



BUILD INDIANA COUNCIL

Infrastructure Media Summary

June 28, 2016

Washington, Clay Townships to decide on transit funding referendum

WISH-TV
Jessica Smith
6/28/16

HAMILTON COUNTY, Ind. (WISH) — Two Hamilton County Townships will consider a tax increase to help pay for mass transit in Central Indiana. Tuesday, the Clay and Washington township boards will decide whether to add a referendum for transit funding to the November ballot. The tax increase would help fund the Central Indiana Transit Plan. The goal is to create a mass transit system that connects several Central Indiana counties. Marion County has already approved adding the referendum to the ballot, and now Clay and Washington Townships will decide. If the referendum is on the Hamilton County ballot in November, voters will decide on a 0.25 percent tax increase. Indy Connect said the plan will create a mass transit network in Hamilton County, including the Red Line and the Green Line.

<http://wishtv.com/2016/06/28/washington-clay-townships-to-decide-on-transit-funding-referendum/>

Lanes to be added to I-69 in Hamilton County

Indianapolis Star
John Tuohy
6/24/16

Commuters will face reduced speeds and shifting paths when work begins within the next few weeks to add lanes to I-69 in Hamilton and Madison counties. The \$92 million project will stretch 15 miles from Ind. 37, exit 205 in Fishers, to Ind. 38, exit 219, which leads to Pendleton. A lane in each direction will be added, starting on the south end and moving north in construction phases, said Indiana Department of Transportation spokesman Nathan Riggs. The I-69 widening is part of Gov. Mike Pence's Major Moves 2020 plan, a \$400 million long-range project to widen and fix four-lane Interstates. Construction on the I-69 project is scheduled to last until the fall of 2017 but could go longer depending on the weather, Riggs said. Riggs said the lanes are being added near the median in both directions and no lanes will be closed. But cars will be shifted to the shoulder at times, and the speed limit will be reduced to a maximum of 60 mph at all times and 50 mph when workers are on the job. In addition to the new lanes, an auxiliary lane will be added southbound from the 116th Street on-ramp to the off-ramp at 106th Street when that new intersection is complete. The purpose of the extra lane is to allow local traffic to move between the two points without merging with regular rush-hour traffic, Riggs said. The 106th Street interchange, a \$34 million joint project of the state and the city of Fishers, should be completed this fall. INDOT said the intersection is needed to ease traffic congestion and to accommodate population growth and development in the area.

<http://www.indystar.com/story/news/2016/06/23/lanes-added--69-hamilton-county/86301166/>

Dyer adopts wheel tax

NWI Times

Lu Ann Franklin

6/24/16

In a 4-to-1 vote Thursday, the Dyer Town Council adopted a wheel tax and license surcharge that will bring in an estimated \$500,000 for road repair, resurfacing and reconstruction. Councilwoman Debbie Astor voted no on this second reading of the ordinance as she did June 2. She said the \$25 per vehicle wheel tax would be a burden to young families who often have multiple cars and to senior citizens on fixed incomes. "Senior citizens haven't been given a raise in Social Security in five years," Astor said. Several residents expressed objections to the tax prior to the vote, some citing confusion about how the wheel tax is calculated. Interim Town Manager Tom DeGiulio explained the tax is not based on the number of wheels on a vehicle, but rather the vehicle's weight. Town Attorney Bill Enseln said that 100 percent of the money collected will stay in Dyer. Three-quarters of the funds or about \$350,000 must be used for roads while the remaining 25 percent can be used for any "legal purpose" including buying salt for roadways. "It's a win-win," Enseln said. http://www.nwitimes.com/news/local/lake/dyer-adopts-wheel-tax/article_7ec91ad3-bb6d-5433-b076-952c92395f1b.html

Local Governments Jump At Road Funding, But How Far Will It Go?

WBAA

Chris Morisse Vizza & Stan Jastrzebski

6/24/16

As if there aren't enough orange construction barrels on Indiana roads, drivers should brace for more. Repairing roads was the priority this year when state lawmakers voted to return local income tax dollars to cities, towns and counties across the state. How The Cash Can Be Spent. Seventy-five percent of the money must be spent on roads. Lawmakers allowed local governments to spend the remaining quarter of the money they're getting back on a non-road project or to put it away for future use. And, elected officials in Lafayette, West Lafayette and Tippecanoe County have hatched plans to use the funds in different ways. Commissioner Tom Murtaugh says the county may use its cash to pay off the lion's share of the remaining construction debt on a parking garage at Second and Columbia streets in Lafayette. He says the county is paying 4-percent in interest, and it's not worth getting a lower rate because the bonds will be paid off in four years anyway. "It does make some sense, since we're clearly not earning anywhere close to 4-percent in interest, to just pay those bonds off early instead of depositing this money into our existing rainy day funds," Murtaugh says. West Lafayette Mayor John Dennis says he plans to stretch the city's \$1.6 million distribution by using it to apply for 50-50 matching grants from the state department of transportation. <http://wbaa.org/post/local-governments-jump-road-funding-how-far-will-it-go>

IndyGo has come a long way in past few years

Indianapolis Star

Editorial

6/24/16

A few years ago, people were saying that IndyGo was on the ropes. It was struggling to find riders, most of its buses were outdated and its books seemed bathed in red ink. There was talk about shutting it down and starting over, or of absorbing the bus service into another department or organization. What a difference a few years makes! With a new Downtown transit center about to open, IndyGo is performing beyond even some of the most generous projections. Ridership is still strong, even after a record-breaking year in 2014, with more than 10.2 million rides. And

despite challenges with funding to properly deal with an aging bus fleet, the system is beginning to modernize with new technology and vehicles. IndyGo has earned new respect. Of all the factors that have contributed to this turnaround — and there have been many — one we must not overlook is the team of people who labored to make it possible. First, there's Mike Terry, who took on a seemingly hopeless job and refused to give up. Then there is former Mayor Greg Ballard, who simply said Indianapolis must have a better transit system and then went to work making it happen. Along with those two, we have to acknowledge the Indy Chamber and many private sector and community leaders who supported the effort and made sure that public transit was included in every conversation about the city's future.

<http://www.indystar.com/story/opinion/readers/2016/06/24/indygo-come-long-way-past-years/86347408/>

Board to select consultant for Margaret overpass on Monday

WTHI-TV

Jon Swaner

6/23/16

On Monday, the Terre Haute Board of Works is expected to select a consultant to oversee construction of the next phase of the Margaret Avenue project. In fact, the city engineer's office will recommend the board select the same firm who designed the project, which is Phase III. "It's important to make sure the job gets done properly," said Assistant City Engineer Larry Robbins when asked about the importance of the project's consultant. The Indiana Department of Transportation (IN-DOT) will oversee this project because federal funds will cover 80% of the project's \$13 million price tag. The City of Terre Haute will pick up the remaining 20%, due when the contract is awarded to a contractor. Speaking of, that selection process will begin once IN-DOT approves the city's land acquisition proposals. Bid letting should take place in September, Robbins said. That puts construction on this long-awaited project to begin in early 2017. "It's very satisfying from the city's standpoint," Robbins said. "It's been something we've been working on for a long time." If all goes well, the project should complete sometime in 2018.

<http://wthitv.com/2016/06/23/board-to-select-consultant-for-margaret-overpass-on-monday/>

Local governments going after state road funds

Courier & Press

Zach Osowski

6/23/16

The orange cones stretching for miles; the men in women in their neon green vests and markers asking drivers to merge into one lane. It's one of the most tell-tale signs in Indiana that summer is officially in swing. This year, drivers all across Indiana could be dealing with a lot more construction thanks to an influx of cash from the General Assembly, with more potentially on the way. "I think there's going to be an increase in construction all across the state," Posey County Commission James Alsop said. "Everyone's taking advantage of the money." Road and infrastructure funding was one of the most hotly contested issues during the 2016 Indiana General Assembly. How much money, where the money should come from and how to ensure there would be more money in the future were all debated until the last day of session. In the end, lawmakers came up with a one-time gift for local governments from excess local income tax, created a matching bridge and road fund and promised to come up with a long-range plan next year. While the money may not be enough to handle all the infrastructure issues facing local cities, towns and counties, it's more than they would normally have. And with the Community Crossings matching grant fund now open for applications, government leaders are hoping for even more cash to play with. <http://www.courierpress.com/news/local/local-governments-going-after-state-road-funds-3552777b-4a4b-261c-e053-0100007f4e21-384153471.html>

www.buildindianacouncil.org