



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 23, 2012

Amtrak services could change on Indiana route

Post-Tribune
10/18/12

Amtrak and the Indiana Department of Transportation are discussing possible funding solutions to keep the Hoosier State train line — between Indianapolis and Chicago — alive beyond October 2013. The line stops along the way at Lafayette, Rensselaer, Crawfordsville and Dyer four times a week. While representatives from some of those stops are trying to build support for keeping the route, Dyer officials aren't sure that the level of ridership makes retaining the route a priority. The potential loss of the route dates back to 2008, when Congress passed a new Amtrak charter. The charter required that federal funding could not be the sole source for operating routes of less than 750 miles. If the state does not decide to contribute funding to the route by next fall, the Dyer station would still be serviced by the Cardinal line, a route between Chicago and New York that operates three days a week. Amtrak spokesman Marc Magliari said both parties have communicated over the phone and by email and the state was sent workbooks with operating costs in June. The parties will meet in person in the next few weeks. "October 2013 is quite a ways from now," Magliari said. "It's not a done deal." Magliari said the cost of providing the service could vary, depending on what kind of service they want and who will operate it. [Amtrak services could change on Indiana route - Post-Tribune](#)

NWI transit woes due to lack of funding

NWI Times
10/21/12

And they say it's not difficult to figure out why the wheels came off the Northwest Indiana Regional Bus Authority's easygo Lake Transit bus service in June. "Having a local source of funding is absolutely paramount to operating a local transit system," Phillips said. "You simply cannot operate without it." When funding from the Northwest Indiana Regional Development Authority dried up and no local government stepped forward with support, it was obvious the project was doomed, Phillips said. Forte said the biggest problem facing Northwest Indiana mass transit today is the same as it was in 2007, when he left his job at Gary Public Transportation Corp. for bigger challenges. "It's the same issue they have now," Forte said. "It's the lack of local funding." Both Phillips and Forte said they believe a consolidated regional mass transit system remains in Northwest Indiana's future. There is no reason Northwest Indiana transit can't function like the much larger system in the Chicago area, where the Regional Transportation Authority oversees Chicago Transit Authority buses, PACE suburban buses and Metra trains, Forte said. "I think ultimately consolidation is the way to go," Forte said. "And if you look at GPTC, they have the bus assets you would need." Phillips said he still believes in the vision of a consolidated mass transit system that has been laid out by leaders in the movement like former RBA Chairman Dennis Rittenmeyer. "The question is not: 'Do people in Northwest Indiana need a high-quality transit system?'" Phillips said. "The question is: 'What should that system look like?'" [NWI transit](#)

[woes due to lack of funding](#)

Good roads cost money

South Bend Tribune

10/21/12

If you are new to Indiana, there are mysteries you need to understand. One of those is called Interstate 69, the highway being built between Indianapolis, Bloomington, Crane and Evansville. I-69 now runs from Michigan via Fort Wayne, skirting Marion, Muncie and Anderson, to the northeast corner of Indianapolis. The current construction extends the road to the southwestern part of the state. There is the first mystery. Why do people (particularly those from the Terre Haute region) refer to this project as the Indianapolis-to-Evansville road? The purpose of the road is to increase connectivity between the state's largest city, key resources at Bloomington, Crane and on down to Evansville. Traffic directly from Evansville to Indianapolis is incidental to this larger scope. Opening a major section of the state to contemporary transportation is the chief idea. The idea of running I-69 over I-70 from Indianapolis to Terre Haute and then south on U.S. 41 is the fantasy of a frustrated community. It was a plan that ran counter to good economic development principles. A second mystery is why a persistent faction believes serious environmental damage will be done by I-69. Repeated responsible studies have shown no appreciable deterioration in environmental qualities as a result of I-69. Nonetheless, opposition continues for opposition's sake. [Good roads cost money - South Bend Tribune](#)

Carmel Forum to Explore Mass Transit

Inside INdiana Business

10/22/12

Carmel, Indiana -- Most residents have probably heard by now that Carmel was named #1 best place to live for cities our size. What many residents may not know is that thanks to Mayor Brainard's leadership in sustainability and energy conservation the City of Carmel was recently designated as a Green Community by the Indiana Association of Cities and Towns. However, when you take a closer look to cities with which we compete, Carmel lacks in a very important area that will become more critical as the cost of energy continues to rise. Investing in a robust mass transit system is one of the most important things we can do to build a sustainable community, secure long term economic growth in the Central Indiana region, and help secure America's energy future. But is a mass transit option in Carmel's future? The Carmel Green Initiative invites the community to learn about the benefits of mass transit on Thursday, November 8, 2012 at 7 p.m. at the Carmel Clay Public Library. Kim Irwin, executive director of the Alliance for Health Promotion, Erhen Bingaman, executive director of the Central Indiana Regional Transportation Authority (CIRTA), and Ron Gifford, executive vice president for public policy at the Central Indiana Corporate Partnership, will share a vision for mass transit, how this can be achieved and paid for and how you can participate in a coordinated advocacy effort. During the upcoming legislative session, your state representatives will have an opportunity to pass legislation that would allow you to have a vote on mass transit for our region. [Carmel Forum to Explore Mass Transit - Newsroom - Inside INdiana Business with Gerry Dick](#)

INDOT official calls I-69 project the opportunity of a lifetime at ribbon cutting

Greene County Daily World

10/22/12

SCOTLAND -- A steady stream of Greene County area residents braved cool and wet weather conditions Saturday to help celebrate the near completion of a 69-mile stretch of Interstate 69. There was a variety of activities -- including a 5K run/walk, chalk art contest, a cruise-in car show, K-9 police demonstration, face painting, a clown made balloons for children and others, pedal

tractor pull, tricycle races, emergency and military vehicles on display and a group dance conducted. The local celebration was one of five along the interstate from Evansville to the U.S. 231 junction in Taylor Township. Patrons to the Community Day Celebration were invited to go on a wagon ride or walk on the newly laid interstate surface that is expected to be open to traffic before the end of the year. The highlight of the day was the official ribbon cutting that was carried out by Indiana Department of Transportation Assistant Commissioner Sam Sarvis, who is in charge of the Major Moves roadway program. In his remarks, Sarvis, a Lyons native, said, "I-69 is such a huge project, an unimaginable dream so many years ago that became a reality with the passage of Major Moves legislation. Gov. (Mitch) Daniels had the courage to go ahead and say we're going to take advantage of the opportunities that we have been provided for, not just I-69, but hundreds of projects and rehabilitations adding capacity, safety projects and mobility projects around the state. But none that have the impact on such a broad and under-served part of our state for so long. We are just privileged to be a part of the opportunity to bring this access and bring the opportunity for economic development to improve safety for our kids and our grandkids. There's no better way to say it, this is an opportunity of a lifetime." [Greene County Daily World: Local News: INDOT official calls I-69 project the opportunity of a lifetime at ribbon cutting \(10/22/12\)](#)

INDOT Opens Northwest Indiana Bridge

Inside INdiana Business

10/23/12

GARY, Ind. – The Indiana Department of Transportation (INDOT) has opened the new Martin Luther King Drive Bridge over the Borman Expressway in Lake County. Construction of the \$3.1 million project began in May 2012 after crews demolished the old structure spanning I-80/94. The City of Gary and INDOT worked together to maintain the roadway approaching the bridge from the north and south to spare drivers any traffic delays once the MLK Drive Bridge was complete. "The Indiana Department of Transportation is grateful to Mayor Karen Freeman-Wilson and the City of Gary for their collaboration on this project. We're excited to open this roadway and give drivers safe and efficient access to north and south Lake County," said INDOT LaPorte District Deputy Commissioner Robert Alderman. "Martin Luther King Drive is one of the city's major streets that our residents depend on for convenient travel and access to nearby highways," said Freeman-Wilson. "We extend our sincerest thanks to INDOT and the State of Indiana for partnering with the City of Gary to complete this restoration project so that citizens can resume use of this vital thoroughfare." [INDOT Opens Northwest Indiana Bridge - Newsroom - Inside Indiana Business with Gerry Dick](#)

www.buildindianacouncil.org