



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 9, 2017

State provides funding for Hobart road project

NWI Times
Chas Reilly
5/8/17

HOBART - The city will receive financial assistance from the state for road work associated with the downtown streetscape project. The upcoming work is focusing on Third and Center streets. A portion of Third Street is designated as State Road 51, which is controlled by the state. Mayor Brian Snedecor said the Indiana Department of Transportation is compensating Hobart about \$207,000 for the road reconstruction work that will occur on the section of State Road 51. The City Council recently approved an interlocal agreement with INDOT so Hobart can receive the funding. Snedecor said the state initially offered to pay \$159,000 for the work Hobart will complete on State Road 51. The city examined the improvements planned there and determined additional funding would be needed. Snedecor said state officials agreed with that assessment and increased INDOT's contribution. http://www.nwitimes.com/news/local/lake/state-provides-funding-for-hobart-road-project/article_738a4ba0-647b-501c-879b-bcd29345a485.html

From the Chamber: Road funding bill a big boost for Indiana

South Bend Tribune
Kyle Hannon
5/7/17

ELKHART - I keep checking my mailbox for that billion-dollar check. I'm not sure if it will be signed by Indiana Gov. Eric Holcomb or Treasurer Kelly Mitchell. And I don't know if it will be made out to me, personally, or maybe one of the local road construction companies. But it should be arriving any day now. After all, I drove to Indianapolis to testify at the Statehouse on behalf of the highway funding bill. Not only that, I have written in this column and our Elkhart Chamber publications about how that bill is so important to our economy. In addition, Jeff Rea has done the same with the South Bend Regional Chamber. Thanks to our longtime support for this kind of a true highway funding plan, the bill was passed by the legislature a few weeks ago. One of the premier road projects that Jeff and I have both promoted is the completion of U.S. 31 to highway quality. As we have said, there are still six stoplights, two railroad crossings, and hundreds of cross streets and curb cuts. To complete U.S. 31, we need to bring the rest of the roadway up to the standards of the three completed sections from Plymouth to South Bend, around Kokomo, and through Carmel, Ind. The price tag for this needed fix is \$970 million. Road construction season will be here soon. INDOT needs to start working on those intersections and railroad crossings. I can't believe the check hasn't arrived yet. I'll check with Jeff and see if it went to him instead. Now that I think about it, Jeff and I weren't the only ones in the House Chamber that day. There were 40 to 50 people testifying on the road funding bill. They all had projects in their parts

of the state. A couple of weeks ago, Governor Holcomb signed the bill in a big ceremony. This was a major bill that deserved a big ceremony. The bill will boost highway funding by more than \$600 million in 2018. That amount will increase each year, reaching \$1.2 billion in 2024. About \$300 million of that annual money will be for local roads, which are equally crucial to our safety and economy. http://www.southbendtribune.com/news/elkhartconnection/from-the-chamber-road-funding-bill-a-big-boost-for/article_634c32cf-fd1d-5a92-8eae-7c1f114c0c1a.html

New Indiana law provides \$10M to improve dangerous road-rail intersections

NWI Times
Dan Carden
5/5/17

INDIANAPOLIS - Northwest Indiana's most dangerous rail crossings soon could receive critical safety upgrades thanks to the infrastructure funding legislation enacted last week by Republican Gov. Eric Holcomb. In addition to hiking fuel taxes and vehicle registration fees to pay for road and bridge construction, House Enrolled Act 1002 allows the Indiana Department of Transportation to spend up to \$10 million to improve crash-prone rail intersections with local roads and state highways. State Rep. Ed Soliday, R-Valparaiso, the sponsor of the new law, said it requires INDOT to develop an empirical measurement to officially determine which rail crossings will be fixed first. But he said it's obvious where the most work is needed. "The majority of heavy congestion, at-risk crossings are in Northwest Indiana," Soliday said. The veteran lawmaker acknowledged that \$10 million won't go very far toward addressing the state's nearly worst-in-the-nation rankings for most rail crossings and most rail crossing fatalities. "This is just the beginning of dealing with our at-grade crossing issues," he said. Soliday also is not expecting INDOT to get to work immediately on the railroad component of his legislation, since state policymakers have made it clear that getting Hoosiers to "smell asphalt" from road repairs is the top priority. http://www.nwitimes.com/news/local/govt-and-politics/new-indiana-law-provides-m-to-improve-dangerous-road-rail/article_702064e7-4cc4-5178-80b7-cc24a4faaaaa.html

I-69 Summit to Connect Local, National, International Leaders

Inside Indiana Business
Dan McGowan
5/4/17

INDIANAPOLIS - The president of the Indiana Chamber of Commerce says Friday's I-69 Regional Summit in Indianapolis is an opportunity to keep stakeholders at the local, national and international levels "rowing in the same direction." Kevin Brinegar says the event will also help Hoosier communities improve their visibility and spotlight the economic potential of the corridor. The event includes breakout sessions focused on marketing strategies, the U.S./Canada connection and zoning and tax credits. In an interview with Inside Indiana Business, Brinegar says continued expansion of the road throughout the state is important for the Indiana economy. "We've already seen economic development spur up along the I-69 route that is open now from Evansville all the way up to Bloomington and we think that will be even more so." Brinegar adds "as part of this larger I-69 corridor from Canada all the way down to Mexico and having all of those components completed across the different states along the overall route will be great for our exports and for trade, and particularly for a manufacturing-intensive state such as Indiana." An expansion of the road from Evansville to Indianapolis continues. The first four sections are complete, Section 5 from Bloomington to Martinsville is underway and Section 6 that would run from Martinsville to Indianapolis is still in late planning stages. <http://www.insideindianabusiness.com/story/35346860/i-69-summit-to-connect-local-national-international-leaders>

www.buildindianacouncil.org