



BUILD INDIANA COUNCIL

Infrastructure Media Summary

April 8, 2014

EDITORIAL: Invest in infrastructure, starting in NWI

NWI Times
Doug Ross
4/8/14

Steel executives were in Washington recently to push for additional spending on infrastructure. That's what the nation needs to give a strong boost to the economy. At a March 25 House Steel Caucus hearing, steel industry leaders asked the federal government to enforce trade rules, reduce energy costs and invest in infrastructure. More investment in infrastructure would, of course, help the steel industry. But it would also help the nation. The American Society of Civil Engineers gave the nation's infrastructure a D+ on its latest report card and said the United States would need to spend an additional \$200 billion a year just to get existing roads, bridges and rail lines up to par. Meanwhile, competing nations are ramping up investments. "I was just in Japan last week, and it is obvious that Japan has made infrastructure investment a top priority," testified ArcelorMittal USA President and CEO Mike Rippey. Investing in infrastructure would be a boon to the economy. It's not just about giving an idle hand a shovel to keep him busy, however. This is about putting in place the infrastructure that will ease commerce and improve the quality of life well into the future. In Valparaiso recently, Gov. Mike Pence signed key legislation that will beef up road spending by up to \$400 million. But the first round of projects contains nothing but crickets for Northwest Indiana.

http://www.nwitimes.com/news/opinion/editorial/editorial-invest-in-infrastructure-starting-in-nwi/article_76c97ce0-ff42-5974-965f-4b14dc9cf058.html

Improved bus service on minds of disabled, others

Post-Tribune
Michael Gonzalez
4/4/14

"The money should go where it's most immediately needed," he said of transportation money. "We're being overlooked. If you're able to help us, then you don't take it for another service that's not going to benefit us. It would help us if it would help extend the bus service." A number of disability rights advocates and area residents who rely on a public bus system, especially people with disabilities, said all of the talk about the commuter rail extension has left them on the curb. Championed by U.S. Rep. Pete Visclosky, D-Merrillville, the South Shore extension will lay new commuter rail to Dyer in a first phase, which is estimated to cost between \$571 million and \$615 million. The extension will be a boon to the local economy, Visclosky has said, boosting paychecks coming into the region from \$247 million a year to \$384 million. A Visclosky spokeswoman said he "supports having a mass transportation system throughout Northwest Indiana that includes the South Shore rail extension and a robust regional bus system." Along with getting financial support from the 19 Lake County communities, which will dedicate part of

their county income tax proceeds to the project, the extension will get a \$4 million boost from the Northwest Indiana Regional Development Authority. A Senate bill signed by Indiana Gov. Mike Pence last week limits that property tax money to mass rail transit only. That came as no surprise to disability rights advocate Teresa Torres, director of Everybody Counts in Merrillville.
[Improved bus service on minds of disabled, others - Post-Tribune](#)

State to add lanes on some sections of I-65 from Franklin to Southport

Indianapolis Star
Barb Berggoetz
4/3/14

About \$200 million in state highway funding to be released this spring will be spent on improving I-65 from Franklin to Southport and in the Lafayette area, adding lanes on some stretches. The legislature this year approved the immediate release of \$200 million for highway projects as part of the Major Moves 2020 program and the spending of another \$200 million contingent upon the state's December revenue forecast and approval by the State Budget Committee. "Roads mean jobs, and Major Moves 2020 will improve Indiana's transportation infrastructure to enhance our position as the Crossroads of America," Gov. Mike Pence said, during a ceremonial signing of the road funding legislation. Construction could begin as early as this fall on a 14.5-mile stretch of I-65 from Ind. 44, east of downtown Franklin, to Southport Road in Marion County. Will Wingfield, spokesman for the Indiana Department of Transportation, said the four-lane highway would be expanded to six lanes (three in each direction) from Franklin to Greenwood. From Main Street in Greenwood to Southport Road, construction may include adding travel lanes or building ramp lanes, depending on where right-of-way exists. The other project would widen four-lane I-65 in the Lafayette area to at least six lanes from Ind. 38 to Ind. 26.

[State to add lanes on some sections of I-65 from Franklin to Southport](#) Also, [Major Moves 2020 highway projects announced | The Journal Gazette](#) Also, [Pence Details Major Moves 2020 Projects - Newsroom - Inside INdiana Business with Gerry Dick](#)

Contractors line up for Illiana Expressway jobs

NWI Times
Keith Benman
4/3/14

TINLEY PARK | Some of the largest contractors on the planet told local small businesses Thursday how they can get their own piece of the \$1.5 billion Illiana Expressway project. "We are so excited and pumped about this project," said Illinois Secretary of Transportation Ann Schneider in welcoming small contractors to the disadvantaged business forum for the Illiana Expressway. "But what's exciting me even more is the chance for local businesses here in Illinois to compete for this work." The Illiana Expressway would run 47 miles from Interstate 65 just northeast of Lowell to Interstate 55, near Wilmington, Ill. It has a projected cost of \$1.5 billion. It will be operated as a toll road. Illinois and Indiana are developing the toll road as a public-private partnership, seeking private investment teams to help finance, design, build and operate it. Before the forum held at the Tinley Park Convention Center, Schneider said IDOT wants the winning bidder for the expressway project to hire disadvantaged businesses for 20 percent of the engineering work on the expressway and 25 percent of the actual construction. She said a hiring goal for the 35-year maintenance and operation of the expressway has yet to be determined. Disadvantaged businesses cover a wide range of small enterprises, but often are women- or minority-owned. In recent years, veteran-owned businesses are also sometimes included in that category.

[Contractors line up for Illiana Expressway jobs](#)

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