



BUILD INDIANA COUNCIL

Infrastructure Media Summary

July 2, 2013

Commuter rail eventual option for Muncie

The Star Press

6/28/13

Legislation concerning public transit in central Indiana raises many questions for Delaware County. How could a bill that deals mainly with Marion and Hamilton counties be on Delaware County's radar? In less than a generation, it could mean more than some realize. Delaware County is on the outside looking in with regional mass transit, and is likely to stay that way for the coming decades. How long can Delaware County wait? According to Ehren Bingaman, the executive director of the Central Indiana Regional Transportation Authority, "Rail transit to Muncie is way, way off in the distance, ... decades away." Even Muncie Action Plan Coordinator Larry Strange admits that commuter rail is absent from his organization's discussions. If Delaware County gets an opportunity to voice its opinion on a commuter rail — a rail based transportation system that is used for longer commutes powered by diesel or electricity — the discussion may stay only as a conversation. A commuter rail system, likely using the already established rail line used by CSX Transportation, would make multiple stops along the way to pick up riders in places such as Anderson, Pendleton, Fortville and Lawrence, according to Bingaman. However, using CSX rail space comes with a lot of implications. According to Bingaman, CSX would want to have an entirely different track set up next to the tracks they use now. CSX would also want to have a concrete wall separating the two tracks, called a temporal separation, to reduce liabilities on its behalf. Even if the state also pays CSX millions of dollars to use its rail lines, the commuter rail service would still be subject to CSX's authority. Marta Moody, the executive director of the Delaware-Muncie Metropolitan Plan Commission, sees the possibility of a commuter rail between Muncie and Indianapolis as a long shot.

[Commuter rail eventual option for Muncie | The Star Press | thestarpress.com](#)

Pence Names Interim INDOT Leader

Inside INdiana Business

6/28/13

Indianapolis, Ind. -- Governor Mike Pence today named Brandye Hendrickson as Interim Commissioner of the Indiana Department of Transportation, effective today. Hendrickson has served as the Deputy Commissioner of the Greenfield District since 2007. Her responsibilities include the management of an annual construction budget of approximately \$250 million and an annual operating budget of \$48 million. Hendrickson oversees a workforce of 535 employees responsible for the planning, design, construction, maintenance and operation of INDOT's transportation infrastructure within the district. "I am confident that Brandye Hendrickson will lead INDOT in this interim period with skill and integrity," said Governor Pence.

[Pence Names Interim INDOT Leader - Newsroom - Inside INdiana Business with Gerry Dick](#)

Upgrade down the line: Major rail project aimed at increasing train traffic between Louisville and Indianapolis

News and Tribune

6/30/13

Thirteen more trains could zip through Johnson County every day going twice as fast as residents are used to if a joint venture between two railroad companies gets federal approval. Two or three trains currently travel the Louisville & Indiana Railroad's tracks on a direct north-south route from Indianapolis to Louisville each day at speeds of up to 25 mph. The rail line runs just east of U.S. 31 through Southport, Greenwood, eastern Whiteland, Franklin, Edinburgh and other Indiana cities and towns until the line ends in Louisville. The Jeffersonville-based railroad has applied for federal approval to partner with a national, publicly traded train transportation company to overhaul the rail line and increase train traffic. If approved this year, construction could begin in 2015. Johnson County officials are concerned that more trains and faster speeds could cause safety problems at road crossings and bring more noise to neighborhoods near the tracks. The upgrades would allow Jacksonville, Fla.-based CSX Transportation to run 13 or more additional trains on the railroad at speeds of 40 mph, with a maximum speed of 49 mph. When and how often the trains run would vary by the day. The railroad's speed limit increases will happen over the course of months and in increments of 5 mph, said Mike Stolzman, president of the Louisville & Indiana Railroad. The trains' speed limits on the line will vary based on curves and the condition of the track, Stolzman said. The railroad companies plan to spend up to \$90 million to replace about 106 miles of old steel rail and a bridge. As part of the project, all railway crossings will be upgraded, and additional safety features could be added as part of that work, officials said. <http://newsandtribune.com/local/x1925315076/Upgrade-down-the-line-Major-rail-project-aimed-at-increasing-train-traffic-between-Louisville-and-Indianapolis>

West Lafayette, INDOT working on agreement for city to take over and maintain several roads

Journal and Courier

6/30/13

The day is rapidly approaching when the state turns over its highway routes inside West Lafayette to the city, but West Side officials have yet to ink the kind of sweetheart deal that Lafayette signed in February 2012. In that agreement, the Indiana Department of Transportation provided Lafayette with equipment — dump trucks, plows, salt spreaders, to name a few items on the list — as well as millions in cash so that Lafayette could finish some road projects on the former state highways. West Lafayette, at this point, does not have an amended accord from the original 1997 agreement. An amendment might increase the city's fleet of trucks, plows or other equipment, much as it did for Lafayette. Yet West Lafayette will soon be responsible for maintenance on River Road, Northwestern Avenue, McCormick Road, Happy Hollow Road, Cherry Lane and State Street using the same inventory of equipment it currently has. Moreover, the city has eight stoplights, but soon it will be responsible for those eight plus 22 more signals along the soon-to-be former state highways, and it does not have the type of bucket trucks needed to repair and maintain the lights. "The agreement is in place that says once (U.S.) 231 is built, you take it over," said Alan Plunkett, deputy INDOT commissioner in the Crawfordsville District, which includes Tippecanoe County. "We're looking at some things. I have been working with the mayor." [West Lafayette, INDOT working on agreement for city to take over and maintain several roads | Journal and Courier | jconline.com](http://www.journalandcourier.com/story/news/2013/06/30/west-lafayette-indot-working-on-agreement-for-city-to-take-over-and-maintain-several-roads/2511111)

Indiana, Illinois officials planning to replace Interstate 64 bridges over Wabash River

The Republic

7/1/13

POSEYVILLE, Indiana — Erosion along the Wabash River has led to highway officials making plans to replace the Interstate 64 bridges linking southern Indiana and Illinois within the next few years. The two bridges are less than 50 years old but that erosion around the bridge piers has accelerated with changes in the river's flow since 1985, the Evansville Courier & Press reported. The problem has grown worse in recent years as currents continue to scour the Illinois side of the bank about 25 miles northwest of Evansville. The Illinois Department of Transportation this year completed \$2.5 million in emergency repairs on the I-64 bridge piers. The estimated \$71 million bridges replacement is included in the Illinois highway department's 2015-2019 projects plan. Illinois and Indiana will share the project cost, with Illinois overseeing the work. Indiana Department of Transportation spokeswoman Cher Elliott said the agency has money budgeted for Indiana's share. A 2005 flood on the Wabash caused a partial collapse of a former railroad bridge that runs parallel to the I-64 bridges. Knight Engineering & Architects of Chicago has been hire to do the design work and engineering for the new spans. Knight officials say the new design might require raising the bridge height to accommodate high flooding events accompanied by heavy debris. [Indiana, Illinois officials planning to replace Interstate 64 bridges over Wabash River](#)

New Indiana laws aim to improve lives

WTHI TV
7/1/13

TERRE HAUTE, Ind. (WTHI) - 300 new laws are now on the Indiana books. But, the most important laws will be those that impact your life directly. 2013's General Assembly wrapped up months ago, but July 1st is an important date because that's when those changes come in. We were curious about what your representatives think will make the biggest impact in your life? So we started with the biggest law that starts on the 1st: the budget. To break it down we spoke with Clyde Kersey, who represents Terre Haute, to find the most effective parts for you. He said the budget added funding for the first time in several years to schools. It also attempts to do something about the nasty roads you travel on a daily basis. "There's about \$315 million going into roads street construction in Indiana," he explained. "And about \$100 million of that will go into local roads." [New Indiana laws aim to improve lives](#)

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