



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **May 10, 2016**

#### **INDOT acts to keep Illiana Expressway alive**

NWI Times

Andrew Steele

5/9/16

A late April agreement between the Indiana and Illinois departments of transportation aims to keep the Illiana Expressway project alive, though Illinois hasn't put it back on the state's agenda. The agreement between the two transportation agencies has Indiana paying to make changes to the project's Environmental Impact Statement so it can pass legal muster. Last year, a federal judge rejected it, ruling the document flawed and inadequate. The Environmental Impact Statement details the potential demographic, economic and environmental impact of the Illiana Expressway project. "The Illinois Department of Transportation has agreed to let INDOT take the lead in protecting the investments both states have made in developing this project, and in keeping the project in hold status," INDOT spokesman Will Wingfield said in an email Thursday. The April 25 filing in U.S. District Court for the Northern District of Illinois formalizing the agreement said that work is anticipated to be done by the end of July. "Only the portions of the environmental documents identified in the U.S. District Court's recent opinion as needing additional work will be addressed," Wingfield said. The agency has estimated reworking the document will cost less than \$150,000. [http://www.nwitimes.com/business/transportation/indot-acts-to-keep-illiana-expressway-alive/article\\_9f7690d2-5eda-5a51-a6b6-0d2b767a47de.html](http://www.nwitimes.com/business/transportation/indot-acts-to-keep-illiana-expressway-alive/article_9f7690d2-5eda-5a51-a6b6-0d2b767a47de.html)

#### **Let the voters decide on funding mass transit**

Indianapolis Star

5/8/16

At the City-County Council's May 9 meeting, council members will discuss allowing Marion County residents to participate in a ballot measure for transit funding. This potential referendum would fund implementation of the Marion County Transit Plan, which will give the city a larger network of bus routes as well as three new rapid transit lines, all aimed at providing more frequent transit service and longer hours of operation. One reason I'm excited about the potential for increased transit options is personal. I live in Meridian-Kessler, about four blocks from College Avenue. I love my neighborhood in part because my wife and I can walk or bike to restaurants, retail and more. This allows us to spend a lot of time in the areas where College intersects with 49th, 52nd and 54th streets, Kessler Boulevard and Broad Ripple Avenue. Each of those intersections offers eclectic spots that make us happy to live close by. What's interesting, in the context of this discussion, is that each of those great commercial areas exist because of transit. Decades ago, when streetcars went up and down College Avenue, their stops were at these intersections. As a result, neighborhood businesses sprouted up around the transit stops — just as is expected with the new transit plan. Enhanced transit will put these neighborhood amenities within reach of more people, which means businesses can attract new customers and potential

employees can connect with jobs. <http://www.indystar.com/story/opinion/readers/2016/05/08/let-voters-decide-funding-mass-transit/84119976/>

### **Greenwood Council Approves TIF District**

Inside INdiana Business

Alex Brown

5/5/16

The Greenwood Common Council has approved a resolution creating an economic development area and tax increment financing district near the new I-65 interchange at Worthsville Road. The resolution would allow the city of Greenwood to collect property taxes from new developments to use toward infrastructure improvements. The resolution now goes back to the Greenwood Redevelopment Commission for a public hearing and final approval. If approved the TIF district would begin collecting property taxes from new developments within two years. "I commend the Council for understanding the importance of proactive investment in Greenwood's economic future," said Greenwood Mayor Mark Myers. "The Worthsville Road interchange presents significant opportunity for economic development, and TIF is a proven strategy to facilitate that development." The types of projects that would be done with the TIF money include improvements to streets, sanitary sewers, drainage, public safety, and parks and recreation, among others. Greenwood has six other TIF districts within the city. "Due to the creation of TIF districts, our city's assessed property values have increased by more than \$300 million," said Greenwood Common Council President Mike Campbell. "For Greenwood and other cities across the state, TIFs are an investment in the future. Results demonstrate the many returns we are seeing on that investment, and we will continue to pursue what is clearly an effective strategy for economic development." <http://www.insideindianabusiness.com/story/31913213/greenwood-council-approves-tif-district>

### **Getting On Board: My Conversion to Supporting Mass Transit**

Inside INdiana Business

Tim Cook, Chief Executive Officer, KSM Location Advisors

5/5/16

As an economic development guy, I've heard and read story after story about the importance of mass transit. In fact, I've sat in on committees about this topic as it relates to Central Indiana. The reasons in favor always seem logical enough: billions of dollars in economic impact, alleviating traffic congestion, more accessible transportation leading to broader employment options for job seekers, and the like. When the discussion goes from the theoretical to the practical, and nasty topics like referendums and tax increases come up, I start to wonder if this thing can actually pass a vote. And if I'm an economic development person having doubts, how will metro area residents support an initiative that will never provide the majority of its residence a direct benefit in their own lives? Broadly wondering if the benefits of mass transit outweigh the costs, my mind admittedly, inevitably, shamefully finds its way to a wholly self-serving, anything-but-existential-question: How will this make my life better? Maybe you find yourself with the same thought. My personal experience with this issue is modest and dated. I am an Indianapolis resident, but I have not used public transportation on a regular basis since my sophomore year in college ... in Madison, Wisconsin. In Madison, public transportation was a basic necessity. I lived off-campus with no car and the distance was too far to walk to class. My last time using "public" transit was an airport monorail. My "aha" moment came a little over a year ago. I had to travel to Phoenix for meetings with local economic development officials about a project.

<http://www.insideindianabusiness.com/story/31904684/getting-on-board-my-conversion-to-supporting-mass-transit>

### **County looks to improve road in front of development**

Washington Times Herald  
Mike Grant  
5/5/16

Washington and Daviess County officials are putting the finishing official touches on a plan for development on the east side of Washington. One part of that plan includes widening and improving CR 350E between CR 200N and U.S. 50. County Highway officials are hoping they can get some federal funding help to carry out that project and are hustling to make the road part of a call for projects by the Indiana Department of Transportation. It is the first time in three years the state has made a call for such projects. "We want to look at the potential for CR 350E from U.S. 50 north," said Daviess County Highway Department Supervisor Phil Cornelius. "There are some existing businesses there that would benefit from an improved road, improved intersection with U.S. 50, improved railroad crossing. We're trying to get the ball rolling toward a larger scale project down the line. At least get it in the works to get as much going as possible." "It sounds like we're going to apply for a project for the county," said President of the Daviess County Commissioners Michael Taylor. "INDOT's calling for projects. I think we might make use of that on CR 350E. We are doing some research on that right now." The funding being offered is the same that Daviess County acquired to rebuild and expand CR 900E. That project is receiving 80 percent federal funding with the county picking up 20 percent. Phase one of that project is complete. Phase two is now under way and the third part of the project that will run from CR 800N to Odon should begin next year. County officials say they are hopeful they can get a similar project with multiple phases on CR 350E.

[http://www.washtimesherald.com/news/local\\_news/county-looks-to-improve-road-in-front-of-development/article\\_6e524886-e51b-54a8-8aae-2e77fdebfd7.html](http://www.washtimesherald.com/news/local_news/county-looks-to-improve-road-in-front-of-development/article_6e524886-e51b-54a8-8aae-2e77fdebfd7.html)

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