



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Bill would allow I-69 construction through Perry Township

FOX59
Zach Myers
2/4/2015

INDIANAPOLIS, Ind. (Feb. 4, 2015) – Advocates to the south of Indianapolis are making a push to allow future construction of I-69 to run through Perry Township in southern Marion County. State law essentially bans I-69 construction through Perry Township. That language was included in Mitch Daniels' "Major Moves" legislation from 2006. Supporters of the ban say it protects Perry Township business and property owners from being uprooted and displaced by highway construction. "About 200 jobs that would be displaced," said Sen. Brent Waltz (R-Indianapolis). "Several hundred million dollars in assessed property valuation that would go away as the federal government would take that land along the 37 corridor, which would be a de facto property tax increase on every single home, every single business in Perry Township." But House Bill 1036, authored by Rep. John Price (R-Greenwood) would remove the ban and allow state transportation officials to use State Road 37 as the I-69 route between I-465 and Martinsville. Price called the Perry Township ban a "road block" to the process of completing the highway that would eventually connect Canada to Mexico.

[Bill would allow I-69 construction through Perry Township | Fox 59](#) Also, [Indiana House committee hears I-69 bill - Courier Press](#)

Bus providers hope Soliday-backed bill passes

NWI Times
Keith Benman
2/4/2015

A bill co-authored by state Rep. Ed Soliday, R-Valparaiso, would hike state aid to mass transit agencies to \$60 million per year from its current \$42.5 million; a hike that transit providers and advocates say is badly needed. "We have transit systems all over the state, many in rural areas and bigger ones in cities, that would benefit," said Kent McDaniel, executive director of the Indiana Transportation Association. House Bill 1215 would increase the state's Public Mass Transportation Fund, which has basically been frozen at the \$42.5 million for seven years, even as ridership increases significantly on some systems. It is currently awaiting action by the House Ways and Means Committee. Locally, Gary Public Transportation Corp. ridership increased 5.4 percent in 2014 compared to the previous year and Valparaiso's V-Line ridership increased 5.9 percent. North Township dial-a-ride ridership surged to 36,000 riders in 2013 from just 12,000 in 2012. The Public Mass Transportation Fund money is distributed to bus agencies through a competitive formula devised by the Indiana Department of Transportation that rewards systems that are growing ridership while running efficient operations. A 12.3 percent allocation from the fund also goes to South Shore commuter rail operator Northern Indiana Commuter Transportation

District, according to the Indiana Transportation Association.
[Bus providers hope Soliday-backed bill passes](#)

EDITORIAL: Indiana must continue to invest in RDA

NWI Times

2/3/2015

As the Indiana General Assembly lays tracks for the future of commuter rail service and the Northwest Indiana Regional Development, those two are being coupled together. Well, that's fine. After all, extending commuter rail service is one of the key reasons the RDA was established. Up to this point, the state has been contributing \$10 million a year to the RDA — a full third of the agency's revenue — out of Major Moves money. But that 10-year guarantee is over, so the push for renewed state funding for the RDA is, and must be, a full-court press. The key message to the General Assembly and Gov. Mike Pence can be summed up in this simple formula: RDA=ROI. That is, the RDA offers a clear return on investment. Already, even without the rail line extended, the RDA has brought more dollars of federal and private investment to Northwest Indiana than the agency has spent. The actual ROI, of course, depends on the project, but the bottom line is that the efforts are paying off. Not only is the RDA improving the quality of life in Northwest Indiana, which will attract future economic development, but it also is boosting the economy already. And bringing commuter rail expansion to Northwest Indiana, more than a century after the original line was built, will pay off for the economy as well. The RDA has already pledged \$8 million a year toward to the expansion cost and another \$4 million annually toward operating costs. So far, 16 communities and Lake County have pledged \$4.2 million annually toward the project.

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