



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Regional Approach Boosts Jeffersonville

Inside INdiana Business

Gerry Dick

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Two cities, forever separated by the Ohio River, are now being brought together by a focus on the river, billions of dollars in infrastructure projects and regional collaboration not seen in recent memory. The mayors of Jeffersonville and Louisville credit thinking regionally with helping to create thousands of jobs, improved quality of life and a new attitude. "We've got outside investors who see the opportunities here," said Jeffersonville Mayor Mike Moore. "And when developers and investors come in and recognize what we've got here, it's a real shot in the arm." Moore says Jeffersonville has added more than 5,000 new jobs over the past three-and-a-half years and has seen a transformation of its riverfront district with new businesses, restaurants, including Indianapolis-based Flat12 Bierwerk, and a \$3 million marina, currently under construction. Moore and Louisville Mayor Greg Fischer were guests on a special edition of Inside INdiana Business Television from Jeffersonville, which focused on the emergence of the Louisville region. Fischer says operating as a "super region" simply makes good business sense. "When the big multi-nationals look at investing, it's much better to have a footprint of 2.5 million people, which you have when you pull together southern Indiana, Louisville and Lexington," said the second-term mayor. "It allows you to scale economically and educationally." Fischer spearheaded efforts to create the Bluegrass Economic Advancement Movement, or BEAM, in 2011. The 22-county area between Louisville and Lexington includes two major Ford plants, General Electric's Appliance Park and the massive UPS Worldport. Major infrastructure improvements will give Jeffersonville and southeast Indiana greatly improved connectivity to the region and beyond. [Regional Approach Boosts Jeffersonville - Newsroom - Inside INdiana Business with Gerry Dick](#)

Indiana removes I-69 route restriction

Land Line Magazine

Keith Goble

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One more option is now on the table for the path of the Interstate 69 extension near Indianapolis. Gov. Mike Pence signed into law a bill that nixes a nearly decade-long restriction on one option available to planners to complete the I-69 extension in southern Marion County. Specifically, HB1036 removes a requirement that state lawmakers must first authorize construction of the roadway in Perry Township. The restriction adopted in 2006 was included in then-Gov. Mitch Daniels' "Major Moves" initiative. The main component of the initiative was the lease of the Indiana Toll Road for 75 years for \$3.85 billion. Besides the toll lease, Daniels got the green light to build an extension of I-69 with a requirement to shift the roadway west of Perry Township in southern Indianapolis. Advocates said the requirement was necessary to avoid harm to the state

Road 37 corridor. Instead, Sen. Pat Miller, R-Indianapolis, who was behind the path restriction eight years ago, called for the new highway being built in six sections to tie into Interstate 70. The 142-mile highway slated to connect Evansville to Indianapolis is partly built. The first three sections, a 70-mile stretch linking Evansville to Crane, opened to traffic in 2012. Sections four and five from Crane, southwest of Bloomington, to Martinsville are under construction. Rep. John Price, R-Greenwood, pursued the change to free up the Indiana Department of Transportation to consider allowing the final section of I-69 from Martinsville to Indianapolis on run along the Indiana 37 corridor. He said the highway would bring economic development benefits to his district. However, he pointed out during discussion on the bill that it does not require the route to run through Perry Township. [Indiana removes I-69 route restriction: Land Line Magazine](#)

Henry County OKs small tax hike for bridges

Indiana Economic Digest
Kevin L. Green, Courier-Times
6/12/15

Henry County property owners will soon see a small tax increase to help pay for bridge and culvert improvements. The Henry County Commissioners passed an increase in the county's cumulative capital bridge fund, from .0226 to .0228 on every \$100 of assessed value. "We're just putting it back to where it was 10 years ago," commissioner Kim Cronk said Wednesday. Henry County Highway Department engineer Joe Copeland asked for the increase. He said the Indiana Department of Local Government Finance lowered the rate this year and said the highway department was already struggling to keep up with repairs because of a lack of funds. "I need this for culvert and bridge replacement projects," Copeland said. "I've got them lined up and we're trying to replace them as inexpensively as possible and still get a good product that will last for many years." Copeland said the increase should bring in about \$300,000 in additional revenue. The highway engineer recently presented the county leaders with a lengthy list of bridge replacement or rehabilitation projects he said were priorities. That list called for one replacement or rehab per year. Copeland said many of the local bridges date back to the 1950s and '60s and that they aren't designed to last forever. Henry County Auditor Pat French said she has been in contact with the DLGF regarding the idea of returning the bridge fund rate to its previous level and that the state indicated they had no problem with doing so. The levy increase will begin after it has been approved by the state. [Henry County OKs small tax hike for bridges - Indiana Economic Digest - Indiana](#)

Works board approves contract for street-paving project

The Brazil Times
6/11/15

Brazil residents can expect the side-street paving project to continue next month. After approving the contract with Dave O'Mara Construction to repave several city streets in the second round of the project at Wednesday's Board of Works and Public Safety meeting, Mayor Brian Wyndham said contractors are looking to start after July 4. "They won't be long on this," Wyndham said. "It should move pretty quick." He said part of the discussion he had with the contractors regarded how far down a side street intersecting with U.S. 40 they would have to go. With the Indiana Department of Transportation's U.S. 40 project still in full swing, Wyndham said he believes INDOT will pave up to 18 feet on side streets that intersect with the highway. "That 18 feet on several side streets will add up," Wyndham said. Targeted streets that intersect with U.S. 40 as part of this project are Depot, Epworth, north Pine, south Lambert and north Beech. Wyndham said knowing INDOT will pave part of those streets can reduce the amount of work and cost the contractor will have as part of the project, thus possibly allowing the city to stretch its remaining dollars and incorporate a few other streets. City attorney Traci Orman said if money is left over to do an additional street, it can be done by submitting a change-order request. However, those streets still have to be in and/or serving the northern tax increment financing district established

prior to securing the \$2.5 million bond lease for the project. [Brazil Times: Local News: Works board approves contract for street-paving project \(06/11/15\)](#)

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