



BUILD INDIANA COUNCIL

Infrastructure Media Summary

July 23, 2013

EDITORIAL: Avoid potholes in Illiana approval process

Doug Ross
NWI Times
7/23/13

Indiana Department of Transportation Deputy Commissioner Bob Alderman's support of the Illiana Expressway is spot-on, but make sure the highway's approval record is spotless. The road needs to be built to relieve congestion on other east-west thoroughfares, including U.S. 30 and the Borman Expressway. Anyone who has fought the congestion on either of those two east-west routes ought to see the wisdom of siphoning truck traffic, especially, onto a new expressway. Truckers also ought to realize it is better to pay a toll and keep rolling than to be stuck in traffic and see profits go up in smoke. "If you look at it from a connectivity, community point of view, I think you will see this project has tremendous value for Northwest Indiana," Alderman told the Northwestern Indiana Regional Planning Commission last week. The Illiana Expressway would stretch from Interstate 65 near Cedar Lake to I-55 near Wilmington, Ill. It is part of the outer loop around the Chicago area envisioned by architect and urban planner Daniel Burnham in his Plan of Chicago more than a century ago. The Illiana offers promise not just for congestion relief but also for air quality improvement, Alderman noted. Planners for the proposed expressway said recently they estimate motorists would spend about 35,700 fewer hours per year on the road in the region if the Illiana is built. The new highway has faced challenges from some environmental groups. Their worries include the effect on the Kankakee River basin. Those concerns must be addressed during the final planning and construction stages. At the same meeting as Alderman's testimony in support of the Illiana Expressway, the commission deferred action on the 2014-17 Transportation Improvement Plan after the disability rights group Everybody Counts pointed out no public hearing on the plan had been held. That's a major goof, fortunately caught before the commission could vote on the plan.

http://www.nwitimes.com/news/opinion/editorial/editorial-avoid-potholes-in-illiana-approval-process/article_95e882af-9a86-59c2-8e60-d0b629770200.html

First of two open houses held on tolling

Braden Lammers
News and Tribune
7/23/13

CLARKSVILLE —Residents again came out to voice their opinions at a meeting to collect public comments on the Ohio River Bridges Project, but few believe anything will change. More than 120 people attended the public open house held to gather comments on the economic impacts of tolling for the bridges project on low-income and minority users. "I don't anticipate that this means anything, ultimately," said Georgetown resident Karen Bassett, who offered her input Monday. "Yes, throughout their entire process they've had their meetings and invited comment, but I just

get the sense on both sides of the river the decision was made and it doesn't really ... matter what we say." The tentative plan for tolling will place electronic tolls on both Interstate 65 bridges — a new northbound bridge being constructed and the existing Kennedy Bridge which will become a southbound-only bridge — and the east-end bridge. The Interstate 64 Sherman Minton Bridge and the Clark Memorial Bridge will remain untolled. Rates for the tolls on the bridges have not been finalized, but Indiana and Kentucky have been operating off of a model that would set tolling figures at \$1 each way for frequent commuters; \$2 per crossing for other passenger vehicles; \$5 each way for panel or box trucks; and \$10 per crossing for semi-trucks. Despite the purpose for the meeting, the bulk of the comments offered up by local residents continue to be centered around concerns that have been brought up since tolling was announced as potentially being part of the project. "It means less discretionary income," Bassett said of tolls on the bridges. "Every single dollar they take out of our pocket on that toll bridge is going to be a dollar not spent locally. And I don't see what they're doing to mitigate the impact to Southern Indiana business."
<http://newsandtribune.com/local/x541279771/First-of-two-open-houses-held-on-tolling>

INDOT sets standard of government at work

Ben Smaltz
Fort Wayne Journal Gazette
7/23/13

The Indiana Department of Transportation, one of our state's largest agencies, manages some of these important resources that can affect the future economy of our state. While Indiana is often referred to as the "Crossroads of America" because of its expansive infrastructure network (most notably the roads and major highways that run through the state), most people do not realize that INDOT also has responsibility over air, rail and water transportation. All of these modes of transportation play a vital role in building Indiana's economy, attracting industry from around the world and bringing jobs to the people of our state. During the 2013 legislative session, I had the privilege of serving on the House Roads and Transportation Committee. In this role, we worked closely with INDOT to address transportation issues facing Hoosiers. I was pleased with what we accomplished and specifically happy that the budget passed by the General Assembly this year provides a 33.5 percent increase in motor vehicle highway account funding for state and local roads. That's an additional \$215 million per year that will be implemented statewide, with \$1.8 million of that benefiting our community. It is impossible to travel through our community without seeing much-needed maintenance being undertaken by state, county and municipal agencies.
[INDOT sets standard of government at work | The Journal Gazette](#)

States Seek Input on Ohio River Bridges Toll Plan

Inside INdiana Business
7/18/13

LOUISVILLE— If you have opinions about lessening the impacts of bridge tolls on low-income and minority populations, the Ohio River Bridges Project wants to hear from you. The Kentucky Transportation Cabinet and Indiana Department of Transportation committed to a more extensive analysis of potential economic impacts of using tolls, which will help pay for the new bridges and highways under construction as part of the Revised Record of Decision from the Federal Highway Administration (FHWA). The Ohio River Bridges Project has published a draft assessment of the economic impacts of tolls on low-income and minority populations, including an evaluation of potential measures to mitigate disproportionate effects. The project is seeking public input on the report and potential mitigation measures through a range of outreach methods, including open house meetings set for July 22 and 23. At the meetings, people will have a chance to learn more about the project, plans for tolling and measures being considered to lessen the impacts of tolling on low-income and minority populations. Display areas will feature information boards, and project representatives will be on hand to talk one-on-one with citizens. Informational videos and handouts will be available. Citizens are encouraged to read the draft report prepared by the

states, DRAFT Assessment of Economic Effects of Tolling and Potential Strategies for Mitigating Effects of Tolling on Low-Income and Minority Populations (DRAFT Report). You can read the DRAFT Report online at www.kyinbridges.com or view a copy at the meeting or public library branches in Louisville, Jeffersonville and Clarksville. Copies have also been distributed to numerous community centers in the area. [States Seek Input on Ohio River Bridges Toll Plan - Newsroom - Inside INdiana Business with Gerry Dick](#)

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