



## Link 101 – Madison Stegall Responses

To Ms. Kyanna Wheeler,

My name is Madison Stegall, and on behalf of the Stop Link 101 movement I have some respectful questions about the project, that many concerned citizens would like to have answered in written form. Let me start by saying this is a lengthy e-mail, and we all very much appreciate you taking your valuable time to look through it and address our concerns. I'll try to be as concise as possible and keep these very important questions to a bullet point format.

If you would carefully respond to each bullet question in written form, we would be so grateful. As the head of this project, you are a key resource to the public to make sure that all of the negative impacts of this project are seen, not buried. Thank you so much for your time and efforts to represent the people of Southeastern IN.

Question	Response
<p><b>Why is “No Build” not listed on INDOT’s feedback for link 101 form, and why is it formatted to lead people in a certain direction?</b></p> <p>Legally, INDOT is required to list “No build” as an option. There is no place where this is written on the form. There is only a place for “other”. Also, all questions asked on the form say things like: “Where do you want to be connected?” “Which route suits your needs best”. These questions exclude the possibility that we don’t want to be more connected, and no route suits us best and cause people to not answer them. However, if you didn’t answer the form “correctly” The no build comment is put in the back of a comments section, and not put into the tabulated data that is reflected most immediately when INDOT puts out graphs and charts. This is misleading.</p>	<p>The National Environmental Policy Act (NEPA) requires that a No Build alternative be included in the Draft Environmental Document as a baseline for comparison of the alternatives.</p> <p>A number of factors will be considered in identifying alternatives to carry forward during the screening process. These factors can generally be grouped into four categories: (1) ability to meet the purpose and need; (2) impacts and benefits (including property and environmental resources); (3) cost; and (4) input from the public and agencies. The purpose of the referenced questions is to gather input on the factors that should be considered when comparing the Build Alternatives.</p> <p>The No Build alternative will be carried forward throughout the process.</p>
<p><b>Does INDOT have a vested interest in seeing this project pushed through?</b></p> <p>Please understand I’m not accusing you personally, but INDOT as a whole needs to answer this question. The affected people of</p>	<p>There is no vested interest. The study is based on identifying needs and potential solutions for the area. In 2021, Governor Holcomb announced his commitment of \$200 million for the project as part of a package of</p>

<p>this project are getting the feeling (due to the nature of the form), that INDOT wants to see this project realized, instead of being an unbiased organization interested only in the collection of data for a potential project. If it is the 200 million promised by Governor Holcomb, couldn't that money be allocated to INDOT for various other improvement projects throughout the state? Why a highway straight through the center of rural farming community? All of the reasons listed at the information meetings hosted by Parsons make no sense, and have been widely criticized by the constituency.</p>	<p>investments in southern Indiana to better connect communities and enhance commerce.</p> <p>INDOT developed the draft purpose and need based on data collected by the project team and feedback from the public. INDOT is committed to evaluating alternatives to address those needs. Throughout the process, INDOT will review the costs and benefits of the project and consider it in the context of statewide priorities.</p>
<p><b>Who is paying for Parsons to run these meetings?</b></p> <p>We understand that Parsons has been running the town meetings, and while they collect data, they are also in charge of "pitching" this idea to us. They refuse to answer questions, and take no notice of the hundreds of negative comments they receive. Is the taxpayer footing the bill for them? Or are we already using the 200 million in stimulus, allocated to this project?</p>	<p>INDOT selected Parsons as the lead consultant for this project and holds a contract for their services. INDOT oversees all work completed under that contract.</p> <p>Part of the \$200 million allocated to this project is being used for Parson's conducting this study.</p>
<p><b>Has there been a recent appraisal for this project?</b></p> <p>An engineer spoke at one of the public information meetings and suggested that this original estimate from 2018 is wildly inaccurate and the project would likely cost \$500 million plus.</p>	<p>The Preliminary Alternatives Screening Report (expected to be published late this year) will provide preliminary cost estimates for each alternative. As the project progresses and additional details become available, the cost estimates will be updated and refined.</p>
<p><b>Who are the "Key-Stakeholders"?</b></p> <p>On INDOT's informational flyers, there is reference to: "Agencies, the Public, and Key-Stakeholders", as being the parties that have influence over this project. Who are the key stakeholders? They should be the people who own the affected parcels of land along these proposed routes, but that has been labeled as "the public". Corporations and private interest groups shouldn't be able to wipe people off their land for their own gain. That is illegal, and a misuse of eminent domain.</p>	<p>Project stakeholders include all parties with an interest in the project. That includes residents, businesses and their employees, and local governments. The Project Team engages with all these stakeholders through a variety of methods. In addition to public meetings, the project office, the project website, and email/phone communications, the Project Team has formed several committees to serve as resources for feedback. Members of the Community Advisory Committee (CAC) include</p>

representatives from Switzerland, Dearborn, Ripley and Ohio counties, including:

- Emergency medical services
- Schools
- County highway departments
- County tourism departments and chambers of commerce
- Local businesses

The Environmental Justice (EJ) Working Group includes leaders from community organizations that work with low-income or minority populations.

Minutes from previous CAC and EJ meetings can be found on the [Project Documents](#) page and include a list of attendees.