



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 1, 2012

Next leg of I-69 project to cost \$100 million more than estimated

Indianapolis Star
10/30/12

Extending I-69 from Bloomington to Martinsville could cost as much as \$545.6 million, state officials said Tuesday, about \$100 million more than the previous high estimate. State officials downplayed the increase contained in a draft environmental impact statement, saying actual construction costs on the first four phases of the I-69 project have come in well below original estimates. "The sections of I-69 just completed cost 25 percent less than estimated at this stage," said Jane Jankowski, Gov. Mitch Daniels' spokeswoman, "and there's no reason to expect anything different" for the Bloomington-to-Martinsville section. But the Indiana Toll Road lease money used to fund the first four phases is either spent or allocated, and no new funding source has been identified, bolstering opponents who want to stop the project in Bloomington. They point out that the last two phases of the project will run through more populated areas between Bloomington and Indianapolis, where land acquisition will cause even more disruption than the first four. Those initial phases penetrated largely rural areas between Evansville and Bloomington. [Next leg of I-69 project to cost \\$100 million more than estimated | Indianapolis Star | indystar.com](#)

Gary mayor has ideas for mass transit

NWI Times
10/30/12

Gary Mayor Karen Freeman-Wilson issued a call Tuesday for more citizen involvement in Northwest Indiana mass transit issues as well as a prescription for how to improve it. "We do need some of those more vocal advocates for public transit to rally behind public officials," Freeman-Wilson said. The mayor also said the recent failed efforts to expand and consolidate bus systems in Northwest Indiana had made one thing very clear to her. "Any regional transportation system has to be built around Gary Public Transportation Corp.," she said. "Not just because I'm mayor of Gary ... but as a practical matter they have the fleet, the expertise, the longevity and they have an existing tax base." Freeman-Wilson spoke after four other panelists at Indiana University Northwest's "Shattering the Silence" forum series described why the effort to regionalize mass transit has failed up to now. Those panelists pointed to a lack of funding as a critical shortcoming, but also to a failure of will often steeped in stereotypes and sometimes racism. "It's no secret many of our communities are divided along racial lines and that goes a long way to explaining why we don't have a regional transportation system," said former Lake County Sheriff Roy Dominguez. He is also a member of the Everybody Counts Board. Dominguez also leveled some of his strongest criticisms at the Northwestern Indiana Regional Planning Commission, which he said should do more to help transit consolidate. Both GPTC General Manager Daryl Lampkins and Lake County Commissioner Roosevelt Allen described some of the failed efforts of the past several years. Panelist Adarya Kelly, an IUN student who is blind and

does not own a car, said recent cutbacks by local bus systems have had a very real effect on her life and the lives of her children. "They should consider their riders," she said. "You can't function in this world if you have to be home by 6:30 p.m. ... There's no way you can be self-sufficient," she said. [Gary mayor has ideas for mass transit](#)

INDOT Releases New I-69 Environmental Impact Statement

Indiana Public Media

10/30/12

The Indiana Department of Transportation has released the latest Draft Environmental Impact Statement (DEIS) for Section 5 of I-69. Section 5, which will run from just south of Bloomington to S.R. 39 near Martinsville, will generally follow the current path of S.R. 37. However, according to INDOT Spokesman Will Wingfield, it is unknown how much of the current road will be kept, as not all of it is up to current interstate specifications. "As we get into design, we'll really start to nail down more of the details of what from the existing state road 37 can be leveraged as we look to upgrade the corridor to Interstate 69 standards," he says. The DEIS looks at potential impacts the road will have on the natural environment, examining rivers, streams, flood plains, and other ecological features. "The DEIS shows that I-69 is both feasible and constructable while minimizing environmental impacts," INDOT Deputy Commissioner Samuel Sarvis said in a statement. "Indiana is a national leader in innovative highway financing and construction, and INDOT is exploring all options to continue delivering this critical project at record speed." The plans are available for the public to view at local public libraries, at the I-69 project office in Bloomington as well as online. Groups opposed to the interstate say the state does not have the finances available to complete Section 5. INDOT is holding a public forum on December 6th, at the Monroe County Fairgrounds beginning at 5:30 p.m. [INDOT Releases New I-69 Environmental Impact Statement | News - Indiana Public Media](#)

Erika D. Smith: Mass transit should have a spot on the priority list, too

Indianapolis Star

10/31/12

I shouldn't laugh, but after months of hearing critics trash the idea of mass transit because it costs too much to build, there's something hilarious about the latest cost estimates for extending I-69. If you haven't heard, finishing the fifth phase of the highway between Bloomington and Martinsville could cost \$500.2 million to \$545.6 million. That's about \$100 million more than the initial estimate, according to an environmental impact statement released this week by the Indiana Department of Transportation. Why the increase? The initial estimate was based on plans drawn up in 2000 — before the economy tanked and before inflation was factored in. And building I-69 from Bloomington to Martinsville wouldn't be the most expensive part of the project. That distinction is reserved for the leg that would run between Martinsville and Indianapolis. Based on INDOT's estimates from 2000, it would cost \$700 million to \$775 million. INDOT, however, hasn't released updated cost figures for that phase of the project. What's more, INDOT doesn't know where it will get funds to pay for all of this construction since money from leasing the Indiana Toll Road is gone. So now what? I expected a bit of outrage from the public — the sort of outrage that, say, the notion of building a rail line from Noblesville into Downtown Indianapolis would incite. Instead, I heard comments about the economic importance to Indiana of completing the interstate. [Erika D. Smith: Mass transit should have a spot on the priority list, too | Indianapolis Star | indystar.com](#)

University of Notre Dame offering to move main road that goes through South Bend campus

Greenfield Daily Reporter

10/31/12

SOUTH BEND, Ind. — The University of Notre Dame has proposed moving a busy road that crosses part of its campus, saying it will fund the construction to improve safety for pedestrians, bicyclists and drivers alike. The proposal shifts Douglas Road further north, away from campus, and joins it to the Indiana Toll Road's entrance and exit road to Indiana 933 on South Bend's north side, university officials announced at a public meeting Tuesday night. The university is offering to pay the full cost of building a new east-west four-lane road with two roundabouts connecting existing roads, as well as 10-foot bike and pedestrian paths along the full length of the new roadway, the South Bend Tribune reported. Notre Dame spokesman Dennis Brown said the university does not have an estimate on the cost of the project yet. The new road would be deeded over to St. Joseph County, which would be responsible for its maintenance. St. Joseph County officials must approve Notre Dame's request to close the section of Douglas Road being replaced. A public hearing is scheduled for Dec. 4, with a vote by the county commissioners possible on Dec. 11. Commissioners President Andy Kostielney said the existing Douglas Road is poorly lit and needs about \$200,000 in work. "It's been on our books to redo for the past two years, but we've not had the funding to take care of it," Kostielney told WNDU-TV. "So this alleviates having to spend those funds and it gives us a much easier to travel road." Doug Marsh, a Notre Dame associate vice president and university architect, said the planned change would make the area safer for drivers, bicyclists and pedestrians. "We think this could be part of the solution," Marsh said. [University of Notre Dame offering to move main road that goes through South Bend campus](#)

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