



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 12, 2013

New U.S. 31 bypass around Kokomo nears opening

Indianapolis Business Journal
11/11/13

Indiana highway officials are expecting to open the new U.S. 31 bypass around Kokomo before Thanksgiving Day. The opening of the new 13-mile stretch around Kokomo's east side will be a key step in the state's project to upgrade the most-congested sections of U.S. 31 between Indianapolis and South Bend. A date hasn't yet been set for the bypass opening, which the Kokomo Tribune reports will allow drivers to avoid 15 traffic signals on the highway's current route through the city. Construction of the bypass began in 2008. A new 20-mile stretch of U.S. 31 south of South Bend is expected to open late next year. Work also is ongoing on building interchanges and other upgrades to the highway through the northern Indianapolis suburbs of Carmel and Westfield. [New U.S. 31 bypass around Kokomo nears opening | 2013-11-11 | Indianapolis Business Journal | IBJ.com](#)

What's best for work on Charlestown Pike in Jeffersonville?

News and Tribune
Braden Lammers
11/10/13

JEFFERSONVILLE — It's likely to become a question for neighbors — deal with construction for four to six weeks or have five days of nonstop roadwork outside their windows. The option is expected to be presented to neighbors of the Woehrle Youth Athletic Complex. Matt Gullo, with Kovert Hawkins, presented the options to the Parks Authority earlier this week to reconstruct Charlestown Pike. As part of the project to construct the Woehrle complex, road improvements include: Installing 100-foot turn lanes on Charlestown Pike in both directions into the complex and adding a left turn lane off of Charlestown Pike into Creekstone Ridge; plans to move the main entrance to the park to line up with Silver Slate Drive; flattening out a rise in the road to improve sightlines. The estimated cost for the road work was \$500,000. Gullo said while there is no difference in cost, the two options proposed were: Shut down the road for five days, allowing the contractor to work 24-hours-a-day to complete the road project; or follow a more traditional road construction plan, with lane restrictions, but not closing down the road for four to six weeks. [What's best for work on Charlestown Pike in Jeffersonville? » Recent Local News » News and Tribune](#)

Details emerge on Indiana rail contract with Amtrak

Journal and Courier
Chris Morisse Vizza

11/8/13

The Indiana Department of Transportation has posted online a signed copy of its agreement with Amtrak to fund the Hoosier State passenger rail service between Indianapolis and Chicago. But local government leaders said they still have not seen the actual amounts their individual entities will pay each month. Lafayette, West Lafayette, Tippecanoe County, the state and other communities served by the line agreed last month to pay the annual operating cost of \$2.7 million after the federal government stopped funding Amtrak routes shorter than 750 miles. The 196-mile Hoosier State carried 36,768 passengers in fiscal year 2013 and generated \$892,553 in ticket revenue, according to Amtrak. Lafayette Mayor Tony Roswarski, West Lafayette Mayor John Dennis and Tippecanoe County Commissioner Tom Murtaugh said they expect to see the contract before Thanksgiving. "Troy Woodruff put out an email this week that we should have them in the next couple weeks," Roswarski said, referring to the INDOT chief of staff. In the meantime, local leaders are moving forward based on the dollar amounts they previously committed to pay INDOT for continuing the four-day-a-week Hoosier State. "Tippecanoe County will be participating up to \$25,000 per month," Murtaugh said. "No payment has been paid or will (be paid) until that contract is reviewed." [Details emerge on Indiana rail contract with Amtrak | Journal and Courier | jconline.com](#)

Mass transit supporters rally today at Indiana Statehouse

Indianapolis Star

Chris Sikich

11/7/13

About 50 business leaders, community advocates and clergy members rallied today at the Statehouse to urge the Indiana General Assembly to move forward with plans to fund an expansion of mass transit in Central Indiana. The Rev. Carey Grady of Bethel AME Church said the group plans to keep the pressure on lawmakers through the 2014 legislative session. Transit, he said, is a grave concern for members of the 17 different faiths represented at the event. The issue, Grady said, goes beyond traditional arguments that mass transit reduces traffic congestion, boosts economic development and eases commutes. Grady said many hard-working Hoosiers simply don't have access to open jobs. Time and time again, Grady said, members of his congregation and others have to turn down work due to lack of transportation. He promised to shed light on their plight. "We are the moral voice in this struggle," Grady said. "We represent a wonderful range and demographic of people." The Indianapolis Congregation Action Network, known as IndyCAN, a grassroots organization advocating for low- and moderate-income people in Marion County, is leading the effort. The group launched a strategy today to keep the pressure on as the mass-transit issue is debated in the 2014 legislative session. [Mass transit supporters rally today at Indiana Statehouse | Indianapolis Star | indystar.com](#)

Dyer balks at Amtrak route subsidy

NWI Times

Keith Benman

11/7/13

Dyer has ended up as the lone holdout in the state-led deal to rescue the Hoosier State Amtrak route. Other communities that benefit from the Hoosier State are contributing combinations of money and services to keep the service running, according to the Indiana Department of Transportation. That includes Rensselaer, whose train stop has the fewest passengers of any of the five Indiana stops. INDOT requested Dyer contribute \$5,000 per month to help keep the Hoosier State running, but the town declined, Town Manager Rick Eberly said. "We just don't have the ridership to justify those kind of dollars," Eberly said. Dyer provides care taking services for the train platform and shelter at 913 Sheffield Ave. and performs upkeep and minor repairs under an existing contract with Amtrak. According to Amtrak statistics, 2,934 passengers got on

and off trains in fiscal year 2013 at the Dyer platform. The Hoosier State, which runs four days per week, and The Cardinal, which runs three days per week, will continue to stop to board and let passengers off at the Dyer platform, according to Amtrak. In early October, INDOT inked a deal with Amtrak to provide a \$2.7 million subsidy for the Hoosier State to keep it running for one more year. The deal includes an option to continue the subsidy and the train service for four more months after that. Congress decided in 2008 to end federal support for Amtrak routes shorter than 750 miles. The Hoosier State travels 196 miles between Indianapolis and Chicago. [Dyer balks at Amtrak route subsidy](#) Also, [Indiana town balks at funding Amtrak line | 2013-11-08 | Indianapolis Business Journal | IBJ.com](#)

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