



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Indiana's big road fix to attract contractors, bring new jobs

WISH-TV
Nick Natario
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INDIANAPOLIS (WISH) — As Indiana gets ready to spend billions to fix its roads and bridges, construction companies are busy getting ready. On Monday, Gov. Eric Holcomb wrapped a seven-city tour showcasing his new road plan called Next Level Indiana. The \$4.7 billion initiative will add 122 miles of lanes, fix nearly 1,300 bridges and resurface almost 10,000 miles of roads. Indiana Department of Transportation said last week it has the staff in place to handle the workload, but construction companies are trying to get there. "We need laborers, we need Teamsters, those groups of people. On top of that, we'll need construction managers, project managers," said Gene Lindley, chief operating officer of James H. Drew Corp. A good problem to have, employees of the Indianapolis company said. Right now, they have crews working on projects, including a site on Michigan Avenue in downtown Indianapolis. The company is expecting a lot more work with the governor's initiative. "Our challenge is going to be looking for individuals to come in and fill those voids that we currently have, as well as we will have in the future," Lindley said. They may need to hire now to handle all these projects, but industry experts said there's time because a lot of the spending takes place in the final part of the initiative, which will allow employers to hire and train. "We are anticipating by the time this entire project ramps, over the next three to five years, we're looking at thousands of new jobs for Hoosiers across the state," said Richard Hedgecock. <http://wishtv.com/2017/07/17/indianas-big-road-fix-to-attract-contractors-bring-new-jobs/>

Tribune-Star Editorial: Seeking the next level for Indiana's infrastructure

Tribune-Star
7/15/17

Slogans and declarations from the governor's office and the Statehouse matter little if the words distort reality. Indiana's "Next Level Roads Initiative" under new Gov. Eric Holcomb signals a refreshing change toward necessary action. The 20-year program to revive the state's aging, neglected interstates, highways, county roads, city streets and bridges marks a properly broad step forward for a state billed as the "Crossroads of America." Holcomb and the Department of Transportation unveiled the first five-year segment of the program Thursday. Fittingly, the governor's announcement tour included a stop in Terre Haute, the original "Crossroads of America," where the coast-to-coast Interstate 70 and U.S. 40 bisect the north-south cross-country route, U.S. 41. Holcomb explained the importance of implementing a 10-cents-per-gallon gas tax to fund the upgrades, which total \$4.7 billion in the first five years. He lauded the support of the Legislature, which previously shied away from anything beyond Band-Aid fixes. The inaction manifested in crumbling infrastructure statewide, including a hole in an I-70 overpass at Terre Haute that left U.S. 41 visible below last year. "The gas tax is the user fee that is helping us pay

for what we are using, and there is nothing more conservative than that," Holcomb said, standing beside the ongoing 641 bypass project. "For too long, for projects, we did not have the money to pay for them. This is the exact right approach that doesn't leave that debt burden on our children or our grandchildren into the future." It is equally irresponsible to leave eroding roads and bridges to future generations, and Indiana has been on course to do just that for years.

http://www.tribstar.com/opinion/editorials/tribune-star-editorial-seeking-the-next-level-for-indiana-s/article_e80e5bfe-68b2-11e7-8266-0b819a3042e7.html

I-69, workforce development topics for fly-in

Palladium-Item

Nate LaMar

7/15/17

The East Central Indiana Regional Planning District hosted its bipartisan annual fly-in to Washington, D.C., from June 20 to 22. As part of its Comprehensive Economic Development Strategy for East Central Indiana, ECIRPD has made the I-69 corridor its primary focus (to widen I-69 to six-lanes north of the metro Indy area currently being widened, and for which the ECIRPD is already working with Madison and Hamilton counties), and workforce development its secondary focus. This drove the agenda at each of our meetings, along with housing and our opioid epidemic. The Economic Development Administration recommended, for the I-69 corridor and other infrastructure feasibility studies, which they would fund in phases, that we pursue EDA grants, along with Transportation Investment Generating Economic Recovery grants. The EDA provides two-thirds of its Economic Adjustment Assistance grants to rural areas, and would like to feature Portland's new waterpark on their website as an EAA success story. The Environmental Protection Agency recommended working with its office of Sustainable Communities and FEMA for Pre-Disaster Mitigation grants, which fund innovative and creative programs to prevent floods and combined sewer overflows. They also mentioned we should work with Indiana's Clean Water State Revolving Fund for storm water and wastewater infrastructure, as its interest rates for municipalities are 1.63 percent. Regarding cancer cluster investigations (i.e., Henry County's Fair Oaks Drive addition), the EPA recommended its Agency for Toxic Substances & Disease Registry. <http://www.pal-item.com/story/opinion/contributors/2017/07/15/workforce-development-topics-fly/103676864/>

County sets second phase: Officials await grants to begin more roadwork

The Republic

Mark Webber

7/13/17

Almost a million dollars in state grants is being sought to fund additional Bartholomew County road and bridge projects this fall. All forms have been completed and submitted for consideration in the 2017 Community Crossings matching grant program. Last year, 320 city and county agencies competed for money administered by the Indiana Department of Transportation. The county should learn how much it will receive, if any, in either late August or early September, Bartholomew County Highway engineer Danny Hollander said. While three projects have been submitted in hopes of receiving half of their funding from the INDOT program, only two projects will likely be approved, Hollander said. That's because the county does not currently have \$993,000 in non-committed funds required to cover half the costs of all three projects, Hollander said. When the program debuted last year, the county received \$999,255 — less than \$1,000 short of the maximum. But since the Indiana General Assembly added 10 cents a gallon to the gas tax to raise funds for road and bridge repairs, Hollander expressed strong confidence two of the projects will be approved. The gas tax increase, as well as a new \$15 vehicle registration fee, is expected to raise about \$1.2 billion annually by 2024 to repair state and local roads. The largest and most significant of this year's three requests is to put an entirely new coat of asphalt on about 12.5 miles of county roads for Phase 2 of the county's annual overlay program. If the

grant is approved, the county will receive half of the anticipated \$1.6 million cost. The other two projects and their projected total costs are: \$331,000 to do an additional 35 miles of chip-and-seal road work throughout the county. \$54,649 to place a new deck on the county bridge along County Road 300N, between County Roads 1100E and 1125E.

http://www.therepublic.com/2017/07/14/county_sets_second_phase_of_roadwork/

INDOT plans \$24M investment in county

Banner Graphic

Jared Jernagan

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With stops in Indianapolis, Terre Haute and West Lafayette, Holcomb announced Next Level Roads Plan, INDOT's road construction inventory for the next five fiscal years reflecting new funding made available by the long-term road funding plan approved by the General Assembly and signed into law by Holcomb in April. For Putnam County in particular, those plans mean \$24,713,948 in funding that will resurface 91 lane miles while also rehabilitating or replacing 12 bridges. The statewide investment over five years will be \$4.7 billion. Putnam County will see major projects from this work as soon as next year, with a \$3.86 million overlay and preventive maintenance project on U.S. 231 from south of Cloverdale to the State Road 240 junction in Greencastle. Although listed on the Montgomery County project list from INDOT, Putnam County will be the main beneficiary of a \$3.228 million overlay project on U.S. 231 in 2020 that will resurface the road from just south of U.S. 36 to State Road 234 in Montgomery County. Also in 2020, a \$6.044 million project will resurface U.S. 40 from U.S. 231 to State Road 75. State Road 236 will also receive major work in 2021, with \$9.301 million in work to be performed between U.S. 231 in Putnam County and State Road 75 in western Hendricks County. Listed for Hendricks County, the bulk of this project will also take place in Putnam County.

<http://www.bannergraphic.com/story/2427882.html>

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