



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 29, 2014

GUEST COMMENTARY: Intermodal solutions to Indiana's infrastructure woes

NWI Times
Jeff Quyle
5/28/14

Now is a good time to contemplate the difficult job county governments and others face in maintaining and enhancing our transportation infrastructure here in Indiana and nationally. The current federal act for infrastructure funding, called MAP 21, is set to expire on Sept. 30. It is critical for economic development, public safety and the quality of local communities that Congress finds a way to increase funding for all modes of transportation. Local governments face severe limits on what we can do to support our infrastructure. While we are expected to maintain a larger share of the roadway system than state or federal governments, we have the most restrictions on the funds we can rely on to handle the increasing loads that our roads carry. Fortunately, there are ways besides additional funding that we can look to as solutions to the threats to the quality of our local pavements. One such alternative is through greater use of intermodal transportation, especially of freight and heavy loads. Intermodal means we ship goods on different vehicles for different parts of trips the goods take. One particularly bright spot in Indiana and across the nation is the high level of investment we see in the privately owned freight rail network. Right here in our state, intermodal activity can succeed because of private capital spending on rail like CSX's \$48.3 million investment near Indianapolis and Evansville or Canadian National's \$58 million intermodal terminals in Indianapolis to help freight bypass congested Chicago. The terminal represents a multi-million-dollar investment by Indiana Rail Road Co. and CN to serve Indiana shippers who move goods to and from Asia.

http://www.nwitimes.com/news/opinion/columnists/guest-commentary/guest-commentary-intermodal-solutions-to-indiana-s-infrastructure-woes/article_b928b85e-401d-5757-a4e5-5e247a6ca94d.html

The Future of Northern Indiana Rail Outlined in 20-Year Strategic Plan by RDA, NICTD

LaPorte County Life
Brett Fuller
5/28/14

A plan was released today by the Northwest Indiana Regional Development Authority (RDA) and the Northern Indiana Commuter Transportation District (NICTD) that set out to reshape the Northwest Indiana economy by strengthening the infrastructure of commuter rail in the area and allowing more access to and from Chicago. "This draft of our strategic business plan for the next 20 years is to make it the best return on investment for the taxpayers and for the partnerships, federal and so on, across the board," stated Bill Hanna President and CEO of the Northwest Indiana RDA. The joint RDA/NITCD Strategic Plan provides a blueprint for the future of the South Shore Line's next 20 years and included investments that will be set whether or not the West

Lake Corridor project continues. That said, the focus of the meeting was largely on the funding of the proposed West Lake Corridor, which is still in the process of being fully funded. Hanna explained the number of train outlets throughout the northern and western suburbs of Chicago, a “spider web” of rail compared to Northwest Indiana, provides a greater opportunity for young professionals who want the high-paying jobs in downtown Chicago but maybe a different quality of life that living the city. When the back-and-forth was finished, Harley Snyder, Governor’s Appointee and Vice-Chairman of the RDA Board, summed up the initiative nicely. “If you think about it in terms of the infrastructure we all enjoy and utilize in Northwest Indiana today, unless we do something to improve that tomorrow, it won’t be here for those who follow us. Somebody paid for what we have today. It’s our obligation, but also our opportunity to do so for those who come tomorrow.”

[LaPorteCountyLife.com | The Future of Northern Indiana Rail Outlined in 20-Year Strategic Plan by RDA, NICTD](#)

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