



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 25, 2018

Driver-less vehicles are headed your way. How will Indiana cope?

Indianapolis Star
Kaitlin L. Lange
1/25/18

Americans say they aren't ready for self-driving cars, but that future is closer than many realize. Indiana lawmakers are pushing for laws to both oversee and encourage growth of a virtually unregulated sector of automobile manufacturing. Currently Indiana has no laws regarding self-driving vehicles. At the federal level, the National Highway and Transportation Safety Administration approved guidelines for the industry, but little is done to actually regulate the autonomous technology. Gov. Eric Holcomb's goal is to create "an environment that attracts research and economic development" within the autonomous vehicle industry. However, fostering an environment of innovation, while also guaranteeing Hoosier safety is a delicate balance, lawmakers say after months of back and forth with industry leaders. Under House Bill 1341, an autonomous driving task group would have to approve the operation of self-driving cars that don't require a driver in any capacity. The task force would also have the capability to revoke an autonomous vehicle's ability to operate in Indiana if safety issues arise. The House unanimously voted for the legislation Thursday, and the bill will now head to the Senate. Indiana hasn't yet made a name for itself as a hub for autonomous car manufacturers but it could be in a position to grab a swath of the industry due to its large automobile manufacturing presence. Indiana's automotive industry ranks No. 2 among the states in gross domestic product, according to the Indiana Economic Development Corporation. Already the Indiana Department of Transportation has started testing technology that allows data sharing between vehicles and traffic signals on three state highway corridors, and House Bill 1341 would enable the department to study other ways to adapt Indiana's roads. <https://www.indystar.com/story/news/politics/2018/01/25/driver-less-vehicles-headed-your-way-how-indiana-cope/1040159001/>

With hopes of landing Amazon, lawmakers reconsider state ban on light rail in Indianapolis

Indianapolis Star
Tony Cook
1/24/18

With hopes of landing Amazon's second headquarters, Indiana lawmakers are reconsidering a state ban on light rail in Indianapolis. A House panel gave initial approval Wednesday to a measure that would repeal the prohibition on public spending on light rail projects in Marion, Hamilton, Hendricks, Hancock, Johnson, Delaware and Madison counties. Supporters argue that the city needs all mass transit options on the table, especially if it is going to attract major new employers such as Amazon. "Transit is a very major factor for a lot of these major companies that are looking to move here — particularly as we see the Amazon process unfold," said the bill's

author, Rep. Justin Moed, D-Indianapolis. The online retail giant announced last week that Indianapolis was one of 20 finalists for its second North American headquarters. The \$5 billion campus is expected to employ 50,000 workers with average salaries of more than \$100,000 a year. Amazon has said public transit options are an important consideration for the project. The House Roads and Transportation Committee voted 11-1 in favor of the measure, House Bill 1080. Rep. Mike Speedy, R-Indianapolis, was the sole "no" vote. The bill now moves to the full House. It's just the latest example of how the competition to land Amazon's HQ2 project is influencing Indiana's legislative landscape. While supporters of progressive legislation have often cited economic development and business attraction in their pitches, Amazon's highly publicized site selection process has given advocates for any number of proposals a shiny object to dangle in front of lawmakers. And there's some evidence that bills that wouldn't have gained much traction in the past years are now getting hearings and votes. The light rail ban, for example, was just implemented in 2014 as part of a legislative compromise. The law gave Indianapolis and most surrounding counties the ability to raise income taxes for public transit through a ballot initiative. But to get enough votes from the Republican-dominated legislature, fiscal conservatives insisted on the elimination of light rail, fearing that high costs might eventually require a taxpayer bailout. <https://www.indystar.com/story/news/politics/2018/01/24/hopes-landing-amazon-lawmakers-reconsider-state-ban-light-rail-indianapolis/1058922001/>

\$3.8 million going to three Nappanee projects

Goshen News
Denise Fedorow
1/24/18

NAPPANEE — Al Stong and Andrew Robarge of Commonwealth Engineers guided board members through a couple of major project decisions at Monday afternoon's Board of Public Works and Safety meeting. The board acted on the engineering firms' recommendations and awarded the project they're calling the Infrastructure Project, which is divided into three separate but connected divisions. Division A is the new well at the well field and the transmission lines along North Nappanee Street. Commonwealth recommended HRP Construction for the contract at \$1.2 million. Robarge said there were no issues with the bid and it was \$130,000 less than their estimate. Division B is the reconstruction of North Nappanee Street. Beer and Slabaugh was the low bidder with a base bid of \$551,322.95. Robarge said that amount was very close to their estimated \$571,000. He also said it was an Indiana Department of Transportation project and it could be separate, but "We don't want to authorize one without the others as they're too closely tied in," he said Division C is the soccer complex and Phend and Brown bid on the project with a bid of \$2.1 million and 30 days extra time on the project. Stong explained they have an addition for Division C, which will bring it much closer to the \$1.75 million range. They explained they were able to switch some Division C work to Division A because of the proximity but they can't accept the change order yet until the contracts are signed. They recommended the board accept the base bid of \$2.1 million with change order to be executed after the contracts are signed. Division C is locally funded and they are hoping to get State Revolving Funds for Division A. The board authorized the mayor to sign the notice of award and the notice to proceed contingent upon receiving some funding from the State Revolving Fund.

http://www.goshennews.com/news/local_news/million-going-to-three-nappanee-projects/article_93176495-5c2c-5951-b41b-3a8352748d87.html