



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 15, 2013

Winnecke: I-69 'Not Complete' Without New Bridge

Inside INdiana Business

Andy Ober

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At a news conference today, Evansville Mayor Lloyd Winnecke and Henderson Mayor Steve Austin announced the formation of BridgeLink, a new joint venture between the Chamber of Commerce of Southwestern Indiana and the Henderson-Henderson County Chamber of Commerce. The mission of BridgeLink is to advocate for the building of an Interstate bridge over the Ohio River connecting Interstate 69 from Southwestern Indiana to Northwest Kentucky. Mayor Winnecke said for decades the State of Indiana's focus has been on completing I-69 between Evansville and Indianapolis. After a lot of hard work, planning and perseverance that segment is almost finished and the focus should shift to completing an Interstate bridge. "I-69 from Evansville to Indianapolis is already having a positive impact on the region, and I am very excited about the progress that has been made," Mayor Winnecke said. "But the project is not totally complete. We cannot take full advantage of potential economic development opportunities until an Interstate-69 bridge is built linking Southwest Indiana to Northwest Kentucky. Otherwise, I-69 becomes little more than a cul-de-sac that ends at Evansville." Mayor Austin said when complete I-69 will extend from the Great Lakes to the Gulf of Mexico, connecting shipping ports in Canada to ports along the Texas Gulf Coast. The Tri-State region, anchored by Henderson and Evansville, will be the mid-point on the new major north-south transportation route. "Shipping times in our area are currently insufficient due in part to a lack of turning and passing lanes, multiple railroad crossings and traffic signals," Mayor Austin said. "Without direct Interstate shipping routes and connections our area is handicap when it comes to economic development possibilities." Austin said we only have to look to our Kentucky neighbors in Bowling Green with Interstate-65 and Paducah with Interstate-24 to see tangible economic growth and employment that can result from a complete and connected Interstate transportation network.

[Winnecke: I-69 'Not Complete' Without New Bridge - Newsroom - Inside INdiana Business with Gerry Dick](#)

Future Of Hoosier State Line To Be Decided On This Week

Indiana Public Media

Brandon Smith

10/14/13

An Indiana transportation official says a short-term deal to keep the Hoosier State passenger train line running is still possible before funding runs out this week. But many details of the agreement are yet to be determined. Congress decided in 2008 to cut off federal funding for passenger lines in more than a dozen states. Indiana is the only state in the region that hasn't reached an agreement with Amtrak. Funding is expected to run out October 16 and officials are working on a

short-term agreement that will keep the line running while long-term negotiations continue. Indiana Department of Transportation spokesman Will Wingfield says talks are progressing but points out they are complex. "You know, there are still some hurdles for us to cross just due to the fact that we have Amtrak and INDOT and local communities involved and we're working to move everybody together in the same direction," Wingfield says. Wingfield says it's too early to say where state money would come from to help pay for the agreement and adds they haven't nailed down how long any deal would last. And he says he doesn't know what Amtrak will do with the line if a deal can't be reached by Wednesday. "At times in the past they've told us that as long as we're in good faith negotiations they would not terminate service but that's really for them to say." When asked if the line will shut down if a deal is not reached by October 16th, Amtrak spokesman Marc Magliari said "that's probably not untrue."

[Future Of Hoosier State Line To Be Decided On This Week | News - Indiana Public Media](#)

Cumberland extension ahead of schedule, unaffected by shutdown

Journal and Courier

Ron Wilkins

10/14/13

The new Cumberland Avenue extension cuts through fields northwest of West Lafayette, but even if it looks nearly complete, it's not quite ready for traffic. Opal Kuhl, executive director of the Tippecanoe County Highway Department, said most of the base and intermediate layers of pavement are complete, but the surface layer, which will be the last layer, is not down yet. "You hate to tell people that you're this far ahead of schedule because you jinx it," she joked. The project is scheduled to be completed at the end of April. "If everything falls into place, we might be able to get the bulk of the work done this year." When completed, the extension will connect to Klondike Road in the west, intersect the new U.S. 231 and link up to U.S. 52 in the east. Cumberland Avenue already stretches from Walmart, just west of U.S. 52, to Soldiers Home Road. The Cumberland Avenue extension project, which receives 80 percent of its funding from federal highway grant money, is about two-thirds completed, Kuhl said, citing a report this week from the INDOT administrator. The remaining 20 percent is paid from county coffers. The federal government shutdown will have no effect on the project. Sallie Fahey, executive director for the Tippecanoe County Area Plan Commission, said, "Federal highway emailed us last week that in Indiana, they're still working. I suppose, if they don't work, we couldn't process what's called obligations, or move it from federal to state funds." Once a project is bid, the funds are transferred to the control of the Indiana Department of Transportation, which administers the money and reports back to the federal agency. The project money was transferred to INDOT's control months ago.

[Cumberland extension ahead of schedule, unaffected by shutdown | Journal and Courier | jconline.com](#)

Tea party targets mass transit plans

The Daily News Journal

Rick Callahan

10/11/13

INDIANAPOLIS — Tea party activists who are among the harshest critics of a proposal to boost central Indiana's mass transit offerings told a legislative committee Oct. 3 that they oppose any tax increases to pay for expanding local bus service or a possible light rail line in the heavily populated region. Two suburban Indianapolis business officials, meanwhile, told the panel that expanding mass transit would make the region more attractive to young professionals and help spur development. In April, Indiana lawmakers delayed action on a bill that would have allowed voters in 10 central Indiana counties to decide whether to increase local income taxes to fund the proposed \$1.3 billion plan. The Legislature instead turned the issue over to a committee to study and report back its findings. Don Bauder, the president of the Tea Party of Hamilton County, told

that committee that central Indiana's tax burden is already too high and another tax increase isn't wanted. "We are tapped out," he told the panel. "That \$1.3 billion isn't available. That's my money — that's your money." Bauder also said private enterprise, not taxpayers, should pay for any mass transit expansion and that the Indianapolis area's existing bus services hasn't stifled its economic development.

[Tea party targets mass transit plans | The Daily News Journal | dnj.com](#)

INDOT meets on 16th Street Extension

Rushville Republican

10/11/13

RUSHVILLE - The Indiana Department of Transportation met with utility companies, Rushville and Rush County officials and Milestone Contractors to discuss construction of the west-end extension of 16th Street to Spencer Street (at C.R. 100 North). The pre-construction meeting for this \$1.9 million Local Public Agency project sponsored by the City of Rushville was convened at INDOT's Greenfield District facility this afternoon (OCT. 3). The 16th Street extension includes three-quarters of a mile of brand-new roadway with new sanitary and storm sewers, ADA-complaint sidewalks, curbs and gutters. Milestone hopes to start clearing the construction area as early as next week. Once cleared and staked, utility companies will begin relocating their services. Excavation for sewer mainlines should soon follow. LPA projects are funded by the Federal Highway Administration (80 percent) and the sponsoring local agency (20 percent). INDOT administers federal monies and assures compliance with regulations and requirements.

[INDOT meets on 16th Street Extension » News » Rushville Republican](#)

Pence Appoints Transportation Panel Co-Chairs

Inside INdiana Business

10/10/13

Indianapolis, IN – At the 2013 Indiana Logistics Summit, Governor Mike Pence today announced the assembly of a Blue Ribbon Panel to plan the next generation of transportation infrastructure in Indiana. "We know that our transportation infrastructure provides Indiana with a dynamic advantage over other states," said Pence. "With the expertise and recommendations of this Blue Ribbon Panel, Indiana will keep its finger on the pulse of infrastructure innovation and strive to provide businesses and Hoosiers with the most efficient transportation system available," said Governor Pence. Governor Pence also discussed three guiding principles for transportation infrastructure, which include: taking care of what we have; finishing what we start; and planning for the future. The Panel, a priority objective in Pence's Roadmap for Indiana, will review projects related to all four modes of transportation: water, air, road and rail. Based on a set of metrics they will develop, the Panel will identify a list of priority projects over the course of the next ten years. For the longer term, the group will explore and monitor innovations in transportation infrastructure to keep Indiana on the cutting edge. Lt. Governor Sue Ellspermann and Cathy Langham, President of Langham Logistics, will co-chair the Panel. Additional members of the Panel will be announced in the coming weeks.

[Pence Appoints Transportation Panel Co-Chairs - Newsroom - Inside INdiana Business with Gerry Dick](#)