



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 26, 2015

Region's transportation funds in jeopardy

Indianapolis Star

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Congress provides necessary policy guidance and funding for all types of infrastructure. But this year, we once again face an expiring short-term surface transportation law, MAP-21, which provides policy guidance and funding for transportation investment. At the same time, the Federal Highway Trust Fund is expected to run empty. In recent years, dozens of Central Indiana transportation projects have been funded through federal grants. We've added highway capacity on I-465, completed road maintenance projects, built the Cultural Trail in Downtown Indianapolis, done comprehensive transportation planning and purchased 22 electric buses for IndyGo.

There's no denying that our region has benefited from a fully funded national transportation program. The current federal transportation funding bill that's made these projects possible, MAP-21, was set to expire at the end of May, but on May 19, the U.S. House of Representatives passed an extension through July 31. The bill goes to the Senate next. Without a long-term federal transportation authorization and funding measure, Central Indiana is in jeopardy of not being able to act on near-term transportation investments like the Red Line, a bus rapid transit project identified through the Indy Connect planning process. This 35-mile regional rapid transit line from Westfield on the north, through Carmel and Indianapolis to Greenwood on the south would connect nearly 170,000 jobs and four major universities. It would also help the region attract and retain talent, maximize land use, improve quality of life by creating more pedestrian-friendly neighborhoods and foster individual economic independence through access to jobs.

[Region's transportation funds in jeopardy](#)

Indiana Steps Up Road, Bridge Preservation

Construction Equipment Guide

Irwin Rapoport

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The state of Indiana is being proactive in its efforts to preserve its road (pavement) and bridge infrastructure with an infusion of funding that is providing work for contractors across the state, be they small, medium or large. And it is not only urban areas that are being targeted, but rural areas as well where people and businesses depend on key roads and bridges that are also aging.

Known generically as the Preservation Program, INDOT operates on a rolling four-year capital program where future projects are identified in the timeframe needed to develop them using the latest condition and traffic data available. This also is a case where investments today will extend the lifespan of these structures and permit the Indiana Department of Transportation (INDOT) to save money by immediate intervention so that funds can be used more efficiently to repair and upgrade even more infrastructures in need of attention. "The engineering was pointing us towards investing as much of our traditional funding as we could into preservation," said Will Wingfield, an

INDOT media spokesman, “and by preservation, we’re talking about maintaining existing roads and bridges such that we can extend the good service life of those assets, realize the best return we could on taxpayer investment, and try to do treatments that will minimize the deterioration of roads and bridges.

[Indiana Steps Up Road, Bridge Preservation | Story ID: 25364 | Construction Equipment Guide](#)

NIRPC approves big money transportation plan

NWI Times

Jane Bokun

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A grand total investment which exceeded \$1 billion for transportation improvements was approved at Thursday’s Northwestern Indiana Regional Planning Commission executive board meeting in Portage. The federal money will go for highways and transit, according to Gary Evers, transportation project manager for NIRPC. The improvements are included in the 2016-19 Transportation Improvement Program for Lake, LaPorte and Porter Counties. The beginning of the meeting sparked a discussion of other ways to handle the money for roads and infrastructure by LaPorte Mayor Blair Milo, who chairs the planning commission. “There is a lack of investment in infrastructure across the United States,” Milo said. \ According to Rick Powers, LaPorte District Director for the Indiana Department of Transportation, there are several road projects that are starting up this summer. “We’re trying to stay in front of it,” Powers said. “We’re going into the summer pavement preservation plan in July and August and still finalizing the exact roads we will be improving.” Powers said there is a highway cleanup and mowing program underway. But NIRPC board members expressed numerous concerns about highways and roads. “The area going into Chesterton is crumbling,” said Jim Ton, NIRPC treasurer. “The area around I-49 is in rough shape.” He said people are actually driving out of their lanes to avoid potholes on the Ind.-49 and Interstate 94. “It’s a safety concern,” Ton said. “It’s also a reflection on our state,” agreed John Costas, Valparaiso mayor. Milo said she needs the tools to deal with the roads.

[NIRPC approves big money transportation plan](#)

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