



BUILD INDIANA COUNCIL

Infrastructure Media Summary

March 4, 2014

Untimely inattention to Ind.'s roads, highways

Kokomo Tribune
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Good roads are a luxury item in Indiana. Most Hoosiers would applaud Gov. Mike Pence's objective to pull \$400 million out of the Major Moves 2020 Trust Fund — a state savings plan for future big-ticket transportation projects — to renovate Indiana's crappy interstates right away. Residents would also appreciate a \$25-million grant program — crafted and approved by the Indiana House — targeted for desperately needed road repairs by local communities. A group of state senators, however, has decided Hoosier motorists can get by with less extravagant highways. The governor and the Indiana House thought it was time for the state to upgrade its road quality to a solid, comfortable Buick level. The senators prefer more thrifty, Yugo-caliber streets and byways. The Senate Appropriations Committee voted Thursday to slash Pence's \$400-million highway investment by half. They'll allow \$200 million from the 2020 Trust Fund to be freed up this year, but the other \$200 million will be held until budget discussions in the General Assembly's 2015 session. And the senators just scrapped the \$25-million local roads program. In "Seinfeld" terms, the Senate would call itself "extremely careful with money," while others would call their decision "cheap."

<http://www.kokomotribune.com/opinion/x1196465731/Untimely-inattention-to-Ind-s-roads-highways>

What's so hard about mass transit?

NUVO
David Hoppe
3/1/14

Why is this so hard? That's the question anyone who longs for better mass transit - no, make that decent mass transit - in central Indiana must be asking in light of the latest news out of the Statehouse. It used to be that the state's lawfakers kept getting in the way of transit legislation because they didn't want people in Marion and surrounding counties to vote on our willingness to raise taxes. The issue was local control. Then the issue became the transit system's design. Remember: whatever might or might not happen would still be subject to a public referendum on whether or not to raise the taxes necessary to pay for most of this project. But this didn't keep the lawfakers from messing with whether or not a proposed system should have a light rail component. I've been writing about this subject for years. Personally, I think light rail has been a huge distraction and would be an insupportable expense. Other cities, Bogota, for example, have demonstrated that you can build a sophisticated transit system around buses in less time and for a fraction of the expense of light rail.

[What's so hard about mass transit? | Hoppe | NUVO News | Indianapolis, IN](#)

Four developer teams make short list to build Indiana portion of Illiana tollway

Post-Tribune

Christin Nance Lazerus

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Indiana officials have identified four developer teams for its short list to build and operate the Indiana portion of the proposed Illiana Expressway on Friday. The 47-mile tollway would connect Interstate 65 in Indiana to Interstate 55 in Illinois. The teams announced Friday are: The Illiana Corridor Transportation Group, Illiana East Mobility Partners, Isolux Infrastructure Netherlands B.V., and WM Indiana-Illiana Partners, LLC. Those four were culled from six teams that applied to a recent Request for Proposals for teams to design, build, finance, operate and maintain the road. The cost of the highway is estimated at \$1.5 billion, with Indiana's 12-mile stretch expected to be around \$300 million. Indiana and Illinois officials are using a public-private partnership to finance the project saying it will speed construction. The Indiana Department of Transportation also included the widening of a 12-mile stretch of I-65 between U.S. 30 and Ind. 2, in its call-out for proposals to make it more attractive for private investors. The Indiana Finance Authority and the Indiana Department of Transportation will meet with the teams over the next few weeks to discuss their ideas and the procurement process. Procurement for the Illinois portion is being handled by the Illinois Department of Transportation. A final Request for Proposals will be issued this summer after federal officials grant environmental approval.

[Four developer teams make short list to build Indiana portion of Illiana tollway - Post-Tribune](#)

Also, [Finalists Vying to Develop Illiana Expressway - Newsroom - Inside INdiana Business with Gerry Dick](#)

Indiana lawmakers advance roads, education measures

The Courier-Journal

Tom LoBianco and Summer Ballentine | Associated Press

2/28/14

INDIANAPOLIS — Indiana lawmakers advanced a wide range of measures Thursday as they headed into the final two weeks of their 2014 session, setting up last-minute negotiations on everything from road funding to education. In the Senate, lawmakers gave Pence half of the \$400 million he has been seeking for major roads projects. Only \$200 million would be released pending approval from the State Budget Agency if the measure, which passed unanimously in the Senate, gets final support from both chambers. Senate Appropriations Chairman Luke Kenley, who created the fund last year to set aside \$200 million a year until 2020 for major transportation improvements, hesitantly signed off on the legislation after the Indiana Department of Transportation pitched using the money to widen Interstates 65, 70 and 69 to six lanes in certain areas before inflation jacks up the price tag on the project.

[Indiana lawmakers advance roads, education measures | The Courier-Journal | courier-journal.com](#)

Light rail complicates Central Indiana transit legislation

Indianapolis Star

Tony Cook

2/27/14

Light rail could become part of an expanded Central Indiana mass transit system under changes the Indiana House made Thursday to legislation making its way through the General Assembly. The change — one of several the House made — could put the measure at risk in the Senate, which failed to embrace light rail in the bill it passed earlier this month. The transit bill's author, Sen. Patricia Miller, R-Indianapolis, said she had hoped she could concur with the legislation that emerges from the House but likely won't be able to now. "Light rail was an issue with a lot of

legislators early in the process, and I think this is going to have to be something we go back and revisit," Miller said. "I think this changes the landscape." Supporters of expanded mass transit, including Indianapolis Mayor Greg Ballard, would like light rail to be an option. But some lawmakers are concerned about the potential costs. Rep. Mike Speedy, R-Indianapolis, said he feared the inclusion of light rail would "expose constituents to cost overruns and billions of dollars in debt." But Rep. Ed DeLaney, D-Indianapolis, argued that the General Assembly shouldn't tell local governments what kind of transportation they should use.

<http://www.indystar.com/article/20140227/NEWS05/302270040/Light-rail-complicates-Central-Indiana-transit-legislation>

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