



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**January 12, 2009**

**STIMULUS WATCH: Billions of stimulus dollars for roads, bridges didn't chop unemployment**  
**WXIN**  
**Bret Blackledge and Matt Apuzzo**  
**1/11/10**

**WASHINGTON (AP) — A federal spending surge of more than \$20 billion for roads and bridges in President Barack Obama's first stimulus has had no effect on local unemployment rates, raising questions about his argument for billions more to address an "urgent need to accelerate job growth." An Associated Press analysis of stimulus spending found that it didn't matter if a lot of money was spent on highways or none at all: Local unemployment rates rose and fell regardless. And the stimulus spending only barely helped the beleaguered construction industry, the analysis showed. With the nation's unemployment rate at 10 percent and expected to rise, Obama wants a second stimulus bill from Congress including billions of additional dollars for roads and bridges — projects the president says are "at the heart of our effort to accelerate job growth." Transportation Secretary Ray LaHood defended the administration's recovery program Monday, writing on his blog that "DOT-administered stimulus spending is the only thing propping up the transportation construction industry."**

**<http://www.fox59.com/business/sns-ap-us-stimulus-unemployment,0,1888433.story>**

**Local lawmakers push for Illiana Expressway revival**  
**The NWI Times**  
**Keith Benman**  
**1/12/10**

**Northwest Indiana legislators are preparing to introduce legislation that would authorize developing the Illiana Expressway as a public-private partnership, clearing the way for the state to search for private investors for the long talked about highway. On Saturday, state Reps. Chet Dobis, D-Merrillville, and Ed Soliday, R-Valparaiso, confirmed legislation concerning the proposed Illiana Expressway will be introduced this session, but both said they could not release details until that is done. The proposed 25-mile expressway would run from Interstate 65 in Indiana west through southern Lake County and on to Interstate 57 in Illinois. The deadline to file legislation in the Indiana House is 2 p.m. today. Dobis is expected to submit the bill. Indiana Gov. Mitch Daniels has proposed developing the road as a public-private partnership from design through operation. In such transactions, private investors put up money for building the road in exchange for the right to collect tolls once it is operating. Four years ago, Daniels engineered the blockbuster 75-year lease of the Indiana Toll Road to ITR Concession Co., a Spanish-Australian partnership, for \$3.8 billion. Building the Illiana Expressway as a public-private enterprise would result**

in no such windfall payment for the state, as the private investors' money would be used to build the tollway. [http://nwitimes.com/news/local/lake/article\\_f0319db1-30a7-5ccd-8166-55b60c50f25a.html](http://nwitimes.com/news/local/lake/article_f0319db1-30a7-5ccd-8166-55b60c50f25a.html)

**Rallying support for rail**  
Fort Wayne Journal Gazette  
1/11/10

Fort Wayne is one of the largest cities in the United States without passenger rail service. Considering the significant social, economic and environmental benefits of rail access, that is a travesty. A group of community activists wants to bring service back and appears to be making some progress. Advocates for rail will update the community on their progress and seek more support at a rally Saturday. Fort Wayne has not had passenger rail service since 1990. The closest connection to passenger service for Fort Wayne residents is 25 miles north, in Waterloo, where there is no train station, no restrooms, little shelter and scant parking. The Northeast Indiana Passenger Rail Association is working with Amtrak and state officials not only to restore passenger rail service to Fort Wayne, but also to develop a high-speed rail link from Cleveland to Chicago that stops in Fort Wayne. <http://www.journalgazette.net/article/20100111/EDIT07/301119998/1021/EDIT>

**Groups Seek More Oversight of I-69 Work**  
WIBC  
1/11/10

The Federal Highway Administration won't increase its oversight of the Interstate 69 extension through southern Indiana despite a request from several local government officials and citizens groups. The Hoosier Environmental Council, Bloomington Mayor Mark Krizan and others asked the federal agency in a letter last month for greater review of the I-69 project because of "rising costs, its considerable and not yet fully disclosed environmental impact and its controversial nature." Construction work is under way on the southernmost segment of the 142-mile extension between Evansville and Indianapolis. State officials have been working to cut costs as the estimated price has risen from the original \$1.3 billion to \$3.1 billion. Robert F. Tally Jr., a division administrator for the Federal Highway Administration, responded in a Dec. 22 letter that the agency takes its oversight responsibilities for the project very seriously. <http://www.wIBC.com/news/Story.aspx?id=1183567>

**2 I-465 overpasses to close Monday**  
The Indianapolis Star  
Gretchen Becker  
1/12/10

Two Far Northside overpasses will close Monday until summer as part of the construction project to widen I-465. The overpasses at Westfield Boulevard and North River Road will close at I-465 so bridges over the interstate can be demolished and reconstructed, said Ashley Hungate, Indiana Department of Transportation spokeswoman. The roads will remain closed until June, and the widened overpasses will then span the larger interstate. <http://www.indystar.com/article/20100112/LOCAL1802/1120393/1001/NEWS>

**Carmel set to get last of state's \$90M for Keystone**  
Melanie Hayes  
1/12/10

**CARMEL -- Carmel Clerk-Treasure Diana Cordray is waiting patiently for the final installment of the money the state is giving the city to rebuild Keystone Parkway, but last week she sent a letter to the Indiana Department of Transportation. The letter works as an invoice, and as a gentle reminder. In 2007, the state and the City of Carmel signed an agreement where the state would pay the city \$90 million to take over Keystone Parkway. The city is using the money to rebuild the roadway's six intersections into roundabout interchanges.**

**<http://www.indystar.com/article/20100112/LOCAL0101/1120384/1150/LOCAL0101>**

#### **A New I-69 Exit In The Works?**

**Indiana's News Center**

**1/12/10**

**FORT WAYNE, IN (Indiana's NewsCenter)-- Could a new exit off I-69 be coming soon just north of Dupont Road? A letter went out to residents December 11th, indicating some survey work would be done in the Autumn Ridge area. We spoke with Indiana Department of Transportation officials today and they told us they were surveying for a "possible project" near where Union Chapel Road and I-69 meet. The rapid growth in the area has left it congested around the Dupont Road exit, and we're told exits are being considered at Union Chapel or Hursh road. Residents of Autumn Ridge have seen survey crews near their homes. Any exit being added at that location would not only impact a number of homes, and the soon to be private Autumn Ridge Golf Course. "my heart sank, I got this sick feeling, I couldn't sleep that night. I thought, ok, we're going to lose our home. There's a highway right behind us, there are homes, everything is developed, we've got this nice golf course, you just don't expect that somebody will move onto your property, especially in this location", said Autumn Ridge resident Barb Johnson" A spokesman for Parkview told Indiana's NewsCenter that Parkview is in favor of adding an additional interchange to the area near Dupont Road. Parkview said an additional exit would ease traffic congestion in the area and improve access to the hospital for patients and emergency vehicles. Parkview expects traffic to increase in the area as more services move to the area. The Parkview Regional Medical Center is scheduled to open in early 2012. According to INDOT, the survey is being done to determine the cost of the project. If the plans move forward a public hearing would be required before construction would begin. <http://www.indianasnewscenter.com/news/business/81240237.html>**

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