large and small carriers
 - Their shipments require multiple stops
 - This tailgate delivery practice limits the carriers that they can use.

Suppliers

Describe your key suppliers of input materials.

- *Where are they located?*
- *How are your key inputs transported to your location?*
- *How time sensitive are the delivery times for your key inputs?*

July 17, 2019

Page 3

- *Please describe key bottlenecks or obstacles to timely delivery of your input materials.*

(TW) and (MA) describe importance of supply chain and reducing delivery variability

- Majority of inbound raw materials are coming from the Carolinas, Pennsylvania, Minnesota, Wisconsin
 - Materials really come from “all over.”
 - 90+% of inbound materials are arriving in drive in truck load dry vans, LTL trucks, and flatbeds.
- For Masterbrand, the biggest issue is not transportation bottlenecks, but supply availability.
 - Input supplies must keep up with the demand for our products
 - (TW) gives the example of a supplier shutting down 3 mills that produce wood boards and how that will/did impact its supply chain.
- Managing supply chain variability is critical- from supply variability to customer variability to global climate variability.
 - Supply chains shift due to global business climate – and you must be responsive to those changes.
 - To reduce variability good infrastructure is necessary to protect against weather, road work, etc.
 - Dependability and maintenance of existing infrastructure helps reduce the hidden costs that occur when something does happen that affects the supply chain.

Business Inventory

- *How much inventory (days/week of use) do you need to keep on hand?*
- *Do undependable delivery times cause you to stockpile large amounts of inventory.*

(TW):

- Masterbrand is very inventory focused
 - Products are highly customized
 - This makes inventory management very important
- Every kitchen is a different design therefore products are made to order
 - Storage of finished goods inventory is non-existent
 - Inventory consists only of raw materials
- The time frame from the order of the customer to delivery is 4- 6 weeks

Customers

Describe the major end user markets for businesses you serve.

July 17, 2019

Page 4

- *Where are they located?*
- *How are finished products transported to customers?*
- *Describe what you know about key bottlenecks to timely delivery of finished products.*

(TW) Customers are located pretty much everywhere (1 in 4 kitchens has Masterbrand Cabinets), but he would categorize the bulk of customers being East of the Mississippi and in California.

Transportation, General

- *What key multi-modal facilities do you use for supplies or deliveries?*
- *Are these multi-modal facilities easy or difficult to use?*
- *How much do transportation bottlenecks restrict your markets (for either suppliers or customers for your finished products)?*
- *What are chief causes of variability of shipping time for inputs or finished products?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

MG asked how much use Masterbrand makes of intermodal facilities

(TW) and (MA):

- There is a rail spur at the Huntingburg facility that ships materials to California through Chicago
- However, intermodal transport is not a big aspect of their business.
 - The vast majority of shipments are truck-based (LTL, dry van, flatbed)

MG asked about the effects of electronic logs on shipping costs or practices

(TW):

- It caused 2% of shipping market to go out of business (Older trucks, older drivers)
- Many drivers were running more miles than they safely could
- It is easier to manage fleets
 - Formerly you had to rely on paper logs
 - Fleet data now are more accessible
- Last year the transportation industry had an unprecedented supply and demand issue.
 - The demand greatly exceeded the supply of trucks and operators
 - There were not enough trucks on the road to fulfill demand.

July 17, 2019

Page 5

- This year, the supply is keeping up better and the demand is decreasing slightly.
- As far as cost increases, Masterbrand had a good relationship with carriers
 - It was able to manage its costs.
 - Businesses that are smaller or did not have a long-standing relationship with carriers could have seen as much as a 50% cost increase in freight shipping.
 - Strength in volume of products.

(MG) Asks about workforce availability issues

(TW) and (MA):

- Very large problem for production, but also transportation
 - Many truck drivers are over 55 years old, and drivers in their own fleet are 58+ years old.
 - Younger workers do not want to be truck drivers
- They are currently employing staff from an hour radius just for the plant in Jasper
- Housing is also in issue in workforce availability
 - There are lower margins and more risk on type of housing that is needed for lower-wage employees.
 - Material costs are also increasing and fluctuating, which adds risks to builders.

(MG) describes traffic forecasting model being used which will help evaluate commuter shed

(TW) Comments that younger people want to live in an urban area and attracting them to Jasper and retaining them is hard.

- There must be ways to decrease commuting time to attract employees.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: June 26, 2019 **Re:** Economic Development Interviews: Meyer Distributing

Location: 560 E 25th St,
Jasper IN 47546 **Issue Date:** Revised July 17, 2019

Submitted By: Amy Hackbarth

In Attendance: Matthew Schaick
(MS): Meyer Distributing;

Jeff Braun (JB):
Meyer Distributing;

Michael Grovak
(MG):
Lochmueller Group;

Amy Hackbarth:
Lochmueller Group

ITEMS DISCUSSED:

Michael Grovak (MG) introduced the Midstates Corridor Project and Environmental Impact Statement (EIS) process

- Brief background information on Governor Pence’s Blue-Ribbon Panel Report which indicated that this project is a major priority to the region.
- Regional push for this project led to the establishment of a Regional Development Authority (RDA) which is cooperating with INDOT to fund the Tier 1 EIS.
- Any federally funded project requires studies of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.



July 17, 2019

Page 2

- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
 - A thorough Purpose and Need is key in withstanding any litigation
 - These interviews are an important part of the Purpose and Need
 - We are interviewing key businesses and associations about regional freight and logistic needs.
- Timeline and explanation of the tiered process of the study
 - Particularly large projects sometimes use a tiered study because you are dealing with a very large geographic area. Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor. Tier 2 studies are more detailed and result in the section of an exact alignment.
 - Tier 1 of this study should be complete in 2 years.

Items cited below are from the meeting agenda. Unless otherwise indicated, they represent input by Matthew Schaick (MS) or Jeff Braun (JB).

General

Describe your business process at a high level.

- *Where is/are your major production facility/facilities located?*
- *What are your key inputs?*
- *What are your key finished products?*
- *What are the critical aspects of your business/production process?*

(JB)(MS):

- Meyer Distributing is in short, an auto parts distributor.
- It uses a hub and spoke distribution model.
 - This model simplifies and makes routings more efficient.
 - It uses a system of distribution centers and cross docks.
 - It is a standard distribution logistic model.
 - This means that for every minute a distribution center is closer to major arteries, the closer destinations can be, which increases the coverage rate.
- In the context of this project, getting south to Nashville and north to Indianapolis is important.
 - Getting to I-64 is currently an issue.
 - US 231 is congested and windy
 - It has many traffic signals which decrease efficiency.

July 17, 2019

Page 3

- Main location is in Jasper
- Inability to quickly get north or south from Jasper impacts ability to get to every location in operation. Currently use US-231 to get to I-69 and to I-64 for all N/S & E/W access points. This delay (10 or 15 minutes), requires termination location points on each lane to be closer to Jasper which reduces the ability to reach more customers next day from main inventory HUB (Jasper).
 - Millions of people that are otherwise shifted to 2nd day from our main inventory position in Jasper
- Outbound shipments occur in the evening and at night when there is less congestion
 - Even with night operations, it is slower than it should be to get north or south.
- Use only company-owned fleet and company-employed drivers.

Business Inventory

- *How much inventory (days/week of use) do you need to keep on hand?*
- *Do undependable delivery times cause you to stockpile large amounts of inventory.*

(JB) (MS):

- Time sensitivity of deliveries is getting more important everyday due to larger-scale economic trends (such as Amazon).
- The quicker we can operate to destinations, the more cost-effective we are

Customers

Describe your major customers

- *Where are they located?*
- *How are your finished products transported to your customers?*
- *How time sensitive are the delivery times for your finished products?*

(JB) (MS):

- Customers are located everywhere
- There are 20,000 shops we distribute to (10,000 of these are regular)
- 1,000+ manufacturers are represented

Transportation, General

- *What key multi-modal facilities do you use for supplies or deliveries?*

July 17, 2019

Page 4

- *Are these multi-modal facilities easy or difficult to use?*
- *How much do transportation bottlenecks restrict your markets (for either suppliers or customers for your finished products)?*
- *What are chief causes of variability of shipping time for inputs or finished products?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

(JB) (MS):

- Do not use multi-modal facilities, only motor freight
 - Rail is not timely or convenient
- Repeat comment on main transportation bottlenecks being entering/exiting Jasper going either North or South (congestion, stoplights, terrain)
 - Trucks exiting Jasper have an easier time because of evening operations
 - Returning in the morning is an issue due to issues stated above.
- Regarding potential alternatives and logistical flow for Meyer Distributing
 - To go directly North on US 231 would be the most direct route, but it would be problematic in terms of impacting populated areas.
 - It would open up possibilities for Crane because right now US 231 is unreliable
 - To go East would increase economic development in French Lick area and traffic flow.
 - Going West would not be helpful to Meyer in terms of logistics.

MG briefly explains public involvement process and preliminary route input. Adds that these sorts of input are what we hope to gather at public involvement meetings.

- MS Comments that he will be vocal and participatory at these initial meetings.

MG explained regional transportation model that is being developed to compare benefits of different alternatives by the connections they make. It considers effects of alternatives across a large geographic scope.

MG asked if implementation of electronic logs has influenced shipping costs or practices

(JB) (MS):

- There have been costs associated with installation of technology on trucks
- Ultimately costs have been passed along downstream to consumers in some fashion
- Meyer ships to the same locations every day, generally using the same routes (barring any accidents) so they can predict exact driving hours for drivers.
- Meyer has not seen much benefit from the implementation, but other companies may have seen a benefit due to the addition of a GPS if they did not have one before.

July 17, 2019

Page 5

- Drivers who did not adhere to hours requirements were a safety issue, so there has been benefit on limiting driving time
 - However, the implementation has forced more experienced drivers into early retirement and replaced them with newer drivers who do not have as much experience
- Another unintended consequence is the zero flexibility on forced rest hours.
- Drivers are forced to pull over 10-15 miles from home, which among other issues, is a safety problem.
 - There is not enough 'interstate parking' to properly accommodate the mandate without impacting trucking financial viability.
 - There is also limited flexibility on yard moves.

MG asked how much of an issue is workforce availability?

(JB) (MS):

- In Dubois County, it is a huge problem. (Currently have around 2.1% unemployment)
- A road that would expand commuter reach would be helpful in increasing workforce
 - Majority of workforce comes from the south between Jasper and Evansville
 - US 231 from I-64 adds quite a bit of time to the commute
 - Even a 10-minute gain would be a huge improvement for work commutes.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting:	June 27, 2019	Re:	Economic Development Interviews: Daviess County Economic Development Corporation (DEDC)
Location:	219 E Main St, Washington IN 47501	Issue Date:	Revised July 23, 2019
Submitted By:	Amy Hackbarth		
In Attendance:	Bryant Niehoff: Daviess Co. Economic Development Corporation; Michael Grovak (MG): Lochmueller Group; Amy Hackbarth: Lochmueller Group		

ITEMS DISCUSSED:

Michael Grovak (MG) provided an introduction on NEPA Environmental Impact Statement (EIS) process:

- Described the 12-county study region and described the starting terminus of the project at the US 231 Natcher Bridge in Rockport Indiana.
 - The proposed corridor will connect to Jasper
 - From there it could go east to connect to SR 37, or north/west to connect to I-69.
- Any federally funded project requires an environmental study of the benefits, impacts and costs of a proposed project. An EIS is the most detailed level of analysis.



July 23, 2019

Page 2

- Particularly large projects sometimes use a tiered study. Tier 1 considers “big picture” planning issues such as “build” vs. “no-build”; facility type; preferred corridor; and logical termini for “projects of independent utility” within the preferred corridor. Tier 2 studies are more detailed and result in the selection of an exact alignment.
- An EIS at its core evaluates project benefits, impacts and costs.
- Purpose and Need identifies needs in the project area which could be addressed by a transportation project. This process involves technical work measuring indicators such as accessibility, congestion, economic trends, and logistical connections.
- These interviews are gathering regional economic information from businesses and development corporations.
- Bryant Niehoff (BN) asked about the timeline of the study.
- MG stated that the Tier 1 study should be completed in 2 years, and the subsequent Tier 2 studies should follow closely behind.

The following points are taken from the agenda for this meeting. Unless otherwise indicated, they represent BN’s input.

General

Describe the businesses you serve at a high level.

- *What are the major businesses for whom logistics and freight shipments are key to their business processes?*
- *In general, what are their key finished products?*

BN briefly introduced himself. He started with Daviess County Economic Development Corporation (DCEDC) in December of 2018. He is originally from central Indiana, and his background is in city planning. He is aware of the project and knows that it has been of interest for quite a while.

BN listed/described major businesses in Daviess County:

- Perdue feed mills/farms employ around 1,000 individuals in the area. There are a processing plant on the west side of Washington, a feed mill northwest of Washington, and several farms.
- Grain Processing Corporation (GPC) is a large employer in the county. Freight is critical to its operations. The location in Washington (1 of 2 GPC locations, the other is in Iowa), is a wet milling facility which produces maltodextrin (corn filler) from corn and food-grade alcohol. GPC is currently investing in a large \$70 million expansion.
 - Quest Trucking is a separate company that supports GPC operations.
- Boyd Grain Trucking runs both a large grain company and a sizeable logistics company.

July 23, 2019

Page 3

- Graber Post Buildings is a large employer that manufactures trusses and building materials.
- M&C Tech is the county's first foreign direct investment. It is a new industry for the area, employing 50 people.
- NSA Crane is a major employer and economic engine for the area. Logistics are critical to its operations and those of supporting defense contractors and other businesses at WestGate Technology Park.
- Additional companies and employers for whom logistics and freight service are critical: Berry Plastics, DC Metals, K&K Industries, White Stallion Energy, Eagle Railcar (railcar repair), ISOFlex Packaging, Olon Industries (particle board drawers), Nasco, and Tri Star Glove.

MG asked about any inaccessibility issues for these companies.

BN replied:

- I-69 runs through Daviess County, which is a major advantage for companies that have large motor freight operations.
 - Comments that there are only 2 interchanges within Daviess County, so access is an issue sometimes.
- US 231 is a significant challenge for businesses on the eastern side of the county.
- Another highly traveled road is SR 257 which connects Pike County to Dubois County. SR 257 is narrow and difficult for trucks to traverse. It also floods at the White River during high-water times.
- BN comments that as far as detailed transportation issues, we should also contact businesses directly.

Transportation, General

- *How important is transportation to future growth and development?*
- *Are there key target market sectors you seek to attract, especially in the logistics sector?*
- *Are key multi-modal facilities easy or difficult for businesses to use?*
- *Are there specific geographic orientations (directions) which have inadequate transportation facilities or multi-modal access?*

MG also asked whether intermodal facilities in the area are lacking or inadequate.

- Water/barge transport is a challenge. The nearest port is in Evansville.
- There is a local airport in Daviess County.
 - It can accommodate corporate jets, but nothing larger.
 - Evansville is the closest large airport.
- Daviess Co. has a CSX line that runs east-west through the center of the county.

July 23, 2019

Page 4

- There is a rail spur that connects to the CSX lines (shell building)
 - GPC uses it right now to move maltodextrin product out (motor freight to rail).
- Rail is rather accessible in Washington and Daviess County, although intermodal capabilities is a challenge.
 - Rail service is accessible from I-69 with east-west CSX line at Exit 62 off I-69 in Washington, and the Indiana railroad at Exit 76 in Odon/Elnora. The Indiana Railroad has a Transload Facility in Odon, just a few miles east of Exit 76. This facility opened in June of 2013.

MG asked whether labor force is a significant issue.

BN stated:

- Daviess County's unemployment rate (2.3%) is just slightly above Dubois County's.
- There is a surplus of jobs; it needs a larger workforce.
- It currently attracts workers from Knox County, Martin County, Greene County, as well as some from Dubois County (although Daviess Co. is also sending people to Dubois).
- Notes that I-69 did help with expanding its commuter shed.
 - MG comments that due to a favorable climate for business, Indiana is drawing more and more commuters from Illinois.
- One of the priorities for DCEDC is attracting people with beautification, programs, housing, etc.
- I-69 has been helpful in workforce attraction because it has brought urban centers (Evansville, Indianapolis) closer. Has increased the quality of life.
 - There is a drawback to that, because this could suppress building amenities such as movie theaters, restaurants, etc. locally.

MG asked if housing is an issue for workforce attraction.

BN stated:

- Housing development have been more challenging to build because of the lower margins and the unwillingness of builders to take on risk.
- Indianapolis, for example, is building large volume of single-family homes, but low profit margins are offset by the volume of construction.
- Daviess County can't support large volumes of new home construction due to market conditions.
- There is a longer absorption rate and a smaller population (12,000-13,000 population in Washington).
 - Absorption rate is defined as how quickly you build a home and then can sell it and build another one.

July 23, 2019

Page 5

- Need to better address housing needs.
 - This requires taking some risk out of developers.
 - Sharing some of the infrastructure costs.
 - TIF districts- until this year the ability to use TIF designation to provide infrastructure for single family housing was low.
 - TIF was previously used for industrial, commercial, etc.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MID-STATES CORRIDOR

Northwest Regional Issues Involvement Team Meeting #1 SOUTH CENTRAL Sign-In Sheet

Name

Representing

Planning

Email

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MID-STATES CORRIDOR

~~CENTRAL~~ Northeast Regional Issues Involvement Team Meeting #1 Sign-In Sheet

Name	Representing	Email
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Michele Aron	FHWA	
Jason Dupont	Lochmueller Group	
David Goffinet	Lochmueller Group	
Nick Jahn	VS Engineering	
Mark Schroeder	Mid-States Corridor KDA	



MID-STATES CORRIDOR

Northeast Regional Issues Involvement Team Meeting #1 Sign-In Sheet

Name

Representing

Email

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MID-STATES CORRIDOR

Northeast Regional Issues Involvement Team Meeting #1

NORTH EAST

Sign-In Sheet

Name	Representing	Email
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Jason DuPont	Lochmuller Group	
David Goffinet	Lochmuller Group	
Wick Jahn	VS Engineering	
Mark Schroeder	Mid-States RDA	
Phil Cornelius	Daviess Co HWY	dcinhwysupervisor@gmail.com



MEETING SUMMARY

Date of Meeting: Tuesday, July 9, 2019 **Re:** Northeast Regional Issues Involvement Team Meeting

Location: Paoli INDOT Sub-District Office **Issue Date:** July 23, 2019

Submitted By: Lochmueller Group

In Attendance: Ryan Griffith - IU Health
Todd Woods – NSA Crane
Zach Brown – Orange County Economic Development
Tonya Chastain – Lawrence County Tourism
Jeff Quyle – Radius Indiana
Joe Timbrook – Lawrence County Economic Growth Council
Elmer Brames – Dubois County Commissioner
Mark Schroeder – Mid-States RDA
Kyanna Moon – INDOT
Jason DuPont – Lochmueller Group
David Goffinet - Lochmueller Group
Nick Jahn – VS Engineering
Josh Eisenhauer – VS Engineering

ITEMS DISCUSSED:

Needs:

- Economic Development
 - For large industrial or commercial projects, site selectors often use 5 mile or less from an interstate interchange as a “go/no go” criteria. Interstates have the



highest rating when it comes to facility type for site selectors with lower scores being assigned to limited access freeways, non-limited access free-ways, etc.

- Airport growth is tied to access to major roadways. Access to and services provided by airports are an important economic development consideration. It is noted that there are multiple lesser than regional airports within the study area and proximate to potential preliminary alternatives, such as Huntingburg, French Lick, Paoli, and Bedford.
- Transportation cost savings as it relates to product and workforce with improved accessibility.
- Tourism is important. It is either the 6th or 7th leading industry within the 8-county RADIUS Indiana area representing nearly 4,000 jobs and \$300M in annual revenue. The NE Corridor provides the ability to think regionally from a tourist front through the ability to provide connectivity to multiple locations (i.e. Patoka Lake, Hoosier National Forest, caves, Paoli Peaks, French Lick / West Baden, Wilstem Ranch, Martin State Park, Golf Courses, St. Meinrad Monastery, Holiday World, etc.).
- Improved accessibility to larger metropolitan areas and emerging market opportunities, such as Nashville, TN and Bowling Green, KY.
- Safety
 - Safer transportation routes around small towns for ordinance laden trucks (CRANE)
 - Approximately 5,500 travel into CRANE each day. Majority of current routes for commuters are difficult commutes (winding, hilly, frequent drives, narrow shoulders, etc.).
 - Ability to segregate motor vehicles from Amish vehicles.
 - Improved patient transport options
- Congestion
 - Current routes are congested, particularly in areas near Dubois County.

Location (Corresponding Map Attached)

- General Comments
 - The final alignment route needs to consider the cost of sustaining elements (maintenance and upkeep of transportation facility) over time.
 - CRANE has a joint land-use study to ensure that development around CRANE is compatible with CRANE's activities (i.e. noise, vibration, odors, etc.). Development within three miles of CRANE's border is discouraged with the exception of those at the WestGate @ Crane Tech Park.

August 1, 2019

Page 3

- Preserve rurality
- A road through Hoosier National Forest could be aesthetically pleasing (i.e. parkway) and help bolster tourism. Don't preclude because of Hoosier National Forest.
- Even in rural communities, safe and convenient access to amenities, especially those not locally available is desired.
- Specific Alignment Comments
 - Consider use of US 50 as an eastern alternative corridor.
 - Pull corridor 3F to the south in the vicinity of French Lick to intersect with SR 145 and provide better access to Patoka Lake.
 - Tie corridor 3F into SR 37 between Mitchel and Orleans in order to improve access to both locations.
 - 3 C/D alternatives better suited for limited access from CRANE's perspective. Primary concern with these alternatives is managing backups along SR 558 (West Gate) due to excessive development.

Local Knowledge / Impact Considerations

- Lost River and other karst features
- Amish Communities in Northern Orange and Southern Lawrence Counties
- Portions of the CSX Line from Bedford to Orleans have been identified as potential "Rails to Trails" projects
- USACE's jurisdiction over Patoka Lake and potential impacts to the Hoosier National Forest
- Scattered historic farms and homesteads throughout the region.
- Potential impacts to rural school districts, access and potential community cohesion
- Maintaining contiguity for natural habitat while considering eastern alternatives through forested areas will pose a challenge

Key Questions / Answer

- Is the "shortest facility" and thus least costly the sole criteria for the route decision?
The process looks at benefits, impacts and cost while also garnering input from the public and agencies to inform the final decisions.
- Is any INDOT RW that was previously secured along SR 450 or any other state facility a factor in the decision-making process? *Even if INDOT still controls RW along state facilities it does not alter or disproportionately impact the decision-making process.*

August 1, 2019

Page 4

- Would the decision on facility type dictate where ordnance-laden truck transportation routes? *There are some restrictions for this type of transport, but ultimate route decisions are made by the haulers (answer provided by CRANE representative).*

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: Tuesday, July 9, 2019 **Re:** Southcentral Regional Issues Involvement Team Meeting

Location: Huntingburg Indiana Event Center **Issue Date:** July 23, 2019

Submitted By: Lochmueller Group

In Attendance:

Seyed Shokouhzadeh – Evansville MPO
Matthew Schaick – Meyer Distributing
Danika Fleck – City of Jasper
Darla Blazey – City of Jasper
Nancy Eckerle – Jasper Chamber / City Council
Suzan Henke – Memorial Hospital
Dean Vonderheide – Mayor of Jasper
Chad Hurm – Jasper City Engineer
Alvin Evans – Perry County Port Authority and Perry County Development Corporation
Bill Hochgesang – Northeast Dubois Schools
Raymie Eckerle – Jasper Engines
Tom Kleinhelter – Dubois County Sheriff
Kathy Reinke – Spencer County Chamber
Ed Cole – Dubois Strong
Bill Kaiser – Bingham, Greenebaum and Doll

Denny Spinner – Huntingburg Mayor
Dan Sherry – North Spencer Schools
Marc Schum – North Spencer Schools
Nathan Held – Indiana 15 Regional Planning Commission
Travis McQueen – Huntingburg Airport
Matt Eckert – Holiday World
Tyler Roscan – Bingham, Greenebaum and Doll
Brent Wendholt – Dubois County Engineer
Elmer Brames – Dubois County Commissioner
Mark Schroeder – Mid-States RDA
Kyanna Moon – INDOT
Jason DuPont – Lochmueller Group
David Goffinet - Lochmueller Group
Nick Jahn – VS Engineering
Josh Eisenhauer – VS Engineering

ITEMS DISCUSSED:

Needs:

- Economic Development
 - Allows for better connectivity to another major airport (Indianapolis) in order to complete with Louisville, particularly from an air shipping perspective (UPS and Fed EX).



August 1, 2019

Page 2

- Improved connectivity to major markets including those to the north (Indianapolis, Chicago) and those to the south (Bowling Green, Nashville)
- Specifically, providing improved access to and from CRANE to southern markets is important.
- Common complaints when working with entities north of Bloomington is that there is no good way to get to Dubois County from the north.
- Tourism connectivity is important to the region. NE Corridors provide many opportunities to provide better connectivity. Indianapolis is Holiday World's #1 market.
- Talent attraction through better connectivity to nearby cultural centers and amenities that may not be "local"
- Expanding reach for which potential employees can easily commute into region.
- Efficiency of moving freight and people in and out of Dubois County.
- Increase distance that trucks can reliably travel without violating driver time rules.
- Reducing transportation costs can allow local industry to offer more competitive pricing and thus better sales
- Enhanced connectivity can make the region more attractive for attracting new industry development and industry relocation
- Safety
 - Better safer direct route to I-69 from Dale
 - Safer transportation routes to commute within the region and to major population centers outside the region.
 - Narrow shoulders are prevalent throughout the existing US 231 corridor.
 - Minimize interactions with agricultural equipment.
- Congestion
 - US 231 within Dubois County is predicted to operate at a Level of Service "F" by 2030.
 - Mid-States provides a parallel north / south route to take than the heavily congested I-65.

Location

- General Comments
 - Connectivity to CRANE is important.
 - Environmental impacts need to be considered.

August 1, 2019

Page 3

- With federal funding likely being involved, the corridor location needs to consider the priorities of the federal government (i.e. connecting underserved communities).
- How communities can connect to the potential route needs to be considered. It would be helpful if comprehensive plans and other planning documents are considered.
- The closer to I-69 the roadway gets, the more resistance there may be as there is already an improved roadway there.
- Ensure that access points account for safety.
- Uncertain how a route to the northwest that then proceeding northeast (via I-69) makes sense
- Huntingburg will seek to enhance its connection to the chosen route regardless of which route is chosen
- Relieving pressure off I-65 in Indiana by providing an alternative route via I-165 and an improved Mid-States facility should be a positive
- Specific Alignment Comments
 - Consider use of US 50 as an eastern alternative corridor.
 - Jasper's industry will not use a western corridor around Jasper.
 - East or West routes could work around Huntingburg provided that connectivity into Huntingburg is considered. SR 64 may not be the best connection point to serve Huntingburg.
 - Eastern routes are the only one of interest to Perry County.
- Companion Projects
 - Extending SR 162 to connect to a potential eastern corridor would provide benefit to the region.

Local Knowledge / Impact Considerations

- Avoid eminent domain as much as possible.
- Consider Huntingburg Airport expansion plans and avoid runway protection zones
- Avoid negative impacts to agribusiness
- Avoid impacting local infrastructure by having the corridor weave back and forth between jurisdiction boundaries (i.e. county lines).
- Texas Eastern Gas Line
- Corridors 3A and 3B will encounter surface and subsurface coal mines.
- Waterway crossings, specifically the White River
- Railroads in the area include CSX, Norfolk Southern and Dubois County Railroad.

August 1, 2019

Page 4

- Review previous study of Mitchell to Paoli to French Lick for impact information
- Growth and development limitations in the vicinity of CRANE need to be considered.
- Access on and off is important, but cross-connectivity access considerations are just as important relative to impacting the human environment
- Coal mining impacts need to be considered on routes such as 3A and 3B.
- Consider cave impacts to the east

Key Questions / Answers

- Given the unique set up of this project, should the route selection process consider the potential to raise additional private funds? *Noted question with no actual answer. A point of clarification was made stating that if this project received a Record of Decision and eventually to construction, that construction would not be contingent on local funding (private or public).*

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: Wednesday, July 10, 2019 **Re:** Northcentral Regional Issues Involvement Team Meeting

Location: Redemption Christian Church, Loogootee **Issue Date:** July 23, 2019

Submitted By: Lochmueller Group

In Attendance: Noel Harty – Loogootee Mayor
Nathan Abrams – Greene County Commission
Richard Burch – Midwestern Engineering
Mike Branham – Lawrence County Sheriff
Rex Knight – Southwest Indiana Development Corporation
Phil Cornelius – Daviess County Highway Superintendent
Tim Kinder – Martin County Alliance
Rodney Fish – Lawrence County Commission
Jameson Hibbs – Daviess Martin Parks
Michelle Allen FHWA
Mark Schroeder – Mid-States RDA
Kyanna Moon – INDOT
Jason DuPont – Lochmueller Group
David Goffinet - Lochmueller Group
Nick Jahn – VS Engineering

ITEMS DISCUSSED:



August 1, 2019

Page 2

Needs:

- Economic Development
 - Poor accessibility is limiting region's access to larger markets.
 - Increase workforce reach and mobility.
 - Support existing development initiatives such as the Mitchell Industrial Park and Westgate @ Crane.
 - Ability to create corridors for improved broadband and cellular service improvements.
 - Improved tourism and recreational leisure opportunities. Ability to connect leisure services throughout region.
 - Agribusiness is important in the region.
 - Lawrence County has significant development potential with improved transportation facilities and access.
 - Putting southern Indiana "on the map" with improved transportation facilities matters when it comes to the State Legislature.
- Safety
 - Routes within the corridor are not adequate from a safety perspective to support inter-region mobility.
 - Remove trucks from curvy, winding roads.
 - Crashes frequent on existing state routes specifically in hilly regions of study area.
- Congestion
 - Significant amount of trucks servicing gypsum and limestone quarries.

Location

- General Comments
 - Keep routes as close to towns and cities as possible when going around. Development along I-69 in Greene County has been minimal as I-69 is too far from services.
 - Despite being shorter routes and potentially less-costly, western alternatives will provide limited additional economic development when compared to potential eastern routes into Lawrence County.
 - Lawrence County has significant development opportunity, but is limited by accessibility.
 - Stick to US 231 and utilize existing corridor whenever possible.

August 1, 2019

Page 3

- Corridor 3F has highest environmental impact. A corridor through Orange County would negatively impact serenity.
- From Mitchell south and west to French Lick there are safety concerns along those state facilities (SR 37 and SR 150)
- Avoid alternatives that would potentially divert traffic away from I-69
- Specific Alignment Comments
 - Consider use of US 50 as an eastern alternative corridor.
 - Also consider an alternative following US 60 to Mitchell.
 - East side of Loogootee makes most sense if trying to avoid schools and Amish Communities.
 - There is room to the east of Loogootee to accommodate alternative without impacting CRANE property.
 - West side of Loogootee would improve access to schools and I-69. SR 450 has many flooding problems
 - The due north route makes the most sense with bypasses closely positioned around Huntingburg, Jasper, and Loogootee to move people and goods and help CRANE and Westgate @ Crane development.
 - Alternative 3F seems to have the most environmental impacts. It will adversely impact the serene nature of that area.
- Companion Projects
 - Depending on route consider upgrades to US 50 both west and east of Loogootee as a potential companion project(s).

Local Knowledge / Impact Considerations

- Hard feelings remain regarding R/W takes due to I-69 in the region.
- Consider cumulative impacts of I-69 Section #4 when evaluating Corridor 3F.
- Do not divert traffic away from I-69.
- West Boggs Park.
- Loogootee Schools could be close to a western bypass of Loogootee
- Corridor 3F runs through an Amish community.
- Blue Springs Cavern
- Glendale Fish and Wildlife Reserve
- Amish in Martin County reside west of US 231. Also note Amish communities in Orange and Lawrence counties.
- Hindostan Falls
- Prime farm ground west of Loogootee.

August 1, 2019

Page 4

- CRANE Joint Land Use Study has a development buffer that needs to be considered.
- Martin County Gypsum Plants

Key Questions / Answers

- What is the priority in the selection process? *The process looks at benefits, impacts and cost while also garnering input from the public and agencies to inform the final decisions.*
- When looking at alternative assessment, does previous study information help and is there a potential for cost savings? *The project team will examine previous studies undertaken in the region to determine if there is relevant and up-to-date information to inform the study process. Any potential costs savings are minimal relative to the overall project cost.*

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: Wednesday, July 10, 2019 **Re:** Northwest Regional Issues Involvement Team Meeting

Location: Antioch Christian Church, Washington **Issue Date:** July 23, 2019

Submitted By: Lochmueller Group

August 1, 2019

Page 2

Tom McCracken – Daviess
County Commission
Samantha Bobbitt – Davies
County Chamber & CVB
Joe Wellman – Washington
Mayor
Ashley Willis – Pike County
Economic Development
Corporation
Joe Dedman – PCEDC
Jon Craig – Midwestern
Engineers
Matt Clarke – Midwestern
Engineers
Elmer Brames – Dubois County
Commission
Bryant Niehoff – Daviess
County Economic
Development Corporation
Phil Cornelius – Daviess County
Highway Superintendent
Kyanna Moon – INDOT
Mark Schroeder – Mid-States
RDA
Jason DuPont – Lochmueller
Group
David Goffinet – Lochmueller
Group
Nick Jahn – VS Engineering

ITEMS DISCUSSED:

Needs:

- Economic Development

August 1, 2019

Page 3

- Provide better connectivity to major markets to south (i.e. Nashville and other I-65 markets) – an extension of I-165.
- Ability for Dubois/Pike/Daviess Counties to think regionally in a manner that hasn't been done before.
- Support existing development initiatives such as Washington's mega-site (Billings Crossing).
- Support the Southwest Indiana Megasite southeast of Petersburg at SR 61/I-69 interchange. The site includes 8,000 acres under common ownership and the county has master planned 4,000 acres for infrastructure and land use planning.
- Allow for region to better leverage CRANE's presence.
- Allow for more efficient and safer workforce mobility into and out of region.
- Time savings for movement of people and goods.
- Talent attraction and retention to address workforce challenges by improving commuter efficiencies
- Time savings is not just a money thing... it is a Quality of Life matter.
- Transportation improvement will bring jobs.
- Workforce and transitional housing is needed in conjunction with the road improvement.
- Safety
 - US 50 from Washington to Loogootee is not a safe road due to the amount of truck traffic - "one of the highest 2-lane traffic counts in Indiana".
 - SR 257 is route that is utilized for local connectivity between Dubois County and Daviess County that is often closed due to flooding.
 - SR 61 south of the I-69/SR 61 interchange has safety concerns – consider this for any Petersburg alternatives.
- Congestion
 - US 50 is heavily congested.

Location

- General Comments
 - While Mid-States is a north/south route, depending on preferred corridor, it could serve as an important regional east/west route as well via 3A, 3B or a hybrid of them.
 - Utilize the central corridor along US 231 north of Dubois County and include a companion project along US 50.
 - Cases can be made for all corridors.

August 1, 2019

Page 4

- The importance of NSA CRANE to this region cannot be overstated, every effort should be made to support the White River Military Alliance, JLUS findings, and any other needs coming from CRANE.
- Specific Alignment Comments
 - Consider the US 50 eastern corridor (Bedford) along with the SR 60 option (Mitchell).
 - Consider western alternative south of Glendale F&W area.
 - Consider bypass options around French Lick and West Baden
 - Utilize the US 231 alignment (3C or D) with upgrades to SR 56 from French Lick to Haysville.
 - If eastern corridors are chosen, upgrades to SR 37 will be required depending on the facility type.
 - Consider the use of the SR 56 & SR 356 corridor and potential connection to I-69 near IPL's generating station. A potential interchange was previously planned for during the development of I-69 and RW acquired.
 - Concerned with alternative 3F impacting the local charm and character of French Lick/West Baden.
- Companion Projects
 - Depending on route consider upgrades to US 50 to the east as a potential companion project. US 50 upgrades are garnering added attention in Illinois which may justify further consideration for this investment throughout Indiana.
 - SR 56 between Petersburg to Jasper and even to French Lick should be considered in the future depending on the route selection.

Local Knowledge / Impact Considerations

- Glendale State Fish and Wildlife Reserve
- Corning Irish Heritage Center
- West Boggs State Park
- Historic Charm of French Lick / West Baden
- Patoka Lake
- Amish population near Alfordsville (verify this because another participant noted there are no Amish families in this area) and other locations in Daviess County, as well as those in Martin County, Lawrence County and Orange County.
- Farms
- Shoals Jug Rock
- Hoosier National Forest

August 1, 2019

Page 5

- Pike State Forest
- Martin State Forest
- Historic bridges near Williams in Lawrence County
- SR 450 alternative has substantial environmental and engineering cost implications

Key Questions / Answers

- Could multiple routes be identified, such as I-69 in Texas which has two routes? *The project team will follow the NEPA process to reach an outcome. It is inappropriate to presuppose alternative(s) selection.*
- Is this project in direct competition with the I-69 bridge project (I-69 ORX)? *No.*
- Is No Build a possible outcome? *Yes, No Build is always a consideration.*

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

REGIONAL ISSUES INVOLVEMENT TEAM - NORTHEAST

SAMPLE RIIT#1



MEETING #1
TUESDAY, JULY 9, 2019
9:00 – 11:00 EASTERN



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GROUP

Introductions

- Kyanna Moon – INDOT Project Manager
- Michelle Allen – FHWA-Indiana Division
- Jason DuPont- Lochmueller Group Project Manager
- Mark Schroeder – Mid-States Regional Development Authority
- David Goffinet – Lochmueller Group Public Involvement Lead
- Nick Jahn – VS Engineering Project Engineer



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INDOT/RDA/Consultant Team Partnership

- Legislation SEA 128 – Regional Infrastructure Improvement Regional Development Authority
- INDOT/RDA Partnership - project of regional significance
- Economic benefit for large region
- RDA – Private and Public dollars – funding Tier 1 Study



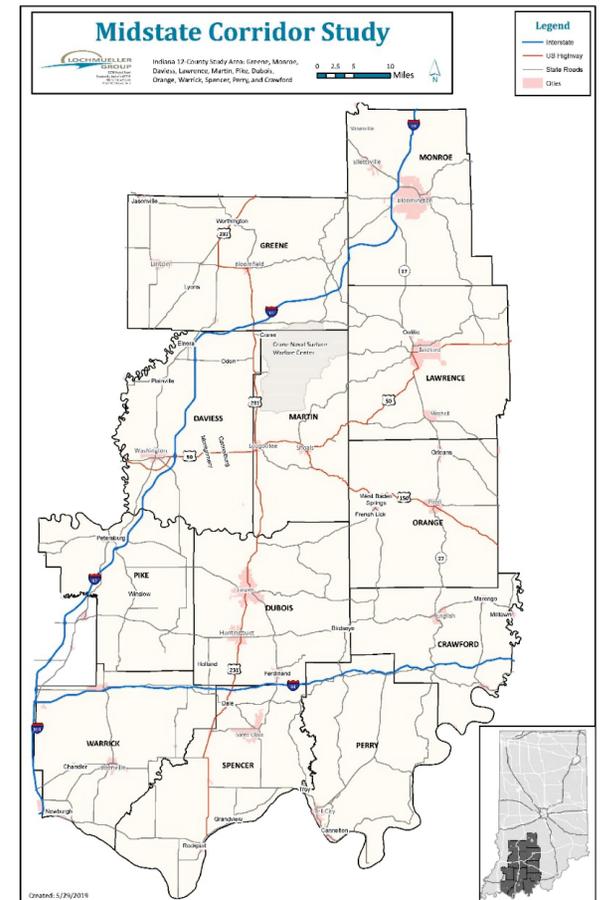
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Project Overview

- Tier 1 Environmental Study
- Evaluate improved highway connection (multiple facility types)
- Natcher Bridge to I-69 (directly or via SR 37)
- Evaluate multiple corridors
- Twelve county study area



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What is the NEPA Process?

- National Environmental Policy Act (NEPA)
- Federally-funded projects – (future funding will be federal)
- Analyze Range of Alternatives based on:
 - Benefits – Performance against Purpose & Need
 - Impacts – human and natural environment
 - Costs – overall costs for design, R/W, and Construction
- Public Involvement
- Agency Coordination – local, state and federal



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Why a Tiered NEPA Study?

- Large, complex project
- Two-staged “tiered” approach
- Tier 1
 - “Big Picture” evaluation
 - Identify a corridor
 - Identify Sections of Independent Utility (SIU)
- Tier 2
 - Separate, detailed evaluation of each SIU
 - Identify specific alignment within corridor for each SIU



Project Milestones and Schedule

Milestone 1: Preliminary Alternatives & Purpose & Need

- Define project goals (purpose and need) and identify potential route concepts (preliminary alternatives) – **September 2019**

Milestone 2: Screening of Alternatives

- High-level analysis of each route concept to determine performance against the purpose and need, costs and impacts to the human and natural environment – **November 2019**

Milestone 3: Draft Environmental Impact Statement

- Detailed analysis of the alternatives carried forward to identify a preferred alternative – **June 2020**

Milestone 4: Final EIS & Record of Decision

- Full consideration of comments from agencies and public on the Draft EIS, a refined alternative is identified and selected in the Record of Decision (approximately 2,000' corridor) – **June 2021**



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Public Involvement

- Outreach Tools – Project Website (www.midstatescorridor.com)
- Engage Key Stakeholders
 - Regional Issues Involvement Teams (Southcentral, Northwest, Northcentral, Northeast)
 - *Ad Hoc* stakeholder meetings
 - Working alignment meetings
- Broader Public
 - Public Information Meetings – Two sets of meetings
 - Round 1: August 5, 6 and 8
 - Round 2: Fall 2019 (TBD)
 - Public Hearings – spring/summer 2020



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Local Project Office

Open: Monday, Wednesday, and Friday (or by appointment)

8:00 a.m. to 5:00 p.m. eastern

Starting Monday, July 15th

Vincennes University Jasper Campus

Administration Building, Room 216

850 College Avenue

Jasper, IN 47546

812-482-3116



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Role of Regional Issues Team Members

- Share knowledge of local resources and issues
- Conduit for two-way information exchange
- Engage at Key Milestones
 - Scoping Phase – Preliminary Alternatives and Purpose & Need
 - Screening of Alternatives – reduce to reasonable # of alternatives to carry forward
 - Draft Environmental Impact Statement (EIS) – identify preferred alternative
 - Final EIS – refine preferred based on public and agency input (limited RIIT locations)



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Purpose & Need

- Need - Identifies existing or projected transportation problems, i.e. safety, congestion, accessibility, etc.
- Purpose
 - Identifies why address the need
 - Based on state and federal transportation policies
- Benefit
 - Goals to achieve the purpose
 - Metrics by which to measure performance



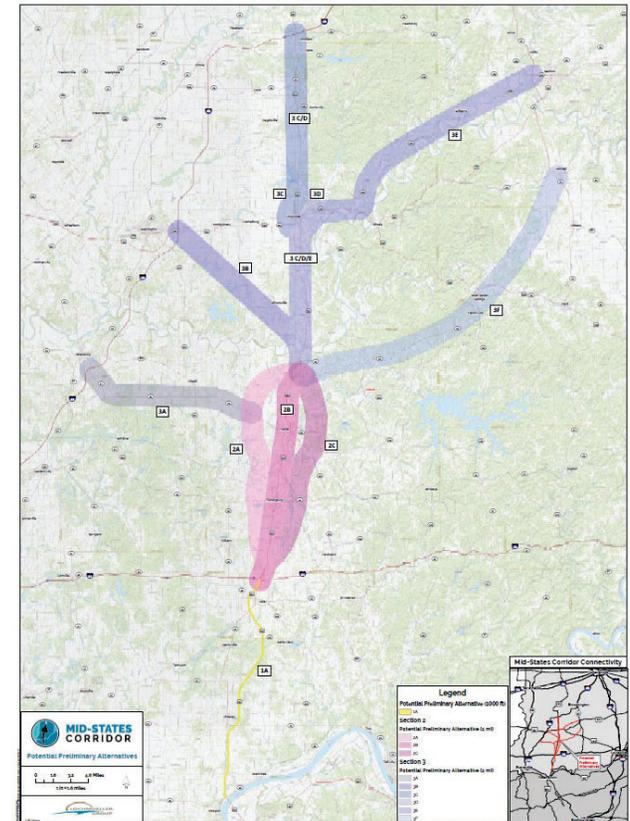
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Potential Preliminary Alternatives

- Narrow band along US 231 up to I-64
- 2-mile wide bands north of I-64
- Generally following existing highway facilities w/ some new terrain
- Adjustments or additions?



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Social, Economic and Environmental Impacts

- Avoid
- Minimize
- Mitigate



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Next Steps

- RIITs – July 9th and 10th
- Summaries will be provided
- Public Information Meetings – Round #1
 - August 5th – Washington HS – 5:30 to 7:00
 - August 6th – Springs Valley HS – 5:30 to 7:00
 - August 8th – Jasper HS – 5:30 to 7:00
- Agency Coordination Meeting
 - August 20th



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Southcentral RIIT #2
February 11th, 2020
Huntingburg Events Center
Sign-In Sheet

Name

Representing

Email

JEFF BRAUN

MEYER DISTRIBUTING

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~~JEFF~~ DAUG BAWEL

JASAR ENGINES

~~JEANIE MELCHON~~

Chad Blossinger

Dubois County

cblossinger@duboiscounty.in.org



MEETING SUMMARY

Date of Meeting: Tuesday, February 11, 2020 **Re:** Northeast Regional Issues Involvement Team Meeting #2

Location: Paoli Community Center
Paoli, IN **Issue Date:** March 9, 2020

Submitted By: Lochmueller Group

In Attendance:

Zach Brown – Orange County Economic Development	Bill Willis – Q – 100 Radio
Dan Kirk – Bedford	Kristal Painter – Visit French Lick West Baden
Brandon Woodward – Bedford	Don Renner – Town of French Lick
Elmer Brames – Dubois County	Justin Harris – French Lick Resort
Ryan Clemens – Bloomington – Monroe County MPO	Kyanna Moon – INDOT
Mark Schroeder – Mid-States RDA	Clint Scherzer – INDOT
Craig Knies – Cave Quarries	Brent Wendholt – RDA
Calvin Evans – French Lick Resort	Mark Schroeder – RDA
Shance Sizemore – Lawrence County Economic	David Goffinet – Lochmueller
Pat Martin – Bloomington – Monroe County MPO	Jason DuPont – Lochmueller
Steve Ferguson – Cook Group	Nick Jahn – VS
Chuck Franz – French Lick Resort	Josh Eisenhauer – VS

March 9, 2020

Page 2

ITEMS DISCUSSED:

NE Regional Issues Team – Paoli

General Questions and Comments on Overall Screening Process

- Questions
 - Was an evaluation done for each of the alternatives that accounted for environmental impacts? Impacts to multiple environmental resources were evaluated as part of the analysis. Some of the items that were considered include managed lands, Hoosier National Forest, land use, endangered species, forest habitat, streams, wetlands, karst resources (sinkholes, caves, sinking streams, etc.). The amounts of impacts were based upon a representative impact width that varied based on facility type and terrain. A listing of all of the resources evaluated, impact widths and impact amounts for each alternative can be found in the screening report that is posted online (www.midstatescorridor.com).
 - Was the amount of time that a particular facility type would adequately serve a region considered during the analysis? The model that was used to evaluate each alternative (route and facility type) utilizes data projected to the year 2045. The 2045 time frame does not correspond to a construction date as construction timeframes are not set at this point. Construction dates would be set as part of the subsequent Tier 2 evaluation.
 - Were socioeconomic and population forecasts accounted for? Yes, this information is part of the Indiana, Kentucky and Tennessee statewide travel models that form the basis of the model being utilized for this evaluation. Additional detail was added to the base statewide model in order to develop a regional model that better reflects the 12 county study area. The alternatives that are being carried forward will undergo a more detailed assessment that includes forecasts of regional economic development for each of the 10 alternatives. The TREDIS regional economic development model will provide these forecasts, using the Year 2045 traffic forecasts for each alternative.
 - Will geographic regions be compared to each other as part of the next phase of analysis? Yes, the next level of screening will compare all alternatives to each other.
 - Is performance based on the statewide model? The regional model based upon the Indiana Statewide model, with more refinements in the 12 county Study Area. It also incorporates significant portions of Kentucky and Tennessee, using portions of those statewide models.
 - Is I-69 reflected in the current model? The current model includes all projects which will be completed by 2045. This includes all of I-69 (including Section 6

(Martinsville to Indianapolis) and the I-69 Ohio River Crossing (Evansville to Henderson).

- Comments
 - This project has the potential to significantly impact the region, especially the areas between Bloomington and Jasper. With the exception of Dubois County the majority of cities and towns within the study area are predicting or experiencing declining population which has a cascading negative affect. Monroe County and Dubois County bookend the corridor and are two very successful counties. If we can directly connect those two areas, we can see a significant positive impact on the counties in between. When companies invest in an area, they look at a region as a whole in order to understand where workers are going to come from, whether workforce housing is available, utility availability, etc. People tend to work at locations where they have easier access. The importance of this project is enormous when looking at people. Can people get a good job, have access to healthcare, and find good housing? The economic model needs to account for these types of items such that this opportunity is not lost.
 - The screening process needs to look far enough into the future such that growth doesn't outpace the facility. This is especially important when considering whether a Super 2 facility will be adequate.
 - Utility needs for a particular area and/or region have increasingly been considered in highway planning such that partnerships can be established. This will likely be something that is considered (especially for communications companies) as the project continues to progress.
 - Giving Jasper better access to French Lick & West Baden, will increase golf course tourism in the region. Golf course tourism is important given the Donald Ross Course (French Lick), Pete Dye Course (French Lick), Valhalla (Louisville), Victoria National (Newburgh) and Sultan's Run (Jasper). Most golf tourism trips consist of three courses being played. Sultan's Run is often left out due to poor access from the French Lick and West Baden Resorts.

Access & Working Alignment Notes – Alternate M

- Dubois County
 - CR 100 E is a private road (Trainer Lane). Access would not be provided at this location.
 - CR 400 N is a heavily traveled and would likely serve as a main route for the western half of the county to access the corridor (bypass Jasper). Final access considerations in this area need to account for this as well as the Mill Street Extension.
- Martin County

March 9, 2020

Page 4

- Watch WWTP SE Loogootee
- A horse training track is impacted just SE of Loogootee. This might be something to try and avoid.
- Lawrence County
 - An interchange is needed at Avoca for Northgate CRANE access. An interchange at Avoca would probably be preferable to one at Oolitic.
 - One of the major issues in Monroe County is workforce housing. If access is being cut off near Judah, then this would negatively impact workforce housing. This area is one of the fastest growing parts of Lawrence County. Access accommodations need to be made with this in mind.
- Questions
 - Will all state routes be access points? For the super -2 and expressway facility types, state routes will likely be access points. For the freeway facility type, state routes will likely receive interchanges; however, this may not always be true depending on how close together the interchanges would be. There are standards for freeway interchange spacing that have to be followed.
 - What improvements are proposed for existing US 231 south of I-64 and SR 37? These stretches of roadway are already considered expressways; therefore, no changes would be made if the super-2 or expressway facility types are recommended. In the event that a freeway facility type is recommended, then US 231 and SR 37 would be converted to a freeway. Improvements would include limiting access through cul-de-sacs, grade separations and interchanges.
 - How many acres of forest are being impacted by the NE alternatives? Approximately 2000 acres of forest are being impacted by each of the NE alternatives when taking into account their entire corridor length. The actual amounts can be found in the screening report that is posted online.

Access & Working Alignment Notes – Alternate O

- Orange County
 - What is the distance between French Lick and the alignment? Approximately 1 mile.
 - Alternate O provides great access to the French Lick Airport. This is desired.
 - Final access plans need to ensure that access to the valley is maintained during times of flooding. SR 56 floods (overtops) frequently east of Prospect. Abydel Pike is the unofficial detour during times of flooding. If SR 56 is not raised, then access to Abydel Pike will be required in order to ensure continuous access.
 - Orangeville Road flooding: analyze this as it impacts our access decisions on 150 and Lost River
- Lawrence County
 - There is anticipation that CSX Line at Mitchell will see increased traffic due to the Lehigh Project. There will likely need to be a grade separation at the

March 9, 2020

Page 5

railroad. This needs to be accounted for when determining final access considerations at Mitchell.

- Questions
 - Why does the alignment sweep so far north near Dubois Crossroads (SR 56 and SR 545). In effort to minimize impacts to the Patoka River floodway and avoid the turkey houses present in the area, the only real option was to move the alignment north. If the alignment were to be moved south, multiple crossings of the Patoka River would likely be required.
 - What was the driving factor for eliminating the freeway alternative for this route? The driving factor was generally due to cost. Costs jumped significantly when moving from an expressway to freeway and M generally performed better than O. There was incremental trade-offs on resource impacts when comparing M to O.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: Tuesday, February 11, 2020 **Re:** Southcentral Regional Issues Involvement Team Meeting #2

Location: Huntingburg Event Center
Huntingburg, IN **Issue Date:** March 9, 2020

Submitted By: Lochmueller Group

In Attendance:

Seyed Shokouhzadeh – Evansville MPO
Denny Spinner – Huntingburg Mayor
Steve Berg – County Hwy
Lisa Gelhausen – Indiana 15 RPC
Tom Kleinhelter – Dubois County Sheriff
Kevin Manley – City of Jasper
Travis McQueen – KHNB
Ken Mulzer – Mulzer Crushed Stone
Dean Vonderheide – Mayor of Jasper
Brent Wendholt – Dubois County Engineer
Jeff Braun – Meyer Distributing
Doug Bawel - Jasper Engines
Chad Blessinger – Dubois County
Valerie Schmidt – LEDC
Darla Blazey - City of Jasper
Bill Hochgesang – Northeast Dubois Schools

Jamie Pund – Southeast Dubois
Tracy Lorey – Greater Jasper
Nancy Eckerle – Jasper Chamber / City Council
Jeannie Melchior
Chuck Botsko – SWICQH + Valley Watch
Dan Sherry – North Spencer Schools
Mark Schum – North Spencer Schools
Kyanna Moon – INDOT
Clint Scherzer – INDOT
Brent Wendholt – RDA
Mark Schroeder – RDA
Jason DuPont – Lochmueller Group
David Goffinet - Lochmueller Group
Nick Jahn – VS Engineering
Josh Eisenhauer – VS Engineering



ITEMS DISCUSSED:

SC Regional Issues Team – Huntingburg

General Questions and Comments on Overall Screening Process

- Questions
 - Can you explain the interactive capabilities of the website and how that is going to be used? Additional mapping is being worked on, but is not quite ready yet. Interactive mapping will not be available at this stage of the process.
 - Was connectivity to existing interchanges, cross connectivity, etc. looked at? We have taken a preliminary look at some of those items, but one of the main purposes of this meeting is to get local input on access considerations. Final access points will be heavily influenced by the facility type.
 - Do we know the costs for certain segments of road such that we can determine whether or not costs are better spent in one location vs. another? At this point we have comparative costs on a corridor wide basis only. Costs have not been developed to a level of detail where a cost / benefit analysis can be completed on specific elements (i.e. interchange, grade separation, etc.) of the project.
 - If US 231 in Spencer County is upgraded to a freeway, will farmers be able to access their fields? Access accommodations and cross connectivity are made with grade separations. Some re-routing of traffic should be anticipated.
 - Are frontage roads, when necessary, included in the project or are they left up to the locals? Elements necessary to facilitate connectivity will be included in the project. This will likely require additional r/w above what is required for the actual mainline corridor. Specific decisions on these types of accommodations are finalized during the Tier 2 studies.
 - When the route is selected and construction plans are finished, will the project be split into phases like I-69? Will the portion by Jasper and Huntingburg be constructed first? The Tier 1 study will make recommendations on phasing. The study will not make recommendations on which segment, assuming phasing, is constructed first.
 - Does the RDA have support from Martin County or Orange County? Not at this time. Currently, Dubois County, Spencer County, Jasper and Huntingburg or the only local governments contributing to the RDA.
 - What percentage of RDA funding has come from private sources vs. public sources? Slightly more than 50% of funding has been contributed from private sources.
 - Are the design standards for the expressway facility type the same as interstate standards such that if an expressway is built, significant costs are not incurred if it were to ever be updated to a freeway? We are looking at three different facility types with appropriate design standards for each of those facility types. The forecast year is 2045 and is based on data from the Indiana, Kentucky and

Tennessee State-Wide Travel Demand Models to ensure that proper traffic forecasts are utilized.

- From an outsider's point of view, the NE options look to be a lot more expensive. Is there a reason that the NE corridors are being considered? Multiple corridors representing each geographic region were considered in the initial screening report to ensure geographic diversity and that no alternate is prematurely discarded. Up until this point, alternates have only been compared to other alternates within the same geographic region. All remaining alternatives will be compared to each other regardless of geographic family as part of the next level of analysis.
- Comments
 - Jasper Engines and Meyer Distributing are not reporting issues with freight movement from I-64 to the south via US 231 south of Dale. Money spent on upgrading this section of roadway would likely not have much impact.
 - If an expressway facility is utilized, all cross streets need to be as perpendicular as possible to ensure that they are safe.
 - Going to the NE, a direct connection to I-69 doesn't occur.
 - From the perspective of industry, the distance to a common point in Bloomington is what is important.
 - CRANE has increased their shipments to the south. This would be a concern, especially considering the type of freight that is being shipped.

Access & Working Alignment Notes – Alternate B/C

- Dubois County
 - Make sure that access to the Huntingburg Airport is well defined.
 - Stewart Road floods where it intersects w/ Division. Access needs to be provided off of CR 450 W or CR 490 W in order to ensure continuous access.
 - CR 600 N experiences backwater flooding when the White River is elevated.
 - Trucks like Dale to Rockport route
 - There is an interstate connection to Owensboro at US 60 – why not extend it to the North?

Access & Working Alignment Notes – Alternate M

- Dubois County
 - Be cognizant of the runway protection zones east of the airport
 - A grade separation may be required at Ferdinand Road due to the high volume of traffic utilizing the roadway.
 - Access to US 231 on north side of Jasper needs to be considered, especially given that this is the location that the west and north side of Dubois County would access the facility. An interchange at US 231 north of Jasper is desired.

March 9, 2020

Page 4

- CR 400 S north of Huntingburg would maintain n/s access. Consider providing cross connectivity for CR 375 S in this location as that is a main access point from north side of Huntingburg to that particular area.

Access & Working Alignment Notes – Alternate O

- Dubois County
 - There are cave systems in the Nicholson Valley area that need to be considered. This area is near Cuzco and the Cuzco General Store. Vowell Cave is the name of the system.
 - Poultry operations on the NE alternative are critical.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting: Wednesday, February 12, 2020 **Re:** Northcentral Regional Issues Involvement Team Meeting #2

Location: Redemption Christian Church, Loogootee, IN **Issue Date:** March 9, 2020

Submitted By: Lochmueller Group

In Attendance: Noel Harty – Loogootee Mayor
Richard Burch – Midwestern Engineering
Brianna Jerrels – Greene Co. EDC
Mark Dobbs – NSA Crane
Rex Knight – Southwest Indiana Development Corporation
Chris Walker – LCS
Tim Kinder – Martin County Alliance
Michael L. Hasler – Greene Co. Sheriff
George Dallaire – Greene County Sheriff’s Department
Michelle Allen - FHWA
Kari Carmany-George - FHWA
Kyanna Moon – INDOT
Clint Scherzer - INDOT
Brent Wendholt – RDA
Mark Schroeder – RDA
Jason DuPont – Lochmueller Group
David Goffinet - Lochmueller Group
Nick Jahn – VS Engineering



ITEMS DISCUSSED:

NC Regional Issues Team – Loogootee

General Questions and Comments on Overall Screening Process

- Questions
 - Are Alternatives B & C considered new terrain? Yes, alternatives B & C are considered new terrain alternatives.
 - What does performance criteria consist of? Key performance criteria include travel time savings to major intermodal points, traffic volumes, crash reduction, etc. All of the performance criteria have been published and can be found in the screening report that is posted online (www.midstatescorridor.com). At this level of analysis, map resources are being utilized to determine environmental and human impacts. Future phases will include ground verification of resources.
 - Are costs accounted for utilized to determine which alternatives are carried forward? Comparative construction costs, that reflect the overall magnitude of construction costs, were utilized during the screening phase of the study. Maintenance costs are not included in the comparative construction costs.
 - Are the north central routes considered new construction or will existing US 231 be improved? The north central routes generally follow the existing US 231 corridor, but are mostly on new terrain. This was done to minimize relocations that would be associated with upgrading existing US 231.
 - How does safety play into selecting facility type? Crash rate based on the amount of vehicle miles traveled is utilized to evaluate performance. The number of intersections, speed, etc. all affect crash rates and are accounted for in the model.
 - How is the fact that traffic is being removed from local communities accounted for? Service industries will likely be driven to the new corridor. It is ultimately up to the various communities to make sure that they are a destination and thus compel drivers into their respective communities. The study will look at economic development utilizing a TREDIS model.

Access & Working Alignment Notes – Alternate P East of Loogootee

- Martin County
 - There is a significant amount of agriculture occurring in the area of Lumpkin Road (Just North of White River Crossing in Martin County). Cross connectivity needs to be considered in this location.
 - During peak times, the queue from CRANE's West Gate (SR 558) backs up to US 231. 9,000 to 12,000 trucks per year utilize SR 558 to access CRANE. The final access plan needs to be very cognizant of creating a "bottleneck". If frontage

- roads and a collector / distributor network are proposed, then they need to be designed in a manner that allows trucks to easily navigate the interchange.
- CRANE looks at a 3 mile buffer around the installation. CRANE supports all transportation movements such that public safety is improved. A risk issue to CRANE is that unplanned economic development could occur within the 3 mile buffer. Access points need to be planned with this mind.
 - West Boggs generates a lot of traffic and their customer base is growing. Queuing issues occur during larger events and weekends. A southern interchange that provides access to CRANE's Burns City Gate and West Boggs via US 231 needs to be considered.
 - CR 800 N is a highly trafficked roadway as it provides access to Graber Post along with many other businesses. This is also a key route to Cannelburg via CR 900 E. Consideration needs to be given to changing the current grade separation to full access.
 - Amish communities north of Loogootee would indicate cross connectivity is important (Bramble road). Also important for farming access.
 - Greene County
 - Greene County has been looking at economic development (Progress Point and new hotel) along CR 800 S. Access to the new roadway needs to support planned economic development.
 - Questions
 - How will access to SR 558 and I-69 work? The final geometrics will not be flushed out until subsequent study phases. With that said, re-routing of local and state roads through a collector / distributor type network would be likely.

Access Notes – Working Alignments – Alternate P West of Loogootee

- No Comments

Access Notes – Working Alignments – Alternate M

- Lawrence County
 - SR 158 provides direct access to CRANE's Lawrence County Gate. The final configuration where the corridor joins SR 37 needs to allow access to SR 158.



MEETING SUMMARY

Date of Meeting: Wednesday, February 12, 2020 **Re:** Northwest Regional Issues Involvement Team Meeting #2

Location: Washington Community Center, Washington, IN **Issue Date:** March 9, 2020

Submitted By: Lochmueller Group

In Attendance:

Kip Kelley – City of Washington
John Dudenhoeffer – Grain Processing Corp
David Rhodes – City of Washington
Matt Clarke – Midwestern Engineers Inc.
Kent Johnson – Pike County Sheriffs
Dan Roach – Washington Com. Schools
Gary Allison – Daviess County Sheriff
Steve Sturgis – Daviess County Sheriff
Bryant Niehoff – Daviess County EDC
Ashley Willis – Daviess county EDC

David Stowers – GAB Investments, LLC
Phil Cornelius – Davies County Highway
Kyanna Moon – INDOT
Clint Scherzer – INDOT
Brent Wendholt – RDA
Mark Schroeder – RDA
David Goffinet – Lochmueller
Jason DuPont – Lochmueller
Nick Jahn – VS

ITEMS DISCUSSED:

NW Regional Issues Team – Washington

General Questions and Comments on Overall Screening Process

- Questions
 - Have any traffic counts been completed as part of the study? Yes, this information is part of the Indiana, Kentucky and Tennessee statewide travel models that form the basis of the model being utilized for this evaluation. Traffic counts that INDOT has done factor into the model and we have also utilized some of our own data within the 12 county area.
 - Are the traffic counts available to the public? Not all counts are available to the public, however those gleaned from INDOT's site at <https://indot.ms2soft.com/tcds/tsearch.asp?loc=Indot&mod> are available. The specific counts used are not included in the report.
 - Do the two eastern routes cut through Hoosier National Forest? Both routes cut through the Hoosier National Forest acquisition boundary. Some Hoosier National Forest Parcels lie within the 2 mile study bands.
 - What is the most cost effective route? Alternatives from different geographic regions were not compared against each other. Generally speaking though the NE routes are higher in cost than those of the NW. Costs also escalate when going from a super-2 to an expressway and an expressway to a freeway.
 - When you refer to performance what are you referring to? Performance measures that have been considered thus far include those related to regional safety, travel times, traffic volumes, and vehicle hour reductions. Economic impacts have not been considered to date, but will be part of the next level of screening.
 - With alternative O & M, where do they begin? All alternatives begin at SR 66 near the Natcher Bridge in Spencer County.
 - How much do the environmental impacts affect local acceptance of the project? At this level of the analysis we are looking at map resources, not on the ground data. Due to the quality of data that is now available, we have a good idea on what the environmental and human impacts will be for a given alternative.
 - Overall from a public input standpoint, what are you seeing as far as feedback goes from one group to another? We have heard from the NE that environmental tourism is important, but also that it might be the most environmentally impactful. We have heard concerns of agricultural impacts as well as relocations. It varies from person to person and interest to interest.
- Comments
 - The capacity of existing SR 37 needs to be evaluated to ensure that it is capable of safely handling any additional traffic that will be placed on it.

Access & Working Alignment Notes – Alternate B

- Daviess County
 - Location of potential tie-in to I-69 floods.
 - CR 500 S (Glendale Rd.) provides direct access off of SR 257 to Glendale
 - Ensure that access to the new corridor allows for a convenient alternative to SR 257 for crossing the White River during floods in order to prevent drowning deaths.
 - Avoid dead ends at Hudsonville if possible.

Access & Working Alignment Notes – Alternate C

- Daviess County
 - Provide access points to Daviess County economic development sites near I-69 and US 50 interchange.
 - CR 600 E (Sportsman's Road) needs access, move access from CR 650 E to Sportsman's Rd.
 - CR 800 E is a main north south road and would need to remain open. Move access from CR 900 E to CR 800 E.
 - Move access from CR 600 S to CR 500 S.
 - CR 1175 E (Or 700 S depending on final alignment) would require N/S access for Alfordsville.
 - Consider access for either 800 S, 1300 E (county line)
- Questions
 - Can alternate C be paired with an eastern bypass around Huntingburg and Jasper? Yes. Because C utilizes the existing White River Bridge in Haysville, it could be paired with an eastern route in Dubois County.
 - SR 237: Could we move the "C" alternate route to have a southern SR 257 interchange or is a northern CR200 N interchange connection a possibility?

Access & Working Alignment Notes – Alternate P2

- Daviess County
 - Maintain access at CR 150 N as it is a direct route to Loogootee High School.
 - Maintain cross connectivity for CR 350 N.
 - Area north of Loogootee where crossing in and out of Daviess County is emergency response challenge
 - Look at interchange north of West Boggs and south of west gate at Crane.

March 9, 2020

Page 4

- Jurisdictional service issues would occur near Bramble where the alignment crosses in and out of Daviess and Martin Counties. Make sure services can be provided from proper jurisdiction based on final alignment of facility.
- Keep CR 950 N open for access to Rablesville

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

MID-STATES CORRIDOR SCREENING OF ALTERNATIVES



SAMPLE RIIT#2

REGIONAL ISSUES INVOLVEMENT
TEAM MEETING – ROUND 2

PAOLI COMMUNITY CENTER
TUESDAY, FEBRUARY 11TH, 2020
9:00 TO 11:00



**MID-STATES
CORRIDOR**



Introductions

- Jason DuPont- Lochmueller Group
Project Manager
- Kyanna Moon – INDOT Project Manager
- Michelle Allen – FHWA-Indiana Division
- Mark Schroeder – Mid-States Regional
Development Authority
- David Goffinet – Public Involvement



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Agenda

9:00 - 10:00 Screening of Alternatives
(presentation & discussion)

10:00 – 11:00 Access Considerations &
Impact Identification



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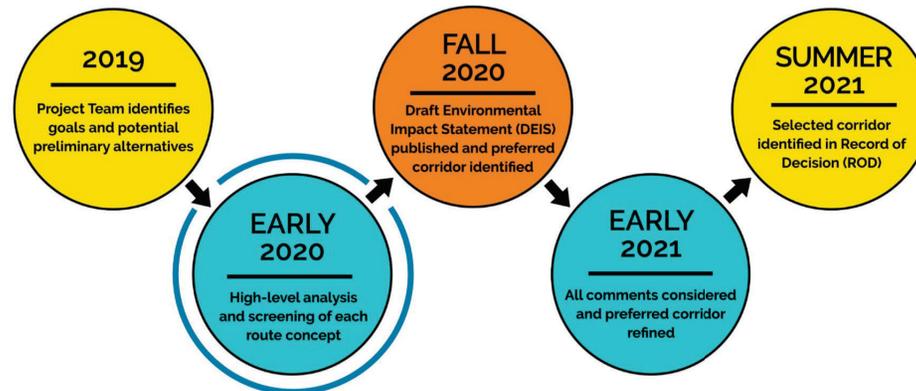
Project Milestones and Schedule

Milestone 1 - Purpose & Need, Preliminary Alternatives – Fall 2019

Milestone 2 - Screening of Alternatives – We are here

Milestone 3 - Draft Environmental Impact Statement (EIS) – Fall 2020

Milestone 4 - Final EIS & Record of Decision (ROD) – Summer 2021



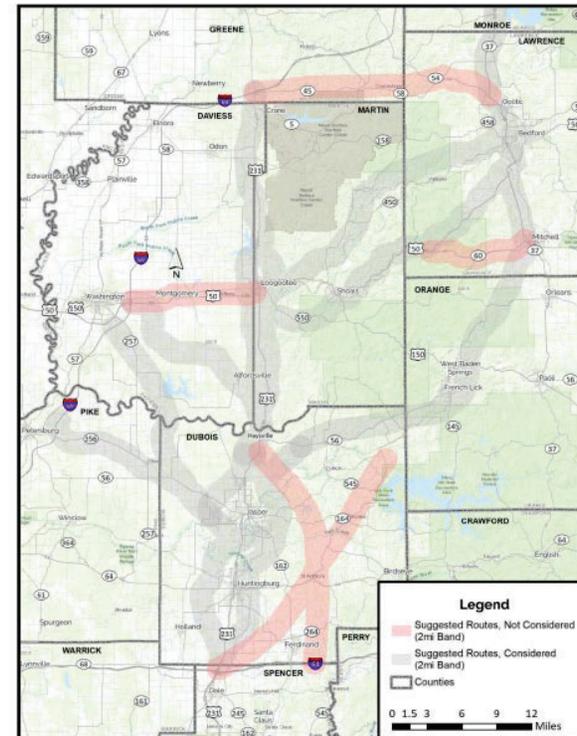
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Potential Preliminary Alternatives

- Dozens Considered
- Developed From
 - Previous Studies
 - Regional Issues Involvement Teams (RIITs)
 - Agency Feedback
 - Public Input



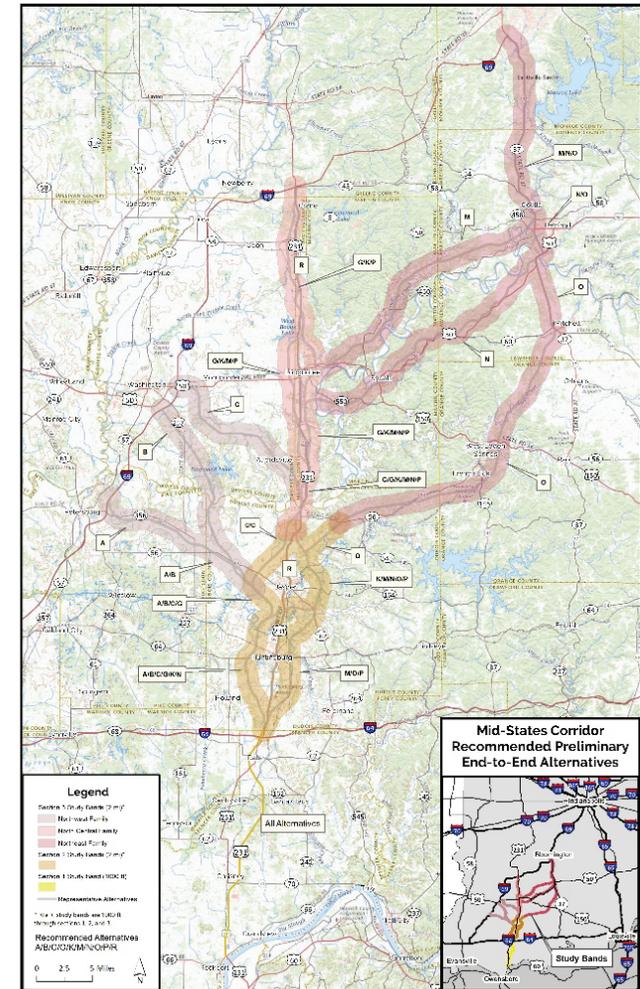
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Preliminary Alternatives

- High-level screening
- Meet project Purpose & Need?
- 10 routes
- 28 alternatives (combination of routes and facility types)



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Alternative Families Screening Approach

- Three geographic families
 - Northwest
 - North Central
 - Northeast
- Only compare alternatives within same family
 - Benefits (performance), Impacts and Cost

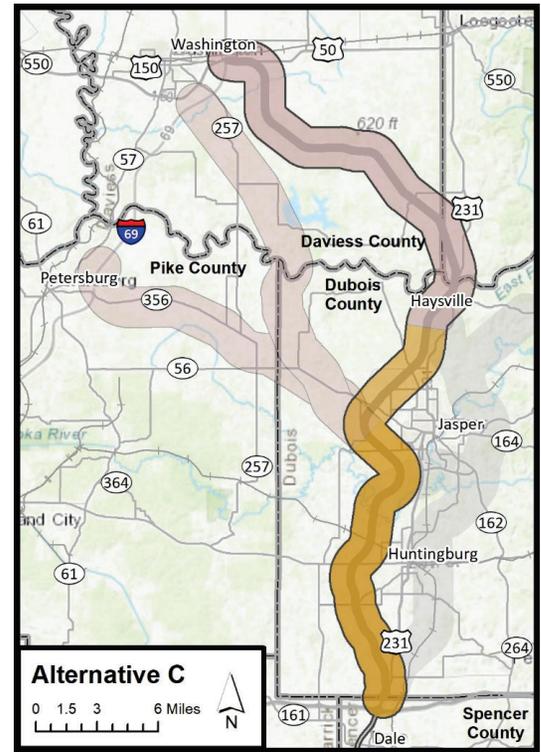
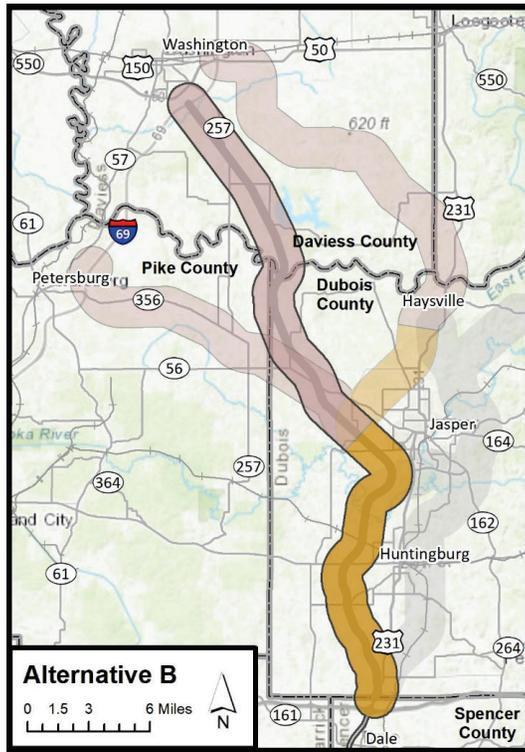
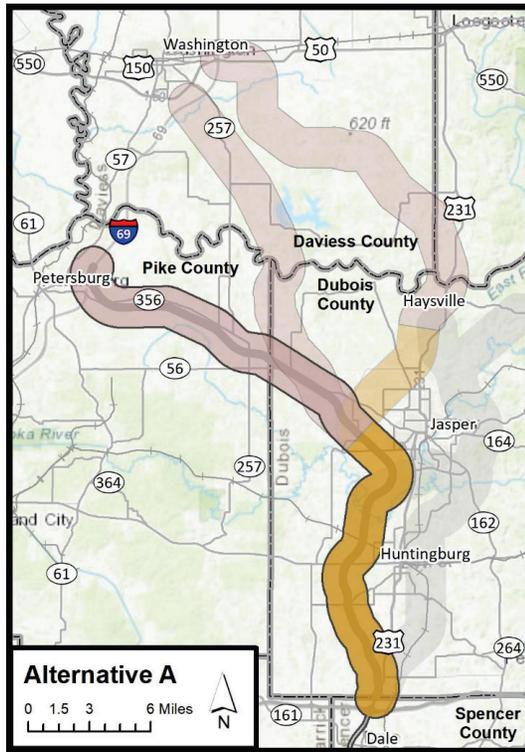


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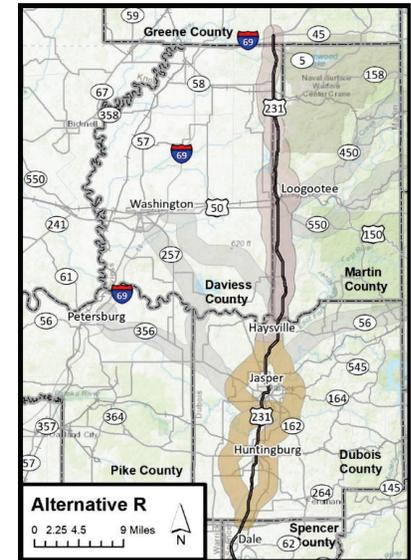
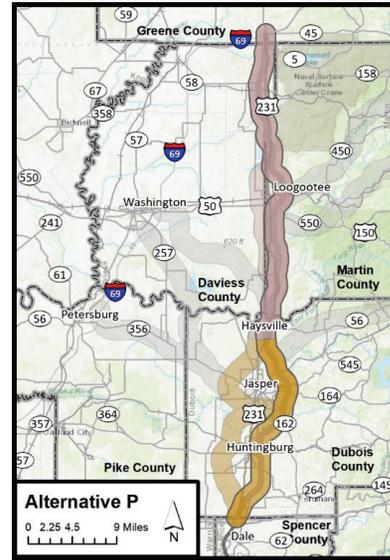
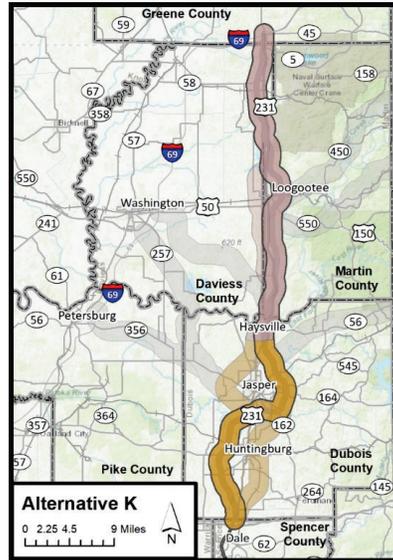
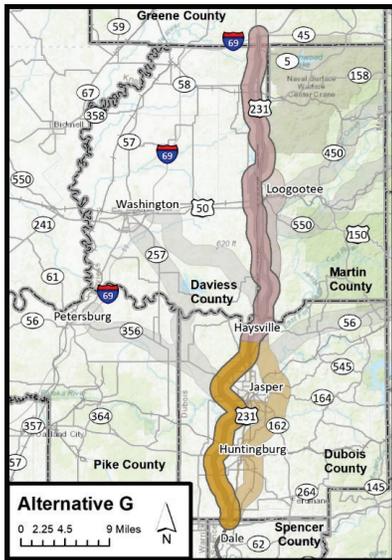
Northwest Family



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North Central Family



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Northeast Family



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Facility Types

Freeway

- At least two lanes in each direction of travel
- Access provided only at interchanges



Interstate 69 in Gibson County



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Facility Types

Expressway

- At least two lanes in each direction of travel
- Access provided by combination of interchanges and at-grade intersections with state and local roads



US 231 in Spencer County



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Facility Types

Super-2

- One travel lane in each direction
- Passing/auxiliary lane and/or wider shoulders where appropriate
- Could use as one direction of a future freeway or expressway



SR 145 in Orange County



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Purpose & Need Assessment

- Performance against P&N (benefits)
- Provide an improved transportation link between the US 231/Natcher Bridge and I-69 which:
 - Improves regional connectivity for businesses in Dubois County and southern Indiana;
 - Improves regional traffic safety in southern Indiana;
 - Supports economic development in southern Indiana; and
 - Improves connections to major multi-modal locations from southern Indiana.



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Impact Assessment

Impacts to both natural resources and the community considered

- Natural environmental impacts
- Residential impacts
- Business impacts
- Managed lands impacts
- Cultural resources impacts



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Comparative Cost Assessment

- **Preliminary Construction costs only**
- Generalized on a per mile basis
- Based on terrain, location and facility type
- Used known costs from similar constructed facilities

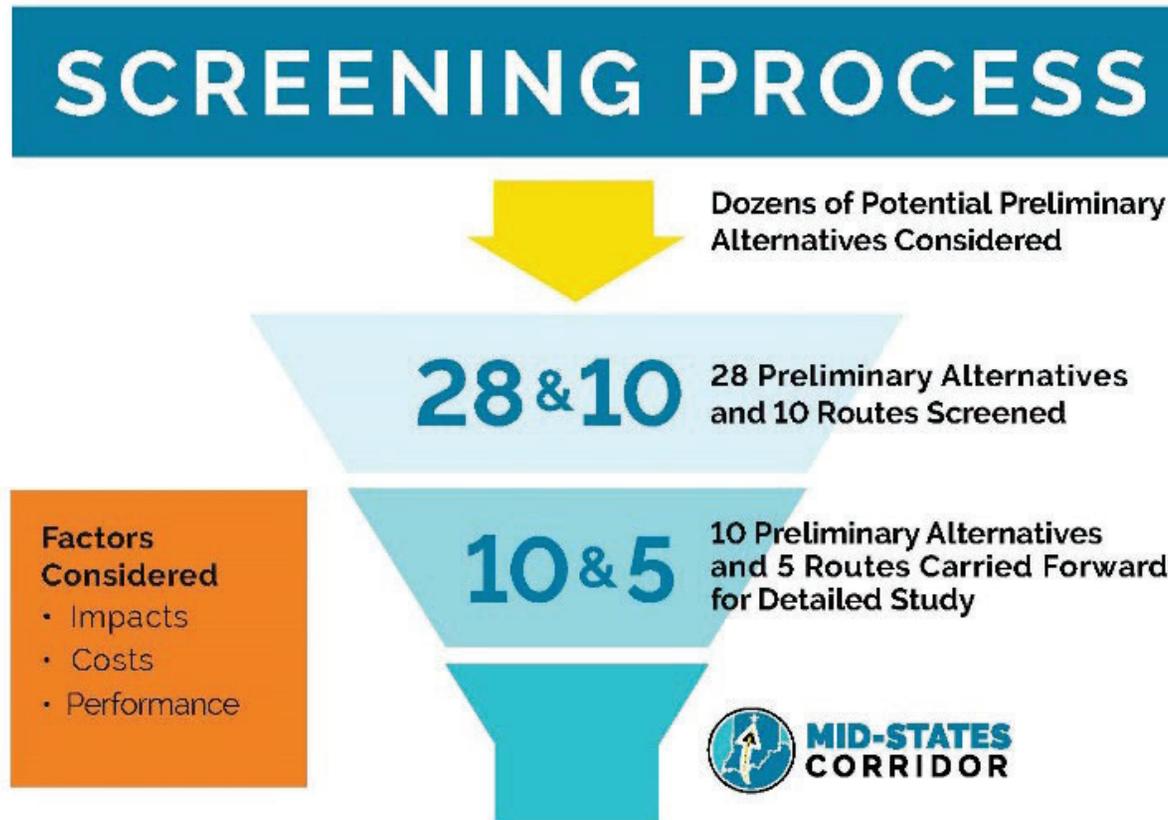


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Screening of Alternatives Process



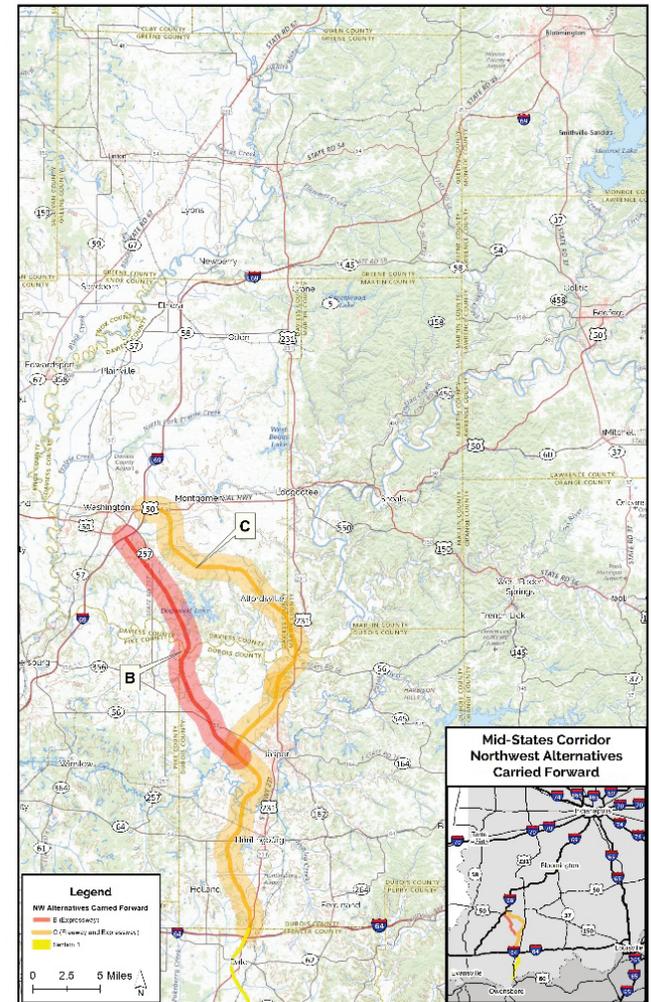
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Northwest Alternatives Carried Forward

- **Alt. B (expressway only) carried forward**
- **Alt. C (freeway and expressway) carried forward**
- All super-2 facility types discarded
 - Underperform against expressways
 - Similar cost to expressways
- Alt. A (all facility types) discarded
 - Similar in cost and impacts to Alts. B & C
 - Attract significantly less traffic than Alts. B & C
- Alt. B (freeway) discarded
 - Lower performance on project goals than Alt. C

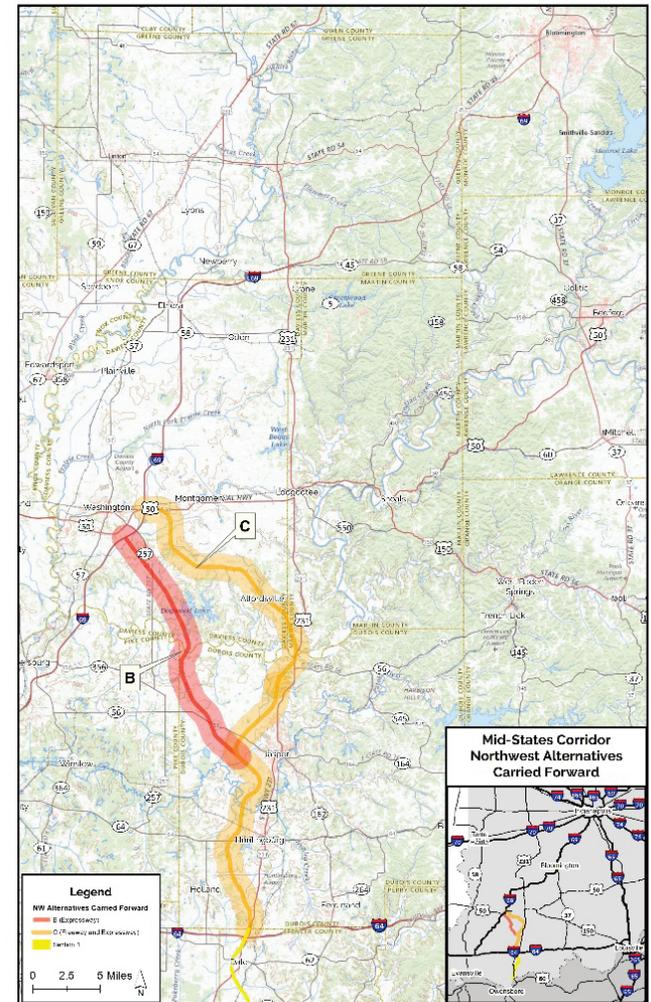


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Northwest Alternatives Carried Forward

- **Alt. B (expressway only) carried forward**
- **Alt. C (freeway and expressway) carried forward**
- All super-2 facility types discarded
 - Underperform against expressways
 - Similar cost to expressways
- Alt. A (all facility types) discarded
 - Similar in cost and impacts to Alts. B & C
 - Attract significantly less traffic than Alts. B & C
- Alt. B (freeway) discarded
 - Lower performance on project goals than Alt. C

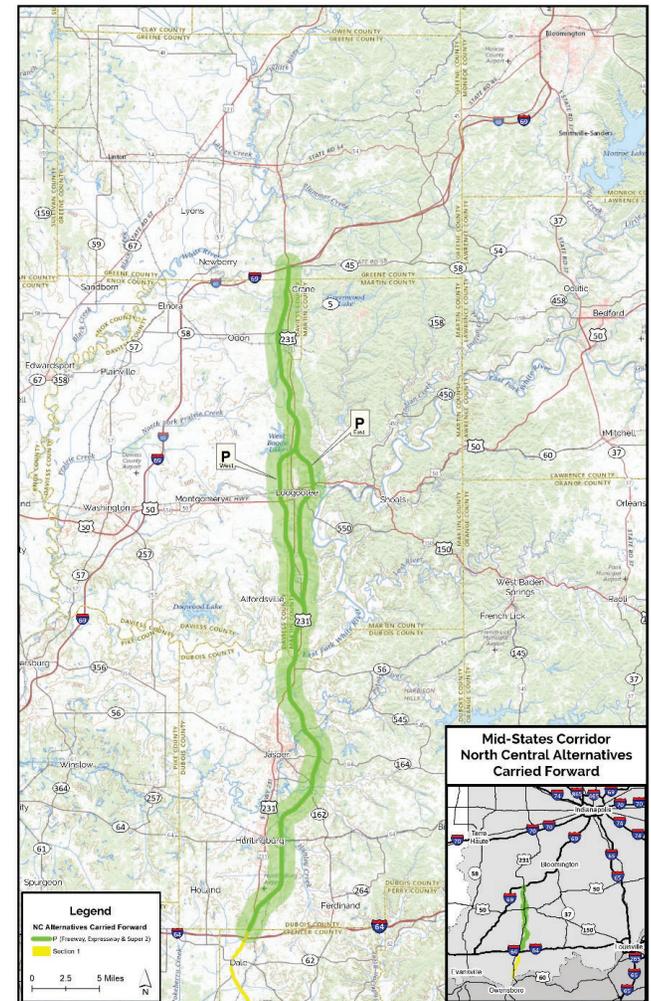


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North Central Alternatives Carried Forward

- **Alt. P (all 3 facility types) carried forward**
- **Incremental trade-offs in performance, cost and impacts; suggests more detailed analysis of each facility type**
- **Alt. R (Super-2) discarded**
 - Freeway and expressway not considered due to excessive impacts in urban areas
 - Much poorer performance than all other alternatives
 - Much higher community resource impacts
 - Much higher cost than other super-2 facilities



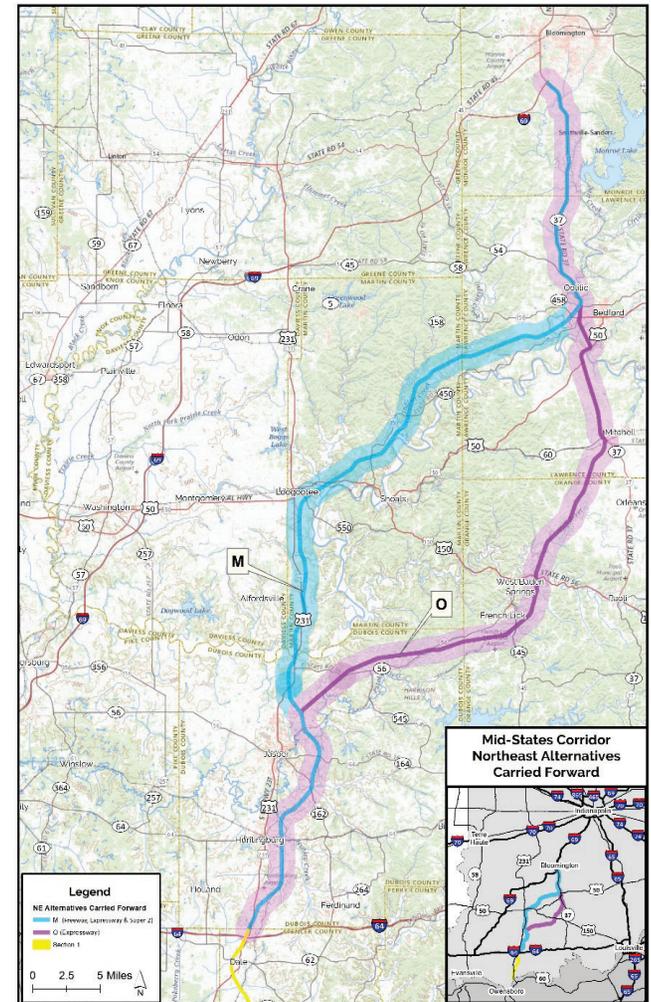
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Northeast Alternatives Carried Forward

- Alt. M (all 3 facility types) carried forward
- Alt. O (expressway only) carried forward
- Alt. N (all facility types) discarded
 - Highest level of impacts, especially natural resources
 - Performs lower on meeting goals than Alts. M and O
 - No cost advantage over Alts. M and O
- Alt. O (super 2 and freeway) discarded
 - Lower level of performance than Alt. M
 - Attracts lower level of traffic than Alt. M
 - Higher level of karst impacts (key resource in region) than Alt. M



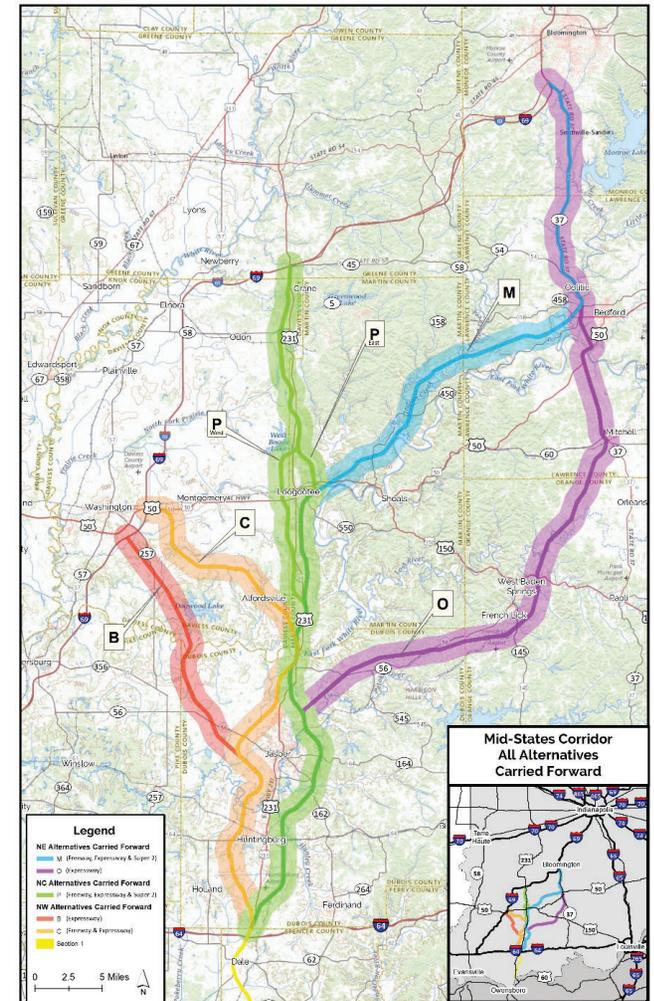
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Summary of Preliminary Alternatives Carried Forward

- Alt. B (expressway only)
- Alt. C (freeway and expressway)
- Alt. M (super-2, expressway and freeway)
- Alt. O (expressway only)
- Alt. P (super-2, expressway and freeway)



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Next Steps

- Public Information Meetings (PIMs) – Round #2
 - February 18th : Loogootee HS
 - February 19th : Bedford Middle School
 - February 20th : Jasper Middle School
 - 5:30 to 7:00 pm, open house format
 - 6pm presentation
- Agency Coordination Meeting
 - March 3rd and 4th, meeting and project tour



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Next Steps

- Engage Key Stakeholders
 - Regional Issues Involvement Teams (Southcentral, Northwest, Northcentral, Northeast), two additional rounds
 - Expert Land Use Panel meetings, April
 - *Ad Hoc* stakeholder meetings, as needed
 - Working alignment meetings, as needed
- General Public
 - Public hearings – fall 2020
 - Single Preferred Alternative Corridor

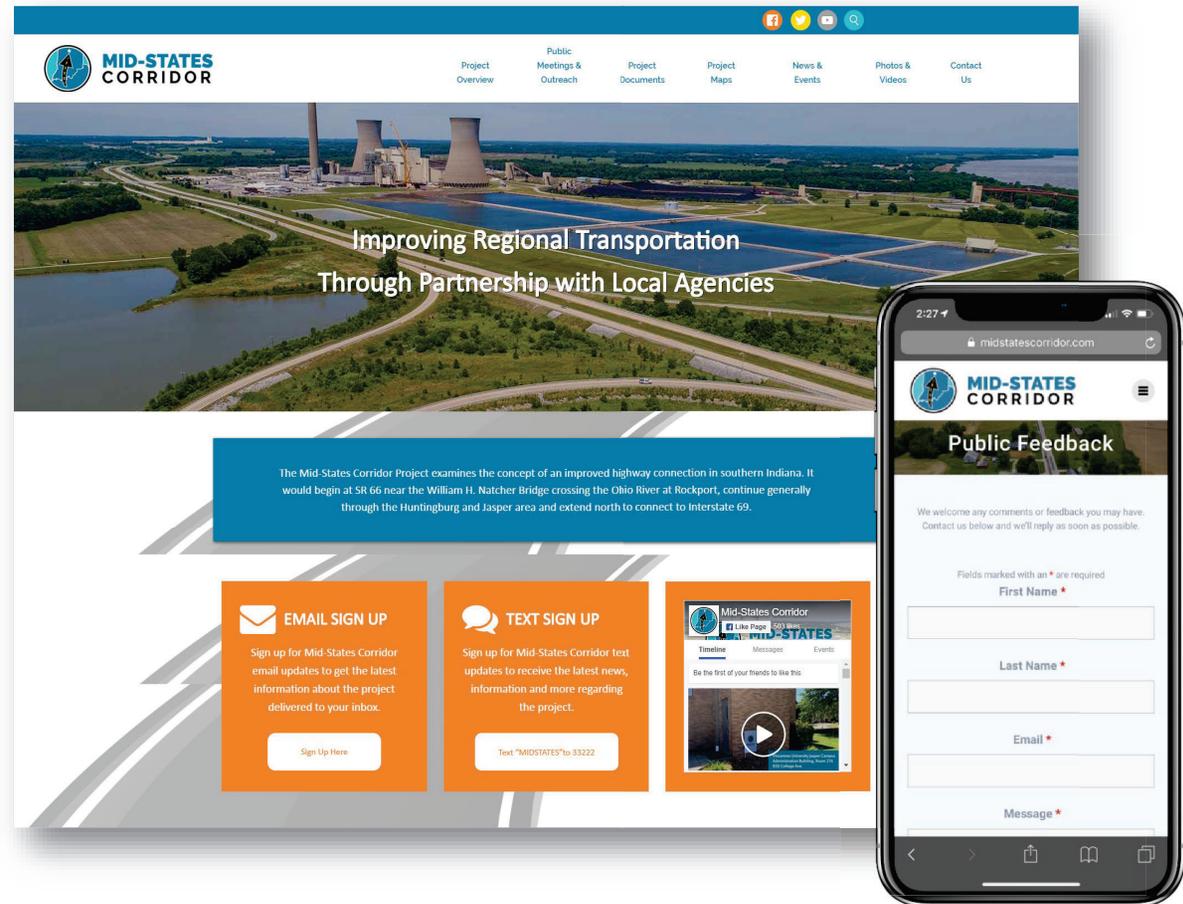


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Outreach Tools

- Project website (MidStatesCorridor.com)
 - Text and email alerts
 - Share feedback
 - Ask questions



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Local Project Office

Open: Monday, Wednesday and Friday
8:00 a.m. to 5:00 p.m. ET
(and by appointment)

Vincennes University Jasper Campus
Administration Building, Room 216
850 College Avenue
Jasper, IN 47546
812-482-3116



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Access Considerations & Impact Identification

- Develop “working alignments” for detailed study
- Facility type drives access options
 - Interchanges
 - Intersections
 - Over/underpasses
 - Cul-de-sacs
- Avoid and/or minimize impacts



THANK YOU



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MEETING SUMMARY

Date of Meeting: March 12, 2020 **Re:** Coordination with Orange and Lawrence County Area Amish Community

Location: Schoolhouse off Fleenor Road in northern Orange County **Issue Date:** March 20, 2020

Submitted By: **Nick Jahn**

In Attendance:

(Note most attendees chose not to sign in)

Nick Jahn, VS Engineering

Alex Daugherty, VS Engineering

Kyanna Moon, INDOT

Approximately 20 attendees mostly Amish with at least one non-Amish neighbor

ITEMS DISCUSSED:

Nick Jahn gave a general presentation following the pamphlet that was distributed. Boards of "O" Alignment for Orange and Lawrence County as well as board of all overall alignments were available. An additional roll plot of area was available for meeting attendees to identify their properties. General information regarding the process (Tier 1, Tier 2, Design and Construction) and schedule was covered.

It was also explained that all routes are evaluated against the same criteria and the results of those evaluations will be presented in a similar manner as what was done in the screening report. A member of the public had a copy of the screening report and the evaluation tables were shown to those in attendance.

Offered to hold an additional meeting in a few months to update community of any changes that might have occurred.

After the meeting we were made aware that English is the third language learned by this community (German, Pennsylvania Dutch (a German Dialect) and then English). Some of younger members understood what was being discussed, but perhaps some of the

May 28, 2020

Page 2

items presented were not fully understood. Per the above, an additional future meeting was offered to clear up any questions that might still be out there.

Below are a list of general questions that were answered as Kyanna Moon and Nick Jahn spoke individually and in small groups with public attendees:

Asked if this a state or federally funded project? Currently the project is funded by a regional development authority; however, it is a partnership between INDOT and the Regional Development Authority

Who is funding the RDA? Currently the RDA is comprised of the City of Jasper, City of Huntingburg, Dubois County and Spencer County. It is anticipated that other local units of government will join the RDA once the route is now. Private businesses have also contributed funds to the RDA.

When will we know if our land will be acquired? The Tier 1 study will identify a preferred route, facility type and 2,000 ft. Corridor. If your property is in the 2,000 ft corridor, then the possibility exists that your land will be acquired. Those decisions will not be made until the end of Tier 2 at the earliest. Tier 2 is not currently funded.

Will all comments submitted by the public be seen? All comments provided by the public go in a comment tracking database and are part of the official record.

Impacts on small towns (used Oolitic as an example). Small towns may be impacted. Stated that local communities will want to update comprehensive plans to account for corridor should an alternative pass through or around their community.

Why can existing highway not be used? Explained that Alternative R where US 231 was upgraded was considered, but due to the large amount of human and cultural impacts, it was removed from further screening. It was explained why upgrading US 231 resulted in increased impacts (design speed, geometrics, access, etc.).

Will karst features be researched? It was explained that karst features are being considered in both impact and cost. Tier 1 is utilizing mapped databases; however, Tier 2 would likely include more detailed on-the-ground surveys and testing to better understand karst systems should an eastern alternative be selected in Tier 1.

Why is the four lane north of Mitchel not being used? Improved SR 37 is being utilized for the northeastern alignments. If a freeway facility type is selected, then it would be further improved to freeway standards.

Why is Jasper the only city to benefit? Jasper will benefit as all alignments pass through Dubois County. Depending on the recommended alignment, other communities will benefit as well.

How much of Hoosier national forest will be affected? There are certainly parcels within HNF's acquisition area that are within the study bands. The exact impacts aren't yet known though. Representatives of the forestry service were recently part of an

May 28, 2020

Page 3

extensive two-day update w/ regulatory agencies that included a tour of the potential routes. Regulatory input will also be very important part of the evaluation process.

Will family cemeteries be affected? The desire is to not impact cemeteries and it is reasonable to assume that even if one is discovered within the final 2,000 foot corridor, it could be avoided since the actual roadway will not be 2,000 ft wide.

How will this affect Crane and are they involved with the planning? CRANE representatives have been attending RIIT team meetings and have provided input that is being incorporated into the study. Freight will continue to use the west gate. They are not advocating for a specific route.

Will this split up the Amish community? The desire is to minimize impacts as much as possible and that is why it is important to identify not only your all's property (referencing those in attendance), but also families that are not here so that if adjustments are made, other Amish communities are not inadvertently impacted.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

Pamphlet referenced in the meeting summary was the screening report questionnaire folded within the Screening Process description. The Screening Process description was printed as a 2-sided 11x17.

Screening Report Questionnaire



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Name: _____ Zip Code: _____

E-mail: _____ Check to receive project updates

Which one of the following best describes your interest in the Mid-States Corridor Project?
(Check all that apply)

- I live in the project study area. I live elsewhere, but I travel in the area frequently.
 I travel in the area infrequently, but I'm interested in the project. I work in the area.

Of the five routes moving forward for detailed study (B, C, M, O, P), please rank the routes in the order of your preference (1-5), with 1 being your top preference.

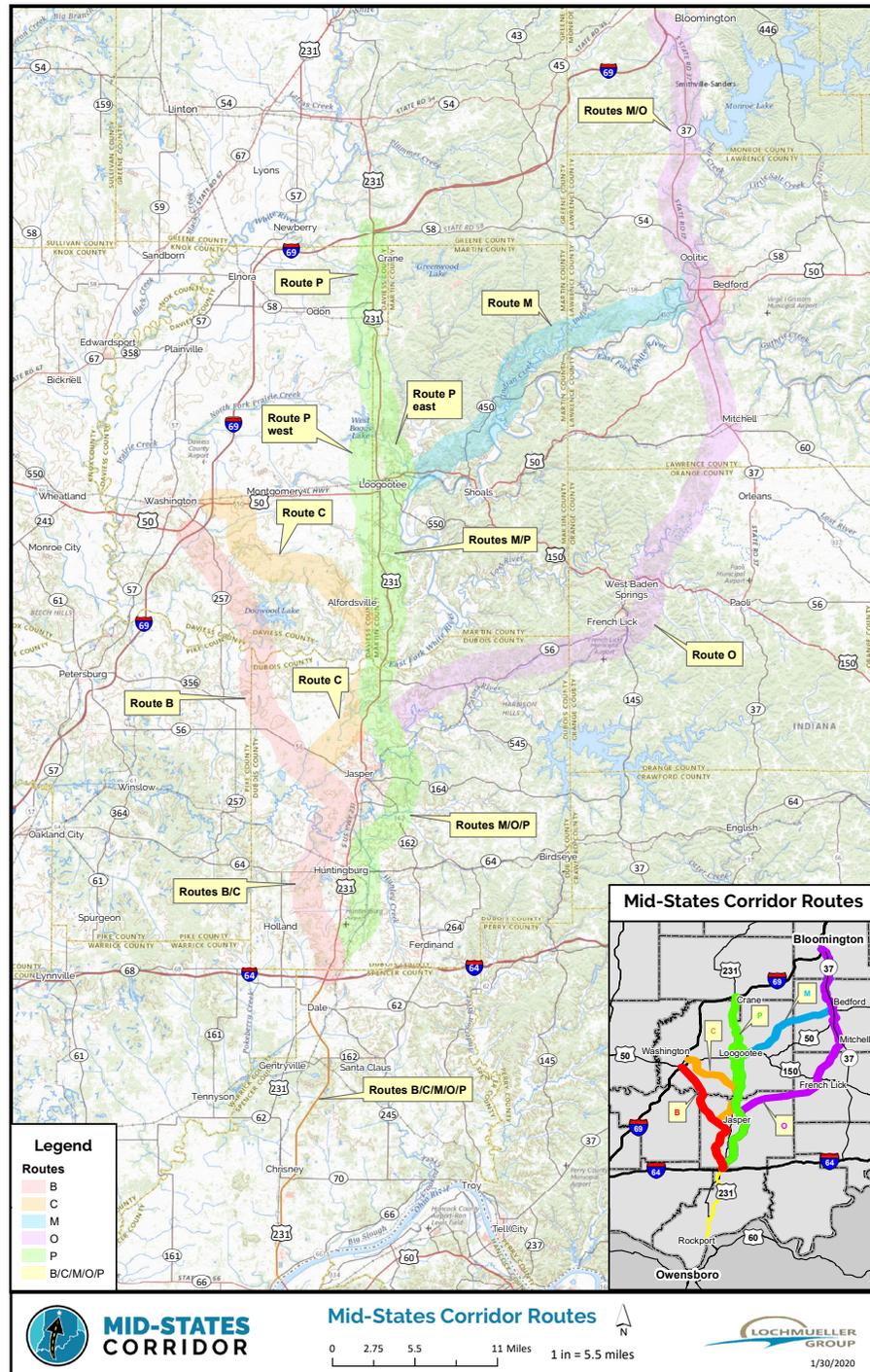
_____ B

_____ C

_____ M

_____ O

_____ P



The core goals of the project include increased accessibility to major business markets, more efficient truck/freight travel to southern Indiana, reduced crashes in southern Indiana and increased access to major rail and air intermodal centers.

Please read the descriptions of the following facility types and answer the following questions:

- **Freeway:** A freeway includes at least two lanes in each direction of travel with access provided only at interchanges.
- **Expressway:** An expressway includes at least two lanes in each direction of travel with access provided by a combination of interchanges and at-grade intersections with state and local roads.
- **Super-2:** A Super-2 includes one travel lane in each direction, in addition to a passing/auxiliary lane the length of the alternative. The facility could be used as one direction of a future freeway or expressway.

Do you believe a freeway would meet the needs in the area?

Yes No

Do you believe an expressway would meet the needs in the area?

Yes No

Do you believe a Super-2 would meet the needs in the area?

Yes No

Do you know of any natural or man-made features the Project Team should be aware of as it considers the alternatives moving forward for detailed study?

What other comments would you like to share with the Project Team?



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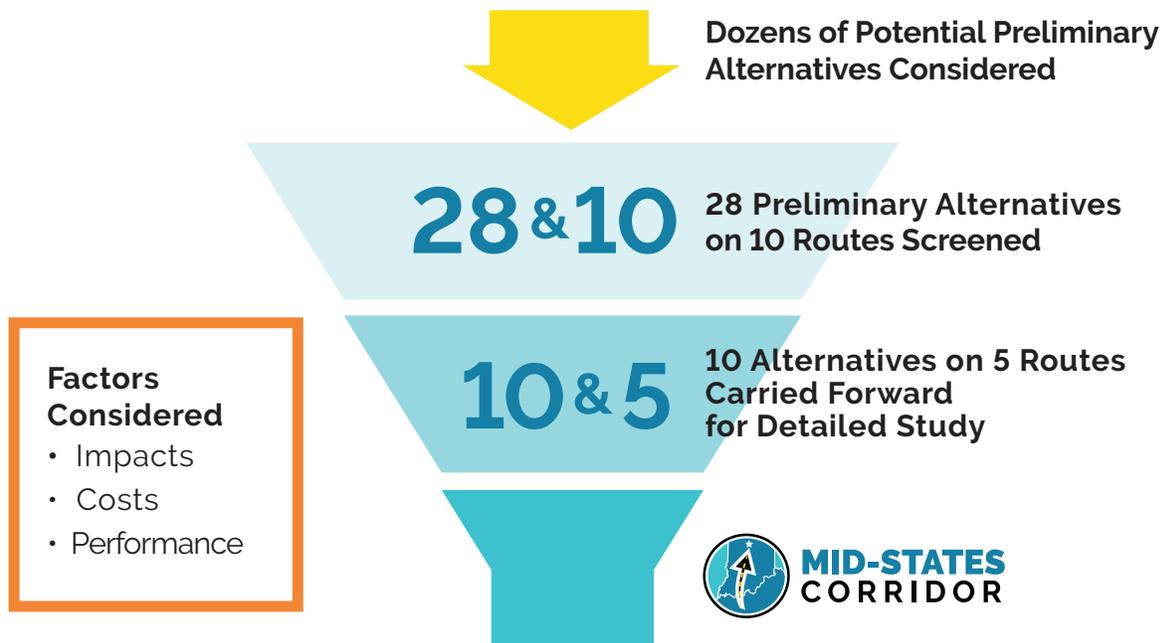
The Mid-States Corridor Project examines the concept of an improved highway connection in southern Indiana. It would begin at SR 66 near the William H. Natcher Bridge crossing the Ohio River at Rockport, continue generally through the Huntingburg and Jasper area and extend north to connect to Interstate 69.

SCREENING PROCESS >>>

The Project Team started its work in summer 2019 with dozens of potential preliminary alternatives developed from a review of previous studies, agency feedback and public input. Alternatives that didn't satisfy the Purpose and Need of the project and/or having major impacts to key resources were discarded.

The Project Team screened 28 preliminary alternatives on 10 different routes, considering impacts, costs and performance. Ten alternatives on five different routes are advancing for more detailed study.

SCREENING PROCESS



IMPACTS to both natural resources and the community were considered including:

- Natural environmental impacts
- Residential impacts
- Business impacts
- Managed land impacts
- Cultural resource impacts

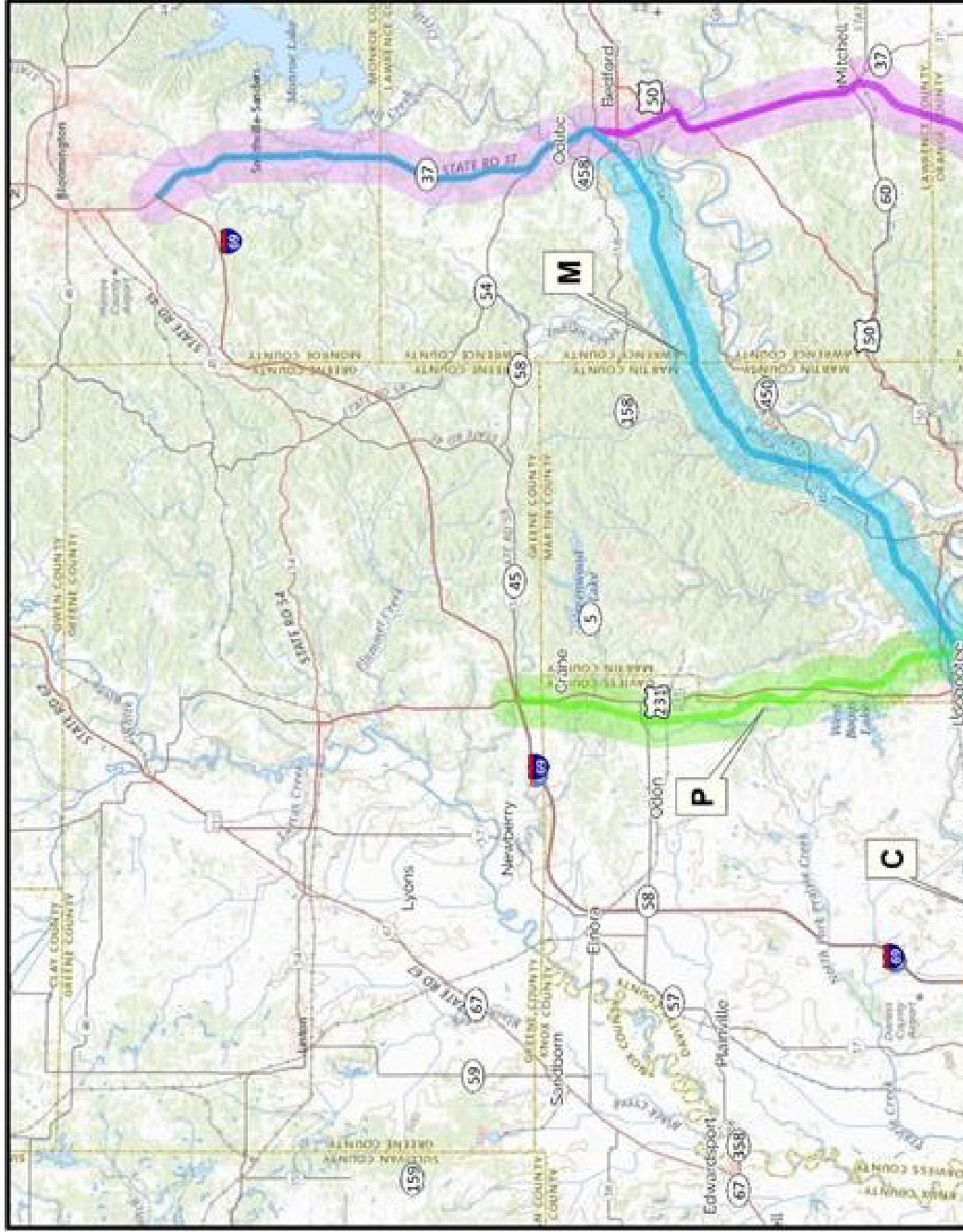
COSTS: Comparative preliminary construction costs were determined for alternatives. Costs consider facility type and terrain.

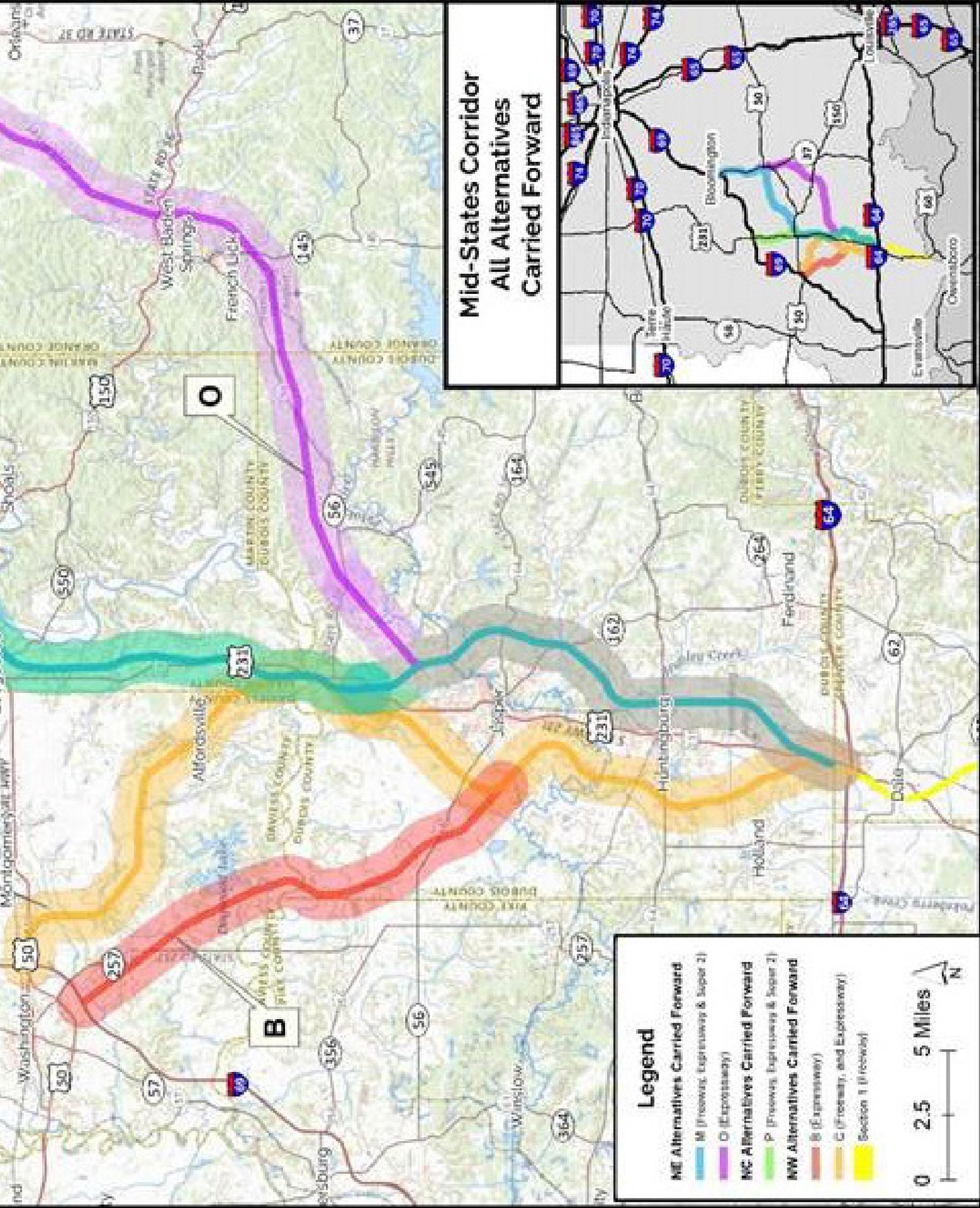
PERFORMANCE of each preliminary alternative was evaluated against the core goals of the project, including:

- Increase accessibility to major business markets
- Provide more efficient truck/freight travel in Southern Indiana
- Reduce crashes in Southern Indiana
- Increase access to major rail and air intermodal centers

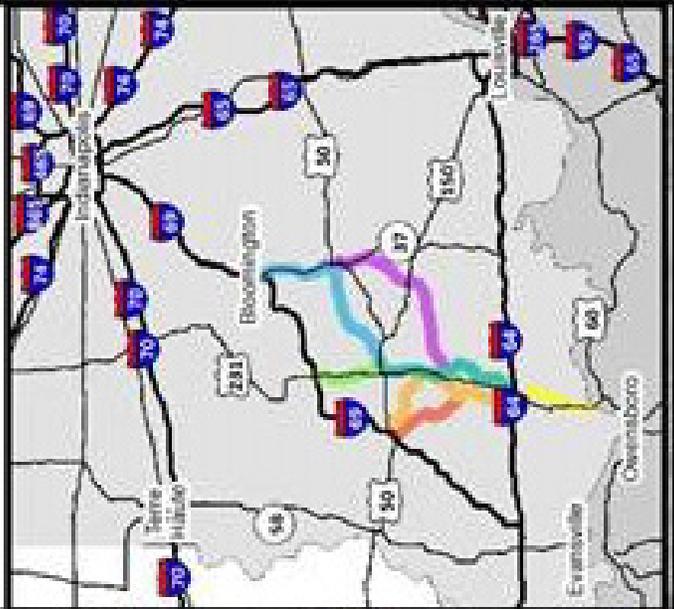
The full screening report is available at MidStatesCorridor.com

Alternatives Moving Forward For Additional Study





Mid-States Corridor All Alternatives Carried Forward



Legend

- MI Alternatives Carried Forward**
 - M (Freeway, Expressway & Super 2)
 - O (Expressway)
- NC Alternatives Carried Forward**
 - P (Freeway, Expressway & Super 2)
- NW Alternatives Carried Forward**
 - B (Expressway)
 - C (Freeway, and Expressway)
 - Section 1 (Freeway)

0 2.5 5 Miles

N

FACILITY TYPES >>>

Three facility types were considered for Mid-States preliminary alternatives: freeway, expressway and Super-2.

FREEWAY

- At least two lanes in each direction
- Access provided only at interchanges

EXPRESSWAY

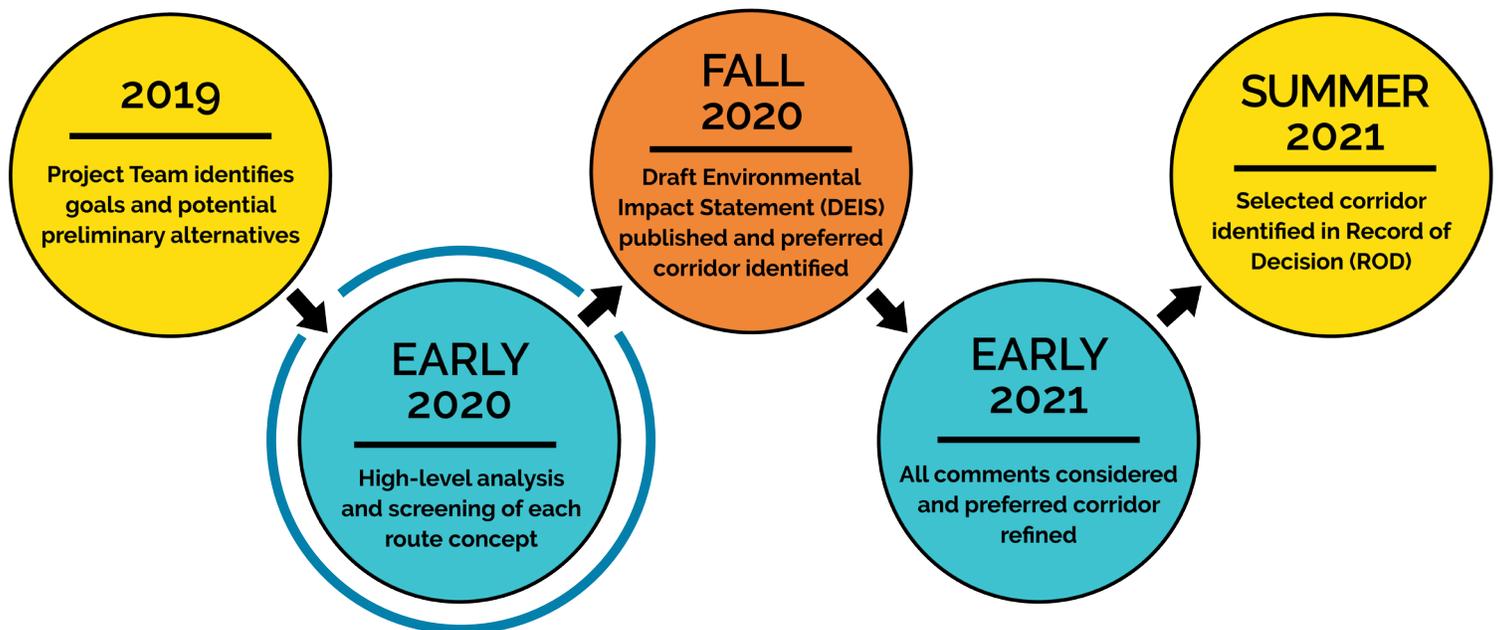
- At least two lanes in each direction
- Access at interchanges and at-grade intersections

SUPER-2

- One travel lane in each direction
- Passing/auxiliary lane length of alternative
- Can be used as one direction of future freeway/expressway

NEXT STEPS >>>

The Draft Environmental Impact Statement (DEIS) is expected to be published this fall and will identify a preferred corridor. A Record of Decision (ROD) is expected in summer 2021. After a Tier 1 ROD, more detailed Tier 2 environmental studies will determine specific alignments and preferred alternatives within the selected Tier 1 corridor.



FOLLOW OUR PROGRESS >>>

Meaningful public involvement is a key part of the environmental study process, and there are many ways for members of the public to stay informed and share input.



midstatescorridor.com



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@MidStatesStudy



812-482-3116



Text MidStates to 33222 for project alerts



info@midstatescorridor.com

Mid-States Corridor Project Office



Vincennes University Jasper Campus
Administration Building, Room 216
850 College Ave. • Jasper, IN 47546

The project office is open Monday, Wednesday and Friday from 8 a.m. to 5 p.m. ET, and by appointment.



MEETING SUMMARY

Date of Meeting: March 18, 2020 **Re:** Coordination with Daviess and Martin County Area Amish Community

Location: Workshop of Committee Member on US 231 in Northeast Daviess County **Issue Date:** March 23, 2020

Submitted By: **David Goffinet**

In Attendance:

(Note most attendees chose not to sign in)

Jason DuPont, Lochmueller

David Goffinet, Lochmueller

Kyanna Moon, INDOT

Approximately 30 attendees mostly Amish with at least one non-Amish neighbor

ITEMS DISCUSSED:

Jason DuPont gave a presentation generally outlining the process followed from the start of the process to where we are today. Participants were provided copies of the handout provided at the most recent round of Public Information Meetings. Boards of the "P" Alignment for Dubois, Daviess, and Martin counties was available throughout the discussion.

David Goffinet solicited input from the group if one of the three alternatives identified as route P was recommended.

Primary elements of discussion included:

- For the most part, existing US 231 is the eastern boundary of their community, would it be viable to look at alternatives east of US 231 near the Crane property lines
- Physically dividing the community with a major highway, including concerns with impacts to some of the primary north/south county roads

May 28, 2020

Page 2

- Restricting access across the facility and increasing travel distance and time – identified the primary east/west and north/south roads utilized by their communities
 - 1200 N, 800 N, 1000 N /Raglesville Rd, 700 N, 350 N, 250 N, 150 N, and 1200E
- Safety of their travelers, especially as it relates to noise that distracts and alarms horses
- Concerns with steep grades should there be overpasses
- Prefer Super-2 over other options – will consider using this facility type during off peak travel times
- Participants noted that most families within their community live between I-69 to the west, US 50 to the south, US 231 to the east and SR 58 to the north

Questions were raised regarding the following:

- Timing of future steps beyond Tier 1
- Should property owners delay plans for building homes, outbuildings, and completing renovations
- How the acquisition process works
- How we will stay in touch with the community

Attendees were provided copies of the handouts and questionnaire that were utilized during the Screening of Alternatives Public Information Meetings held in February. Several additional copies were provided to the committee members for others within the community to complete and mail to the project team.

Future Coordination: A Point of Contact (POC) for the community was established in order to maintain a line of communication for subsequent meetings (as needed) and to communicate information about the release of the Draft Environmental Impact Statement slated for the fall of 2020. It is reasonable to assume that additional group meetings would be warranted if the recommended preferred alternative is route P.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



MEETING SUMMARY

Date of Meeting:

June 26, 2019

Re:

Economic Development Interviews: Farbest Foods, Inc. and Wabash Valley Produce

Location:

1155 W 12th Ave,
Jasper In 47546

Issue Date:

Revised July 22, 2019

Submitted By:

Amy Hackbarth

In Attendance:

Ted Seger (TS):
Farbest Foods;

Phil Seger:
Farbest Foods;

Ryan Downes:
Farbest Foods;

Roger Seger:
Wabash Valley
Produce;

Brad Schnarr:
Wabash Valley
Produce;

Andy Seger:
Wabash Valley
Produce;

Michael Grovak:
Lochmueller
Group;

Amy Hackbarth:
Lochmueller
Group

ITEMS DISCUSSED:



extremely important. Additionally, if a site is impacted, it is very difficult to find another site as most folks do not want them in their backyard even though Wabash Valley has an excellent reputation and is a good neighbor. A viable site nearby would be difficult to secure.

- Additional concerns include access, noise, smell and privacy.
- The original working alignment for route "O" was moved further north to reduce impacts to poultry farms in the area of Wabash Valley's operations. A grow-out facility is currently located within the 2,000 ft corridor (Hickory Grove). It was asked that the facility be avoided if possible. It was agreed that the design team would look at moving the corridor further north and narrowing the (2,000 foot) corridor through the area of concern in order to minimize impacts. A conversation was had regarding how close was to close. There was not a specific answer; however, a desire to mitigate concerns regarding privacy, smell and noise was strongly expressed by both Roger Seger and Phil Seger.
- Access was a major concern as well, especially for the poultry facility as it is the only facility that lies on the north side of route "O". Most truck traffic consists of local trips originating and ending at the feed mill in Dubois. Concerns were expressed with connectivity and safety. It was explained that currently only a freeway facility type is being considered at this time for route "O" and that local connectivity would be maintained through frontage roads, grade separations and/or intersections. There is only one route (E 725 N) to the poultry facility and connectivity could not be lost. Roger Seger preferred a grade separation rather than an intersection due to safety concerns with the amount of truck traffic servicing the facility.
- Proximity to the roadway was not a major concern from a bio-security standpoint.
- Other routes would not impact Wabash Valley Produce.

Phil Seger gave a brief overview of Farbest Foods Operations and Concerns. General discussion occurred between all attendees as follows:

- It is much more difficult to determine impacts due to the number of sites (250+) scattered across the region and the number of routes that are being considered. It was asked if a .kmz of the routes could be provided such that Phil Seger could more easily determine impacts. Phil was informed that we could not authorize to release .kmz files at this time, but if he could provide us with the .kmz files of his facilities, we could try and minimize impacts. Phil stated that the context needed to determine which facilities are more modern vs. which ones are not, would not be known if he were to provide that information. The

March 20, 2020

Page 3

information was also not in a format that could be easily sent to the project team. It was left that the project team would avoid facilities to the maximum extent possible and that further discussions would likely be needed.

- Concerns were expressed with the proximity of western routes to the processing plant in Huntingburg. The routes pass behind the facility very near to the wastewater treatment facility and lagoon area situation. Privacy and odor concerns were also discussed for the plant location.
- It was noted that there Perdue Farms, independent poultry operators and hog growers all have facilities throughout the region, including Daviess, Martin, Dubois and Orange Counties.
- Farbest Foods has two brooder hubs near routes that need to be avoided. The first is near Route "O" off N 150 E, north of SR 56 and just east of Kellerville Road. The corridor should not impact this facility directly or indirectly. Another brooder hub exists in Martin County just north of CR 22 and east of US 231, near Route "M". The corridor should not impact this facility directly or indirectly.

The overall impact the corridor will have on Wabash Valley Produce and Farbest Foods was also discussed. Phil Seger indicated that the route would be helpful for the end product, but it was unknown how much impact the route would have on local trips due to the amount of area that their facilities cover. The feed mill in Dubois generates over 120 truck trip ends a day. The trips are both regional and local. This does not account for truck traffic generated to move birds from facility to facility or from facilities to market.

Additional Follow Up: An additional meeting to any changes to route "O" would likely be warranted. Providing a .kmz of all poultry facilities within the various 2,000-foot corridors to Phil Seger (this was not specifically requested) such that he can better evaluate impacts would likely be warranted.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

Dubois County Airport Authority

HUNTINGBURG REGIONAL AIRPORT

P.O. BOX 293 • HUNTINGBURG, IN 47542

PHONE: (812) 683-5454 FAX: (812) 683-2548

www.huntingburgairport.com

airport@psci.net

March 17th, 2020

Ms. Kyanna Moon – Project Manager

INDOT

3650 S US 41

Vincennes, IN 47591

Re: Mid-States Corridor (MSC) comments

Dear Ms. Kyanna Moon:

I am writing today, on behalf of the Dubois County Airport Authority, owner/operator of the Huntingburg Regional Airport (HNB), bringing to your attention the verbal comments made during the February 9th, 2020, stakeholder meeting at the Huntingburg Event center, we attended and others.

Of concern:

- routes M/P/O all are showing close proxy to the Huntingburg Regional Airport expansion to the east, as proposed the Mid-State Corridor would violate the Huntingburg Regional Airport RPZ (runway protection zone), according to the documentation reviewed;
- no mention of the Huntingburg Regional Airport and it's accepted EIS-ROD by the US-DOT (FAA), in Mid-State Corridor documentation, thus far;
- no mention of the current project (tunnel + 500' extension) of recent investments (\$8 million – work in progress) made by the FAA (DOT) into our transportation facility;
- no mention of the future (1-2 yrs) investments (\$4 million) made by the FAA (DOT) into our transportation facility; additionally anticipate another runway extension (\$12 million) to take us to a 6,000' runway
- no plans for immediate access (exit) from the planned road improvements (MSC) to this FAA (DOT) transportation facility to form a true multi-modal location;
- no plans for immediate access (exit) from the planned road improvements (MSC) to this airport owned "2011 - Shovel Ready" 200 acre Industrial Park

While we have placed these concerns before you, we support this MSC project and want to work with engineers to possible solutions to move this project forward. This might include utilization of a (another) tunnel for the penetration of the airport RPZ.

Should you have any questions, please do not hesitate contacting me.

Sincerely,

Dubois County Airport Authority



Travis McQueen, Airport Manager

Huntingburg Airport

812-639-7638 Cell/Text



MEETING SUMMARY

Date of Meeting: 03/17/2020 , **Re:** Huntingburg Airport
Coordination

Location: Huntingburg
Airport
Conference Room **Issue Date:** July 1, 2020

Submitted By: Lochmueller Group

In Attendance:

Travis McQueen (Huntingburg Airport)	Nick Jahn (VS)
Jeff Whitaker (LG)	Jason DuPont (LG)
Kyanna Moon (INDOT)	Curtis Brown (Woolpert)
Mike Braun	

ITEMS DISCUSSED:

Jason DuPont meeting minutes:

- Big 5 (90% of Dubois County): Best Home Furnishings, OFS Brands, MasterBrand Cabinets, Kimbell International, Jasper Engines and Transmissions
- Current Mid-State's project status
- FAA Restriction Zone (RPZ) - No Build
- CAD File to be provided by Curtis
- Funding Procurement Document
 - Master Plan also to be provided by Curtis
- RPZ is critical for Airport
- Airport groundbreaking – Mike Braun and Hank Menke
- How to request FAA input on RPZ
 - C/B



July 1, 2020

Page 2

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



PRESENTATION SUMMARY

Date of Meeting: November 1, 2019 **Re:** Mid-States RDA Project Update Presentation

Location: Jasper

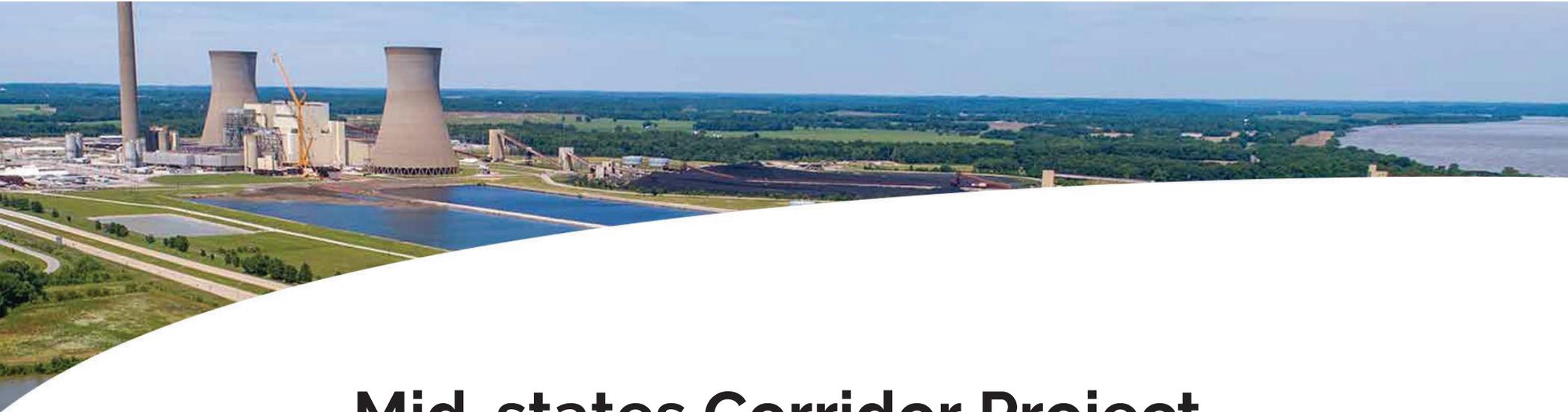
Submitted By: David Goffinet

In Attendance:

David Goffinet, Lochmueller Group
Jason DuPont, Lochmueller Group
Mark Schroeder, RDA
Bill Kaiser, RDA Legal Counsel
Sue Ellspermann, RDA
David Drake, RDA

SUMMARY:

Jason DuPont gave a brief presentation on the status of the ongoing environmental studies and a preview of what to expect at the second round of public meetings to be held in February. The presentation contained feedback that had been received from the first round of public meetings, Regional Issues Involvement Team meetings, as well as feedback from resource agencies. Jason described the process that is followed during the Screening of Alternatives process. Jason and David addressed questions from the group.



Mid-states Corridor Project Regional Development Authority Update

NOVEMBER 2019

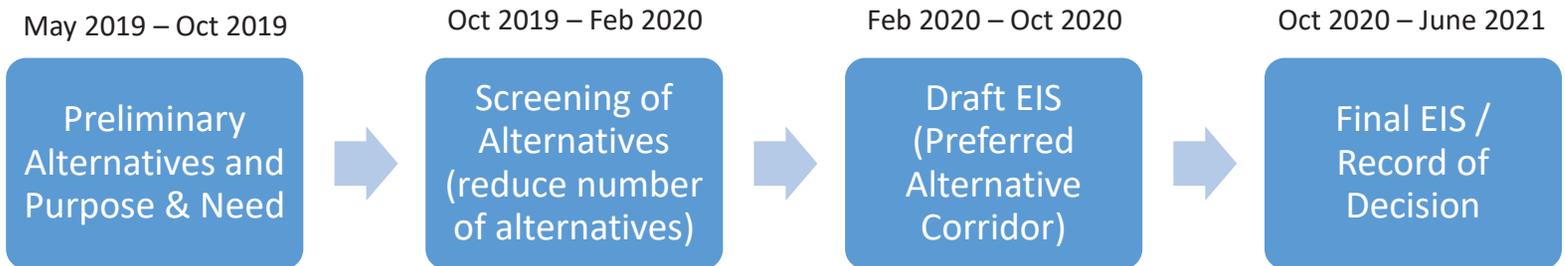


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Project Schedule



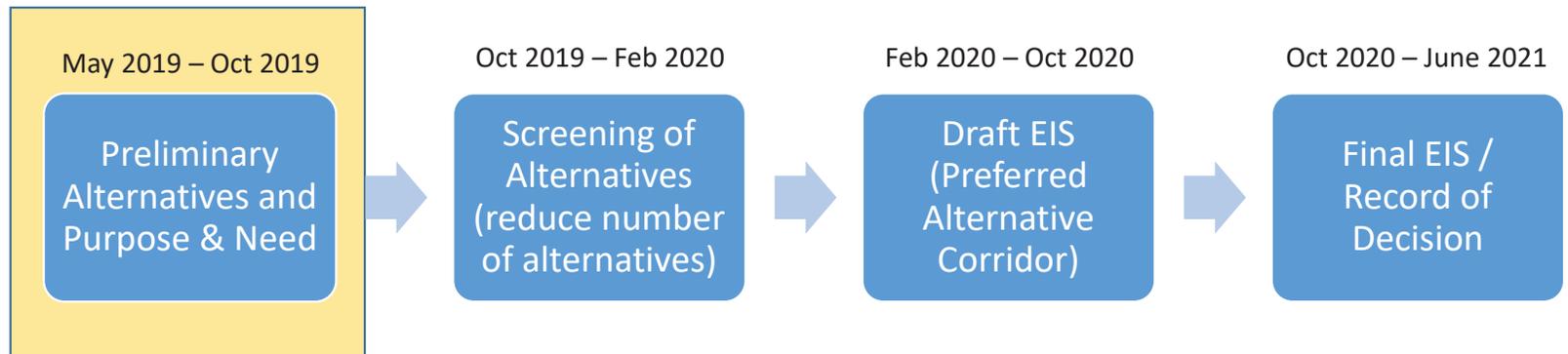
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GROUP**



Step 1



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Preliminary Alternatives and Purpose & Need

- Scoping Phase
 - Process and methodology
 - Potential preliminary alternatives
 - Draft Purpose & Need



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Public Coordination and Input

- Regional Issues Involvement Teams (RIITs)
 - Four regional stakeholder groups
 - July 9 & 10 meetings
- Public Information Meetings (PIMs)
 - August 5, 6 and 8 meetings
 - Comment surveys
 - Website comment portal
 - Social media
 - Media



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Agency Coordination and Input

- Agency Input
 - Early meetings with key agencies
 - USF&WS – Section 7 Threatened and Endangered Species Consultation
 - SHPO – Section 106 Consulting Parties process
 - Early Coordination Letters – August 5 & 13
 - Federal, state, regional and local agencies/officials
 - Draft P&N feedback
 - Scoping Meeting - August 20



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What did they say?

PUBLIC

- NIMBY – stay away!
- Economic opportunity – Come our way!
- Want more details, especially map details – we don't have details yet
- When know more – universal interest
- Use existing corridors where possible
- Is there a need?



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What did they say?

Agencies

- Concerned about eastern alternatives
- Utilize existing facilities and corridors
 - Particularly existing US231
- Avoid and/or minimize resource impacts!
- Is there a need?

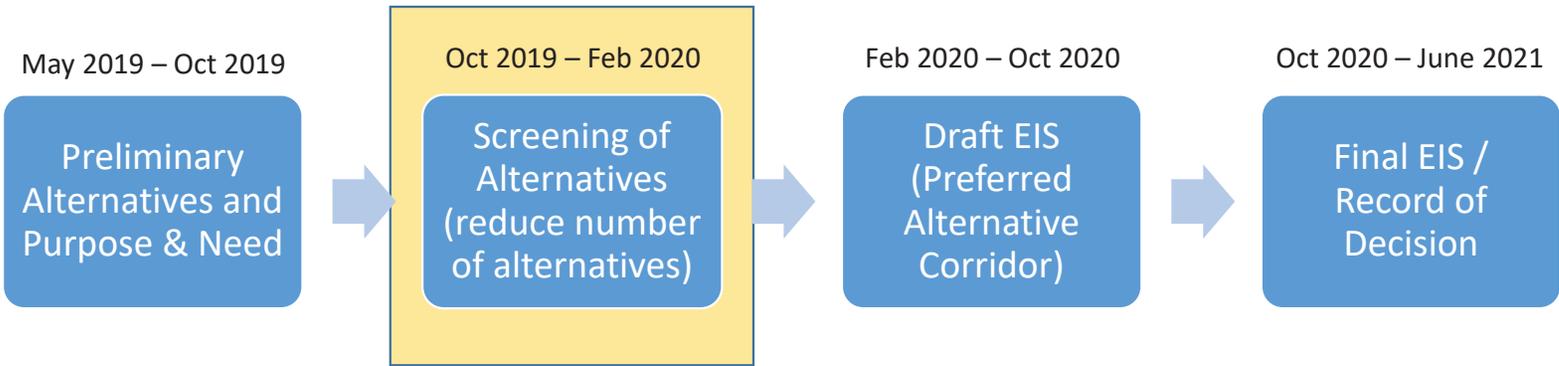


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Phase 2





Screening of Alternatives

- Identify preliminary alternatives
- Screen to range of reasonable alternatives
- Assess Impacts, Costs, and Benefits
- Best of family approach



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Impacts

- Buffer approach
 - Facility type, rural/urban, flat/hilly
- Human environment
 - Residential – Commercial - Industrial
 - Historic sites
 - Agricultural
- Natural environment
 - Floodplain – Wetlands - Streams
 - Forests
 - Managed lands
 - Sinkholes & sinking streams



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Costs

- Three facility types
 - Freeway (i.e. I-69)
 - Expressway (i.e. US 231 south of I-64)
 - Super 2 (i.e. SR 37 in Perry County)
- Cost approach
 - Recent comparable projects
 - Per mile
 - Per intersection type – interchange, at-grade intersection, overpass



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Benefits

- Performance against Purpose & Need
 - Improved accessibility to major business markets
 - Provide more efficient truck/freight travel in region
 - Improved highway connections to existing multi-modal facilities
 - Reduce crashes in southern Indiana
- Phased model approach
 - Trip generation from regression equations
 - No choice modeling for trip generation (Fratar-based approach)
 - Two-class (autos/trucks) daily assignments



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What's next?

- Approved Screening of Alternatives Report – Jan/Feb 2020
- Round #2 RIITs – regional stakeholders (Feb 2020)
- Round #2 PIMs – three locations TBD (Feb 2020)
- Agency Meeting – (Feb 2020)
- Media – social media - website

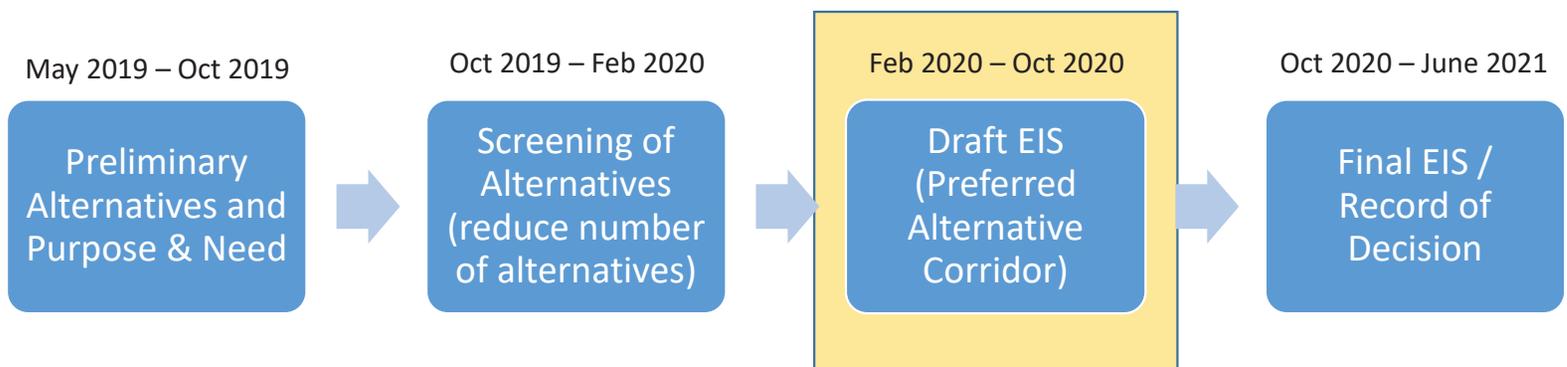


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Then what?



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Draft Environmental Impact Statement

February 2020 to October 2020

- More detailed assessment of impacts, costs, and benefits
- Identify preferred alternative corridor
- Sections of Independent Utility – logical breakpoints
- Round #3 RIITs
- Formal public hearings
- Additional agency input

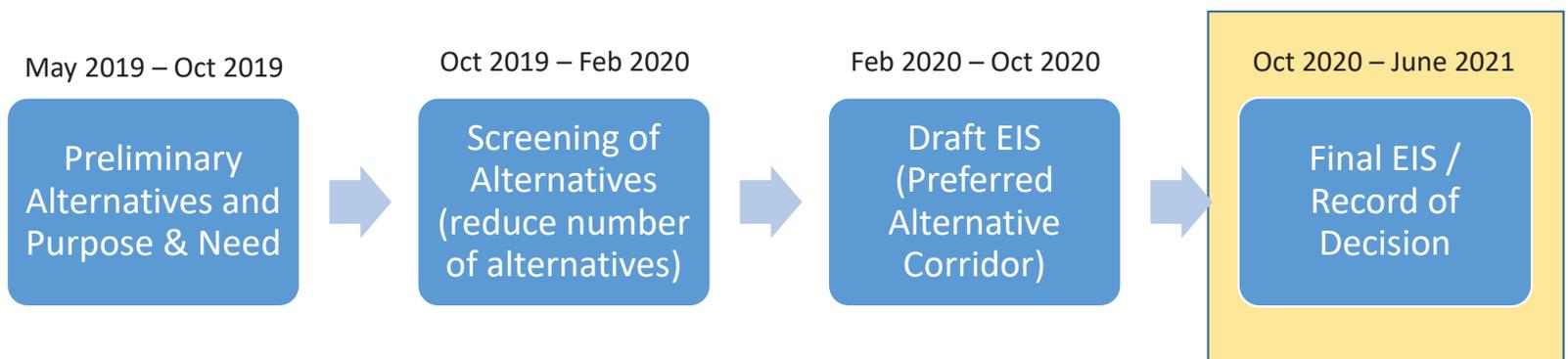


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Final Step



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Final Environmental Impact Statement / Record of Decision

October 2020 – June 2021

- Review and consider all public and agency input
- Refine Preferred Alternative Corridor
- Coordinate moving forward to Tier 2 Environmental Studies



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Stay Engaged



midstatescorridor.com



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@MidStatesStudy



812-482-3116



Text MidStates to
33222 for project alerts



info@midstatescorridor.com



Mid-States Corridor Project Office

*Vincennes University Jasper Campus
Administration Building, Room 216
850 College Ave. • Jasper, IN 47546*

The project office is open Monday,
Wednesday and Friday from
8:00 a.m. to 5:00 p.m. ET,
and by appointment.



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THANK YOU



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PRESENTATION SUMMARY

Date of Meeting: December 18, 2019 **Re:** Washington Rotary Club Project Update Presentation

Location: Daviess County
Memorial
Hospital

Submitted By: **David Goffinet**

In Attendance:

David Goffinet, Lochmueller Group
Jason DuPont, Lochmueller Group
Kyanna Moon, INDOT
Mark Schroeder, Mid-States RDA
Washington Rotary Club Members
(approximately 30 people)

SUMMARY:

Jason DuPont gave a brief presentation on the status of the ongoing environmental studies and a preview of what to expect at the next round of public meetings to be held in February. The presentation contained feedback that had been received from the first round of public meetings, Regional Issues Involvement Team meetings, as well as feedback from resource agencies. Jason described the process that is followed during the Screening of Alternatives process and encouraged participants to stay engaged with the project through following the project website, social media, visiting the project office, and attending public meetings. Jason, David, Kyanna and Mark addressed questions from the group.



PRESENTATION SUMMARY

Date of Meeting: February 7, 2020 **Re:** Mid-States RDA Project Update Presentation

Location: Jasper

Submitted By: David Goffinet

In Attendance:

David Goffinet, Lochmueller Group

Jason DuPont, Lochmueller Group

Kyanna Moon, INDOT

Mark Schroeder, RDA

Bill Kaiser, RDA Legal Counsel

Sue Ellspermann, RDA

David Drake, RDA

Ken Mulzer Jr., RDA

SUMMARY:

Jason DuPont gave a brief presentation on the status of the ongoing environmental studies which was an abbreviated version of the upcoming public presentation less the outcomes of the screening process. The presentation provided details of the screening process and subsequent steps of the process. Jason, David and Kyanna addressed questions from the group.

MID-STATES CORRIDOR SCREENING OF ALTERNATIVES REGIONAL DEVELOPMENT AUTHORITY UPDATE



FRIDAY, FEBRUARY 7TH,
2020

4:00 TO 5:00



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Project Milestones and Schedule

Milestone 1 - Purpose & Need, Preliminary Alternatives – Fall 2019

Milestone 2 - Screening of Alternatives – We are here

Milestone 3 - Draft Environmental Impact Statement (EIS) – Fall 2020

Milestone 4 - Final EIS & Record of Decision (ROD) – Summer 2021



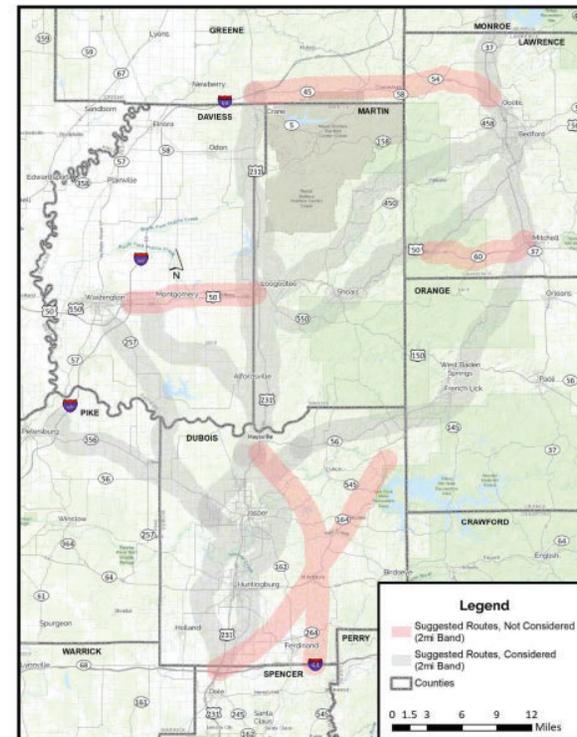
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Potential Preliminary Alternatives

- Previous Studies
- Regional Issues Involvement Teams (RIITs)
- Public and Agency Input
- Dozens considered



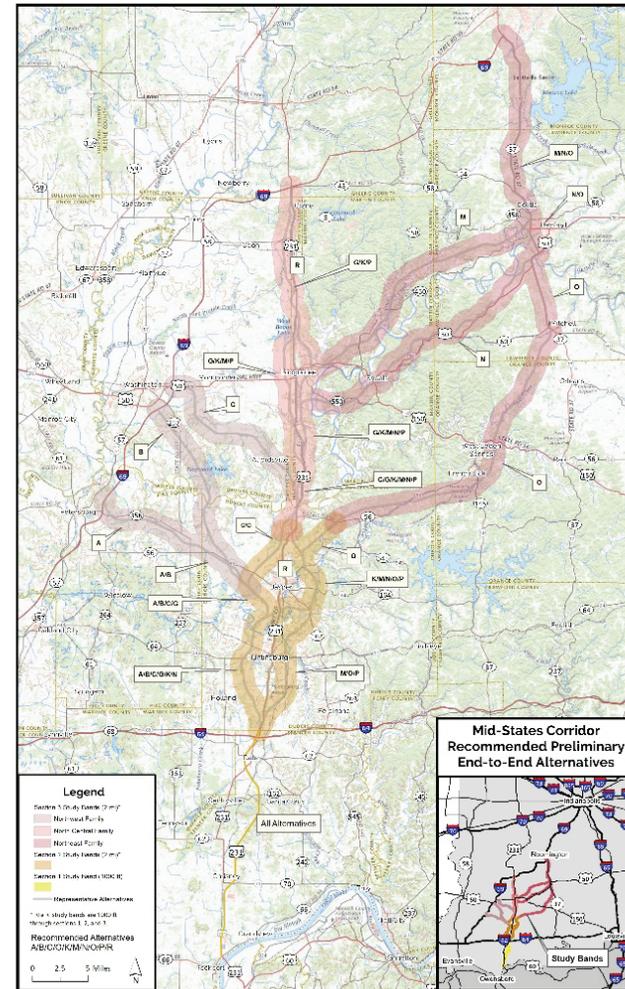
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Preliminary Alternatives

- High-level screening
- Meet project Purpose & Need?
- 10 routes
- 28 alternatives (combination of routes and facility types)



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Alternative Families Screening Approach

- Three geographic families
 - Northwest
 - North Central
 - Northeast
- Only compare alternatives within same family
 - Benefits (performance), Impacts and Cost



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Facility Types

Freeway

- At least two lanes in each direction of travel
- Access provided only at interchanges



Interstate 69 in Gibson County



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Facility Types

Expressway

- at least two lanes in each direction of travel
- access provided by combination of interchanges and at-grade intersections with state and local roads



US 231 in Spencer County



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Facility Types

Super 2 Arterial

- one travel lane in each direction
- passing/auxiliary lane the length of the alternative
- Could use as one direction of a future freeway or expressway



SR 145 in Crawford County



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Purpose & Need Assessment

- Performance against P&N (benefits)
- Provide an improved transportation link between the US 231/Natcher Bridge and I-69 which:
 - Improves regional connectivity for businesses in Dubois County and southern Indiana;
 - Improves regional traffic safety in southern Indiana;
 - Supports economic development in southern Indiana; and
 - Improves connections to major multi-modal locations from southern Indiana.



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Impact Assessment

- Impacts to natural resources and community
- Natural environmental
- Residential
- Business
- Managed lands
- Cultural resources

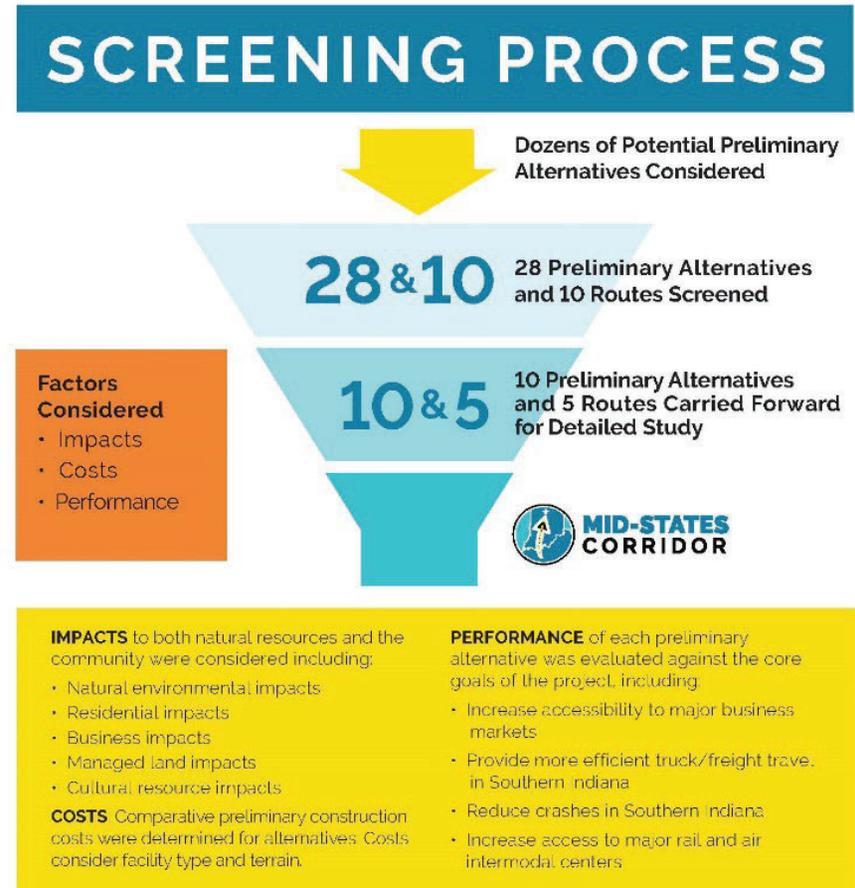


Comparative Cost Assessment

- **Construction** costs only
- Generalized on a per mile cost basis
- Based on terrain, location and facility type
- Use known costs from similar constructed facilities



Screening of Alternatives Process



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Next Steps

- Regional Issues Involvement Team Meetings
 - February 11th – Paoli and Huntingburg
 - February 12th – Loogootee and Washington
- Access planning
- Additional impact input



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Next Steps

- Public Information Meetings (PIMs) – Round #2
 - February 18th – Loogootee HS – 5:30 to 7:00
 - February 19th – Bedford Middle School – 5:30 to 7:00
 - February 20th – Jasper Middle School – 5:30 to 7:00
- Agency Coordination Meeting
 - March 3rd (meeting) and 4th (project tour)



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Next Steps

- Engage Key Stakeholders
 - Regional Issues Involvement Teams (Southcentral, Northwest, Northcentral, Northeast) [two more rounds]
 - Expert Land Use Panel meetings [April]
 - *Ad Hoc* stakeholder meetings [as needed]
 - Working alignment meetings [as needed]
- General Public
 - Public hearings – fall 2020 [TBD]
 - Single Preferred Alternative Corridor



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THANK YOU



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MEETING SUMMARY

Date of Meeting: March 12, 2020 **Re:** Mid-States Project Update with Mid-States Coalition

Location: OFS Brands
Corporate Office,
Huntingburg, IN

Submitted By: **David Goffinet**

In Attendance:

David Goffinet, Lochmueller Group
Jason DuPont, Lochmueller Group
Kyanna Moon, INDOT
Bill Kaiser, BGD Law (MS Corporate Council)
Hank Menke, OFS Brands and Coalition Chair
John Hammond Ice-Miller (by phone)

SUMMARY:

The meeting was held to provide the project team an update on coalition activities and to discuss any pending questions related to the ongoing project efforts. Hank Menke (HM) shared that the coalition has rebranded themselves as the Mid-States Next Level Coalition. He acknowledged that funding for the Mid-States Corridor (MSC) was not currently identified in INDOT’s Next Level Program (5-year program). He shared that John Hammond and the rest of the Ice-Miller Team was focused on lobbying for the project to keep moving, identifying additional funding for Tier 2 studies, and for the eventual construction of the MSC. He also noted that the coalition is committed to advocating for building the MSC but not for a specific route at this time. HM asked for ballpark estimates for completing Tier 2 studies so they could better understand the financial commitments necessary to keep the project moving through the next phases. Jason DuPont (JD) indicated that the cost for Tier 2 studies was contingent on the length of each section of independent utility, the type of impacts within each section and when those studies would progress. That said, it is reasonable to expect each study to cost in



March 12, 2020

Page 2

excess of \$3M depending on these variables. JD went on to provide an update of ongoing activities and the current progress towards meeting the project schedule.



MEETING SUMMARY

Date of Meeting: June 30, 2020 **Re:** Mid-States Project Update with Daviess Driven

Location: Microsoft Teams Call

Submitted By: David Goffinet

In Attendance:

David Goffinet, Lochmueller Group
Kyanna Moon, INDOT
Bryant Niehoff, Daviess County Economic Development Corporation
Andrianna Hji-Avgoustis, RJL Solutions
Hannah Pruitt, RJL Solutions

SUMMARY:

Andrianna (AH-A) introduced the RJL Team along with Bryant Niehoff (BN) from DCEDC. The intent of the meeting was to provide an opportunity for RJL to gather general information about the project process, to share about Daviess Driven, and to give Bryant the opportunity to ask some questions to clarify information from the Screening of Alternatives Report.

AH-A and HP shared a little about RJL, BN provided background information on Daviess Driven, its connection to the Daviess County Economic Development Corporation and their mission in advocating for not only the Mid-States Corridor Project, but also for other infrastructure projects that better opportunities for greater Daviess County.

AH-A asked about the Mid-States project status and how the COVID crisis was impacting progress. Kyanna (KM) provided a quick snapshot on adjustments made related to COVID such as the project office closure and the potential for impacts to the project schedule. She noted there are still a lot of uncertainties, but that INDOT and the team would utilize the project website to provide a revised schedule when they were able to have a definitive pathway to delivery of a Draft EIS.



March 20, 2020

Page 2

David (DG) shared that the project team was still actively involved with in-depth data gathering and that we were still gathering input from the public through the project website, social media, emails, and phone inquiries. AH-A asked about general public sentiment toward the project. This included discussions about project opponents and supporters. DG shared that the input from the public has been across the spectrum of opposition to curiosity to support. Project opponents have organized, and they have used a variety of media channels to get their message out. Advocacy groups such as the Mid-States Next Level Coalition and French Lick Parkway Coalition have engaged in the process as well.

BN had a few questions about the Screening of Alternative Report, specific to data from the tables and various routes under consideration. DG was able to address some of the questions but noted he would provide additional information via email (He provided information about a mileage differences to BN on July 7). The group members were appreciative of the meeting and noted they would reach out again in the future.



MEETING SUMMARY

Date of Meeting: July 29, 2020 **Re:** Opportunity Zone Solar Project –
Huntingburg Area

Location: Virtual Meeting

Submitted By: David Goffinet

In Attendance:

David Goffinet, Lochmueller Group
Jason DuPont, Lochmueller Group
Mayor Denny Spinner, Huntingburg
Paul Mitchell, Energy Systems Network
(Central Indiana Corporate Partnership)
Jordan Richardson, Inovateus
Tim O-Hara, Energy Systems Network

SUMMARY:

The meeting was requested by Paul Mitchell with Energy Systems Network (ESN)/Central Indiana Corporate Partnership after communicating with Huntingburg Mayor Denny Spinner. Paul and a team of individuals have formed a partnership to develop and sell solar farms throughout the Midwest. They have identified approximately 800 acres within and southeast of Huntingburg as a potential development site. The site is within a large Opportunity Zone that encompasses much of Huntingburg.

The proposed development site would be impacted by any eastern bypass alternative of the project. Timing for the development of the proposed solar farm is critical to obtain tax benefits from the federal opportunity zone program. These tax benefits are in turn a significant component of ESN's business plan. Mr. Mitchell scheduled the meeting to discuss relationships between the anticipated Mid-States schedule and ESN's anticipated project development.

August 17, 2020

Page 2

Jason DuPont described the Mid-States project status and potential timeline. He confirmed that the ESN project timeline probably will proceed more quickly than the Mid-States process. Mr. Mitchell explained that his team would be actively seeking options to lease the land, followed by submitting their project to the MISO (Midcontinent Independent System Operator) Interconnection Process, then conversion of options to lease contracts. ESN's desired schedule includes finalizing lease contracts within eighteen months, with construction completed by the summer of 2023.

Jordan with Inovateus provided a KMZ file and excel spreadsheet of the target acquisition areas (included with this summary). Jason directed ESN to the project website for the current project mapping and explained the mapping consisted of two-mile study bands, within which 2,000' corridors would be identified.

The solar team was hopeful that the two projects could proceed in a harmonious and collaborative manner. ESN also acknowledged that ESN's schedule is more aggressive than the Mid-States project can proceed. The Mid-States schedule must satisfy multiple federal and state laws and regulations. Mr. Mitchell indicated he would schedule a follow up meeting in the coming weeks to discuss progress.



MEETING SUMMARY

Date of Meeting: August 13, 2020 **Re:** Opportunity Zone Solar Project –
Huntingburg Area

Location: Virtual Meeting

Submitted By: **David Goffinet**

In Attendance:

David Goffinet, Lochmueller Group
Jason DuPont, Lochmueller Group
Mayor Denny Spinner, Huntingburg
Paul Mitchell, Energy Systems Network
(Central Indiana Corporate Partnership)
Jordan Richardson, Inovateus
Tim O-Hara, Energy Systems Network
Tim Powers, Inovateus

SUMMARY:

Paul Mitchell with Energy Systems Network (ESN)/Central Indiana Corporate Partnership scheduled this meeting as a follow up to the July 29th meeting. He and Jordan Richardson of Inovateus (part of the ESN team) provided an update on the progress of securing land options. The group indicated they had received very positive responses to the initial landowner communication letter. They noted they would be submitting the project to the MISO Interconnection Cue Process very soon. Efforts were progressing well as they remain on track to secure options, MISO approval, and lease contracts within ESN’s targeted 18-month timeframe.

Knowing their process was advancing much faster than the project decision-making process, Paul focused in on questions about how route location decisions would be impacted by their project, how the eminent domain process would apply to landowners, lease agreement, etc., and how impacts from a highway project could impact the ability of their project to meet output requirements.



August 17, 2020

Page 2

Jason DuPont discussed the decision-making process. He noted that a reasonable contingency which ESN could anticipate is that the Mid-States project could impact ESN's project. However, it is not possible at this time to anticipate whether there will be impacts to ESN's project, or how extensive potential impacts could be. There was much discussion about the solar project could intertwine with the eminent domain process should the route decision align the two projects

ESN will continue to keep the project team apprised of its progress. Jason noted the schedule for identifying a recommended preferred alternative had been impacted by the COVID pandemic. The preferred corridor will be identified in a Draft Environmental Impact Statement later in 2020 or early in 2021. He noted revised project milestones would be posted to the project website once it was finalized.



MEETING SUMMARY

Date of Meeting: August 31, 2020 **Re:** Mid-States Project Update with French Lick Parkway Coalition

Location: Microsoft Teams Call

Submitted By: David Goffinet

In Attendance:

David Goffinet, Lochmueller Group
Jason DuPont, Lochmueller Group
Kyanna Moon, INDOT
Dan Peterson, Cook Group (French Lick Parkway Coalition [FLPC])
Doug Kellams, Tri County Builders (French Lick Parkway Coalition [FLPC])

SUMMARY:

Jason DuPont began the discussion with a quick summary of the project status. He noted that the COVID pandemic would delay the DEIS release and subsequent public hearings (originally scheduled for fall 2020). Dan Peterson asked about remaining opportunities for public input. Jason and David clarified that the hearings were only one means to offer input. Others include the project website, social media, mail, and phone inquiries. Dan explained that the FLPC developed an environmental study as a resource for its own efforts and for the project team’s possible use. He had previously provided a copy to the team. He mentioned the earlier Ginovus economic development study which the study team also received.

Dan and Doug provided an overview of the FLPC, including its leadership and key advocacy groups. He will provide this information electronically. David confirmed that letters of support should be submitted through his Mid-States email address and that advocates should consider attending and speaking at the hearings as well. Dan also noted that the FLPC remains in close contact with the Mid-States Coalition as well as the group hired to lobby on the Mid-States Coalition’s behalf. He used that opportunity to



August 31, 2020

Page 2

indicate that Mid-States would be a critically important investment for Southern Indiana regardless of what route was chosen.

Kyanna took the opportunity to share that the only portion of the Mid-States project funded was the Tier 1 study. The impacts of the COVID pandemic are becoming clearer. Drops in motor fuel tax revenue have created shortfalls in INDOT's funding programs. This would result in projects already identified in INDOT's program being deferred, in turn making funding construction for Mid-States even more of a struggle.

Doug and Dan both noted that their concern for the project is its continued forward progress (as compared with its exact timing). They also noted that smaller rural communities could see some positive opportunities come out of the pandemic and that investment in a project like Mid-States and broadband connectivity could really help these communities capitalize.



MEETING SUMMARY

Date of Meeting: September 17, 2020 **Re:** Mid-States Project Update with Daviess Driven

Location: Microsoft Teams Call

Submitted By: David Goffinet

In Attendance:

David Goffinet, Lochmueller Group
Jason DuPont, Lochmueller Group
Kyanna Moon, INDOT
Bryant Neihoff, Daviess County Economic Development Corporation
Andrianna Hji-Avgoustis, RJL Solutions
Taylor Hollenbeck, RJL Solutions

SUMMARY:

Andrianna (AH-A) asked for clarification on combinations of routes specific to Route C. She and Bryant (BN) wanted to be certain that combinations of routes, i.e. Route C with an eastern bypass as well as Route C with a western bypass, were both under consideration during the detailed analysis process. David (DG) and Jason (JD) confirmed that combinations of routes were being assessed as part of the process. They went on to indicate that multiple agencies had requested consideration on route combinations that may be less impactful to their specific resources of interest. AH-A asked where we are in the project development process. JD explained that we were still in the detailed analysis phase and that there were impacts to the project schedule associated with COVID pandemic. He noted the current tentative timeframe for the release of the DEIS is summer of 2021, but that there was still no detailed schedule due to continued uncertainties. JD went on to explain that public hearings coincide with the release and that the expectation was that a single alternative would be recommended as the preferred alternative. Kyanna (KM) went on to explain that the only piece of the Mid-States project that has been funded to date was the Tier 1 study. She expressed the



March 20, 2020

Page 2

known and anticipated shortfalls in gas tax revenue from the COVID pandemic. INDOT is still trying to fully comprehend the impacts before pressing forward and risking having multiple projects on the shelf because of funding shortfalls.

AH-A asked if there were any talks of when things might pick back up, but KM indicated there were too many unknowns to identify and release a schedule yet. BN went on to ask what type of work was being done in the background. JD indicated there was still some data gathering effort ongoing, but the project work has been slowed down otherwise. BN asked if there was anything that Daviess Driven could be doing to help the process. JD and DG reinforced that they should continue to provide their comments and input. Daviess Driven is advocating for the project, it is reasonable to expect that its members would continue to voice their support.



PRESENTATION SUMMARY

Date of Meeting: November 10, 2020 **Re:** Jasper Multi-Modal
Transportation Plan Public
Meetings (morning and evening)

Location: Zoom Call
(EventBrite)

Submitted By: **David Goffinet**

In Attendance:

The meeting was hosted by the City and their planning team. Jason DuPont and David Goffinet attended on behalf of the Mid-States Team

SUMMARY:

Renee Kabrick, Jasper City Attorney requested that representatives from the Mid-States Project Team listen in on both a morning and evening virtual public meeting that is part of the ongoing Jasper Multi-Modal Transportation Plan. The city felt it was important for the team to hear identified projects of interest and to capture any input from participants that may be of value to the Mid-States Project Tier 1 Study.

A copy of the presentation, along with a copy of the Chat Room input from both meetings is included with this summary. General observations from the presentation and input are as follows.

- US 231 is the primary north-south roadway through the City of Jasper
- Drivers choose to divert to alternative north-south roadways to avoid the congested US 231 corridor
- This diversion has created a burden on alternative parallel roads exploiting deficiencies along those corridors

November 10, 2020

Page 2

- US 231 is fully developed through the extent of the city and has far more access points than is recommended by INDOT – approximately 85 points per mile versus 8 points per mile
- The M-M Project Team is recommending an Access Management Study for US 231 as well as a study of the “Y” at the US 231/SR 56 location
- Widening of US 231 to accommodate additional traffic is not feasible – cost-prohibitive with unacceptable impacts
- The plan accounts for a worst-case No Build scenario for Mid-States
- Decisions on project prioritization for identified improvements will be influenced by the decision to build as well as whether an eastern or western bypass route is chosen

JASPER MULTIMODAL TRANSPORTATION PLAN



PUBLIC MEETING NOVEMBER 10, 2020

INTRODUCTIONS



Darla Blazey
City of Jasper
Director of Community
Development/Planning



Cheryl Sharp, PE, PTOE
Lochmueller Group



Katy Shackelford, AICP
Lochmueller Group

AGENDA

- Brief 20-minute presentation
- Remainder of the time for questions and answers
- Please submit your questions and comments in the chat box
- Purpose of today's meeting is to gather input and feedback on the mobility improvements planned for the City.

HOUSEKEEPING

- Please mute your microphones at this time
- The meeting is being recorded and will be posted online for later viewing

Plan Purpose

Prepare a multimodal transportation plan to guide City investments in transportation over the next 20 years. It is a citywide look at capital projects and priorities, and is separate from Operations & Maintenance.

Why?

Building on the broad elements identified in the Impact Jasper Comprehensive Plan, this plan focuses on the transportation elements, vetting issues identified in the Comprehensive Plan and diving deeper into other matters such as feasibility of improvements.



What is...

...Traffic?

Traffic refers to all modes of transportation. This can include:

- vehicle traffic (cars, trucks, motorcycles)
- pedestrian traffic
- bicycle traffic

Other referenced terms may include Motorized & Non-motorized Traffic.

...Mobility?

Mobility refers to how well freely and efficiently traffic can move.



What is...

...Complete Streets?

Complete Streets are streets designed and operated to enable safe use and support mobility for all users.

Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

...Access?

Access can be a means of approaching or entering a place, such as a driveway or sidewalks. Accessibility is the quality of being able to be reached or entered.

Access Management is important to keep efficient mobility on a roadway.



Plan Contents

- Existing Conditions Analysis
- Road Network Plan
- Pedestrian & Bicycle Plan
- Fiscal and Implementation Plans

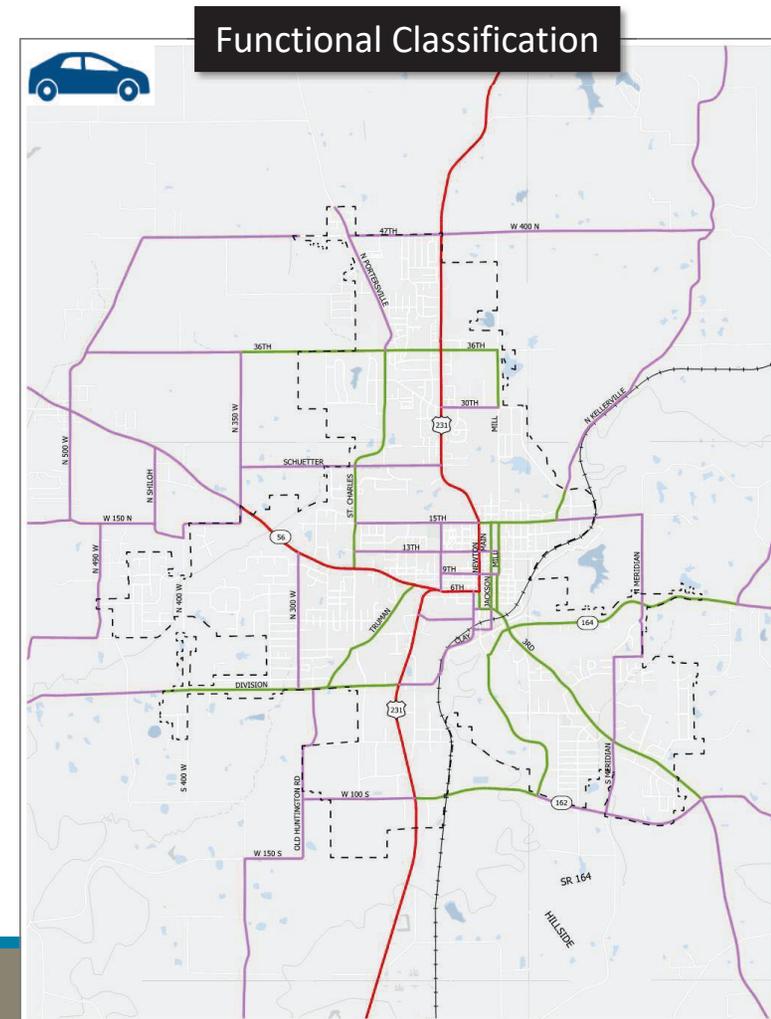
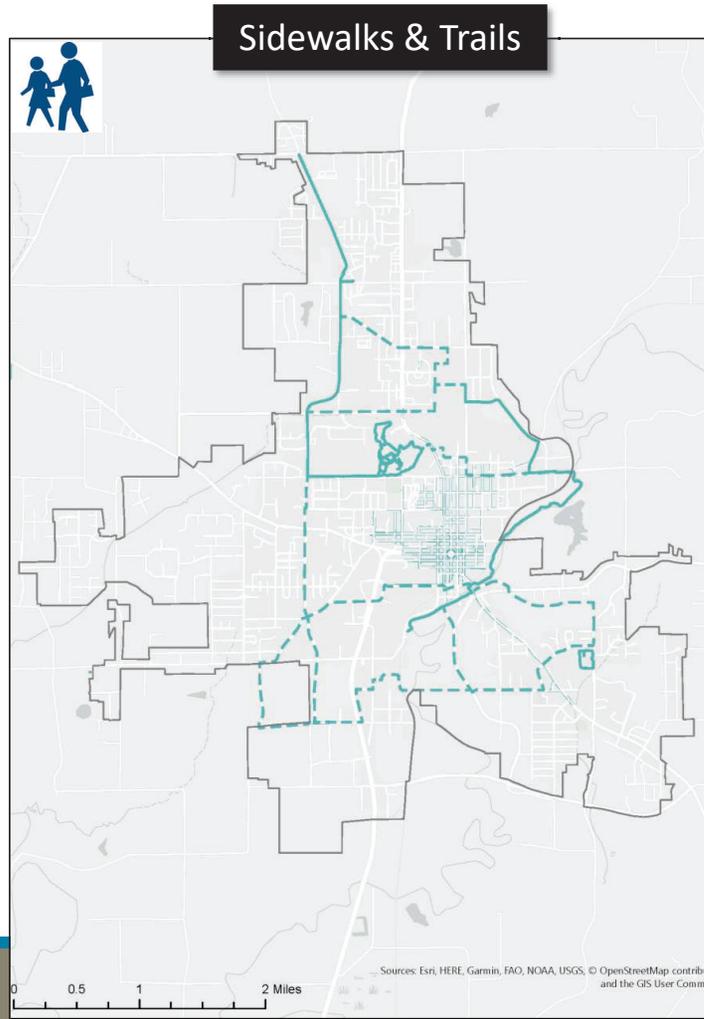


Analysis

Network

Mobility Barriers

- High Speed Corridors
- Rivers/Streams
- Railroad Tracks

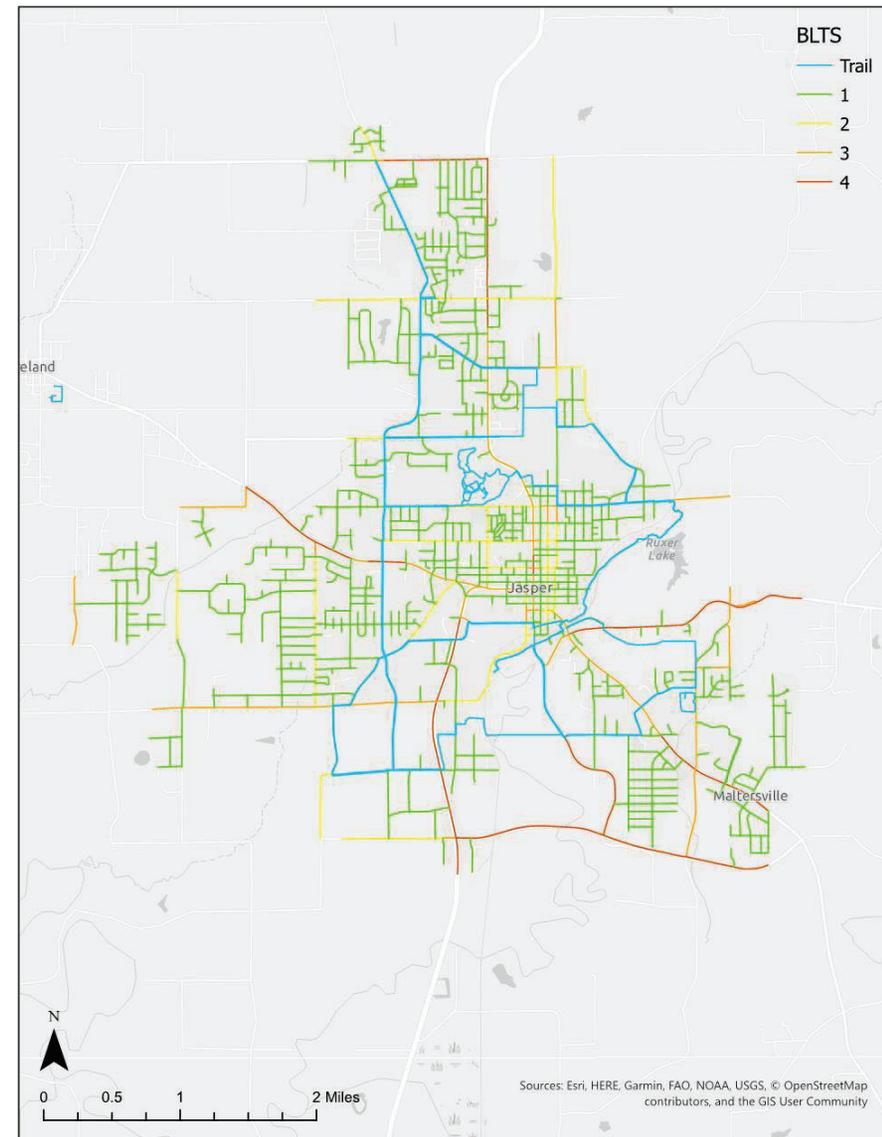




Level of Traffic Stress

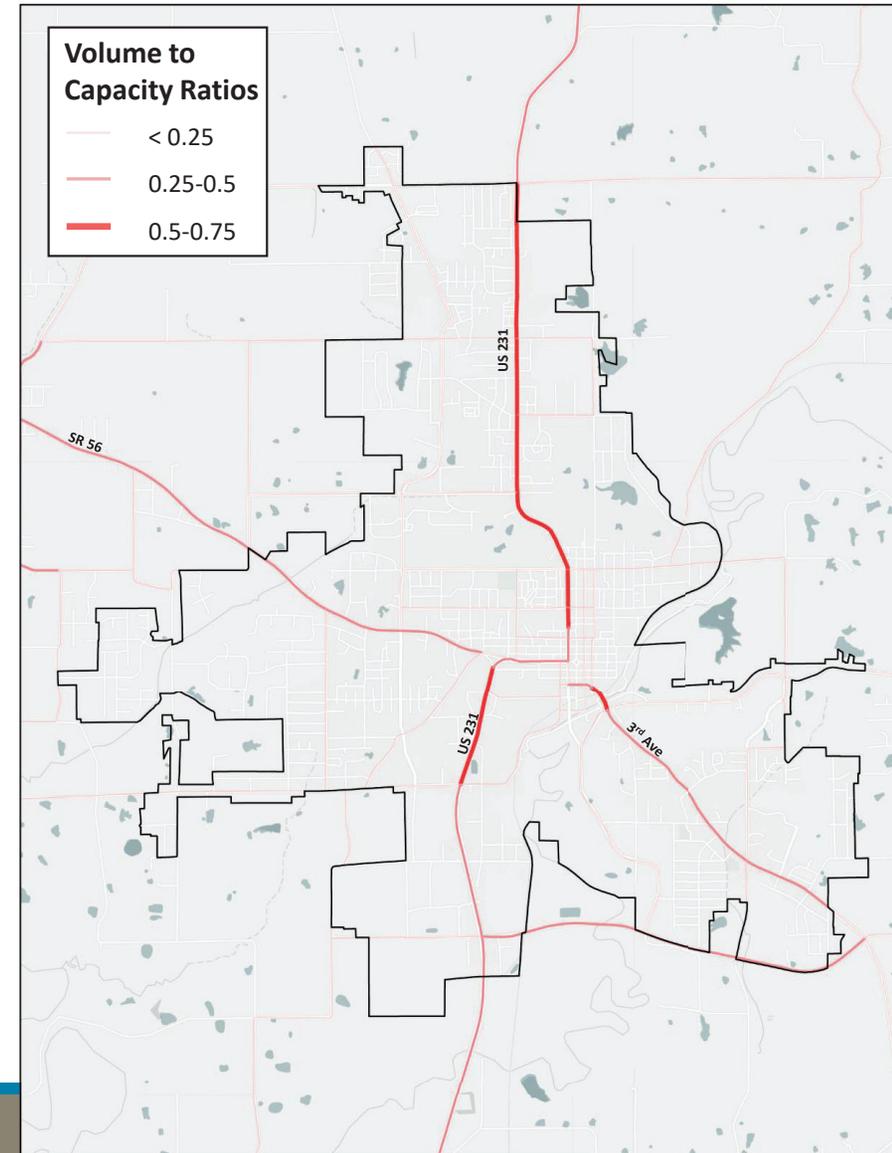
Bicycle Level Traffic Stress

- **Red** – High Stress
 - Uncomfortable for most
- **Orange** – Moderate Stress
 - Enthused and confident riders feel safe
- **Yellow** – Moderate Stress
 - Interested but concerned riders feel safe
- **Green/Blue** – Low Stress
 - Most children feel safe



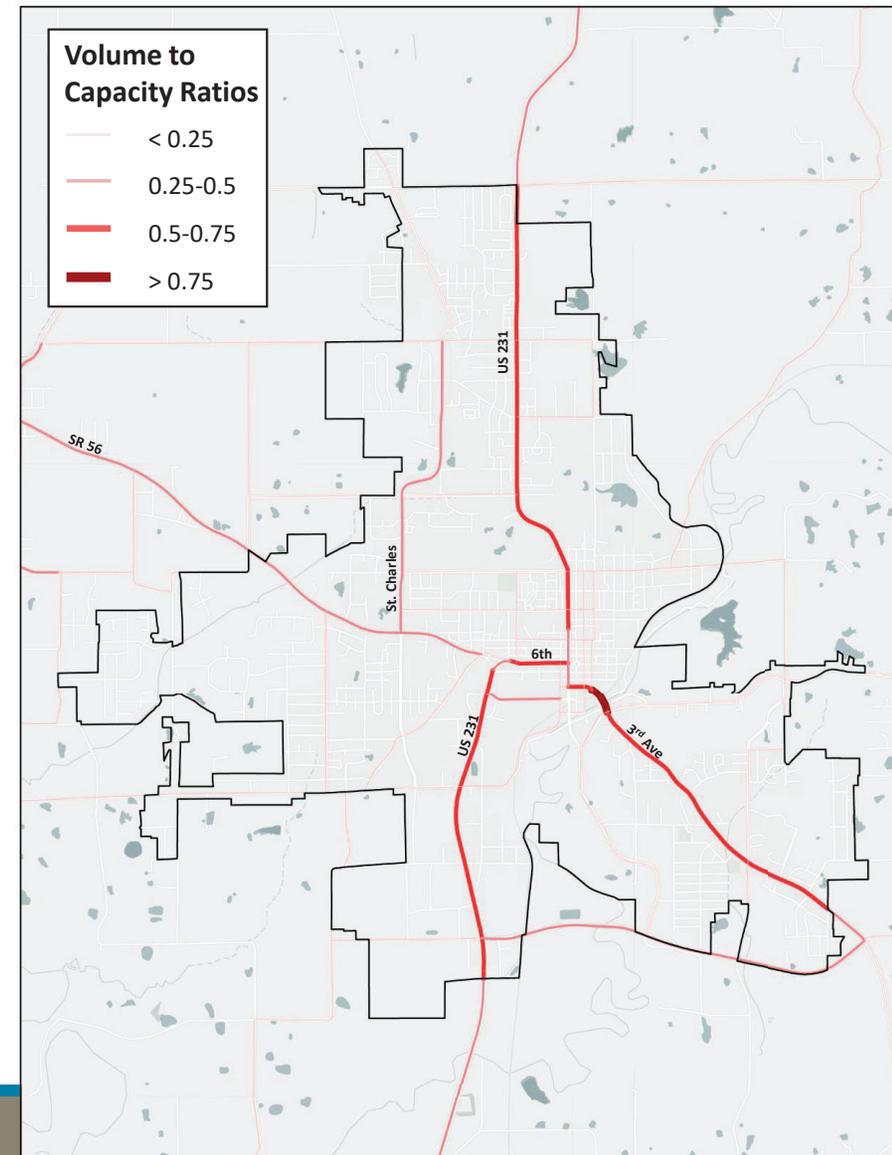
Current Conditions

- US 231 carries the most traffic load
 - Not feasible to widen through Downtown
- Capacity and safety issues arise due to lack of Access Management



Future Conditions

- With more regional growth on INDOT roads, local traffic diverts to alternative routes (i.e. St. Charles St, Mill St, 15th St)
- Recommended solutions involve:
 - Extending the grid network to improve connectivity and reduce local trip reliance on US 231
 - Access Management on US 231
 - Improving parallel routes of N 350 W, St. Charles Street, Mill Street
 - Investing in a low-stress multimodal network to reduce reliance on cars

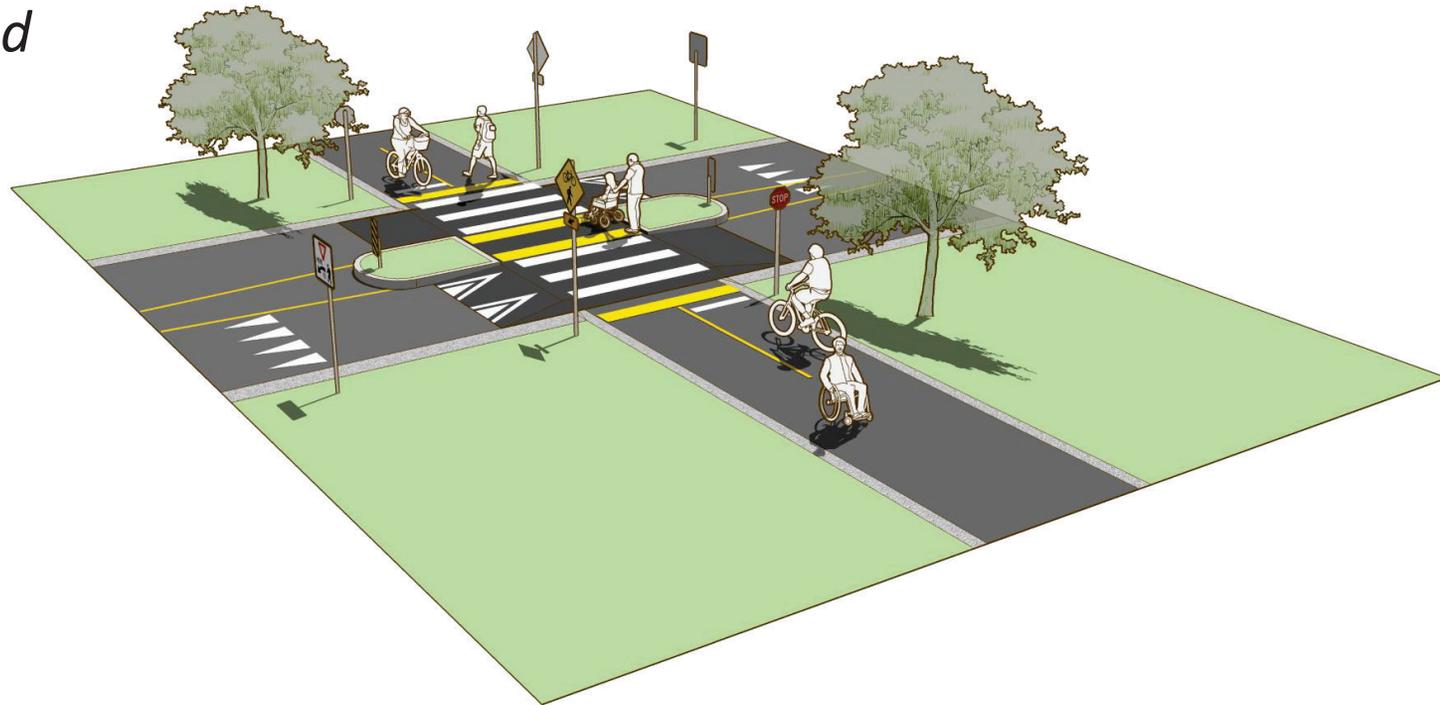


Non-Motorized Recommendations

Off Street

Physically Separated

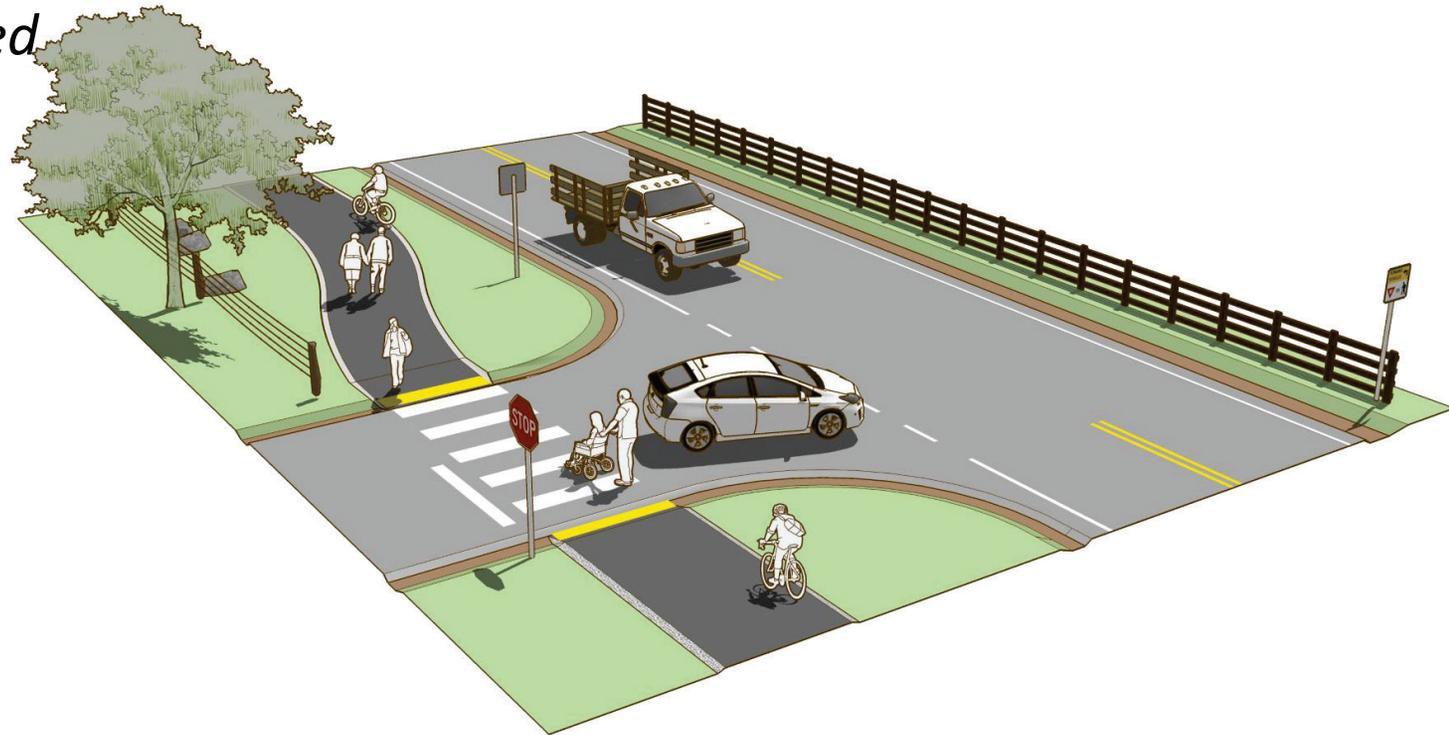
- Shared Use Path



Off Street

Physically Separated

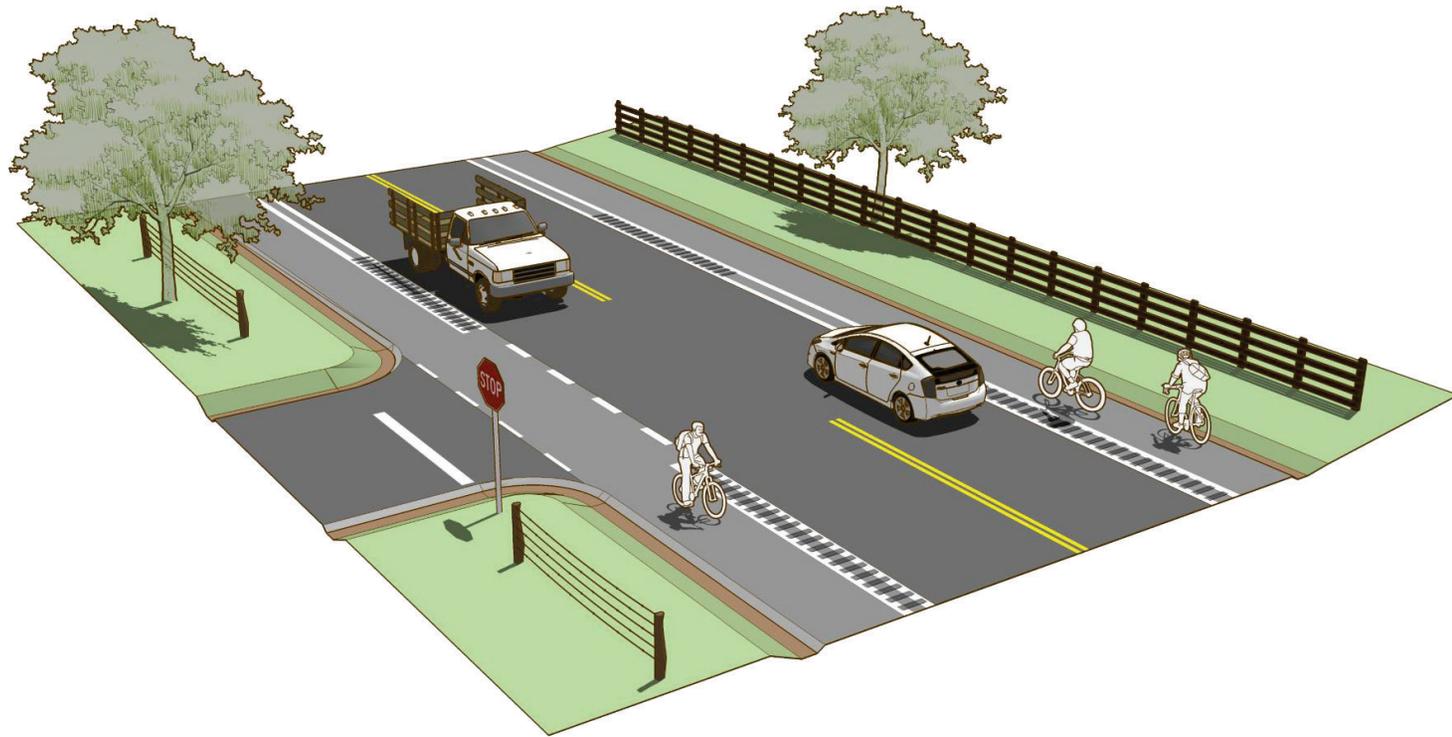
- Sidepath



On Street

Visually Separated

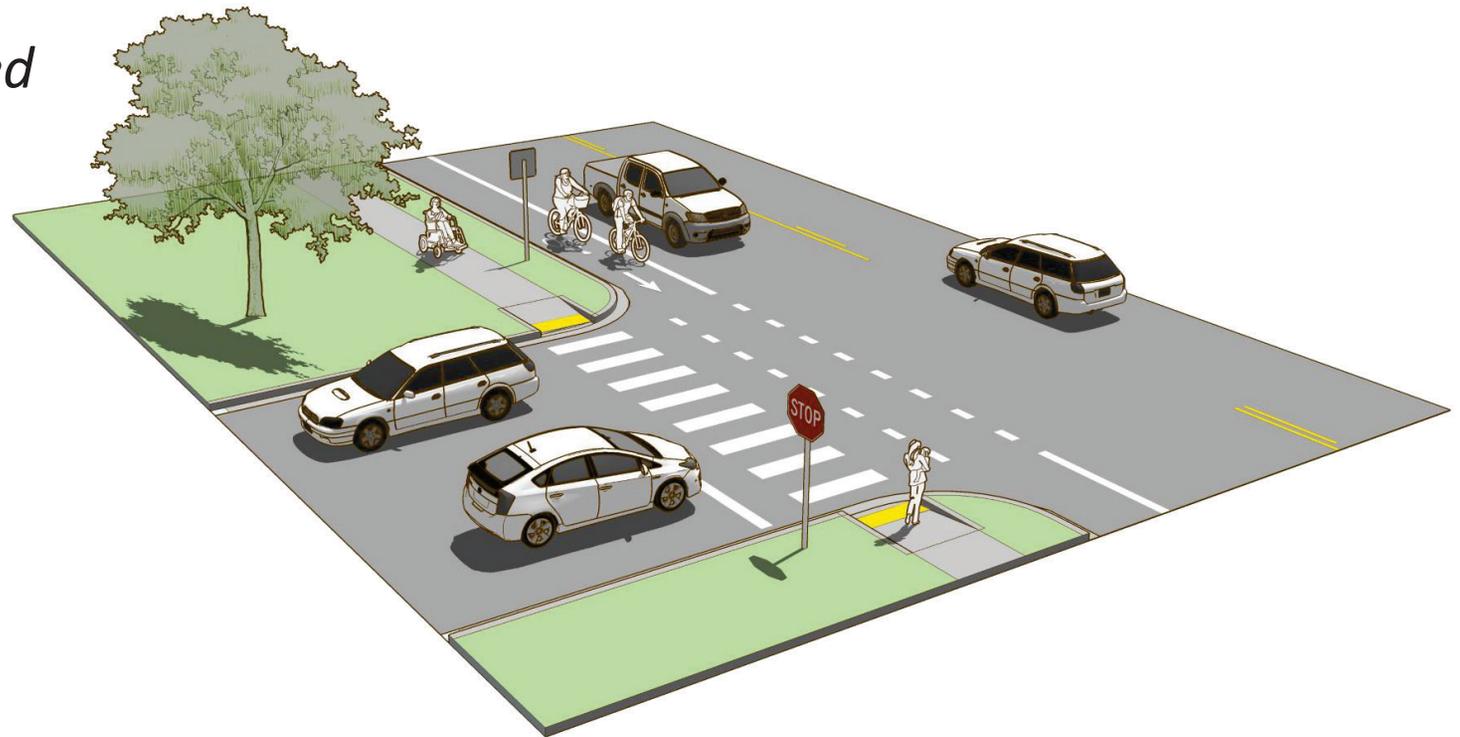
- Paved Shoulder



On Street

Visually Separated

- Bicycle Lane



Pedestrian-Only Facility

- Sidewalk



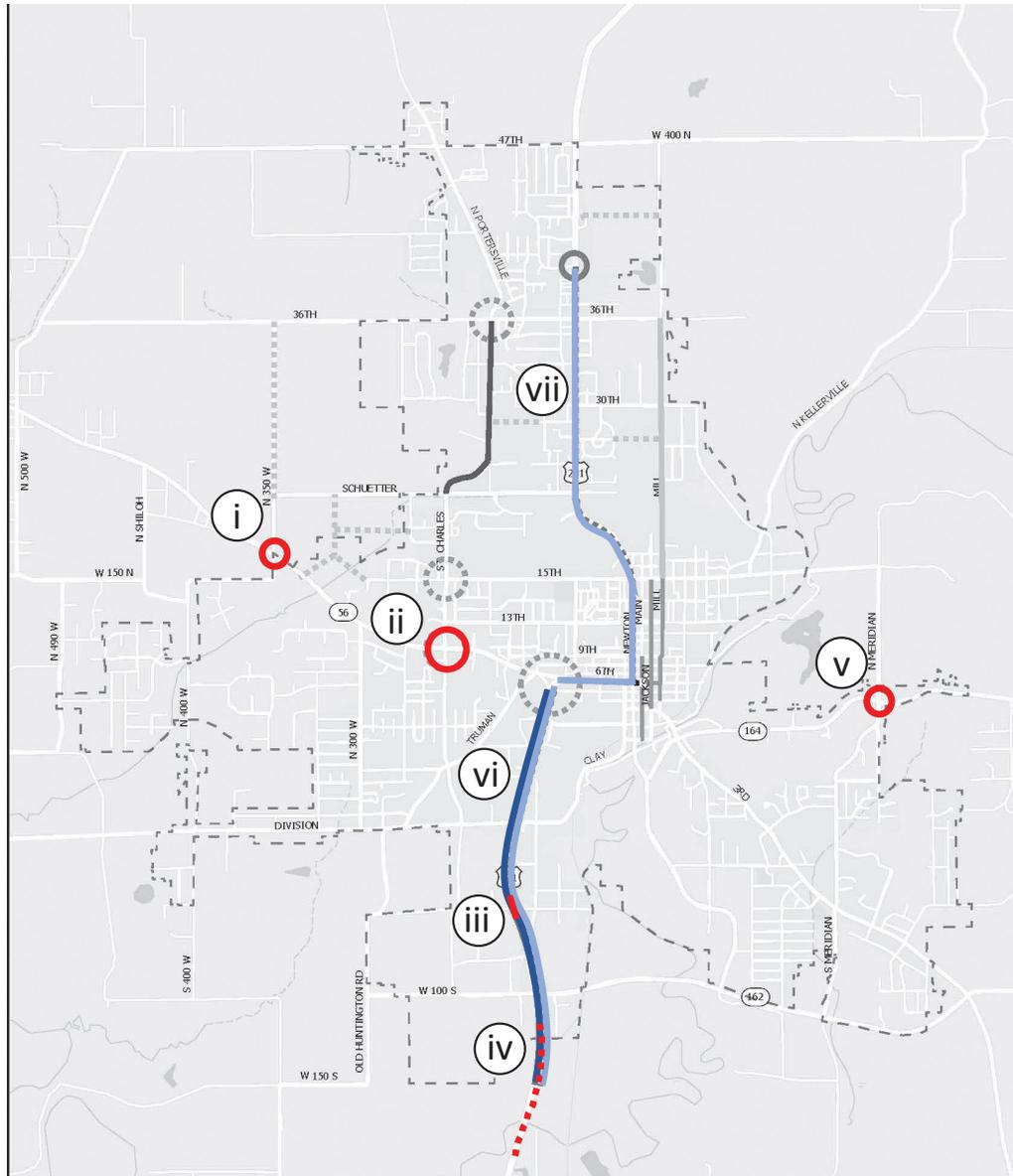
Motorized Recommendations

INDOT Projects

- i. N. 350 W and IN 56
- ii. St. Charles and SR 56
- iii. Left Turn Bays at 12th Ave
- iv. SR 162 Acceleration Lane

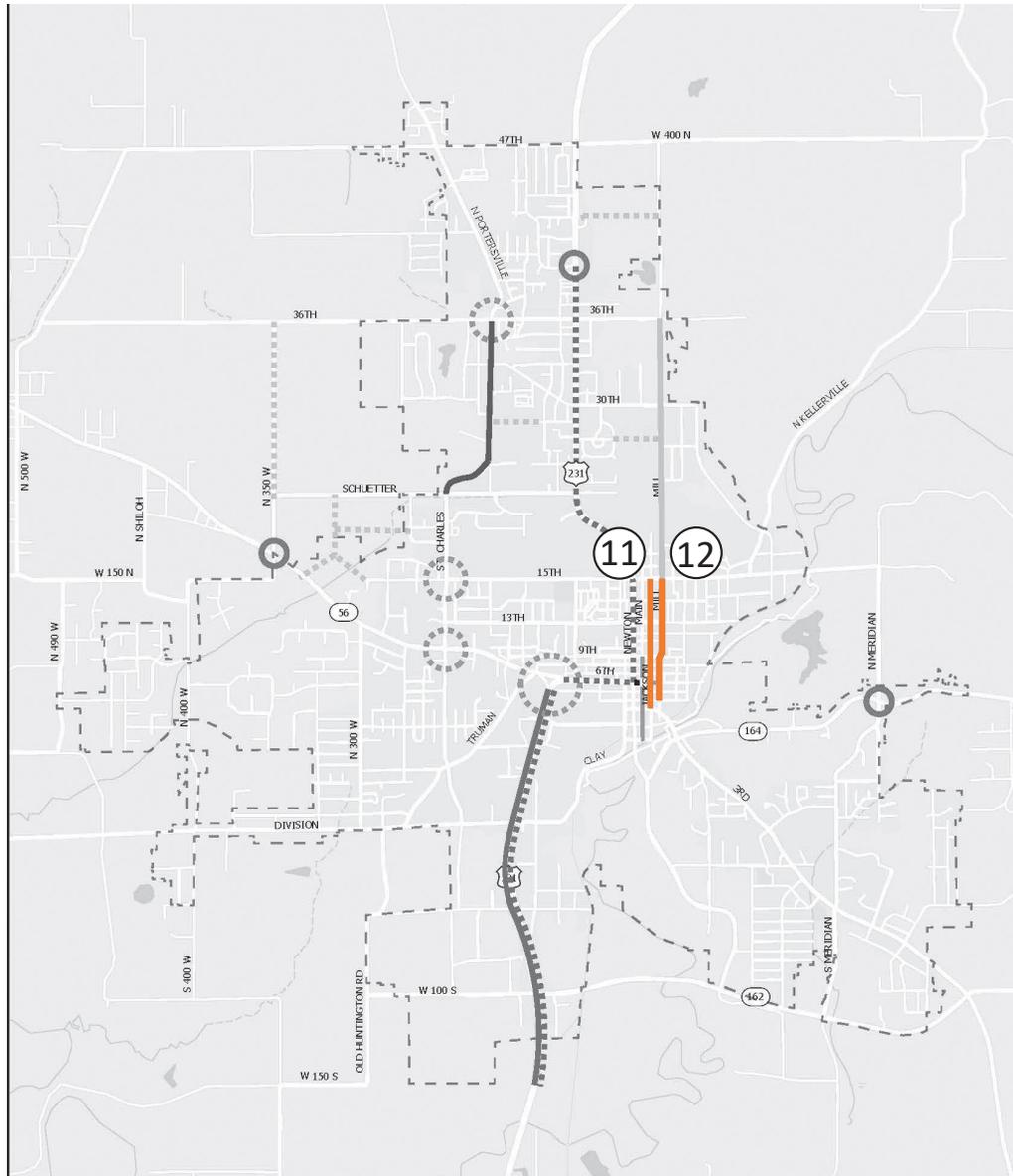
Recommended for INDOT to Consider

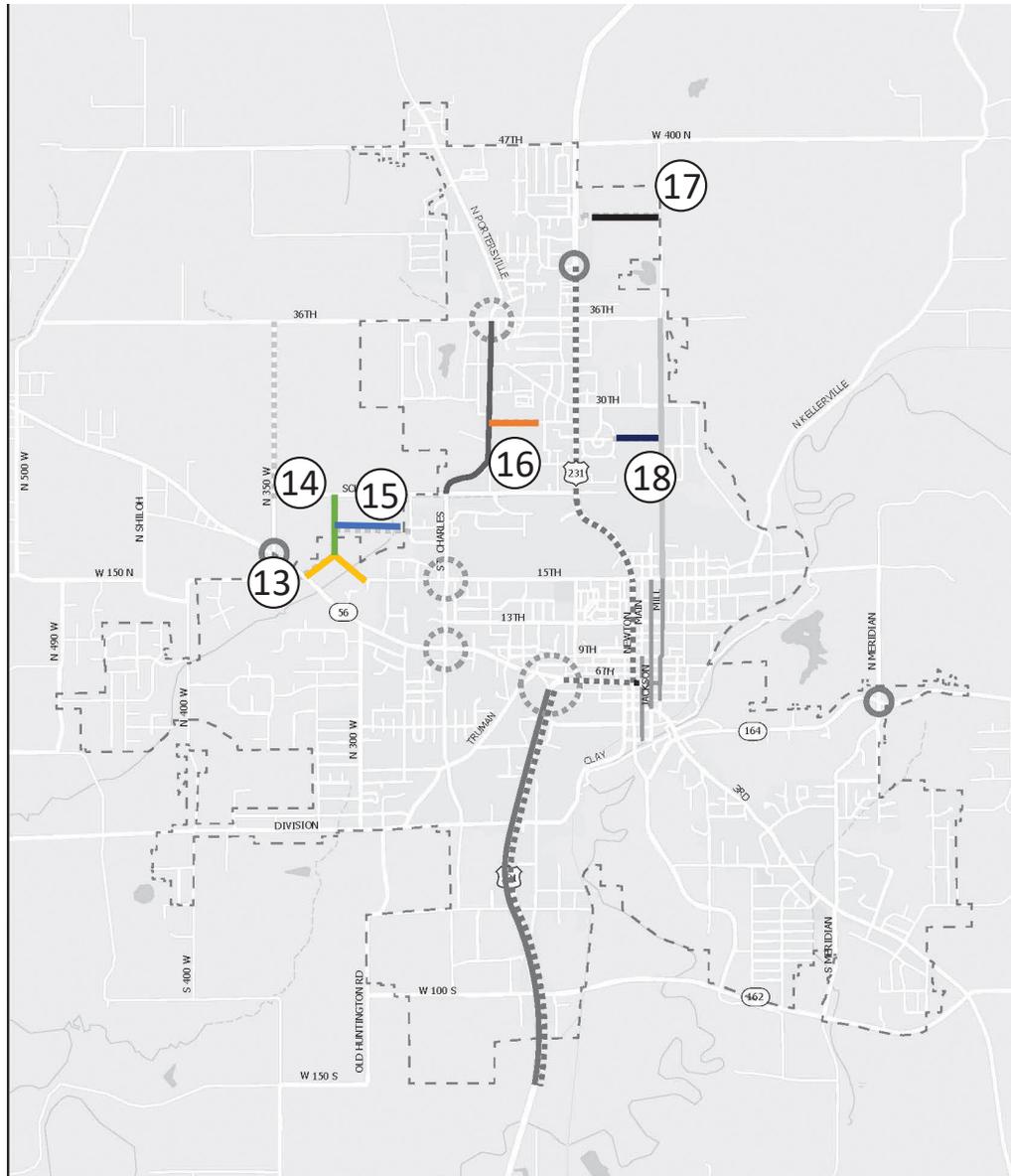
- v. Meridian and IN 164 (Safety)
- vi. US 231 (3-Lane Section)
- vii. US 231 (Access Mgmt Study)



One-Way to Two-Way Conversion

- 11. Jackson Street
- 12. Mill Street





New Roadway

- 13. 15 St. Extension
- 14. North/South Connector
- 15. 20th St. Extension
- 16. Extend 28th St. to St. Charles
- 17. Home Depot Access Road
- 18. Extend 26th Street to Mill St.

Financial & Implementation Plan

- Identify Existing Available Transportation Funding Sources
- Identify Potential Future Revenue Sources
- Coordinate with other local entities
 - INDOT
 - Dubois County
 - Special Taxing Districts
- Identify Project Feasibilities and Shortfalls

Next Steps

- Take your prioritization feedback, meld with City staff's feedback to create implementation plan
- Finalize Draft Plan
- Receive comments on Draft Plan from City Staff
- Present to joint session of the Plan Commission, Board of Public Works and Safety, and the Jasper Common Council.
- Issue Final Plan once attaining approval by the Common Council.

QUESTIONS?

Priority Survey Link or QR Code:

<https://www.surveymonkey.com/r/JasperMultimodalPlan>



Project Information Sheets:

<https://app.box.com/s/xkpw250fstmuhylq0lu81c9ezjvddmfh>

THANK YOU!!

For more information please contact:

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