



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Huber: Indy Has 'Urgent Mobility Problem'

Inside INdiana Business

Gerry Dick

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As the Indianapolis City-County Council weighs whether or not to put a mass transit plan on the November ballot, the president of the Indy Chamber says the economic stakes for the region's future are extremely high. In an interview on Inside INdiana Business Television, Michael Huber said, without robust mass transit options, Indianapolis is at a competitive disadvantage. "We have a very urgent workforce mobility problem in Indianapolis compared to cities that we compete with every day," said Huber. "We just do a poor job of getting people to work." The Indy Chamber is among a coalition of business and community organizations advocating for the Marion County Transit Plan to be placed on the November ballot. The plan calls for a major expansion of bus and bus rapid transit lines and would be funded by a 0.25 percent income tax increase in Marion County. Proposition 145 would allow for the build out of what could be an \$800 million transit system and four high speed bus lines. Construction of the first phase of the Red Line is expected to begin next year, pending a \$75 million "small starts" grant included in President Barack Obama's proposed 2017 budget. The initial stretch of the Red Line would run approximately 14 miles between the Broad Ripple area and University of Indianapolis campus. "What's exciting about Proposition 145, from a Marion County perspective, is it allows us to build out that full system," said Huber. "It's going to triple the number of residents within a five minute walk of frequent mass transit service, it's really exciting."

<http://www.insideindianabusiness.com/story/31690083/huber-indy-has-urgent-mobility-problem>

The Road Ahead: Clark County transportation plan lays out projects for next five years

News and Tribune

Aprile Rickert

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A new transportation plan outlining the recently completed, current and future Clark County roads and bridges projects is expected to help as county leaders prepare for the next five years. The Southern Indiana-based civil engineering firm Butler, Fairman and Seufert worked to identify projects completed since 2012, those which are in progress and projects the Clark County Commissioners and county planners have identified as needs within the next five years. The firm recently compiled a more than \$5,000 study on the projects. For each project within the plan, there is a photograph as well as a map showing the location. A short description of the nature of the work done or needed is included, along with construction cost, type of funding and year completed or projected to be complete. All of the projects have been integrated into the Clark County GIS system, including information on location, construction cost, type of funding and year of construction, and can be updated as projects progress. Commissioners President Jack

Coffman said this was the first such plan the county had had in a long time, if ever. "In our administration we have not had a good, detailed plan like this," he said. "We finally got a firm that could do this in a lot more detail; take the time to go out and survey these projects, take good pictures and put it in a format that's simple for people to see and understand." Between 2012 and 2015, the county completed 19 county roads and bridges projects with a total construction cost of \$19.6 million. Of these costs, \$10.87 million were local dollars and \$10.89 million from federal funds. http://www.newsandtribune.com/news/the-road-ahead-clark-county-transportation-plan-lays-out-projects/article_b9399c78-ff34-11e5-b4fa-a3d8e611c1a2.html

SIDDIQUI: When ideology trumps ideas, Hoosiers don't win

Indianapolis Business Journal

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The legislative session concluded with Indiana's leaders choosing ideology over common-sense ideas. Chief among these issues was the failure to provide a sustainable long-term plan for how to maintain our roads and infrastructure, just so Gov. Pence could head into an election saying he didn't raise taxes. The plan the governor rejected wasn't a left-wing idea from the fringe of the Democratic Party but from his own conservative Republican super-majority in the Indiana House. The Indiana House Republicans sought a long-term solution that would require taxing cigarettes and gasoline taxes. Their plan sought to provide funding in the long run so we wouldn't end up dealing with our deteriorating infrastructure only when our bridges collapsed and our roads were crumbling. The Indiana House Republicans understood that eight years of Gov. Mitch Daniels had stripped government to its very bare bones. When government is stripped bare and there is a public unmet need that is the responsibility of government, the only other choice remains taxing citizens. There is little debate among either party that maintaining our roads and bridges is a public responsibility. There is little debate that no wasteful spending remains in state government. There is little debate that our roads and bridges are in desperate need of attention and funding. Despite this bipartisan reality, the governor sought to kick the can down the road so he could demonstrate ideological purity. He drew down funds from Indiana's surplus that was meant to stay in place should we, God forbid, be faced with another economic downturn or recession. <http://www.ibj.com/articles/57976-when-ideology-trumps-ideas-hoosiers-donrsquot-win>

Timelines for construction projects along I-69 overlap

Indianapolis Business Journal

Lindsey Erdody

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Nearly \$126 million of federal, state and local dollars will be pumped into the heavily traveled highway to give it a major face-lift from 106th Street to north of Campus Parkway as part of the state's list of 770 projects it will be pursuing this spring and summer. Plus, an additional \$11 million will be spent to improve a few of the local roads near I-69 in Fishers. The upgrades come with overlapping timelines. Some projects have already started, including a new \$3.2 million roundabout at 96th Street and Cumberland Road. But that won't be completed before other infrastructure improvements—including a new \$34 million I-69 exit at 106th Street—get started. The 106th Street interchange construction will also overlap with INDOT's \$92 million investment to add a lane in each direction on I-69 from 116th Street to State Road 38, redesign exit 210 at Campus Parkway and add a southbound lane from 116th to 106th streets. The city of Fishers is also starting a \$7 million project on 116th Street, which is one of the closest alternatives to 106th Street for drivers trying to cross I-69. Coincidence seems to be the culprit for all these road projects, and state and local officials say they are determined to minimize the frustration. "It just kind of happened to come together at the same time," INDOT spokesman Nathan Riggs said. The construction will cause more congestion in an area already described as a parking lot during weekday rush hours. One of the most heavily affected businesses will be Klipsch Music Center, which has about 30 shows scheduled this May through September.

<http://www.ibj.com/articles/58031-timelines-for-construction-projects-along-i-69-overlap>

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