



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **January 31, 2012**

#### **Transit bill dies in Indiana House committee**

The Indianapolis Star  
1/26/12

The House Ways and Means Committee Chairman Jeff Espich refused to take out “right to work” language in mass transit legislation, and his House committee today voted 11-10 against the bill. But transit advocates still have hope. Ron Gifford, executive director of the Central Indiana Transit Task Force, said he would try to usher the bill in unrelated legislation in about two weeks in a bill that already has passed either the House or Senate. “I’ve done it before on other issues,” he said. “It will be difficult, but I think what we heard today there was strong bipartisan support for the transit plan. It got caught up in collateral issues that had nothing to do with our transit proposal.” Gifford thinks the bill will need votes from Republicans and Democrats to move through the full House and the Senate and has no plans to revive Espich’s right to work language. [Transit bill dies in Indiana House committee | The Indianapolis Star | indystar.com](#) Also, [Mass Transit Proposal Defeated - Indiana News Story - WRTV IndianapolisCentral Indiana mass-transit bill dies in committee | 2012-01-26 | Indianapolis Business Journal | IBJ.com](#),

#### **Residents get first look at proposed South Street improvements and extension**

Greencastle Banner Graphic  
1/27/12

Greencastle residents got their first look at proposed improvements to South Street but it may be a while before they get a second glimpse. The City of Greencastle is working with Bernardin, Lochmueller Associates engineering, Indianapolis, on design work for a project that may not be ready for construction until late 2014. Mayor Sue Murray welcomed some 20 residents to City Hall Thursday night for an open house-type atmosphere where they viewed drawings detailing the proposed improvement areas as well as an extension that would allow South Street to intersect with U.S. 231 between Feld’s Carpet and Casey’s General Store. The proposed upgrades to South Street in the Foxridge area (south of Veterans Highway and east of Boomington Street) will be primarily funded with federal dollars. Planned changes include improving the pavement, adding curbs with a closed storm sewer system and sidewalk construction. [Greencastle Banner-Graphic: Local News: Residents get first look at proposed South Street improvements and extension \(01/27/12\)](#)

#### **INDOT plans public information meeting on Indiana 641 Bypass**

Tribune Star  
1/29/12

TERRE HAUTE — The Indiana Department of Transportation has scheduled a public informational meeting for next month regarding phases III and IV of Indiana 641 Terre Haute

Bypass Project.

Phase III extends from just northeast of Feree Road to east of Riley Road, and phase IV begins east of Riley Road to the Interstate 70 interchange. An open house is set for 5 p.m. Feb. 21, with a presentation at 6 p.m. in the cafeteria of Terre Haute South Vigo High School, 3737 S. Seventh St. The meeting's purpose is to provide the community with updated information regarding the status of the project and to allow the project team an opportunity to meet with project stakeholders. [INDOT plans public information meeting on Indiana 641 Bypass » News » News From Terre Haute, Indiana](#)

### **Our view: U.S. 30 upgrade in Valparaiso is welcome**

Post-Tribune

1/30/12

The city of Valparaiso is making impressive progress on a plan to leave its own signature on U.S. 30.

Mayor Jon Costas touted the project during his recent State of the City speech in which he announced a partnership with the Indiana Department of Transportation that will translate into \$20 million in benefits to the city. "In a broader sense, Route 30 has become our new Main Street," Costas said. "It must better reflect our values and quality of life." That's a tall order for a 5-mile stretch of asphalt that's now dotted with strip malls, a university and a regional airport on its eastern end. City planners envision the dissection of U.S. 30 into eight distinct zones. Signs and monuments would guide visitors to destinations. One zone, for example, would focus on Valparaiso University, which has its main entrance on the highway. Another zone would target Washington Street as the gateway to downtown. INDOT has offered \$2 million in cash and pledged \$18 million in federal funds that will launch the design work and construction. [Our view: U.S. 30 upgrade in Valparaiso is welcome - Post-Tribune](#)

### **Clarksville talks removal of bridge**

#### **Vote on Lewis and Clark project expected Feb. 6**

News and Tribune

1/31/12

CLARKSVILLE — Despite having a signed agreement with the Indiana Department of Transportation, Clarksville leaders may be backing off a road project that removes the Lewis and Clark bridge over Brown's Station Way. A joint meeting of the Clarksville Town Council and the Clarksville Redevelopment Commission was called to discuss how the project would be pursued Monday night. But that discussion of how quickly turned into one about why. "Are we at a point where we are beyond rethinking taking the bridge down," said Town Council President John Gilkey. James K. Ude, planning and production director with the Indiana Department of Transportation Seymour district, responded that backing out of the project now could put at risk the \$4 million the state has put up for the effort. It's an estimated \$5 million project. Clarksville would fund the difference and design costs for an estimated total of \$1.5 million. [Clarksville talks removal of bridge » Clark County » News and Tribune](#)

### **Move past this bump in the road**

The Indianapolis Star

1/31/12

Advocates for mass transit in Central Indiana persist in keeping their hopes up for a simple go-ahead from the Indiana General Assembly. The Super Bowl festivities might help their cause in different ways.

On the plus side, there's the strong business enjoyed by IndyGo's regular buses, park-and-ride shuttles and suburban express coaches, as local folks steer away from driving and parking

Downtown. A potential negative: We await the reaction of out-of-towners, many from the urban Northeast, to the lack of transit infrastructure that no amount of special provisions can disguise. To a legislature that's only a technicality away from permitting a local referendum on the IndyConnect proposal, it's all useful information. Packed buses for a Super Bowl may not be definitive proof of widespread support; but big events are not rare Downtown, and they tend to dramatize a day-to-day weakness in public transportation that is tolerated in no other metropolitan area of this size. [Move past this bump in the road | The Indianapolis Star | indystar.com](#)

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