



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Widening Work to Continue Along I-65

Inside INdiana Business
Dan McGowan
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SELLERSBURG - The Indiana Department of Transportation will break ground Wednesday morning on a portion of the state's massive Major Moves 2020 project. This \$67 million round of construction involves adding travel lanes, repaving roads and improving bridges along parts of I-65 in southeast Indiana. The event will include INDOT Commissioner Brandye Hendrickson and take place at Ivy Tech Community College in Sellersburg. Crews will work on the roads and overpasses on a section of the interstate one mile north of State Road 60 to 2.8 miles south of State Road 160. The widening will result in three lanes and new "mainline superstructures" and bridge widening at Memphis Road, Perry Crossing, Muddy Fork and Old State Road 311. E & B Paving in Clarksville is the primary contractor for the state-funded project. Statewide, the travel-lane additions through the Major Moves 2020 initiative are valued at \$400 million.

<http://www.insideindianabusiness.com/story/31593454/widening-work-to-continue-along-i-65>

Highway officials: Indiana 37 'logical choice' for I-69 span

WHIO
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State officials who chose the Indiana 37 corridor as the final leg of the Interstate 69 extension said Tuesday that route was tapped in part because it will minimize the project's costs and impact on residents and the environment. Indiana 37 was chosen from among five proposed routes for the Evansville-to-Indianapolis I-69 extension's final leg, which will eventually link up with Interstate 465 on Indianapolis' south side. Indiana Department of Transportation Commissioner Brandye Hendrickson said years of study and public input found that routing the extension from Martinsville to Indianapolis using Indiana 37 "is the logical choice" and "produces the best return on investment for Indiana taxpayers." Although the Indiana 37 corridor was tapped for the sixth and final segment of the partially built interstate, that section's exact route still must be designed. The proposal to use Indiana 37 as the I-69 extension's final stretch had generated opposition from some residents and business owners along that corridor and on Indianapolis' south side. A state report said nearly 280 residences and 96 businesses between Martinsville and Indianapolis would need to be relocated if Indiana 37 was chosen. Indianapolis City-County Council member Jason Holliday, who represents Indianapolis' south side and opposes using Indiana 37 for the final leg, said he was "disappointed but not surprised" by the Transportation Department's decision. <http://www.whio.com/ap/ap/indiana/indot-scheduled-to-reduce-possible-number-of-i-69-/nqtYM/>

Transportation funds remain unspent years later

The Star Press
Maureen Groppe
3/28/16

When Gov. Mike Pence represented Delaware County in Congress, he got \$7 million for local road projects included in a 2005 major transportation package. But more than a decade later, most of that funding has not been spent. The same goes for more than \$5 million secured by former Rep. Mike Sodrel to construct a new I-64 interchange in Harrison County. There's also \$1.5 million in unspent funds designated for Shelby County and about \$1.2 million for Hamilton County. It's all part of nearly \$24 million in old Indiana project funding that the federal government now says can be redirected to other projects. "Instead of sitting idle, these funds can help keep drivers safe and provide opportunities for communities nationwide," Federal Highway Administrator Gregory Nadeau said this month when his department released a list of roughly \$2 billion in unspent earmarks that are at least 10 years old. The idle funds stand out at a time when a shortage of transportation dollars is a top concern of state and local officials. And they illustrate one reason why earmarks, which Congress no longer allows, were controversial. "There's less flexibility with earmark projects," said Will Wingfield, spokesman for the Indiana Department of Transportation. "It's in law, and to make any changes requires at the very least some degree of technical corrections, which is not easily accomplished."

<http://www.thestarpress.com/story/news/local/2016/03/28/transportation-funds-remain-unspent-years-later/82321606/>

Chamber to Push Forward on Road Funding, Civil Rights

Inside INdiana Business
Andy Ober
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Indiana Chamber of Commerce Chief Executive Officer Kevin Brinegar says the organization will continue to be active in key legislative issues all the way up to next year's legislative session. Brinegar says the \$1.2 billion road and bridge funding compromise is what was "mostly realistic" for the legislature to pass during a short session in an election year. Governor Mike Pence signed the bill into law last week. The measure also includes \$42 million to fund an expanded Regional Cities Initiative. The compromise funds the projects through a combination of state reserves, Major Moves dollars, tax re-allocations and money from last year's tax amnesty program. Previous proposals included gas and cigarette tax increases.

<http://www.insideindianabusiness.com/story/31580396/chamber-to-push-forward-on-road-funding-civil-rights>