



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **May 22, 2014**

#### **Mass Transit Supporters Not Worried About New Electric Car Service**

WIBC

Ray Steele

5/21/14

One reason the new BlueIndy electric car sharing service was attracted to Indy, according to Mayor Greg Ballard, was the city's lack of mass transit options. Ballard has supported an expansion of public transportation, though the General Assembly reduced the size of the potential expansion before passing a plan that will eventually go before voters in six Central Indiana counties. Officials in those counties are still meeting to work out details of what exactly a referendum, which would contain a tax increase, would entail - no date for the referendum has been set. "It's very, very early on, because some of the circumstances in the bill that passed are different from the original proposal," said Sean Northup, assistant director of Indy's Metropolitan Planning Organization. The question is whether voters would raise taxes for new public transit buses after taxpayer money is spent on the electric car service. While taxes in Marion County are not going up to fund BlueIndy, the city-county government will have to pay millions to remove parking meters from spaces where car charging stations will be located, as well as reimburse ParkIndy for potential lost revenue. Indianapolis Power and Light has also asked for a rate increase for customers to cover the cost of installing the charging stations - up to \$16 million. The .44/month increase would take effect in January 2018 if it is approved by the Indiana Utility Regulatory Commission. Northup doesn't see the spending as a problem for a future tax referendum. "What we're seeing is a spike in demand for transportation choices, whether it be walking or biking or riding transit. We're actually seeing driving demand decrease," Northup said. That is generational, according to their studies on the topic. "This is the generation drowning in student loan debt, so if they can live in households with one car or no cars, that's a big savings. They just aren't driving the way their parents did."

[Mass Transit Supporters Not Worried About New Electric Car Service | Indy's News Center - 93.1 WIBC Indianapolis - Live. Local. First.](#)

#### **Commissioners discussed funding for road and bridge projects**

Greene County Daily World

Jessica Squires

5/21/14

The Greene County Commissioners discussed funding for road and bridge projects Tuesday morning. In their regular meeting, the commissioners approved an INDOT reimbursement agreement for the State Road 445 detour and discussed work to be done on Bridge 260 on County Road 300E in the Tulip area. Commissioner Ed Michaels said that Sparks Road was used as a detour during construction work on State Road 445. He said due to the extra traffic on the road during that time, there is a significant amount of wear on the road. "It was used for quite

some time," he said. "It was actually used on two different occasions." Michaels said the commissioners and INDOT have finally come to an agreement regarding the maintenance of the road. He said the state has agreed to pay \$42,095 to the county. "The county will pay the rest of that for the restoration of the road," he said. Commissioner Nathan Abrams said with the new Bridge 260 in the Tulip area, the commissioners need to inform the INDOT project engineer of the county's right of way acquisition for the bridge. In new road construction projects, Indiana counties must purchase the areas of land that will be occupied by the new road or bridge. Indiana law establishes that a county executive can establish a right-of-way that extends 20 feet in each direction from the center line of the road. Indiana Code 8-20-3-1 states, "A county executive may acquire the lands and rights necessary to widen, straighten, or change the route of any county highway. If the executive is unable to agree with the owner of the land or right on damages or the purchase price, the executive may exercise eminent domain to condemn the land or right necessary to carry out the provisions of this section." Abrams said all of the county's paperwork for establishing the right of way for the bridge project is complete. The only remaining task is to pay the owners of the property for procuring the right-of-way.

[Greene County Daily World: Local News: Commissioners discussed funding for road and bridge projects \(05/21/14\)](#)

### **Bridge on Cusp of Reopening**

Inside INdiana Business

5/20/14

JEFFERSONVILLE, Ind. – Installation of handrail lighting for both the Indiana ramp and stair tower to the Big Four bicycle and pedestrian bridge has been completed. The Indiana Department of Transportation and city of Jeffersonville performed walk-through inspections today with contractor Hummel Electric of Evansville and all punch-list items have now been addressed. The \$8.5 million ramp and stair tower were funded up to 80 percent with Federal Highway Administration funds. The city of Jeffersonville designed the project and is paying at least 20 percent in federal match. Handrail lighting was chosen in consultation with the Old Jeffersonville Historic District to meet federal historic preservation requirements. "The Indiana ramp and stair tower to the Big Four Bridge were completed today - not partially, but fully - and at the lowest possible cost to Jeffersonville taxpayers," said INDOT chief of staff Troy Woodruff. "The bike and pedestrian facility is a great attraction for tourism, recreation and transportation in Southern Indiana." The city owns and maintains the approach upon completion, and is responsible for coordinating the opening of the ramp with the Waterfront Development Corporation in Louisville. INDOT and FHWA are not participating financially in the local Big Four Station project that will continue construction surrounding the ramp.

[Bridge on Cusp of Reopening - Newsroom - Inside INdiana Business with Gerry Dick](#)

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