



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 23, 2013

Pence Wants Public-Private Partnerships To Fund Rest Of I-69

Indiana Public Media

5/22/13

Governor Mike Pence Wednesday listed the completion of Interstate 69 above most other road funding priorities. The governor says finding public-private partnerships for the road's final stages from Martinsville to Indianapolis ranks ahead of almost all other road projects when it comes to allocating an additional \$200 million a year given to the Indiana Department of Transportation in the recently-passed state budget. "Other than the Ohio River bridges projects and finishing [U.S.] 31 without stoplights from our capital city to South Bend, I think I-69 is our top priority," Pence says. "And the resources that have been set aside give us the opportunity to make a down payment on that, and they give us the latitude to consider a variety of financing options for that in the future." But when a reporter suggested the governor didn't directly answer a question about whether the road would be paid for in part by tolls, Pence was cagey. "There may be other projects where that might make more sense," he says. "In this case, when I think of public-private partnerships, I more think of finding the resources in the private sector to finance what we're doing in the long term. And we've not had extensive discussions about tolls relative to the completion of I-69." Then-Governor Mitch Daniels steadfastly declared the road would not use tolls to build its first three sections from Evansville to the Crane Naval Surface Warfare Center, but Pence's Wednesday announcement focused on the possibility private firms would use their money to build the road's final two sections. Pence says I-69's completion is a higher priority than other projects this year's budget would fund, including expanding Interstates 65 and 70 to six lanes throughout the state.

[Pence Wants Public-Private Partnerships To Fund Rest Of I-69 | News - Indiana Public Media](#)

Also, [Pence says he's 'firmly committed' to finishing I-69 to Indianapolis » Evansville Courier & Press](#)

Indianapolis aims to repave 120 miles of streets, add sidewalks

Indianapolis Star

5/23/13

A world sports park, 120 miles of street resurfacing and 83,000 feet of sidewalks are among the projects planned this year under the city's Rebuild-Indy program. Standing next to an under-construction extension of the Fall Creek Trail near College Avenue, Indianapolis Mayor Greg Ballard said such projects would factor heavily in this year's work. The city plans to spend \$92 million this year. That includes projects to resurface 120 miles of streets, repair nine bridges, add 83,000 feet of sidewalks and add nearly 30,000 feet of trails. The city also plans to install nearly 1,000 sidewalk ramps accessible by the disabled and to fund parks and stormwater improvements around the city. Two new portions of the Fall Creek Trail will be constructed: from Central Avenue to the Monon, and from Skiles Test Park to Fort Benjamin Harrison State Park.

Notable resurfacing projects include East 38th Street between Emerson and Arlington avenues; South Emerson Avenue from County Line Road to Company Drive; East Southport Road between Gray Road and I-65 and between Emerson and Arlington avenues; and 29th and 30th streets from the White River to Illinois Street. Also included in the spending is the first installment of \$6 million that has been set aside to convert a Far-Eastside park into a world sports venue, including cricket fields. The use of RebuildIndy money for that park has attracted controversy. RebuildIndy was started in 2010 using \$425 million in proceeds from the sale of the city's water and sewer utility to Citizens Energy Group.

[Indianapolis aims to repave 120 miles of streets, add sidewalks | Indianapolis Star | indystar.com](#)

Resident questions how public will be informed of Main Street plan

News and Tribune

5/23/13

NEW ALBANY — A frequent attendee of municipal meetings, local resident J.B. Hawkins again presented the New Albany Board of Public Works and Safety with concerns on Tuesday. Hawkins — who has approached the board about code violations, road conditions and semi-truck traffic in recent months — tackled the proposed Main Street improvement project this week. A Main Street homeowner, Hawkins questioned the board as to how the public will be kept aware of the design of the project as it moves forward. During a public forum on the project Monday, Hawkins said he had concerns over how the construction would affect the historic houses along Main Street. He also pressed administration officials as to why federal funding wasn't sought for the project. Engineers and city officials said that while the design is being completed over the next three months, they will attempt to keep the public informed through emails, press releases and by possibly posting the plans online. Hawkins said officials have said in the past that the public would be involved in shaping projects, but that didn't happen. Though the road is no longer a state highway, the Indiana Department of Transportation pledged an additional \$500,000 toward improving Main Street when the maintenance deal with New Albany was reached in 2010. John Rosenbarger, director of public facilities projects for the city, said INDOT has been notified of the Main Street project and of New Albany's aim to garner the \$500,000 pledge. Rosenbarger said Tuesday the city didn't seek federal funds for the improvements in part because of the project scope. "Main Street is not a real small-ticket project, but we're using the federal aid money on the \$3 million to \$5 million" road improvements, he said.

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