

## S.5 Performance, Cost and Environmental Analysis

The Long-term plan for INDOT is totally out of step with these economic times and the needs for our state. INDOT is using the argument that \$3 billion dollars is only 5% of their proposed budget for 25 years. The rosy forecast of the INDOT plan was made in 2000, the last year of the longest, largest Boom Economy in this nation's history. Funds predicted in that study have dried up or will dry up. The statistic of only 5% is mathematical trickery of a higher order than the analysis of showing 1 million 1800 times to represent the cost of I-69 in these tough times. (See later in this section.)

The Freight hours charts used in the Evansville to Indy FEIS were based on the work of Professor William Black. The use of the corridor is based on his freight analysis for State of Indiana for the ISTEIA Study. The error in its application here is that most of the freight represented is Southern Indiana Coal transported by train to the Chicago Region. I-69 will not divert this commerce to Michigan by truck as would be required for the economic model forecasted by the I-69 Study. The benefits in freight savings are therefore exaggerated.

When one looks at I-69 drawn over the plat books of the 3C corridor, the largest privately owned single land block is owned by a Robert Graham. It has been reported that in a public meeting for the earlier Evansville to Bloomington highway study that he said the idea for this highway was born in his kitchen with the then Senator Frank O'Bannon. Frank O'Bannon gave J. Brian Nicol the job of "getting I-69 built". INDOT commissioner J. Brian Nicol regarding I-69 has only one interest. Get I-69 on "the preferred route" that has been the route for 12 years.

The state of Indiana must have a say, now. This project cannot be "a done deal". We have no financial choice. To buy what we cannot afford, especially something with hoped for results rather than to fix one of our many real problems is a mistake in the making.

Build it and they will come is the philosophy of INDOT.

The study on several occasions cites the comment of one employee of the Toyota Plant in Princeton, yet ignores the comments of scores of Hoosier experts in their fields of knowledge. Members of our organization have interviewed the top Japanese manager of the Toyota Plant. Our question: "I-69, what do you think?", his response, "I think, US 41 and I-70". A perhaps to be expected response, since his factory currently is located on US 41. This is simply a small

example of how “cherry picking” and selective presentation of data, erodes the public trust and leads to poor decision-making.

In the discussion of Purpose and need, we also wonder why a study by the US chamber of Commerce has not been quoted in the FEIS. We request that this PDF file be accessed and added to the FEIS:

In 2001, the U.S. Department of Commerce – Economic Development Administration surveyed manufacturing companies in distressed areas of Indiana (those below the national average in employment levels or average wage rates).  
[http://www.bmtadvantage.org/eda/EDA\\_Survey.pdf](http://www.bmtadvantage.org/eda/EDA_Survey.pdf)

Only FIVE percent of companies surveyed said that distance to an interstate was a competitive disadvantage for them, and only SIXTEEN percent said that being near an interstate OR major road OR rail was a competitive advantage. The top resource needed for both distressed- and non-distressed-area manufacturers surveyed is help finding skilled labor.

Only where the density of larger manufacturing companies is already fairly high should planners consider making transportation improvements a priority (e.g. along 41-70 and specifically not the mostly rural 3C route).

## Jobs

We are told that NAFTA I-69 will bring jobs to Indiana, especially the "undeveloped" agricultural economies of South West Indiana. Few still believe this.

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Hypertext <[http://www.bmtadvantage.org/eda/EDA\\_Survey.pdf](http://www.bmtadvantage.org/eda/EDA_Survey.pdf)>

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Indiana cannot afford I-69:

See attached the economic analysis of State Senator Lawrence Borst.  
[www.carri69.org/editorial/senator\\_lawrence\\_borst.pdf](http://www.carri69.org/editorial/senator_lawrence_borst.pdf)

The comments of recent United State Budget Director and current Republican Front runner for Indiana Governor Mitch Daniels,

Hypertext:

<[http://www.tribstar.com/display/inn\\_news/news04.txt](http://www.tribstar.com/display/inn_news/news04.txt)>

Daniels: Governor's job to bolster economy

Gubernatorial candidate makes stop in Terre Haute on statewide tour

By Peter Ciancone/ Terre Haute Tribune-Star

Daniels told the group that he wanted to see I-69 built, but the decision made by Gov. Frank O'Bannon in January, naming a controversial route through Washington and Bloomington, was not final.

"It can't be a done deal, because they don't know how to pay for it," he said. Daniels said Indiana has several major transportation projects on the books that all need funds.























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