



## **BUILD INDIANA COUNCIL**

### **Infrastructure Media Summary**

**February 11, 2016**

#### **Utica seeks help from state on road damage from bridge work**

News and Tribune  
Elizabeth Beilman  
2/11/16

UTICA — Utica Town Board members are meeting with representatives from WVB East-End Partners today to discuss concerns about the effects of east-end bridge and road construction. Among them are streets in the small town that officials say are "destroyed." "Our streets are in worse shape probably than any road in Clark County right now," Utica Street Commissioner and Town Board member Jimmy Carter said Wednesday during a press conference. "We've spent several hundreds of dollars cold-patching the holes ... trucks have torn through people's yards. They have torn down our stop signs." Stephanie McFarland, spokeswoman for the Indiana Finance Authority, said design-and-build team WVB will look at "steps going forward" in an open dialogue with town officials. "In that meeting, they will be essentially hearing their concerns and a schedule of what those projects are that need to be addressed," McFarland said. The town's annual budget of \$200,000 can't cover the repairs resulting from concrete trucks that come through, town board member Hank Dorman said. The main roads — Fourth, Third and Second streets — have suffered the most damage, Carter said. Officials said Utica has a contract with WVB to repair the town's roads to the same standards as before the bridges construction began. But officials are concerned WVB won't adhere to its contract terms — as it hasn't performed any road repairs yet — and would win in litigation because the state is the hiring firm and has more resources. They say they want help now. [http://www.newsandtribune.com/news/utica-seeks-help-from-state-on-road-damage-from-bridge/article\\_19dab3fa-d055-11e5-bd3a-af2f3f08c569.html](http://www.newsandtribune.com/news/utica-seeks-help-from-state-on-road-damage-from-bridge/article_19dab3fa-d055-11e5-bd3a-af2f3f08c569.html)

#### **Weekend meeting planned to answer IndyGo mass transit questions**

WTTV  
Jessica Hayes  
2/11/16

INDIANAPOLIS, Ind. (February 11, 2016) – IndyGo is asking the public to bring questions and concerns about the proposed Red Line mass transit service to a series of public meetings. This follows "Transit Day" at the Indiana Statehouse on Thursday, where supporters of IndyGo's proposed new mass transit service will gather to talk about its possible future here. The first part of the proposed mass transit route would travel through Broad Ripple to Downtown Indianapolis, but many other areas would be impacted. While some Hoosiers are in favor of the proposal, others are against it, which is why the public is encouraged to attend. Much recent talk concerning IndyGo's proposed Red Line transit system has centered around the Indiana Statehouse and federal lawmakers. This week the Red Line got support from President Obama, who requested \$75M in federal funding to pay for part of it, leaving about \$21 million in local tax dollars to fund the rest, pending taxpayer approval. IndyGo says it's hosting these

meetings to simplify the process for taxpayers as much as possible.

<http://cbs4indy.com/2016/02/11/weekend-meeting-planned-to-answer-indygo-mass-transit-questions/>

### **Commissioners oppose gas tax hike**

News-Dispatch

Matt Christy

2/10/16

The La Porte County Board of Commissioners passed a resolution on Wednesday stating their opposition to Indiana State House Bill 1001 which proposes a raise in gas taxes, an increase local option taxes and suggests placing tolls on Interstates 94 and 65. The resolution stated the proposed house bill was unfair toward residents of northern Indiana and didn't display equal treatment in the state. "Generations of northern Indiana residents drove on and paid tolls on the Indiana Toll Road with billions in Toll Road lease proceeds shipped to other parts of Indiana for road construction," the resolution stated. "It appears legislators have no intention of returning the favor by tolling an interstate such as I-465 and sending proceeds north." The resolution stated an overwhelming percentage paid into the sales tax of gasoline doesn't go toward infrastructure purposes with county attorney Shaw Friedman stating only one out of seven cents goes toward road funding. "The feeling is since it's collected at the pump motorists and others believe it is to be used for infrastructure," Friedman said. The resolution urged state legislation to address funding inequities that direct an unfair amount of road funding toward the already prosperous suburbs of Indianapolis and direct all of the sales tax on gasoline immediately to be used for highways, local roads and bridges rather than being improperly diverted.

[http://www.thenewsdispatch.com/news/article\\_0bc6dd98-4262-5079-8e70-7a6e617b2141.html](http://www.thenewsdispatch.com/news/article_0bc6dd98-4262-5079-8e70-7a6e617b2141.html)

### **Fed budget proposal includes \$75M for Red Line rapid transit**

Indianapolis Star

John Tuohy

2/9/16

A \$75 million federal grant that would jump-start a bus rapid transit line in Indianapolis was hailed Tuesday by advocates as a critical step in making over Central Indiana's mass transit system, but several steps must be hammered out before the overall vision is realized. "I can't see any other moments that will more directly affect the evolution of our city," said Michael McKillip, executive director of Midtown Indianapolis Inc., an organization that promotes economic development on the north side. "The Red Line will provide access to jobs, hospitals and groceries." The grant, outlined Tuesday in President Barack Obama's proposed 2017 budget, would pay for construction of the first phase of the first route in the largest mass transit plan in the region's history. The Red Line would be a 37-mile route from Westfield to Greenwood in which electric buses would run frequently in dedicated lanes. The initial leg is 13.6 miles long, from 66th Street in Broad Ripple to the University of Indianapolis on the Southside, and would cost an estimated \$96.3 million. The next two phases to extend the Red Line also would require future federal funding. Mike Terry, president and chief executive officer of IndyGo, which would operate the Red Line, said the grant request reflected the federal government's confidence that the system would work. "This funding decision is a testament to the quality and importance of the Red Line project," Terry said. The Red Line is part of a larger bus rapid transit, or BRT plan, called Indy Connect. The plan calls for four high-speed bus routes across the city at an estimated cost of \$800 million. But if the Red Line is to build out to Westfield and Greenwood and the other lines are to be completed, voters in Marion, Johnson and Hamilton counties must approve an income tax hike in a ballot referendum of 0.25 percent, or one quarter per \$100 of earned income. That is about \$120 a year for someone earning \$39,000 annually.

<http://www.indystar.com/story/news/politics/2016/02/09/fed-budget-proposal-includes-75m-red-line-rapid-transit/80024296/> Also, <http://www.insideindianabusiness.com/story/31181071/rapid->

[transit-plan-scores-big-federal-funding](#)

### **Which road funding option is the best for Indiana?**

WLF1

Alexis Moberger

2/9/16

WEST LAFAYETTE, Ind. (WLF1) — Indiana roads are at a crossroads when it comes to upkeep and funding. One Purdue road expert is pushing for a solution, but it will need political backing. Purdue civil engineering professor Kumares Sinha said Indiana once had some of the best roads in the world. But now he says, the state is falling behind and needs to find a better system. When it comes to funding Indiana roads, there are a lot of options on the table. State lawmakers say the biggest issue, finding long-term solutions. “Not a short-term [solution] such as gas tax,” said State Sen. Ron Alting. “It’s an outdated way to collect money to keep up with our roads.” It’s predicted that road up keep in Indiana costs \$1 billion to pay for both state and local roadways. Right now, a fuel tax is paying for Indiana road funding. However, Sinha said the gas tax will not be sufficient to pay for roads in the future. “Because the energy efficiency has gone up, and people are not driving as much, and it doesn’t make sense,” said Sinha. “The world has changed.” What are the options? One option is to make energy efficient and hybrid cars pay a fee. Although owners of hybrids argue they use the same roads as everyone else, but do not pay the same amount in fuel tax. “Hybrid vehicles, what is the fuel? Hybrid vehicles, even I can tell they are use some gasoline,” said Sinha. “But still, they are not paying their share.” Another option on the table, adding \$1 to cigarette packs. However, many say it’s not fair to make cigarette smokers pay for highways. <http://wlf1.com/2016/02/09/which-road-funding-option-is-the-best-for-indiana/>

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