



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Would You Pay More For Gas To Fix Local Roads?

Indiana News Center

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FORT WAYNE, Ind. -- Would you pay more for gas if it generated money to fix roads where you live? Eighteen cents of every gallon of gas you put in your car pays for road repairs and projects where you live. But because the price of gas has gone up and vehicles have become more fuel efficient, the city of Fort Wayne is facing tens of millions of dollars in budget shortfalls to pay for projects that need to be done in 2013 and beyond. A city spokesman says the investment is needed for residents' quality of life as well as having the infrastructure in place to attract and retain businesses. "Major projects such as widening a road, expanding a road, or something as simple as concrete improvement or resurfacing or making upgrades in neighborhoods," says John Perlich. The city will lobby the state legislature to consider raising the gas tax and diverting \$140 million from the state police and BMV so towns across the state can pay for road repairs. We took the question right to the people who are pumping their gas and asked them if they would be willing to pay more for a gallon of gas to be able to fix the roads in the community. "They do a lot of rewards where you can get dollars off anyway, so I think if you raise it, it still will be a little bit cheaper because you can still use your rewards cards at a lot of the gas stations," says Denisha Beachem of Fort Wayne. But Greg Cummings says, "Coming from the airport, say, all the way downtown, I mean, some of those roads between here and there are just awful. And, you know, first impressions are everything. But to raise the gas price to do it? No, I don't think so. I think there's other ways they could do it. And like I said, the Legacy Fund would be a start." But the Light Lease Legacy Fund has strict criteria for ways that money can be spent, and road projects do not qualify. The general assembly convenes Monday. So far, no legislator has committed to authoring a bill to raise the gas tax. If there's no extra money, the city will have to reprioritize its projects for this year. [Would You Pay More For Gas To Fix Local Roads? | Indiana's NewsCenter: News, Sports, Weather, Fort Wayne WPTA-TV, WISE-TV, CW, and MyFOX | Local](#)

INDOT settles with MLK bridge builder, others

NWI Times

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The Indiana Department of Transportation has settled its lawsuit over the failure of the Martin Luther King Drive Bridge, which crosses the Borman Expressway in Gary. The bridge's builder, designer and primary materials supplier have agreed to pay INDOT \$450,000 each for a total settlement of \$1.35 million, according to INDOT spokesman Will Wingfield. The Martin Luther King Drive Bridge was closed in May 2010 after large cracks were discovered in its concrete beams. The bridge had been open less than six years. In July 2011, INDOT sued the bridge's builder, Superior Construction of Gary, for \$3 million alleging the company was responsible for

the bridge's failure. Superior alleged the bridge's designer, RQAW Inc. of Indianapolis, and the company that supplied Superior with construction materials was to blame. INDOT's bridge contract was with Superior Construction, which in turn hired RQAW and the supplier, Wingfield said. In July 2010, INDOT Commissioner Michael Cline suspended both Superior Construction and RQAW from INDOT projects. The companies submitted required quality assurances to INDOT early the next year and were again allowed to compete for projects. The settlement this week reaffirms Superior's, RQAW's and the supplier's longstanding relationship with INDOT, according to INDOT. In August 2011, INDOT awarded a \$3.18 million contract for demolishing the superstructure of the condemned Martin Luther King Drive Bridge and constructing a replacement to Dunnet Bay Construction, of Glendale Heights, Ill. The bridge re-opened in October. [INDOT settles with MLK bridge builder, others](#)

Central Indiana leaders back regional transit bill

Post-Tribune

1/5/12

INDIANAPOLIS — The leaders of 18 central Indiana cities and towns have formed a coalition to push a bill that seeks to expand regional bus service and create a commuter rail line. The bill written by state Rep. Jerry Torr, R-Carmel, would create a nine-county transit district and allow ballot questions in Marion and Hamilton counties on whether to raise local income taxes to help fund mass transit projects. Those taxes would help fund a proposed 10-year, \$1.3 billion plan that calls for a commuter rail line from Noblesville to downtown Indianapolis and doubling bus service in the Indianapolis area. Westfield Mayor Andy Cook, Indianapolis Mayor Greg Ballard and other members of the Regional Council of Elected Officials began meeting informally four years ago. Cook said it took time to decide on mass transit as a priority issue. The transit bill died in the last legislative session, but another local group, the Central Indiana Transit Task Force, believes it has a stronger chance in the session that begins Monday as more Republican lawmakers come aboard. Ron Gifford, the executive director of the Central Indiana Transit Task Force, told the Indianapolis Business Journal it's important to show the bill has support beyond Indianapolis and the Hamilton County town that would see the immediate benefits. [Central Indiana leaders back regional transit bill - Post-Tribune](#) Also, [City, town leaders back transit bill](#)

Budget, Transportation on Indiana General Assembly Agenda

Tristatehomepage.com

1/6/13

A new budget and transportation funding are two of several items the General Assembly will discuss starting Monday. "The federal government picks up 100% in the first 5 to 6 years. It makes sense for us to cover the citizens of the state, as many as possible, and save the state money in the long run," Hume says. Transportation funding is also expected to be discussed, especially with I-69 not fully completed. Lawmakers may look at ways to pay for the new highway, including a toll bridge over the Ohio River. But Tomes isn't sure what will work. "There are a certain amount of resources, I suppose, but how you access it, that a question that I don't think anybody can answer right now," says Tomes. [Budget, Transportation on Indiana General Assembly Agenda](#)

INDOT Announces Bridges Project Settlement

Inside INdiana Business

1/7/13

A federal lawsuit relating to the Ohio River Bridges Project has been settled. The litigation was filed in 2009 by the National Trust and River Fields. Those groups, along with the Indiana Department of Transportation and the Kentucky Transportation Cabinet, are part of the deal to

dismiss the legal action in exchange for commitments to historic preservation and public involvement and communication during construction of the project. The Indiana Department of Transportation (INDOT), the Kentucky Transportation Cabinet (KYTC), the National Trust for Historic Preservation and River Fields, Inc. have reached a settlement agreement in the federal litigation relating to the Ohio River Bridges Project. The lawsuit was filed in 2009 by the National Trust and River Fields. All four parties have agreed to dismiss the pending lawsuit initiated by the National Trust and River Fields, in exchange for additional commitments to historic preservation and public involvement. The settlement agreement recognizes that INDOT and KYTC have now entered into contracts that provide for essentially simultaneous construction of the downtown and east end portions of the Project. The settlement agreement includes a range of commitments by INDOT and KYTC regarding the protection of historic properties, public involvement and communications during construction of the Project, and issues related to drainage and water runoff. The settlement calls for both states to create a Historic Preservation and Enhancement Fund, to be established with \$1.7 million in state funds provided equally by INDOT and KYTC. The State Historic Preservation Officers for Indiana and Kentucky will use the Fund to administer grants to local governments and non-profit organizations for rehabilitating, preserving and enhancing historic properties and districts within the areas affected by the bridges project. The agreement lists projects that are eligible for grants from the Fund. Eligible projects include, among others, grants for the protection and interpretation of notable African-American sites in eastern Jefferson County, Ky., including the historic Jefferson Jacobs School, a Rosenwald School, in Louisville. [INDOT Announces Bridges Project Settlement - Newsroom - Inside INdiana Business with Gerry Dick](#)

State Awards I-69 Expansion Contract

Inside INdiana Business

1/7/13

BLOOMINGTON, Ind. - The Indiana Department of Transportation (INDOT) has awarded a \$57 million contract to an Indiana company for a three-mile section of Interstate 69 in Greene County. The bid submitted by White Construction Inc of Clinton was the lowest among five contractors and \$261,000 below the engineer's cost estimate. The three-mile contract begins near Dry Branch Road in Greene County and ends just before the State Road 45 interchange. One additional construction contract remains to be awarded for the 27 miles of I-69 Section 4 between Crane and Bloomington, with contractor bids scheduled to be opened in March. "Indiana continues to move forward under budget with the I-69 corridor, and today we're one step closer to connecting with State Road 37 near Bloomington," said Samuel Sarvis, INDOT's Deputy Commissioner of Major Programs. "We know that I-69 will improve the safety of the motoring public and become a spark for economic growth along the corridor." The new Interstate 69 between Evansville and Indianapolis is widely regarded as a key component to the future economic vitality of southwestern Indiana, and will connect an entire region with improved access to jobs, education and healthcare. Governor Mitch Daniels accelerated the I-69 schedule with his Major Moves highway program, saving nearly \$80 million in construction costs. The 67 miles that opened for business in November also save motorists more than 30 minutes in travel time when compared to other routes between U.S. 231 near Crane and I-64 near Evansville. [State Awards I-69 Expansion Contract - Newsroom - Inside INdiana Business with Gerry Dick](#)