



BUILD INDIANA COUNCIL

Infrastructure Media Summary

March 10, 2015

'Major Moves' project to expand Interstate 65 between Southport and Greenwood

The Indy Channel

Tanya Spencer and Lauren Lewis

3/10/15

GREENWOOD, Ind. - A major construction project to expand the stretch of Interstate 65 just south of Indianapolis into Johnson County will begin Monday, Gov. Mike Pence announced. The expansion is a part of the multimillion-dollar Major Moves construction program and will widen heavily-travelled sections of three Indiana interstates to three lanes in each direction. Drivers along I-65 south from Southport to Greenwood will soon see orange barrels lining the road as construction is scheduled to begin Monday at 12:01 a.m. Gov. Pence asked drivers to use patience and caution during the construction project scheduled to be completed in mid-November 2015. "Roads mean jobs, and Major Moves 2020 will further enhance Indiana's reputation as the Crossroads of America," Pence said. "I commend the work of the Indiana Department of Transportation in bringing the Major Moves 2020 effort to fruition and look forward to the positive impact it will have on Hoosiers across the state." This first leg of the project will cost just under \$36 million. The second leg continues south to State Road 44 in Franklin.

['Major Moves' project to expand Interstate 65 between Southport and Greenwood - TheIndyChannel.com](http://TheIndyChannel.com)

Partnership Details Priority Projects

Inside INdiana Business

3/9/15

Fort Wayne, Ind. -- The Northeast Indiana Regional Partnership has released the region's first-ever, prioritized list of regional interstate projects, marking the first time the region has developed a prioritized list of transportation projects. Regional leaders will use the list to lobby for infrastructure funding at the state level. In all, 13 projects are included on the list, which was developed by the region's 10 local economic development organizations (LEDOs). The projects were segmented into three tiers in order of priority. Topping the list in Tier 1 are improvements to sections of U.S. Highway 30, U.S. Highway 33 and U.S. Highway 6. The LEDO Council, comprised of all 10 LEDOs in the region, in addition to the Mayors' and Commissioners' Caucus and Regional Chamber of Northeast Indiana have endorsed the list.

"Knowing where our transportation infrastructure needs stand today gives us a common voice for advocating for resources at the state level to support those projects that have the greatest economic impact on Northeast Indiana," said David Koenig, executive director of the Steuben County Economic Development Corporation. "Recognizing that these projects can have a significant impact on the growth of the entire region is one example of how the region is invested in our collective success." The prioritized list is the result of efforts through the Vision 2020 initiative, spearheaded by the Regional Partnership. Vision 2020 focuses on creating economic

growth in key areas like infrastructure, which is why Regional Interstate Access became a key priority of the initiative.

[Partnership Details Priority Projects - Newsroom - Inside INdiana Business with Gerry Dick](#)

Consultants try to calm nerves over Toll Road bid

NWI Times

Bill Nolan

3/7/15

CROWN POINT | Some Lake County officials have questioned the financial wisdom of getting into the toll road business. Consultants and lawyers trying to sell Wall Street investors on paying for a Lake and LaPorte County takeover of the bankrupt Indiana Toll Road lease agreement this spring tried Thursday to assure skeptical members of the Lake County Council prior to crucial votes set for Monday to undertake the project. "What is the worst-case scenario?" Councilman Dan Dernulc, R-Highland asked. Councilman Eldon Strong, R-Crown Point, pondered, "If this so lucrative, why did the state take a pass on it?" Council attorney Ray Szarmach also noted council members need to know "the absolute worst-case scenario." "What if this goes bankrupt?" Szarmach questioned. McClintock said the Toll Road generates annual revenues of \$230 million and has only \$40 million in operating expenses for payroll and services. Annual repairs and repaving are estimated to cost between \$20 million and \$100 million. Klinges said they expect car traffic on the Toll Road to decline in the next few years because tolls will rise for cars with the I-pass and EZ-pass subscriptions. He said they expect truck traffic to grow on the highway in time. On Sept. 21, ITR Concession, the Toll Road's private operator, declared bankruptcy on more than \$6 billion in debt, as years of traffic shortfalls and bad bets on interest-rate swaps caught up with it. The bankruptcy came just eight years after a Spanish-Australian consortium backing the company paid the state of Indiana \$3.8 billion for the right to operate and collect tolls on the road for 75 years.

[Consultants try to calm nerves over Toll Road bid](#)

Amtrak 'Willing And Able' to Run Hoosier State

Inside INdiana Business

3/6/15

Washington -- The following statement is issued today by Amtrak President and CEO Joseph Boardman regarding an announcement made this afternoon by the Indiana Department of Transportation: "Daily Amtrak service to Indianapolis does not have to end in April. Amtrak has offered to continue to operate the train on a month-to-month basis. "Amtrak is ready, willing and able to continue to provide safe and reliable service using one of the proven models we've used in other states." "We have shown how the quality of the passenger experience can be improved by demonstrating modern Wi-Fi and business class seating. We have the expertise in working with the host railroads and have repeatedly offered to be the states' and the communities' partner in advancing plans to improve the travel time and the reliability of the service. "Experience has proven that losing the foundation that daily service to central Indiana now provides will make it much more difficult and expensive to create a true intercity passenger corridor in the future. Amtrak made it clear in a recent meeting in Washington with Lafayette-area officials that ways to improve this service are within the state's reach, with Amtrak as a proven partner."

[Amtrak 'Willing And Able' to Run Hoosier State - Newsroom - Inside INdiana Business with Gerry Dick](#)