



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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State Release Illiana RFQ Details

Inside INdiana Business

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INDIANAPOLIS, Ind. - The Indiana Finance Authority (IFA) and Indiana Department of Transportation (INDOT) are pleased to announce receipt of six responses to the Request for Qualifications (RFQ) to develop, design, build, finance, operate and maintain the Indiana portion of the Illiana Corridor and I-65 added capacity projects. Nearly five dozen local, national and international firms with extensive expertise in large public infrastructure projects partnered to form six teams. "The IFA and INDOT are honored to see interest from such qualified and experienced companies," said Indiana Public Finance Director Kendra York. "We will thoroughly review the teams' qualifications and announce a short list of proposers that be invited to respond to a final Request for Proposals." The Illiana Corridor is a proposed 47-mile access controlled highway facility that extends from I-55 in Illinois on the west to I-65 in Indiana on the east. The preferred corridor is located in Will County in Illinois and Lake County in Indiana. When built, the Illiana will reduce the strain of truck traffic on local roads, thereby improving safety, travel times, and accessibility to jobs. Procurement of the Illinois portion is being handled separately by the Illinois Department of Transportation (IDOT). IDOT announced on Dec. 20 that five teams responded to its RFQ. IDOT and INDOT are working together to coordinate technical requirements, tolling policy, the federal environmental approval process, and construction schedules for the two-state project.

[State Release Illiana RFQ Details - Newsroom - Inside INdiana Business with Gerry Dick](#)

Commentary: Steele: Transit finance on a tough road

Post-Tribune

Andrew Steele

1/14/14

As snow and ice yielded to rain last week, and slick roads turned to crumbling, drivers focused on road quality and maintenance, often with expectations that were impossible to meet. States, especially, face a couple problems in these situations. First, they simply can't staff transportation departments at a level that provides "full" staffing during the unusually bad circumstances of one week, whether it be for plowing or for filling potholes. Second, a main source of funding for road maintenance and reconstruction, the 18 cents per gallon gas tax, is not a stable long-term revenue source. Gas mileage has improved substantially, and with potential changes in the ways vehicles are fueled, who knows how far down it will go. State Rep. Ed Soliday of Valparaiso has initiated discussion in Indianapolis on the latter issue. The idea would be to charge drivers by mile driven. That would require some complicated — and to some, intrusive — monitoring. But not more so than modern toll-road driving. It would be done voluntarily, at least at first. If it were to become mandatory, drivers of hybrids and electric cars might feel cheated, but the sooner the

realization takes hold that something needs to be done, the better. Meanwhile, the matter of general road quality is often a product of a gamble most car owners are willing to make.

[Commentary: Steele: Transit finance on a tough road - Post-Tribune](#)

Carson looking to education, infrastructure in election year

Kokoma Tribune

Martin Slagter

1/13/14

Congressman André Carson sees a number of similarities between the city of Kokomo and the state of Indiana heading into another important election year. Rep. Carson (IN-7) was a special guest at the Howard County Democratic Party's Chairman's Club & Gold Circle event Sunday at A. Michael's restaurant. Carson has been a member of the House of Representatives since 2008. During his time speaking with residents, Carson said he continues to hear people voicing their desire for more infrastructure in cities and an increased investment in education. "In talking with some of the folks here, they were talking about some of the redevelopment projects here," Carson said. "It's always good to get that sense, whether it's in Howard County, Indianapolis, Lafayette, New York or Newark, these issues are universal." During the 113th Congress, Carson will serve as a Senior Whip for the House Democratic Caucus and as a member of the Congressional Black Caucus' Executive Leadership Team. He also will serve on the House Transportation and Infrastructure Committee, as well as the House Armed Services Committee. Carson said many of the projects taken on in Kokomo to increase the city's infrastructural presence is what all cities in Indiana should strive for.

[Carson looking to education, infrastructure in election year » Local News » Kokomo Tribune: Kokomo, Indiana](#)

Total rebuild of South E Street slated to start in spring

Palladium-Item

Bill Engle

1/13/14

The work is being done this week as officials at the Indiana Department of Transportation prepare to open bids for the street reconstruction project Wednesday in Indianapolis. "It's a huge project, probably the biggest local road project since I've been here," said Public Works Director Greg Stiens, who is in his 20th year working for the city. "It's going to make a big difference in that part of town." The road project — 80 percent of which will be paid with federal highway funds and 20 percent with local funds — is scheduled to begin this spring, will be done in phases and could take up to two years to complete, Stiens said. The total reconstruction will be done on South E from Fifth to 16th streets. The local portion will be paid using the city's share of annual Economic Development Income Tax dollars. "It's a total reconstruction, which means streets, curbs, sidewalks and sewers. We're going down to the dirt," he said. Stiens said he has been told by Indiana American Water Co. officials they also will take this opportunity to install new water lines along the stretch. Stiens said a bid award is expected within two weeks of Wednesday's opening.

<http://www.pal-item.com/article/20140113/NEWS01/301130020/Total-rebuild-South-E-Street-slated-start-spring>

Senate rolls out central Indiana mass-transit bill

Indianapolis Business Journal

Ryanne Wise

1/10/14

Advocates for expanded mass transit in central Indiana will focus on a Senate bill that gives counties a way to generate more tax dollars to pay for better buses and more routes. Senate Bill

176, authored by Sen. Pat Miller, R-Indianapolis, and Sen. Brent Waltz, R-Greenwood, would allow five counties and their officials to create their own mass-transit plans. It specifies Delaware, Hamilton, Johnson, Madison and Marion counties, but Miller said that other counties would be given the opportunity to adopt their own plans as well. The bill requires 25 percent of the funding would come from public-transportation fares, 10 percent from taxes on larger companies, and the remaining 65 percent from local income taxes. Miller emphasized that voters would be informed – through referendums – of the use of tax dollars. Miller believes the new bill is essential in reaching her goals for the state. “My ultimate goal is to see high-quality transportation in metropolitan areas, particularly Indianapolis,” Miller said. “I want to make sure there is readily available, easy bus transportation and all mass transit is readily available.” SB 176 replaces a mass-transit bill introduced in the House by Rep. Jerry Torr, R-Carmel. But Torr says the bill wasn’t necessarily meant to pass. “The bill I filed in the House, we didn’t plan to move,” Torr said. “I filed it as a symbolic gesture.”

[Senate rolls out central Indiana mass-transit bill | 2014-01-10 | Indianapolis Business Journal | IBJ.com](#)

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