



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **July 29, 2014**

#### **Speedway to Begin Construction on 'Gateway'**

Inside INdiana Business

7/28/14

Community leaders will join Indianapolis Motor Speedway officials this morning to break ground on a \$15 million roundabout project in the town of Speedway. It is expected to be complete in November and is being billed as a "gateway" to the historic venue. The Town of Speedway, the Speedway Redevelopment Commission and the Indiana Department of Transportation are constructing a roundabout to improve traffic flow and safety at the Main Street, 16th Street and Crawfordsville Road intersection. Over the last eight years, the SRC, the City of Indianapolis, the State of Indiana and the Federal Highways Administration conducted multiple studies on the intersection. Studies conducted include a regional transportation study, a traffic impact study and an environmental assessment study. The current Main Street, 16th Street and Crawfordsville Road intersection is rated an "F" for safety, the most dangerous rating of intersections. In 2012, 49 accidents were reported at the intersection, more than 63 percent of all reported accidents for the year in Speedway. During the next 20 years, the number of vehicles traveling through the intersection is expected to increase with new development in Speedway and in the suburbs to the west, leading to overcrowding at an already congested intersection.

[Speedway to Begin Construction on 'Gateway' - Newsroom - Inside INdiana Business with Gerry Dick](#)

#### **Indiana in the midst of a railroad construction boom**

Indianapolis Star

Vic Ryckaert

7/27/14

Rising fuel costs have spurred a new rail road boom in Central Indiana. Indiana Rail Road, based in Indianapolis, recently rebuilt eight crossings on the Southside and plans to finish two more by August. The Jeffersonville-based Louisville & Indiana Railroad wants to partner with CSX to spend about \$90 million to rebuild 106.5 miles of track from Johnson County to Louisville. Federal regulators were scheduled to approve the plans last year, but asked for another study after some raised concerns about the impact more trains might have on residents, wildlife and the response time for emergency vehicles. The companies still hope to get federal approval later this year. The investment, and potential investment, in local railways reflects a national trend as businesses are looking to cut costs of getting their products to market, said Christian Maslowski, the Greater Greenwood Chamber of Commerce's chief executive officer. "Shipping freight via train has become more cost effective and economical as the price of oil has gone up," Maslowski said. "We have seen an increase in the number of companies asking for properties that have access to rail service." In 2013, trains moved a ton of freight an average of 473 miles on one gallon of fuel, according to the Association of American Railroads. Area rail roads have seen steady growth.

When Indiana Rail Road started in 1986, spokesman Eric Powell said the company moved about 12,000 car loads. This year, Indiana Rail Road trains will move about 170,000 car loads of freight. [Indiana in the midst of a railroad construction boom](#)

### **Weather will delay I-69 completion**

Evansville Courier & Press  
Chelsea Schneider  
7/26/14

INDIANAPOLIS - Construction of the Interstate 69 extension from Crane to Bloomington is behind schedule with the state planning to completely open the section to traffic months later than previously anticipated. The state's construction team on the project does not anticipate opening any portion of the fourth section before the end of this year, Indiana Department of Transportation spokesman Will Wingfield said. An earlier timeline had the 27-mile segment opening by the end of 2014, and then the projected opening was amended to no later than early 2015. Wingfield said unless abnormal weather or something else comes up the state can't anticipate; the plan is to open the section in its entirety by the end of 2015. Yet, weather hasn't been the sole factor affecting the project. Recently, INDOT sued the Monroe County Board of Commissioners after the panel changed the county's noise ordinance to include restrictions the state alleged prohibited work on the stretch at night. A Marion County Superior Court judge granted a temporary injunction blocking the ordinance earlier this month. Wingfield said one winning bid for the project that extended construction into 2015 actually saved the state money. An earlier low bid with a completion date in 2014 had come in above engineering estimates for the project and \$45 million above the contractors the state ultimately chose for a portion of the project.

[Weather will delay I-69 completion - story](#)

### **OUR OPINION: Stop spinning wheels and fund highway system**

South Bend Tribune  
7/25/14

It is important that Congress act quickly to maintain sufficient funding levels in the Highway Trust Fund to pay for necessary highway projects. Indiana receives more than 40 percent of its total state highway and transit funding from the federal government, according to an Indianapolis Business Journal report. That money is used to match Indiana dollars for highway projects. While it seems inevitable Congress will ensure the fund's solvency, it needs to address this problem now. The fund is financed with a per-gallon tax on gasoline. Unless Congress takes action, states could begin to feel the impact of funding cuts by the first week in August -- peak summer driving time. Further delays will only worsen matters. There are several reasons funding levels have not increased in recent years. Higher fuel-efficiency standards mean vehicles use less gas; people are buying more fuel efficient cars; and they're driving less. A story in the Washington Post reports that between 2007-2012 gas use in Indiana dropped 6.34 percent. That translates to less money for road projects. One of the most significant advantages to attracting new businesses and jobs to Michiana is its central location as a transportation hub for delivery of goods and services. Our region relies heavily on a highway system that is able to move products quickly and efficiently. Old and new companies have cited Michiana's central location and a strong highway system as reasons for locating or expanding here. Congress needs to come up with a different funding formula to maintain this country's highway system, because the one communities depend on now for jobs and economic development isn't working.

[OUR OPINION : Stop spinning wheels and fund highway system - South Bend Tribune: Our Opinion](#)

### **Indianapolis pulls future support for Amtrak line**

Indianapolis Business Journal

7/25/14

City officials in Indianapolis have cast the future of an Amtrak passenger line between Indianapolis and Chicago into doubt after deciding not to provide any additional money to subsidize the line. Indianapolis leaders had signed onto a one-year deal last year to provide \$300,000 for the Hoosier State line, which runs four times a week between Indianapolis and Chicago, with stops along the way. But Indiana Department of Transportation official Bob Zier told the Journal and Courier that Indianapolis officials aren't interested in providing any additional money. The city's decision comes after the state announced that a private vendor had been selected to run the line. Indianapolis Department of Public Works spokeswoman Stephanie Wilson said the city might reconsider its decision if that vendor significantly improves service on the line, which is heavily subsidized. Wilson told the IBJ that "subsidizing the preservation of Amtrak's Hoosier State Line is not the best use of Indy's taxpayer dollars in light of the line's current low ridership and inefficiency, as well as the significant repairs needed at Union Station—which accommodates both train and bus traffic." She said only about 319 passengers use the line per week in and out of Indianapolis. That's about 80 per trip, she said. Zier told IBJ that Indianapolis' participation is not a deal-killer. "There are other avenues to follow, and we are going to follow those," he said. He said he's working with legislators, who can help connect INDOT with private-sector funding and who could work in the 2015 General Assembly to provide dedicated funds for the future.

[Indianapolis pulls future support for Amtrak line | 2014-07-25 | Indianapolis Business Journal | IBJ.com](#)

#### **State sells \$244 million in bonds for I-69 segment**

Indianapolis Business Journal

7/25/14

A state agency says it has sold nearly \$244 million in bonds to help pay for construction of the latest segment of Indiana's Interstate 69 extension. The Indiana Finance Authority says the private developer chosen to build the stretch of highway from Bloomington to Martinsville will directly repay the tax-exempt bonds. The agency says I-69 Development Partners is investing more than \$40 million on its own toward the project. The project will upgrade Indiana 37 to interstate standards. It's part of the I-69 extension that will connect Indianapolis and Evansville. Construction could begin this year, with the section expected to open in 2016. The state is paying \$80 million up front and making annual payments to I-69 Development Partners to maintain the highway for 35 years.

[State sells \\$244 million in bonds for I-69 segment | 2014-07-25 | Indianapolis Business Journal | IBJ.com](#)

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