



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 3, 2013

As Daniels prepares to leave office, Pence reaffirms commitment to finishing I-69

Evansville Courier & Press

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INDIANAPOLIS —As the governor who set a 142-mile extension of Interstate 69 into motion prepares to leave office, his replacement says he is committed to finishing the work. Gov.-elect Mike Pence said his administration will prioritize completing the project that Gov. Mitch Daniels — his fellow Republican — pushed about half the distance from Evansville to Indianapolis. "Since I believe roads mean jobs, I think one of the historic contributions of the Daniels administration has been to make such measurable progress in completing I-69," Pence said in mid-December. "We're going to finish that work. We're going to find out where to do it, we're going to find out how to do it, but we're going to do it." He said during this year's campaign that he intends to launch a blue-ribbon panel to study Indiana's infrastructure and funding needs, and that the options he pursue will evolve out of that panel's recommendations. Pence spokeswoman Christy Denault said the still-forming administration has not yet put together the panel in part because it is focused on filling Cabinet-level positions. Pence will take office Jan. 14. Among his top priorities, Pence said, is finishing the I-69 extension, completing efforts to build new bridges over the Ohio River near Louisville, Ky. and finishing improvements to U.S. 31 north of Indianapolis. Both the I-69 and U.S. 31 projects were funded largely through the \$3.85 billion that Indiana gained through the 2006 "Major Moves" deal — the 75-year lease of a northern Indiana toll road, in exchange for upfront cash to pump into pressing infrastructure needs. [As Daniels prepares to leave office, Pence reaffirms commitment to finishing I-69 » Evansville Courier & Press](#)

U.S. 30 project could be Valpo's biggest ever

Post-Tribune

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VALPARAISO — The section of U.S. 30 that passes through Valparaiso could see improvements like pedestrian crossings, new traffic signals and turn lanes starting in 2014. And it could be completed within three years. On Thursday, the Board of Works accepted an Indiana Department of Transportation-approved firm's bid to do design on the highway and its right-of-ways, Bam, Longest and Neff of Indianapolis for \$2.2 million. INDOT will foot the bill for the entire project at about \$22.5 million. "This is probably the largest project the city's ever seen," City Engineer Tim Burkman said. The first step will be a traffic study to see where new signals and turn lanes are needed and whether the bridge over Salt Creek by Horseprairie Avenue needs widening. There should be new traffic signals at Indiana 2/Washington Street, and improvements along that city entryway that would extend to downtown, Burkman said. Other U.S. 30 intersections that'd get improved include Sturdy Road, Horseprairie and Silhavy Road at Strongbow Centre Drive. "That has been on the list for some time," Burkman said of the complex intersection in front of Wal-Mart. The two railroad track bridges between Indiana 2 and Valparaiso University — the Chicago,

Fort Wayne and Eastern and the Norfolk Southern — would be improved, including aesthetically. Burkman said the railroad bridges might be the easiest to get done first given the studies required for INDOT and federally-funded projects, [U.S. 30 project could be Valpo's biggest ever - Post-Tribune](#) Also, [Valpo hires consultant to design U.S....](#)

Indiana signs deal with East End bridge builder

The Courier-Journal
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The Indiana Finance Authority has finalized a deal with a consortium of firms to build the eastern span of the Ohio River Bridges Project. The state announced Friday that two documents have been signed — a 254-page “public-private agreement” that outlines the firms’ legal responsibilities and a contract between the developer and a joint venture that will build the bridge. An additional step — completing the project’s financing, including the sale of bonds and receiving investors’ equity — is expected in the spring. Last month, Indiana selected WVB East End Partners, a 24-member group of companies, to finance, build, operate and maintain the eastern bridge, which would complete Interstate 265 between Utica, Ind., and eastern Jefferson County, Ky. “As had been the case in a couple of other notable transactions that Indiana participated in, we were completely unreasonable in our demands and expectations and our partners somehow found a way to meet ... them,” Indiana Gov. Mitch Daniels said in a news release. Earlier this month, the Kentucky Transportation Cabinet formally selected a team led by Walsh Construction of Chicago to build its part of the project — a new downtown bridge, reworked Spaghetti Junction interchange and the approach roads on both sides of the river. (Walsh is also a member of WVB.) [Indiana signs deal with East End bridge builder | The Courier-Journal | courier-journal.com](#)

Editorial: Trying to save local rail service

Journal and Courier
12/29/12

Fans of passenger rail service that connects Lafayette with Chicago and beyond received a glimmer of hope last week when local transportation leaders said they’re prepared to study the economic impact of Amtrak service here. Daily service in Lafayette has been in question in recent months, since Amtrak announced plans to quit operations of the Hoosier State line in October 2013. The Hoosier State is one of two lines that stops in downtown Lafayette, pulling into the Big Four Depot four days and four nights a week. At stake is Amtrak’s decision to cancel the Hoosier State service based on a congressional act that calls on states to take over the cost of operating passenger rail routes shorter than 750 miles. How that act should be interpreted has been disputed by the state and Amtrak for some time now. The Cardinal would continue to stop in Lafayette three days and three nights a week. But the thought of chopping local Amtrak service by more than half had passengers and local leaders rallying to save the full service of both lines. The state had been noncommittal up until now. Last week, the J&C reported that the Indiana Department of Transportation agreed to at least study the economic benefits of a line that feeds not only Lafayette, but a number of Indiana communities as well. The study also would look at the cost to the state to subsidize the route. [Editorial: Trying to save local rail service | Journal and Courier | jconline.com](#)

INDOT Plans Uncertain Future With Less Funding

Indiana Public Media
12/31/12

Highway officials are beginning to ponder what is next after the proceeds from leasing the Indiana Toll Road run out. The 10-year road-building binge dubbed Major Moves has two years and \$3.5 billion.

INDOT Commissioner Michael Cline says that is enough money to complete all the Major Moves projects except the I-69 extension, which was always expected to be only partly funded by the lease proceeds. Once Major Moves runs out, Cline expects to still have funding. "Over the next 10 years, we think we'll average \$750 million a year, which is not zero," Cline says. "But with the challenges that we have with inflation and other things that drive the cost of projects—utility relocations and land acquisition and traditional things—the dollar doesn't go as far." The exact amount of funding depends in part on the next federal highway bill. Cline says that should be enough for maintenance needs. He says it is difficult to pinpoint exactly how much cash the state needs in all, since the need for new construction is more subjective than keeping existing roads in good repair. Cline says a public-private partnership is possible for some projects, especially the final Martinsville to Indy leg of I-69. Legislators are expected to explore other options in the session which begins next week. Cline has been INDOT commissioner since 2010 and will continue in that role under new Governor Mike Pence. [INDOT Plans Uncertain Future With Less Funding | News - Indiana Public Media](#)

EDITORIAL: Daniels hands off I-69 baton to Pence

Evansville Courier & Press

1/1/13

It was perhaps Indiana Gov. Mitch Daniels' ability to step outside the box, and view challenges without preconceived notions that allowed him to do what seemed nearly impossible eight years ago — push through the construction of Interstate 69 between Evansville and Crane during his two terms in office. Now that Daniels is leaving the office, his successor, fellow Republican Mike Pence, might benefit from Daniel's approach. Indeed, it will be up to Pence to see Interstate 69 is completed to Indianapolis — not an easy task, given there is no pot of state money designated for the Bloomington-to-Indianapolis stretch of the long-sought highway. Daniels faced the same dilemma when he took office eight years ago, but in short order he came up with the Major Moves initiative. The state leased the Indiana Toll Road to a private consortium for \$3.8 billion. That money was used to build the Evansville-to-Crane section of I-69, as well as other major projects around the state. But that money is either spent or committed. Traditional means are being used to pay for I-69 from Crane to Bloomington, but it will take a new plan for financing the Bloomington-to-Indianapolis link, and that will be Pence's responsibility. As we said, he might benefit from considering Daniels' approach. "If people will be simply a little bit open-minded to new approaches like this — which I've been pointing out for six years, are completely customary in the rest of the world; only in America do we think the only way to build a road is the gas tax — it may not be a complete answer, but that's got to be part of the answer," Daniels said in a news story by Courier & Press staff writer Eric Bradner. Daniels was referring to public-private partnerships and the fact an Ohio River bridge near Louisville will be built with private money that will be repaid through tolls. [EDITORIAL: Daniels hands off I-69 baton to Pence » Evansville Courier & Press](#)