



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**October 13, 2016**

### **Editorial: In search of an infrastructure solution**

News-Sentinel  
10/13/16

Indiana has stumbled along too long taking care of its infrastructure piecemeal, and it shows on our roads, streets and bridges. Legislators have appropriately made finding a long-term solution a top priority in the coming session of the General Assembly. They should stay determined and not close the session without approving a plan. One reality they must deal with in adopting a plan is the diminishing value of a gasoline tax. Cars are becoming more fuel-efficient all the time, so funding from that tax will cover fewer and fewer of the states infrastructure needs. And increasing existing taxes always meets with great resistance in this state, so lawmakers will have to start thinking creatively. There are a couple of avenues they might consider exploring. One is a mileage tax that charges drivers for the distance they drive rather than the fuel they use to drive it. It's the same user-fee principle as the gas tax — the people who use the roads the most pay the most. People have hated this idea in the past because of its Big Brotherish potential — the notion that if the government knows how much you drive, it will sooner later want to know where you've been going. But most cars today have GPS as a standard feature, so drivers will get gradually more comfortable with the idea that their locations are not exactly secret. The other is public-private partnerships (PPP or P3), which Gov. Mitch Daniels used so creatively for fund Major Moves. He was rightly criticized for leasing the toll road so far out at 75 years, but he certainly put the money to good use. There are several ways a P3 can be constructed. Sometimes the private entity bears all the costs. Sometimes the cost of providing a service is borne in part by the government. <http://www.news-sentinel.com/opinion/Editorial--In-search-of-an-infrastructure-solution>

### **City awards contract for State Street**

The Republic  
Julie McClure  
10/12/16

Force Construction of Columbus has received the contract to perform work on the first phase of the State Street revitalization project. Columbus Board of Works members approved a contract with Force on Tuesday, agreeing to pay the company \$2,112,457 for the work, which includes improvements to the Haw Creek bridge leading into the intersection of Second, Third and State streets and Central Avenue. Force's bid for the project was \$43,043 less than the lone other bid submitted by Milestone Contractors Inc., also of Columbus. The project calls for the existing pedestrian zone on the north side of the bridge to be widened from 5 feet to 10 feet, and the existing sidewalk on the south side to be widened from 4 feet to 6 feet, Heather Pope, Columbus redevelopment director, said in an earlier interview. New barriers and railings will be installed to

protect pedestrians and cyclists, including a 54-inch cable railing system along the bridge's border with the water. Aesthetics include gear-shaped gateway nodes on either side of the bridge, as well as lighting fixtures along the pedestrian pathways. The city is working with the Indiana Department of Transportation, which is planning a paving project near the bridge work, which will be done at the same time. Work on the project is expected to be completed by May, according to the contract agreement. In June, the Columbus Redevelopment Commission unanimously approved spending nearly \$2.2 million on the first phase of the State Street revitalization project.

[http://www.therepublic.com/2016/10/13/city\\_awards\\_contract\\_for\\_state\\_street/](http://www.therepublic.com/2016/10/13/city_awards_contract_for_state_street/)

### **\$210M upgrade of South Shore Railroad planned**

South Bend Tribune

Stan Maddux

10/12/16

MICHIGAN CITY — The public still has time to comment on an estimated \$210 million upgrade of the South Shore commuter train line designed to sharply reduce travel times to Chicago and improve safety. The formal public comment period is scheduled to run through Oct. 24, according to the Northern Indiana Commuter Transportation District, the operators of the railroad. Input can be submitted to [DoubleTrackNWI@nicted.com](mailto:DoubleTrackNWI@nicted.com) or mailed to South Shore Line, Attn: Double Track NWI, 33 East U.S. Highway 12, Chesterton, IN 46304. Much of the plan focuses on having a second track the entire distance from Michigan City to Gary, and moving tracks now running in the middle of 10th and 11th streets in Michigan City beside the pavement. According to NICTD officials, the changes would mean travel times to Chicago from Michigan City would drop from 1 hour 40 minutes to just over an hour. Delays caused by trains on the single track having to pull over to allow oncoming trains to pass and backups caused by mechanical breakdowns on a single track would be eliminated by having two main lines between the cities, officials said. Trains could also travel at 45 mph through Michigan City — about twice the current speed limit — by not having to venture between two streets. The plan also includes major upgrades at train stations at Miller, Portage/Ogden Dunes, Dune Park, Beverly Shores and the 11th Street station at Michigan City along with new train bridges over the CSX and Norfolk Southern rail lines; Hobart Road and the ArcelorMittal main west entrance in Burns Harbor.

[http://www.southbendtribune.com/news/local/m-upgrade-of-south-shore-railroad-planned/article\\_95ff9a4f-37b6-5920-84f2-c936986f444a.html](http://www.southbendtribune.com/news/local/m-upgrade-of-south-shore-railroad-planned/article_95ff9a4f-37b6-5920-84f2-c936986f444a.html)

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