



BUILD INDIANA COUNCIL

Infrastructure Media Summary

March 26, 2013

South Shore study on track to governor

Northwest Indiana Times
Dan Carden
3/26/2013

INDIANAPOLIS | State lawmakers would be required to examine the future of the South Shore Line and its operating board under legislation approved Monday by the Indiana Senate. House Bill 1450, which now goes to the governor, obligates the General Assembly's transportation study committee meeting this summer to take an in-depth look at South Shore funding and potential expansion into south Lake County. The panel also would review the board membership of the Northern Indiana Commuter Transportation District. State Rep. Mara Candelaria Reardon, D-Munster, initially proposed giving Lake County a majority on the NICTD board since Lake County residents make up the majority of South Shore riders. However, she agreed to replace that legislation with a study committee to better analyze the economic benefits of transit-oriented development throughout the region. "I have long had concerns about the future of the South Shore, along with expansion to Munster and beyond," Candelaria Reardon said. "It is my hope that further study and additional representation will help our community reach its potential." State Sen. Ed Charbonneau, R-Valparaiso, sponsored the measure in the Senate, where it passed 45-1. It cleared the House 87-3 on Feb. 19. The Senate on Monday also voted 46-0 for House Bill 1310, allowing a locomotive to continue operating if its bell, but not its whistle, stops working during the course of the day.

http://www.nwitimes.com/news/local/govt-and-politics/south-shore-study-on-track-to-governor/article_ff10b202-9f5b-56e4-8cb0-5c0af86a2cd0.html

Could Indiana cash nix tolls? Councilman pitches plan for Indiana to pay \$560M of Kentucky's bridges funding gap

News and Tribune
Braden Lammers
3/26/2013

CLARKSVILLE - To keep tolls off of the downtown portion of the Ohio River Bridges Project, a business owner and Clarksville town councilman is proposing that Indiana pay for Kentucky's gap in funding construction. While a formal written plan has not been proposed, Paul Fetter, a leader of the No 2 Bridge Tolls group, is basing his idea on an economic impact study released by the Indiana Finance Authority in April that cited a \$78 billion positive impact will result from the construction of the bridges project. He says Indiana should use a portion of the positive impact expected to pay for a \$560 million shortfall on the Interstate 65 corridor - Kentucky's portion of the bridges project. This would mitigate a negative effect on some Jeffersonville and Clarksville businesses that would come from tolling, Fetter said. Indiana is responsible for financing and constructing the east-end portion of the bridges project, which includes building a new east-end

bridge and its approaches, which will connect Interstate 265 in Utica to Prospect, Ky. Kentucky is responsible for financing and constructing a new downtown I-65 bridge, converting the Kennedy Bridge into a southbound span and reconstructing Spaghetti Junction. Sen. Ron Grooms, R-Jeffersonville, was among several local representatives that recently met with Fetter and said the plan has not been ruled out, but it is one that will not be addressed during this two-year budget cycle. With the opening of the bridges project not set until 2016, Grooms said it will not be something addressed in preparing the state's budget. Another issue for the Indiana Department of Transportation is covering other transportation costs. According to a report from the Evansville Courier and Press, the sales tax collected on gasoline in Indiana is worth more than \$500 million per year, but the state spends about \$14.5 billion annually on projects. Grooms said the revenues for INDOT have continually dropped and localities are clamoring for that money to complete basic paving projects. He added that the rate for the gas tax has remained the same for the last eight years, while project costs have continued to increase.

<http://newsandtribune.com/local/x1499312801/Could-Indiana-cash-nix-tolls>

Bill to make highway land deals public dies in Indiana House

Herald Times

3/26/2013

INDIANAPOLIS - Legislation that would have required state highway officials to reveal how much they pay for land they buy to make way for roads has died in the Indiana House. The Indianapolis Star reports the amendment that would have removed a legal provision that makes appraisals and relocation documents secret was defeated by a mostly Republican vote Monday. The Star recently reported Indiana offered \$7 million for property appraised at \$3.3 million for the Interstate 69 project between Evansville and Indianapolis. Gov. Mike Pence last month directed his top ethics officer to investigate the purchase of land owned by Troy Woodruff and his family. Woodruff has said he had no involvement with I-69 land purchases other than a Daviess County parcel he owned with his brother and father.

<http://www.heraldtimesonline.com/stories/2013/03/26/statenews.bill-to-make-highway-land-deals-public-dies-in-indiana-house.sto>

Meeting On US 50 Bypass Project Being Planned

WCSI

3/25/2013

A public hearing regarding the US 50 Bypass project in North Vernon is set to take place in about two to three months from now. Greg Prince, spokesperson for the INDOT office in Seymour, says this will allow for time to refine the design and reduce the impact to several pieces of property located near Deer Creek Road where the bypass will connect to the existing US 50. Last December, INDOT identified Alternative 6D as the preferred alignment for the US 50 North Vernon Bypass. Since that time, INDOT and its consultant team, led by Parsons, have been working on several efforts. They included completing environmental analyses and documentation, refining the alignment to reduce impacts to environmental resources and private property and to reduce construction costs, and meeting with local officials to address specific elements of the project including access within the industrial park and protection of the city's drinking water intake. INDOT anticipates publishing the Environmental Assessment document and holding the public hearing in about two to three months from now. One of the refinements made thus far is where the bypass connects with the existing US 50 at the east end of the project. Previously, the alignment required the reconstruction of US 50 for approximately 2,000 feet east of the Deer Creek Road intersection. The project team has modified the alignment so that the bypass would connect to existing US 50 at or before Deer Creek Road. This change will reduce both construction costs and impacts on several properties located at or near the intersection. Since December, INDOT has also been developing preliminary designs where the bypass crosses County Road 20W. The project team has determined, based on input from community leaders

and our engineering and environmental analyses, that a bridge should carry County Road 20W over the bypass. This approach will maintain connectivity with downtown North Vernon for residents and businesses to the north, without compromising the operation or safety of the bypass.

http://wcsi.whiterivernews.com/templates/localnews_temp.asp?id=6880&storyno=1

West Lafayette, INDOT in talks for hand over of state roads

Journal and Courier

Ron Wilkins

3/24/2013

By the fall, U.S. 231, Indiana 43, Indiana 443 and Indiana 26 will simply - and officially - be known as Northwestern Avenue, River Road, Happy Hollow Road and State Street, respectively. The dual monikers of state highway and locally named roads end when the U.S. 231 bypass opens and Indiana Department of Transportation relinquishes those state highways to West Lafayette's control. That deadline is the reason State Street was reconstructed last summer. It's the reason that Northwestern is being resurfaced this summer. And it's the focus of negotiations between West Lafayette officials and INDOT representatives. Last year, [Lafayette](#) officials finalized an agreement for INDOT to relinquish many of the state highways running through its city limits. Lafayette received state-funded road resurfacing and extra equipment to help with the maintenance. West Lafayette, however, has not yet reached an agreement.

<http://www.jconline.com/article/20130324/NEWS02/303240036/West-Lafayette-INDOT-in-talks-for-hand-over-of-state-roads>

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