



TABLE OF CONTENTS

1 Purpose and Need	2
1.1 Statement of Purpose and Need	2
1.2 Policy Framework	3
1.2.1 Federal Transportation Planning Requirements	3
1.2.2 Blue Ribbon Panel on Transportation Infrastructure Report – June 2014	3
1.2.3 INDOT 2045 Long-Range Plan	3
1.3 Previous Studies	3
1.3.1 DEIS (2004) and Supplemental DEIS (SDEIS) (2011), US 231 Dubois County	4
1.3.2 I-67 Corridor Feasibility Study (2012)	4
1.3.3 Conexus Indiana Southwest Indiana Logistic Sector Plan (2015)	4
1.3.4 Mid-States Corridor White Paper (2017)	4
1.3.5 US 231 Corridor Assessment (2018)	4
1.4 Needs Assessment	5
1.4.1 Transportation Needs	5
1.4.2 Economic Development Needs	7
1.5 Public and Agency Input	10
1.6 Project Goals and Performance Measures	11
1.6.1 Improve Business and Personal Regional Connectivity in Dubois County and Southern Indiana	11
1.6.2 Reduce Crashes at Key Locations in Southern Indiana	12
1.6.3 Support Economic Development in Southern Indiana	12
1.6.4 Improve Highway Connections to Existing Major Multi-Modal Locations from Southern Indiana	12

FIGURES

Figure 1-1: Mid-States Corridor Study Area	5
Figure 1-2: Cumulative Percentage Change in Population, 1970 – 2018	7
Figure 1-3: Study Area Cumulative Net Migration by County (1990 – 2018) as Percentage of Population ..	8

TABLES

Table 1-1: Accessibility Analysis	6
Table 1-2: Listing of Study Area High-Crash Roads by County	6
Table 1-3: County Level Per-Capita Income Comparisons (in Constant Year 2017 Dollars)	8
Table 1-4: Comparison of Core and Secondary Goals	11



1 PURPOSE AND NEED

The following substantive changes have been made to this chapter since the Draft Environmental Impact Statement (DEIS) was published:

- In response to comments on the DEIS, an additional performance measure was added to Goal 1 of the Purpose and Need. See **Section 1.5** and **Section 1.6**.
- Text was added to **Section 1.3.1** to describe the use of engineering assessments from earlier studies as input to the Mid-States project.

The cornerstone of an Environmental Impact Statement (EIS) is the project's Purpose and Need. It identifies the transportation-related needs in a project area. Early in the study process, it establishes the basis for quantitative measures to evaluate alternative performance and determines how well alternatives perform. It is the basis for screening alternatives and identifying a preferred alternative.

The full technical documentation for the Purpose and Need is provided in **Appendix CC – Purpose and Need**. This chapter summarizes its key findings. The material in **Appendix CC** was published as a draft on August 13, 2019. It was the subject of extensive review and input by agencies and the public. The final technical documentation in **Appendix CC** reflects this input.

The draft Purpose and Need was based upon:

- A review of multiple federal and state plans and policies (See **Section 1.2**)
- Previous planning studies (See **Section 1.3**)
- A technical needs assessment of transportation and economic development needs in a 12-county Study Area (See **Section 1.4**)
- A robust public and agency input/review process (See **Section 1.5**)

1.1 Statement of Purpose and Need

The Purpose of the Mid-States Corridor project is to provide an improved transportation link between SR 66 near the Natcher Bridge and I-69 (either directly or via SR 37) which addresses two main purposes. These were identified by technical analyses conducted for this project, interviews with business leaders and economic development officials, a series of planning studies (both publicly and privately funded) and public input. These two main purposes are:

- Improve business and personal regional connectivity in Dubois County and Southern Indiana. There is a need for improved personal and business connectivity across a nearly 5,000 square mile Study Area. **Section 1.6** provides seven performance measures to evaluate an alternatives' ability to satisfy this purpose. These performance measures assess travel time reduction between four important business and population centers and key destinations, improved labor force access to regional employment centers and improved freight efficiencies.



- Improve highway connections to existing multimodal locations from Southern Indiana. There is a need for improved connections to six important intermodal centers. Five of these intermodal centers are outside of the project's 12-county Study Area. The Study Area, especially Dubois County, has multiple large businesses which obtain business inputs and serve customers across the nation. **Section 1.6** provides two performance measures to evaluate an alternatives' ability to improve access to these important intermodal centers.

In addition, there are three secondary purposes which represent other desirable outcomes. These also were identified through the processes described above. These include:

- Reduction in localized congestion in Dubois County
- Reduce crashes at key locations in Southern Indiana
- Support economic development in Southern Indiana

1.2 Policy Framework

The Mid-States Corridor supports Federal transportation planning requirements and INDOT's 2045 Long Range Transportation Plan. It also builds upon the July 9, 2014 report of the *Governor's Blue Ribbon Panel on Transportation Infrastructure*. The following sections summarize how these documents were used to identify transportation-related needs. For details, see **Section 2 – Policy Framework** in **Appendix CC**.

1.2.1 Federal Transportation Planning Requirements

The Moving Ahead for Progress in the 21st Century (MAP-21) Act established national goals for safety, pavement and bridge infrastructure, congestion reduction, system reliability, freight movement, environmental sustainability, and project delivery. These national goals were carried forward into the Fixing America's Surface Transportation (FAST) Act. It requires federally-funded transportation projects to support national goals.

1.2.2 Blue Ribbon Panel on Transportation Infrastructure Report – June 2014

On July 9, 2014, the Governor's Blue Ribbon Panel on Transportation Infrastructure recommended to Indiana Governor Michael Pence a set of priority projects for the short term and provided a vision of transportation in Indiana for the long term. It evaluated and prioritized highway, rail, port, and air projects. It identified four Tier 2 statewide priorities. One of these was the Mid-States Corridor project, assumed to connect to I-69 at Petersburg.

1.2.3 INDOT 2045 Long-Range Plan

On June 28, 2019, INDOT finalized its statewide long-range transportation plan, entitled *2018 – 2045 Future Transportation Needs Report*. This document guides INDOT in the development, management, and operation of Indiana's transportation system for the next 25-plus years. The Plan is available at <https://www.in.gov/indot/3714.htm>. The Plan sets seven overall policy goals (p. 8). The three policy goals which support the project Purpose and Need are safe and secure travel, economic competitiveness and quality of life and multimodal mobility.

1.3 Previous Studies

Five previous studies were reviewed to determine the project's Purpose and Need. These studies were among a group of background documents which INDOT provided prior to the study initiation. These studies document the recognition (over the past two decades) of the need for a major north-south transportation project in the study area. Several emphasize major transportation improvements in the US 231 corridor. Supporting freight and logistics are key factors identified in these studies. For details, see **Section 3 – Previous Studies** in **Appendix CC**.



1.3.1 DEIS (2004) and Supplemental DEIS (SDEIS) (2011), US 231 Dubois County
This DEIS documented a planning history for a US 231 bypass of Jasper and Huntingburg back to 1993. The Purpose and Need documented substandard capacity and level of service on US 231 in Jasper and Huntingburg. The 2004 DEIS was never finalized. It was updated with an SDEIS in 2011. These documents identified congestion and above average crash rates on US 231 in Dubois County.¹

The engineering and environmental assessments from these studies provided input into the Mid-States alternative design. The alignments around Jasper from the 2004 study were used as the starting point for the Dubois County alternative alignments. Alignments in the current study deviated from the 2004 alignment north of Jasper, because the 2004 alignments connected to existing US 231 south of Haysville.

1.3.2 I-67 Corridor Feasibility Study (2012)

This consultant study was prepared by Cambridge Systematics for a private entity representing regional businesses. It considered transportation needs for a corridor extending between Nashville, Tennessee and I-196 in Western Michigan. It focused on the portion of this corridor between Bowling Green, Kentucky and Indianapolis. It assumed a connection to I-69 at Washington. The study concluded that the project would lead to significant growth in existing businesses and attract a significant number of new businesses. Supporting factors included the region's highly skilled labor force, available land, synergy with existing industries, and availability of electrical power.

1.3.3 Conexus Indiana Southwest Indiana Logistic Sector Plan (2015)

Conexus Indiana is a not-for-profit organization which seeks to accelerate, promote, and grow Indiana's advanced manufacturing and logistics economy by leading innovative collaborations among industry, academic, and public-sector partners. The report considered and prioritized capital investments in highway, port, air, and rail facilities.

This report identified the Mid-States Corridor as a "Tier 1" (top level) priority for the region. It defined two possible alternatives. One is an upgrade of US 231 from I-69 at NSA Crane to I-64 at Dale. It would include an eastern bypass of Loogootee, Jasper, and Huntingburg. The alternative is a new highway between the Ohio River at Rockport and I-69 at Washington. Both alternatives are fully access-controlled freeways.

1.3.4 Mid-States Corridor White Paper (2017)

This report was authored and funded by the Lochmueller Group. It reviewed the studies described above. It summarized the widespread support for the Mid-States Corridor project throughout Southern Indiana. It recommended that a Tiered EIS approach be used to advance the project. The key issues to be addressed by a tiered study included the connection point to I-69, the facility type(s) and project staging. The process described in the white paper was similar to that followed for the delivery of the Interstate 69 Project.

1.3.5 US 231 Corridor Assessment (2018)

The report was prepared by WSP for INDOT. It compiled, examined and summarized historic information related to the US 231 corridor from the Ohio River to I-69 at Crane. It identified potential next steps to address needs in the US 231 corridor. These included potential technical studies and potential short-term improvements.

¹ On January 27, 2014, a Federal Register Notice withdrew both the 2004 DEIS and the 2011 SDEIS. It stated, "Due to a reevaluation of the traffic information, the project is no longer warranted and the Notice of Intent is rescinded." This earlier project focused on local needs within portions of Dubois County. Its Study Area was approximately 50 square miles, consisting of a two-mile wide band within Dubois County. The Mid-States project's goals and performance measures are broad and regional in scope. The Mid-States Study encompasses a 12-county Study Area with an area of approximately 4,779 square miles, nearly 100 times larger than the US 231 project Study Area. Although the Mid-States project is very different from the Dubois County US 231 project, some of its information will be useful for the Mid-States project. In particular, information compiled about key environmental resources was used in evaluating alternatives for this project.



1.4 Needs Assessment

The needs assessment uses a 12-county Study Area (Figure 1-1). This Study Area includes counties bounded by I-69 on the west and north, SR 37 on the east and the Ohio River on the south. The Study Area includes the entirety of all counties through which either I-69 or SR 37 pass. This is the area within which the Mid-States Corridor project is expected to provide transportation and economic benefits. This is also the area within which highway alternatives will be located. For details, see Section 4 – Needs Assessment in Appendix CC.

1.4.1 Transportation Needs

This section analyzes transportation needs within the project area. It assesses the level of need for improved accessibility, improved safety, and congestion relief.

1.4.1.1 Regional Accessibility

Accessibility refers to the ease with which private motorists and freight shippers can make personal and business trips between population and employment centers, as well as to and from other important destinations (e.g., health care facilities, educational institutions, airports and cultural venues). High-quality roads are the primary means to provide accessibility to rural areas, even though those roads serve lower traffic volumes than similar roads in urban areas. Stakeholder interviews (see Section 1.4.2.2) identified that directness and quality of existing roads, rather than congestion, as key causes of inaccessibility. Public comments identified the need for improved accessibility throughout the Study Area.

This analysis measures accessibility within the 12-county Study Area in the future year “no build” case. It includes the existing transportation network, as well as other committed projects, including the completion of I-69. It does not assume that the Mid-States Corridor is built.

Table 1-1 compares forecasted travel times compared with a straight line travel time. These travel times are calculated assuming a “straight line” trip between the two locations at a range of highway speeds (50-60 miles per hour). The higher the ratio of actual to straight line travel times between the travel destinations, the greater the need to increase accessibility within the project area. This analysis shows the opportunities for improved accessibility between major origin-destination pairs in the Study Area. For example, the forecasted one-way travel time in the 2045 No-Build Alternative between Jasper and Crane is 54 minutes. That travel time could be reduced by 12-20 minutes (one-way) by a high-quality highway connecting the two locations. The potential round-trip savings would be 24-40 minutes.



Figure 1-1: Mid-States Corridor Study Area

Final Environmental Impact Statement



Origin	Destination	Actual 2045 Travel Time (Minutes)	Straight Line Distance (miles)	Straight Line Travel Time at		Travel Time Ratio (Actual/Ideal) at	
				50 mph	60 mph	50 mph	60 mph
Jasper	Crane	54	35	42	35	1.3	1.6
	Bloomington	89	58	69	58	1.3	1.5
	Indianapolis	142	104	124	104	1.1	1.4
	Rockport	51	36	43	36	1.2	1.4
	Bedford	75	41	49	41	1.5	1.8
	French Lick	36	20	24	20	1.5	1.8
	Chicago	330	226	272	226	1.2	1.5
	Washington	40	22	27	22	1.5	1.8
Rockport	Crane	100	70	84	70	1.2	1.4
	Bloomington	135	93	111	93	1.2	1.5
	Indianapolis	188	138	166	138	1.1	1.4
	Chicago	360	261	313	261	1.2	1.4
Tell City	Crane	103	65	78	65	1.3	1.6
	Washington	93	53	64	53	1.5	1.7
	Bloomington	135	85	102	85	1.3	1.6
	Indianapolis	180	129	155	129	1.2	1.4

Forecasts of 2045 point-to-point actual travel times using traffic assignments for Indiana Statewide Travel Demand Model (ISTDM) for 2045. Assigned network assumes that Mid-States Corridor project is **not** built.

Table 1-1: Accessibility Analysis

1.4.1.2 Safety

A five-year analysis of crashes was conducted for all non-Interstate state-jurisdictional highways² in the 12-county Study Area. It analyzed crash data from 2014 to 2018. Crash rates were calculated and compared with average statewide crash rates for rural or urban roads, as appropriate. This crash analysis identified that 59 percent of rural roads in the Study Area had above average crash rates. In addition, 21 percent of rural roads in the Study Area had crash rates at least double those of statewide averages. **Table 1-2** lists, by county, all state-jurisdictional highways with above-average crash rates.³

² “State-jurisdictional roads include Interstates, US-designated roads and SR-designated roads. This analysis did not consider crash rates for Interstate highways.

³ Based on comments from both FHWA and INDOT, improved safety is retained, but as a secondary project goal. During development of alternatives, general locations were identified where safety improvements may be warranted. These are described in **Appendix V**. These locations are illustrative. Exact locations for these safety improvements will be identified in Tier 2 studies. Further details are provided in **Appendix CC, Section 4.1.1**.

County	Roads With Above-Average Crash Rates
Crawford	SR 37, SR 62, SR 64, SR 66, SR 164, SR 237
Daviess	SR 57
Dubois	SR 64, SR 145, SR 161, SR 164, SR 264, SR 545, US 231
Greene	SR 43, SR 45, SR 48, SR 54, SR 57, SR 58, SR 59, SR 157, US 231
Lawrence	SR 54, SR 58, SR 60, SR 158, SR 446, SR 450, SR 458
Martin	None
Monroe	SR 45, SR 46, SR 446
Orange	SR 37, SR 60, SR 145, SR 337, US 150
Perry	SR 62, SR 70, SR145, SR 166, SR 237, SR 545
Pike	SR 64, SR 65
Spencer	SR 62, SR 70, SR 162
Warrick	SR 57, SR 61, SR 68, SR 161, SR 261, SR 662

Table 1-2: Listing of Study Area High-Crash Roads by County



1.4.1.3 Congestion Relief

Forecasted congestion was determined for the 2045 No Build network. Other than roads in the urbanized areas of Evansville and Bloomington, the only congested facilities are in Jasper, Washington, Loogootee, and Tell City. The need for congestion relief within the Jasper/Huntingburg area was first identified in the 2004 and 2011 US 231 DEIS and SDEIS. See **Section 1.3.1**. This analysis confirms these earlier findings. Since this identified need is localized, this study will consider the need for congestion relief only within Dubois County (Jasper/Huntingburg area).

1.4.2 Economic Development Needs

Economic development needs were identified by a time-series analysis of economic indicators for the Study Area. Economic data for the Study Area were compared to data from Indiana and the United States over a period of 30-50 years. This review showed that the economic performance of the Study Area has lagged for several decades compared with both Indiana as a whole and the entire United States.

In addition, 18 one-on-one interviews with major businesses and economic development associations were conducted to identify major logistical and freight transportation needs within the project area. These interviews identified serious shortcomings with north-south access for freight and personal travel in the project area. These shortcomings are acute to and from points north of Dubois County.

1.4.2.1 Technical Analysis of Economic Indicators.

This analysis evaluated economic conditions in the Study Area using five major indicators. These include trends in population, net migration, per-capita income, poverty and unemployment. **Section 4.2.1** in **Appendix CC** contains tables and charts fully analyzing these trends. While these analyses were performed shortly before the COVID pandemic, they represent major trends over a period of 30-50 years. Also, INDOT’s economic analysis tool for forecasting economic impacts (TREDIS) has an updated baseline forecast which accounts for changes in the economy and logistical relationships due to the COVID pandemic.

Findings from three of these economic performance indicators (population, net migration and per-capita income) are shown below. These indicators (including those shown in **Appendix CC** and not shown here) show a clear need to support economic development in the Study Area.

1.4.2.1.1 Population Trends

Over longer periods of time, people are attracted to and remain in areas with good economic prospects. In the last half century (since 1970), Indiana as a whole has fallen behind the rest of the United States in population growth. **Figure 1-2** shows these trends. Between 1970 and 2018, the U.S. population grew at an average decennial (per decade) rate of 10.4 percent. Non-urban counties in the Study Area (those other than Monroe and Warrick counties) had populations increases at an average decennial rate of only 3.1 percent.

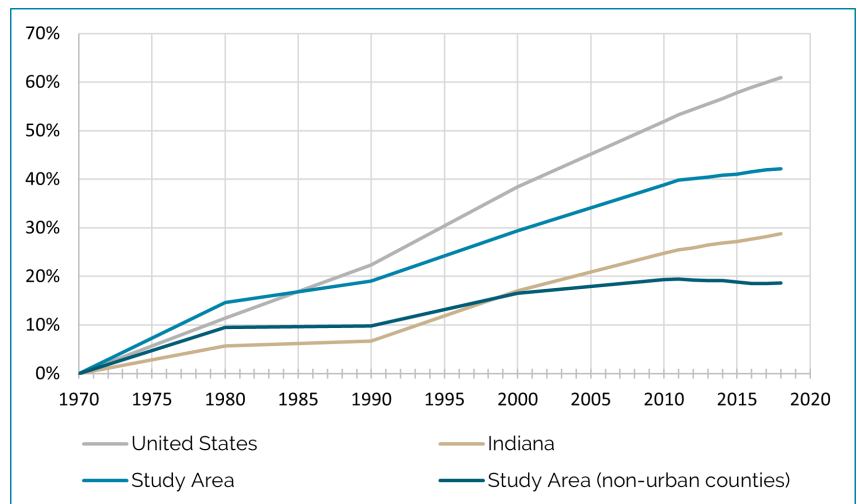


Figure 1-2: Cumulative Percentage Change in Population, 1970 – 2018



1.4.2.1.2 Net Migration

Net migration is the number of people moving out of a region subtracted from those moving into a region. Net migration is negative when more people move out of a region than move into it. Outside of Monroe and Warrick counties, Study Area counties had net migration of 2 percent, which is half of that for Indiana as a whole. **Figure 1-3** graphically depicts the cumulative net migration of all counties in the Study Area as a percentage of their 1990 population. During a 28-year period, five of the 12 Study Area counties had negative net migration, with more people moving out than moving in.

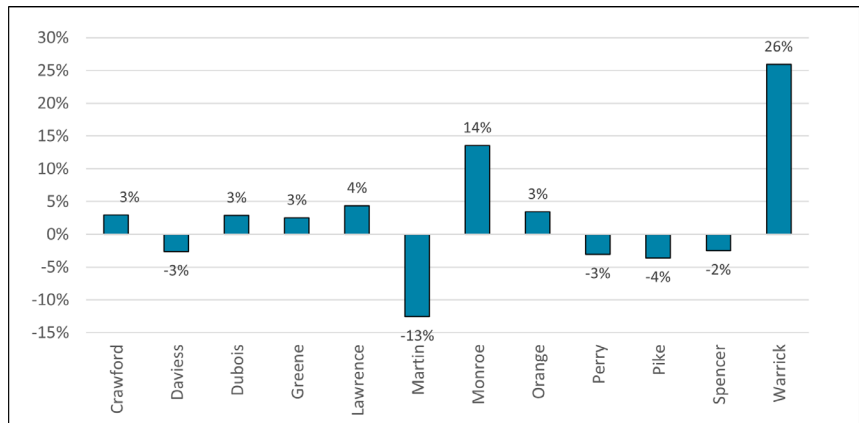


Figure 1-3: Study Area Cumulative Net Migration by County (1990 – 2018) as Percentage of Population

1.4.2.1.3 Per Capita Income

Table 1-3 compares county-level per-capita incomes to statewide and national averages. Currently it is \$26,700, compared with the national average of \$31,200. The Study Area and Indiana both had per capita incomes higher than the national average until the 1990's. Study Area per capita income has fallen far below national averages. Outside Warrick and Monroe counties, growth in per-capita income over this period of time is 5 percent or less. Four counties (Crawford, Daviess, Perry and Pike) have seen decreases in per capita income (in constant dollars).

County	Per Capita Income 1980	Per Capita Income 2017	% Change in Per Capita Income
Crawford	\$19,839	\$19,424	-2%
Daviess	\$23,191	\$21,794	-6%
Dubois	\$27,207	\$28,302	4%
Greene	\$23,483	\$24,744	5%
Lawrence	\$24,917	\$25,036	0%
Martin	\$20,969	\$25,138	20%
Monroe	\$22,772	\$26,738	17%
Orange	\$21,573	\$22,715	5%
Perry	\$24,006	\$23,003	-4%
Pike	\$25,952	\$25,648	-1%
Spencer	\$23,408	\$29,114	24%
Warrick	\$30,057	\$33,528	12%
Study Area	\$24,370	\$26,673	9%
Indiana	\$26,517	\$27,305	3%
United States	\$22,117	\$31,177	41%

Source: STATS Indiana (www.stats.indiana.edu), US Census, InfoPlease

Table 1-3: County Level Per-Capita Income Comparisons (in Constant Year 2017 Dollars)



1.4.2.2 Regional Business and Economic Input

This section discusses key themes from 18 interviews conducted in June 2019 with both businesses and economic development organizations in the Study Area. A more detailed summary, including individual interview summaries, is provided in an appendix to **Appendix CC**. These interviews provided important guidance to technical analysis of both transportation and economic development needs.

Five key themes of these interviews included:

- Economic significance of Dubois County. Dubois County is a major economic center in Southern Indiana, home to many large national corporations. Access to northern and southern markets is restricted by the design and capacity of US 231. This inhibits business growth and business attraction, causes unpredictable delivery times, increases freight costs and inhibits access to Crane Naval Surface Warfare Center and its supporting contractors. Access to major intermodal facilities in Indianapolis, Louisville and Chicago is limited.
- Poor Safety, Unreliability and Inadequacy of US 231. US 231 is the north/south transportation “spine” for the Study Area. Seven of the 18 interviewees described it as having poor safety, speed, congestion, and travel time predictability. In most of the Study Area, it is a 2-lane road with narrow shoulders, hilly topography, unrestricted county road access and slow-moving seasonal farm equipment. These contribute to reduced speeds and unpredictable travel times. This severely restricts its use for motor freight.
- Lack of North-South Connectivity throughout 12-County Study Area. Businesses east of I-69 and west of I-65 generally have inadequate access to northern and southern markets. Many businesses avoid US 231 to/from northern markets, and instead go south to I-64 to go north on I-69 or I-65. This added time and distance significantly raises freight costs. Orange County is a major tourism destination. Access from the south and east is inferior compared to that from the north and west.
- Importance of Improved Intermodal Access to Business Expansion and Attraction. Large airports with air freight services, such as FedEx in Indianapolis or UPS in Louisville, provide advantages to businesses. Air freight opportunities are limited by poor connections to intermodal centers. Improved access to rail centers such as Indianapolis and Chicago also would be advantageous to businesses. There also are two major Ohio River ports (Tell City River Port and the Port of Indiana in Jeffersonville). Major businesses in the Study Area both receive business inputs and serve customers throughout the nation. Access to a range of transportation options is an important part of business operations.
- Importance of Transportation to Business Attraction. One of the first considerations in business location decisions is the presence of high-level, multi-lane roads. Many stated that the combination of poor access/logistics to the north and the competitive labor market discourages business attraction.

The majority of public input on the Purpose and Need (see **Section 1.5**) focused on supporting economic development. Specific locations included Jasper, Huntingburg, Washington, French Lick, Mitchell, Bedford, and Crane NSA. Support for a broad range of industries, including tourism, was cited. While this support was widespread, transportation is one of several components required to support economic development. Accordingly, economic development goals are shown as secondary goals.



1.5 Public and Agency Input

This document was issued in draft form for public and agency input on August 13, 2019. For details on the entire input process, see **Section 5 – Public and Agency Input** in **Appendix CC**.

Major opportunities for input included:

- Initial Agency Contact, June 25, 2019. Agencies were notified of an August 20 scoping meeting in Jasper. This meeting was held as scheduled on August 20.
- August 5, 6 and 8, 2019 Public Information Meetings. The major components of the Purpose and Need were presented to 431 registered attendees. Attendees were asked for written comments.
- Agency Early Coordination Letter (ECL), August 5, 2019. This was the formal invitation to the August 20, 2019 meeting in Jasper.
- Draft Purpose and Need Statement, August 13, 2019. The draft Purpose and Need Statement was provided on the project web site. Agency comments were requested by September 12, 2019.
- Additional Public Comment Period for Purpose and Need Statement, November 21, 2019. Email and text messages were sent to a public mailing list. They were invited to provide input on the Purpose and Need statement. This comment period extended to December 22, 2019. In addition to agency comments, 244 public comments were received on the Purpose and Need.

Major themes of public and agency comments included:

- Safety Goal. Multiple agency comments and FHWA guidance stated that there was insufficient justification for including crash reduction as a core goal. In addition, comments from INDOT staff led to refining the analysis of crash rates. Crash reduction (Goal 4) has been retained as a secondary goal.
- Role of I-69. Several comments asked whether the region's needs had not already been addressed by I-69. The 2045 Forecast Year needs analysis assumed the completion of I-69 (including a new Ohio River Bridge).
- Mid-States Project Already Has Been Evaluated. That earlier project is described in **Section 1.3.1**. It focused on congestion and local needs within Dubois County. This project focuses on regional and interstate linkage.
- Role of Purpose and Need Goals. This Purpose and Need identifies core goals. These are listed (along with secondary goals) in **Section 1.6**. The selected alternative will need to provide adequate benefits on each core goal. Each core goal (Goals 1, 2 and 7) analyzes performance on different system linkage and accessibility needs.
- Needs Identification. The project addressed multiple needs. Core needs include improved business, freight and intermodal accessibility. Secondary needs include reductions in congestion and crashes and increased economic activity. This wide range of goals is typical for a large regional study.
- Congestion relief. The Purpose and Need analysis shows that congestion is not a widespread issue in the Study Area. The study's congestion relief needs are limited to Dubois County.
- Economic Development. There are economic development needs throughout the Study Area. This was the most-frequently cited need in public input.
- Accessibility. This was a frequently-cited need in public input. The three core goals (Goal 1, 2 and 7) address different components of system linkage and accessibility. The primary overall need addressed by the project is accessibility. In response to comments on the DEIS, one added performance measure is provided in the FEIS for Goal 1. See **Appendix CC, Section 5.8** for details.



1.6 Project Goals and Performance Measures

These goals and performance measures are used to evaluate alternatives' ability to satisfy the project's Purpose and Need. They support the items presented in **Section 1.1**. The three core goals (Goals 1, 2 and 7) correspond to the two main project purposes listed there. The four secondary goals correspond to the three listed secondary purposes. **Table 1-4** describes the differences between core and secondary goals, and their role in alternative selection.

Core goals 1, 2, and 7 have a regional focus. They assess benefits throughout the 12-county Study Area.

Comparison of Core and Secondary Goals		
Descriptor	Core (Primary) Goals	Secondary Goals
Definition	Outcomes identified as required to be achieved by the project. These are <i>fundamental reasons</i> for the project.	Represent "other desirable outcomes." The project need not address these goals. To the extent it does, these represent additional benefits.
How Identified	Federal and state transportation planning requirements. Previous planning studies. Technical analyses. Extensive business and stakeholder interviews identified these goals as <i>primary</i> for the project.	Technical analyses. Stakeholder interviews cited congestion and safety comparatively infrequently. Economic development measures secondary because transportation is one of several necessary components to support economic development.
Role in Alternative Evaluation	Alternatives must have adequate performance in addressing primary goals. Adequacy is defined using an index approach. To have adequate performance, an alternative provides at least half the benefit of the best-performing alternative across all core goals.	Performance on secondary goals is evaluated, but not considered in identifying a preferred alternative. Performance on secondary goals may be considered for decisions about project programming and scheduling.

Table 1-4: Comparison of Core and Secondary Goals

1.6.1 Improve Business and Personal Regional Connectivity in Dubois County and Southern Indiana

Goal 1 – Increase accessibility to major business markets (core goal)

Performance Measures

- Reduction in travel time from Jasper to Indianapolis, Chicago and Louisville
- Reduction in travel time from NSA Crane to Jasper, Rockport and Louisville
- Reduction in travel time from Bedford to Rockport and Louisville
- Reduction in travel time from French Lick to Indianapolis, Louisville and Rockport (added since DEIS)
- Reduction in travel time between I-64/US 231 and I-69/US 231
- Increase in labor force with 30-minute access to Jasper, Crane, Washington, French Lick and Bedford (increase measured separately for each city)

Goal 2 – Provide more efficient truck/freight travel in Southern Indiana (core goal)

Performance Measure

- Reduction in truck vehicle hours of travel (VHT) in 12-county Study Area for trips to, from or within the Study Area



Goal 3 – Reduction in localized congestion in Dubois County

Performance Measure

- Levels of reduced congestion at key locations within Jasper and Huntingburg.

1.6.2 Reduce Crashes at Key Locations in Southern Indiana

Goal 4 – Reduce crashes at key locations in Southern Indiana

Performance Measure

- Reduction in annual crash costs at key locations in Southern Indiana⁴

1.6.3 Support Economic Development in Southern Indiana

Goal 5 – Increase Levels of Business Activity within Southern Indiana

Performance Measures

- Increase in regional gross domestic product within county 12-county Study Area
- Increase in total employment within 12-county Study Area
- Increase in employment in high-wage industries within 12-county Study Area
- Increase in employment in high-growth industries within 12-county Study Area

Goal 6 – Increase Personal Economic Well-Being in Southern Indiana

Performance Measure

- Increase in personal income within 12-county Study Area.

1.6.4 Improve Highway Connections to Existing Major Multi-Modal Locations from Southern Indiana

Goal 7 – Increase access to major intermodal centers from Southern Indiana (core goal)

Performance Measures

- Reduction in travel time from Jasper to CSX Avon Yard, Senate Ave. Yard, Tell City River Port, Port of Indiana, Louisville Airport and Indianapolis Airport
- Reduction in travel time from Crane to CSX Avon Yard, Senate Ave. Yard, Tell City River Port, Port of Indiana, Louisville Airport and Indianapolis Airport

⁴ Estimated safety benefits are for all crash types. This includes those involving fatalities, personal injuries and/or property damage.