



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 17, 2016

Mass Appeal Will be Mass Transit Message to Voters

Inside INdiana Business
Gerry Dick
5/16/16

Supporters of expanded mass transit in Marion County say they'll stress the "multitude of benefits" to the region as they advocate for a 0.25 percent income increase tax to help pay for the system. Last week, the City County Council voted 18-6 to put the funding plan on the November ballot, setting up what will likely be months of intense debate on the issue. "This is the opportunity for the voters to get a say and we're going to make sure from the private sector side and with our community partners that we get our message out," said Indy Chamber Vice President of Government Relations and Policy Development Mark Fisher. He added "I don't think that there's one message that resonates and that shows how comprehensive the plan is and how it will affect many people in the community." Clearly, however, the projected economic impact of the ambitious transit plan will be a major focus. "From the business community standpoint, it is about economic opportunities, providing access to educational opportunities and jobs," said Fisher, who stresses it will connect residents with jobs at all pay levels, not just millennials and young professionals. Transit advocates say global shipping giant FedEx has had trouble filling about 200 jobs at its massive hub near Indianapolis International Airport, in part because potential employees don't have a way to work. "If people can't access those jobs, they are not going to get those benefits and, vice versa, if a company can't access employees, they are not going to locate in our community." The size and scope of the mass transit plan will also be a key talking point in the coming months, with an emphasis on expanded routes, frequency easier transfers.
<http://www.insideindianabusiness.com/story/31980710/mass-appeal-will-be-mass-transit-message-to-voters>

Selling the \$56 million transit tax hike

Indianapolis Star
John Tuohy
5/16/16

Transportation advocates will stress improvements to the entire city bus system rather than development of controversial bus rapid transit lines as they promote a voter referendum to raise taxes for mass transit. The vast majority of the \$56 million generated by the tax would fix traditional problems vexing basic bus service, such as long waits, short hours of operation and unreliability, rather than running the Red Line rapid transit route, said officials with IndyGo and the Indy Chamber, which will push for passage of the referendum on the November election ballot. By 2021, buses on a dozen lines would run every 15 minutes daily, compared with two lines on weekdays now; service hours would increase 70 percent; and the number of routes that run every hour would be reduced. The buses would operate 20 hours a day, starting earlier and ending later, said Bryan Luellen, a spokesman for IndyGo. Marion County voters will be asked to raise

personal income taxes by 0.25 percent to improve bus service. The increase would cost a worker making \$50,000 annually \$130 a year and supplement IndyGo's budget, which was \$69.8 million this year. The added revenue also would be used to operate the Red Line — the all-electric route with dedicated lanes stretching from Broad Ripple to the University of Indianapolis — and would fund sidewalk construction and shelters at bus stops. While IndyGo plans more buses on popular routes, it will reduce service on less frequently used routes on the southwest and southeast sides. <http://www.indystar.com/story/news/2016/05/16/selling-transit-tax-hike-red-line/84325654/>

U.S. 33 Northern Connector construction in Goshen nearly underway

The Elkhart Truth
Sharon Hernandez
5/12/16

It's been decades since local and state officials noticed the increasing traffic in downtown Goshen. U.S. 33, a major road in northern Indiana, zigzags through Madison, Main and Pike streets, with semi-trailers and other heavy trucks rolling through the historic downtown. On weekday afternoons, traffic slows travel greatly. Added to the chaotic afternoons downtown are the dozens of trains that pass through the city, bringing traffic to a complete stop. "The trains are the main reason why we need this," Goshen Mayor Jeremy Stutsman said. "We get around 120 trains in Goshen every day." The solution to Goshen's traffic concerns, says the Indiana Department of Transportation, is building a \$19 million road that will redirect traffic from Lincolnway East directly to Pike Street and away from downtown. While preliminary work has been underway for months, the project's official groundbreaking is Thursday, and plans call for opening the new road to traffic by late October 2018, if not sooner, said Heather Hacha-Thomas, spokesman for the INDOT Fort Wayne District. The new road will run parallel to Norfolk Southern's Chicago Line north of downtown, with three bridges going over the Norfolk's Marion Branch, Lincoln Avenue and Cottage Avenue. <http://www.elkharttruth.com/hometown/goshen/2016/05/12/U-S-33-Northern-Connector-construction-in-Goshen-nearly-under-way.html>

Zinc Mill Road improvement project the next step for city

Banner Graphic
Eric Bernsee
5/12/16

With the long-awaited South Street project under way to create a new east-west corridor between Zinc Mill Road and Bloomington Street, Greencastle city officials are focused on what's next. And with the Indiana Department of Transportation (INDOT) issuing a call-out for project proposals carrying a construction timetable of 2021-22, city officials offered an easy answer to that question. Upgrading Zinc Mill Road itself. Or more specifically, the section of it that runs south of State Road 240 (Veterans Memorial Highway) and intersects with South Street, which is in the midst of another INDOT improvement project that was delayed several times by state funding priorities. Acting on the recommendation of Mayor Bill Dory at its May meeting, the City Council approved submission of a letter to INDOT requesting \$2,716,800 in federal funds for the Zinc Mill Road improvement project. That would include \$1,712,000 in federal funds for the construction phase, along with federal funds for preliminary engineering (\$342,400), right-of-way acquisition (\$325,600) and utility relocations (\$80,000). Local match for the entire 80/20 federal-local split project is estimated at \$679,200, Mayor Dory said. "With our successful completion of project development, and now on-going construction on the South Street project, we feel it is the opportune time to continue improvements with the next phase," the mayor's letter states. The city would utilize its TIF revenues and EDIT revenues as the funding source for the local match portion, Dory said. Reminding the Council that securing the grant money will be a competitive process with other communities, Dory said, the Zinc Mill Road project nonetheless falls in line with the projected INDOT construction timetable. Dory said if grant funding is successful,

construction could start in late 2021 but is more likely to occur in spring 2022.
<http://www.bannergraphic.com/story/2304349.html>

www.buildindianacouncil.org