



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **February 6, 2018**

#### **Indy Moves hosts open houses about transportation future**

WISH-TV

Megan Sanctorum

2/5/18

INDIANAPOLIS (WISH) - Efforts to improve transportation options throughout the city are underway. Some people say improvements are especially important now as Amazon considers central Indiana as a finalist for its second headquarters. A bid by Indianapolis and Fishers for what's called HQ2 is among 20 finalists. A series of public meetings on Indy Moves is underway. One of those open houses was Monday evening on the east side. Indy Moves is a transportation integration plan. "Indy Moves is a plan for how all of our different transportation systems come together, so whether you drive, bike, walk, take the bus, whether you are moving goods around in a truck around the city... how all of those things come together into a comprehensive system," said Brad Beaubien, administrator for long-range planning for the Indianapolis Department of Metropolitan Development. The open houses include maps and informational graphics. The public is asked to look them over and share their thoughts. So far, people have said the focus needs to be on repairing damaged roads and creating more sidewalks. Organizers said those are things that will be important for the future of Indianapolis whether Amazon comes here or not. "Obviously, the ability to get to and from work, to move goods around the city, is a critical consideration for anyone locating, whether it is you locating a house for your family or a major Fortune 500 company choosing where to put a second headquarters," Beaubien said. The meeting Monday was sparsely attended. Organizers are hoping future meetings have a bigger crowd. <http://wishtv.com/2018/02/05/indy-moves-hosts-open-houses-about-transportation-future/>

#### **Indiana lawmakers add checks to agency responsible for I-69 construction 'debacle'**

Indianapolis Star

Kaitlin L. Lange

2/5/18

Lawmakers are trying to add checks to a process that led to the nearly two-year delay of I-69 construction and a subsequent failed public-private partnership. The House unanimously approved House Bill 1374 on Monday, which would require the Indiana Finance Authority to only choose companies that have completed similar projects in North America during the past two years, when entering into a public-private partnership. The bill now heads to the Senate for a vote. IFA is the state agency responsible for overseeing public-private partnerships, including the 21-mile stretch of I-69 from Bloomington to Martinsville approved under former Gov. Mike Pence. After the state took back over the project, lawmakers questioned how effectively the IFA evaluated the winning bid. This 246-page bill outlining changes in how IFA operates and works with public-private partners shows lawmakers' increasing scrutiny of such arrangements. The new requirements under the bill would have prevented the state from entering into a contract with

I-69 Development Partners, whose majority owner Isolux Corsan had completed no roadwork in the United States prior to the I-69 construction. The bill also would require IFA to consider any affiliates of the company chosen to complete the project and adds two legislative, non-voting members to IFA. "IFA is one of those agencies that we don't tend to pay very much attention to, but it has a lot of power and a lot of impact and I don't think it's always done the best job," said Rep. Matt Pierce, D-Bloomington. An IndyStar investigation found that there were a number of red flags IFA missed when vetting I-69 Development Partners and in the early days of construction: For example, the group bid \$325 million - about \$73 million less than the closest competing bid and \$22 million less than the state's own cost estimate, the consortium had no road-building experience in the U.S. and one major subcontractor was replaced after the contract was signed when it refused to lower its price. Just four months into construction, one of the subcontractors issued a notice of default to Isolux for not paying for work on time.

<https://www.indystar.com/story/news/politics/2018/02/05/indiana-lawmakers-add-checks-agency-responsible-69-construction-debacle/307317002/>

### **Commission debates funding for CSX railroad crossing**

Banner Graphic

Eric Bernsee

2/3/18

The City of Greencastle has been working on the railroad all right, but unlike the lyrics to the old song, it's not been to "just pass the time away." With much of the South Jackson Street rehabilitation project completed this past fall, work on the actual CSX railroad crossing south of the bowling alley was expected to come next once the weather cooperates. However, that was before new engineering estimates on the work came in about \$170,000 more than what had been originally estimated and budgeted by the city as its portion of the railroad crossing project, the Greencastle Redevelopment Commission learned at its recent meeting at City Hall. "Much to our consternation," Mayor Bill Dory assured in noting that he has proposed that CSX assist in the increased funding of the project but has not yet heard back from the railroad. "Communication hasn't been great from CSX," the mayor told commission members, "but it's not an adversarial relationship by any means." Dory told Redevelopment Commission members Erika Gilmore, Drew Brattain, Gwen Morris and Gary Lemon (Lottie Barcus was absent) that the city basically has four options in regard to the crossing. For one, he said, the city could complete its scheduled South Jackson Street roadwork but do nothing to the crossing, leaving it as is and essentially leaving the upgrade work to CSX. Secondly, the city could advise CSX that it only has available the original funds it previously budgeted (a number not to be disclosed here as to potentially affect the construction bidding process adversely) and that the remainder of the project cost (an estimated \$170,000) would be up to CSX to provide.

<http://www.bannergraphic.com/story/2482027.html>

### **KENNEDY: When opportunity knocks**

Indianapolis Business Journal

Sheila Suess Kennedy

2/2/18

As IBJ has reported, the Indiana Department of Transportation is proposing to add lanes and rebuild bridges of the interstates that bisect (trisection?) downtown. Those interstates are 50 years old and in dire need of repair, giving Indianapolis a once-in-a-lifetime opportunity to dramatically improve a decaying and dysfunctional system. The interstates were built at a time residents, businesses and retail establishments had all but deserted the city's center, leaving only a few neighborhoods to protest the decisions being made. (They did protest, but were ignored.) The configuration that was chosen was unfortunate; it divided neighborhoods, exacerbated public safety problems, and significantly delayed the commercial and residential redevelopment of downtown. Thanks to the need for repairs, we have a chance to fix those problems. A thoughtful

revamping can improve traffic flow, restore community connectivity and spur new economic development. It is rare that a city gets an opportunity like this. It is important to recognize that we will have to live for the next 50 to 60 years with whatever routing and design decisions are made now. That makes it critically important to ensure that those decisions are consistent with the city's current quality of life and transportation goals-that they enhance, rather than diminish, the progress we've made. As IBJ reported, a group of planners, architects, landscape architects and neighborhood groups-working with the Indy Chamber, Historic Landmarks and other civic organizations-has proposed two alternatives to the plans being contemplated by INDOT. (INDOT's plans would basically keep the interstates where they are, but would add lanes and massive "buttress" walls to the existing structures.) The group is urging INDOT to study and consider those alternatives-and perhaps others-before proceeding to "lock in" the mistakes made when the highways were built. <https://www.ibj.com/articles/67310-kennedy-when-opportunity-knocks>

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