



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **June 20, 2017**

#### **Town seeking paving grant**

The Tribune  
Zach Spicer  
6/20/17

To continue making improvements to town streets, Crothersville officials are applying for funding from the state. The Community Crossings matching grant program, which started in 2016, provides funding to Hoosier cities, towns and counties to make improvements to local roads and bridges. It's a partnership between the Indiana Department of Transportation and urban and rural Indiana communities. This year, there is a 75 percent state match for communities with less than 10,000 residents. Each local government unit is eligible for up to \$1 million. The program has been expanded to also include curbing, sidewalks and storm drainage along the streets that will be paved. Brad Bender with FPBH Inc. said it's up to the town council to determine how much money the town wants to put into the program. He said the money can be transferred from one of the town accounts if desired. The past couple of years, Crothersville has spent around \$60,000 on paving. The grant application is due July 14, and the recipients will be notified by the end of August. "I think your odds are good. Everybody that applied last year got money," Bender told the council. "They really want to see the small communities from the 25-75 program get a big impact. It's a competitive program statewide, and they are really pushing hard at small communities like Crothersville to participate and go for as much as they can. That's why they did the 25-75." If small communities don't take advantage of the opportunity, Bender said the state legislature may decide to give the money to larger cities. [http://www.tribtown.com/2017/06/20/about\\_60000\\_spent\\_on\\_roads\\_in\\_recent\\_years/](http://www.tribtown.com/2017/06/20/about_60000_spent_on_roads_in_recent_years/)

#### **EDITORIAL: Cline bridge coming to fruition**

The Times Editorial Board  
NWI Times  
6/19/17

It appears the long-awaited Cline Avenue bridge span will no longer be a bridge too far for Northwest Indiana. The CEO of Figg Bridge Group told a Lakeshore Chamber of Commerce gathering Wednesday that a new toll bridge should open to traffic in 2019. This definitive word comes about eight years after the old Cline Avenue bridge, once part of a main Region thoroughfare, was condemned and closed for safety reasons. Since then, Region transportation planners sought help from the state and watched years tick by as the expanse remained closed. The return of a viable bridge spanning an important Region traffic gap has far more positives than negatives. Some vocal critics are opposed to the private building and operation of the bridge, which will charge a \$2.25 to \$2.50 toll for passenger vehicles. Those same critics argue the Indiana Department of Transportation is somehow shirking its responsibilities by allowing a private venture to charge tolls. But funding transportation projects with finite resources isn't easy, and the toll bridge concept finally moves forward a long-needed replacement span. Residents

seeking to avoid tolls still have the same alternative roadways they've been using for the past eight years. Meanwhile, Region commerce will benefit with an again unbroken flow of traffic on Cline Avenue. Some critics also complain that the bridge will begin as only two lanes - one in either direction. Figg Bridge Group CEO Linda Figg said a span with additional lanes will be added later if the demand becomes apparent. This is a good business decision. Meanwhile, 10 cents of every toll will help fund needed East Chicago infrastructure projects. [http://www.nwitimes.com/news/opinion/editorial/editorial-cline-bridge-coming-to-fruitition/article\\_75fbd8db-b0d6-54a3-9761-a53148069199.html](http://www.nwitimes.com/news/opinion/editorial/editorial-cline-bridge-coming-to-fruitition/article_75fbd8db-b0d6-54a3-9761-a53148069199.html)

### **Mike Pence's infrastructure mess: What went wrong with I-69?**

Indianapolis Star

Mark Alesia and Kaitlin L. Lange

6/18/17

At first, it sounded like a good idea: Indiana would use a public-private partnership to extend I-69 from Bloomington to Martinsville, relying on private sector ingenuity to bring it in on time and under budget. But the project is two years behind schedule. The prolonged construction has increased traffic accidents and lengthened commute times. And, now, as the state is dissolving the partnership - which some argue could end up costing Hoosiers millions of dollars - a difficult question needs to be asked: How did this once-touted project - pitched and promoted by then-Gov. Mike Pence as a model for smart infrastructure planning - become such an embarrassing mess? An IndyStar investigation reveals that much of the trouble can be traced to the state's inability to heed several warning signs about the project's most prominent player, Isolux Corsan. The European company had more than an 80 percent stake in I-69 Development Partners, the company building the road. And then there's this: A mere three weeks after the contract was finalized, before bonds were floated to finance the work, nine company and public officials in Spain were arrested on embezzlement charges. The allegation? They had profited illegally from a bribery scheme related to a high-speed rail project built by Isolux, a scandal that's still unfolding in Spain. State officials did not respond when asked by IndyStar if they were aware of the arrests. <http://www.indystar.com/story/news/2017/06/18/mike-pence-donald-trump-public-private-partnerships-mitch-daniels-interstate-69-isolux-bloomington/388756001/>

### **State has agreement to terminate public-private I-69 contract**

Indianapolis Star

Kaitlin L. Lange and Mark Alesia

6/16/17

The state announced an agreement Friday to take control of construction of the 21-mile stretch of I-69 from Bloomington to Martinsville, an admission that its touted public-private partnership failed. The agreement terminates a contract with I-69 Development Partners, the private company responsible for designing and building I-69 Section 5 and maintaining it for 35 years. The move comes after multiple delays, much frustration for drivers in Bloomington and the near-insolvency of a key company involved in the project. The agreement would settle all disputes and allow the Indiana Finance Authority to assume direct control of the project, which is about 60 percent finished. The project was supposed to be completed by October 2016, but has been delayed four times since construction started. The new estimated completion date is August 2018, nearly two years late. In a news conference, state officials said the state made no mistakes concerning the project. They also did not discount the possibility of using a public-private partnership for I-69 Section 6 from Martinsville to Indianapolis. "I think we use them where appropriate," said Micah Vincent, director of the Office of Management and Budget. "You look at how successful we've been on Ohio River bridges. We've seen this model work very well. We'll continue to evaluate and take the best option for Hoosiers." According to state projections, taxpayers will actually save money, when 35 years of maintenance and finance costs are taken into consideration. Those issues were being handled by I-69 Development Partners, and would

now be covered by the state. But the state now assumes the risk of costs increasing beyond projections to operate and maintain the road for 35 years. The contract that was terminated called for the state to make annual \$22 million "availability payments" to I-69 Development Partners for 35 years. That company was to have operated and maintained the road during that time. <http://www.indystar.com/story/news/2017/06/16/state-has-agreement-terminate-public-private-i-69-contract/404026001/>

### **County considers new tax for bridge maintenance**

The Herald Bulletin  
Ken de la Bastide  
6/15/17

ANDERSON - With 217 bridges to maintain and repair, the Madison County Commissioners are considering adopting a new property tax to pay for the work. At their meeting Tuesday, the commissioners are scheduled to discuss a major bridge fund, which would be outside the maximum property tax levy at a tax rate not to exceed 3.03-cents per \$100 of assessed valuation. Bridge work is currently funded through the cumulative bridge fund at a tax rate of 2.59-cents per \$100 of assessed valuation. That raises approximately \$800,000 per year. A major bridge fund requires approval from the Indiana Department of Local Government Finance. If the commissioners vote to approve the new tax within 30 days, they have to publish a legal notice of adoption. Once the adoption notice is published, 10 or more taxpayers have 30 days to file an objection with the Madison County auditor's office to establishment of the fund. The maximum allowable tax rate for the cumulative bridge fund is 10-cents per \$100 of assessed valuation and although the commissioners have tried to raise the rate in the past, it has not been approved by the Madison County Council. "We talked about establishing the major bridge fund in the past," Commissioner John Richwine said Tuesday. "It's an option to provide the money needed to be devoted to the bridges." "It's another opportunity," he said. "We need to fund the work needed on the bridges." A 3.03-cent property tax rate would raise an estimated \$935,000 for maintaining and repair of county bridges. County Engineer Charles Leser previously said the county needs \$3 million to \$4 million on an annual basis to maintain, repair and replace the bridges. Leser estimated the county would need to spend \$34.5 million from 2015 to 2019 on bridges. Steve Sumner, president of the county council, said he was not aware of the commissioners' major bridge fund proposal. "We always need funds for the bridges," Sumner said. [http://www.heraldbulletin.com/news/local\\_news/county-considers-new-tax-for-bridge-maintenance/article\\_84f214a2-7f4f-5b8f-ace4-650eec53cd95.html](http://www.heraldbulletin.com/news/local_news/county-considers-new-tax-for-bridge-maintenance/article_84f214a2-7f4f-5b8f-ace4-650eec53cd95.html)

### **State road project set to begin Monday**

Post-Tribune  
Carrie Napoleon  
6/15/17

Beginning Monday motorists using Indiana 2 between U.S. 231 and almost a mile east of Interstate 65 will have to find another route. The Indiana Department of Transportation announced the stretch of roadway will be closed to all through traffic beginning Monday and continuing until the end of October for a \$2.9 million road restoration project, according to a press release from INDOT. Doug Moats, INDOT spokesman, said the roadwork will be done during the day. "Residential traffic will be allowed on (Ind.) 2 to get to and from their homes," Moats said. There are no businesses in the work zone that will be impacted by the closure. There will be no through traffic allowed once construction begins. The Ind. 2 work will start at approximately Clay Street or Range Line Road on the west end of the work zone and extend to the four-way intersection at Ind. 2 and U.S. 231. Moats said the work is a restoration project that will include both concrete and asphalt work. Rieth-Riley Construction is performing the work. Funding for the project is 80 percent federal and 20 percent state. "The concrete sub-base will be patched and reinforced to make it stronger and to make sure the road lasts longer," Moats said. Because Ind.

2 is a state road, the posted detour around the construction zone must be along state-maintained roads. Motorists traveling eastbound on Ind. 2 will be detoured south on I-65 to Indiana 10. The detour follows Ind. 10 east and then north to U.S. 231, where it continues north back to Ind. 2. <http://www.chicagotribune.com/suburbs/post-tribune/news/ct-ptb-hebron-road-closed-st-0618-20170615-story.html>

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[www.buildindianacouncil.org](http://www.buildindianacouncil.org)