



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 14, 2014

Column: No demand, no need, no more taxes

Current in Westfield

10/14/14

I just don't understand why the mayors of Carmel, Westfield, and Noblesville are such big advocates of spending billions on a mass transit system for Hamilton County. The bus service currently being provided from Fishers and Carmel to Indianapolis has not attracted many riders and recently was subsidized by Fishers and Carmel taxpayers so it can survive until year end. If a city of more like 80,000 people like Carmel can only generate less than 60 riders for bus service to Indianapolis, how can Hamilton County support a mass transit system that will cost billions? These mayors have failed to consider facts about the workforce and commute time to determine if a need exists for a mass transit system. First of all, well more than 50 percent of all workers today are women. According to most studies these same women are the major caretakers for children. So how are they going to get back to Hamilton County quickly and back to work to support doctor appointments, sports participation, and after-school activities using mass transit? Secondly, the commute to downtown Indianapolis is less than 40 minutes even in rush hour. So where are these prime caretakers going to get the extra time needed to drive to a transit station and for the mass transit ride time into Indianapolis? They have no extra time. Thirdly, with flex hours at almost all working locations, how can you accommodate the need to go in both directions at all times? Finally, there is a major trend for working at home which will continue to reduce the need to commute in any fashion.

[Column: No demand, no need, no more taxes | Current in Westfield](#)

City-County Council to vote on \$70M bond issue for roads

Indianapolis Business Journal

Kathleen McLaughlin

10/13/14

Indianapolis could borrow \$70 million for infrastructure work under a proposal that will get a City-County Council vote Monday night. The plan is similar to Mayor Greg Ballard's Rebuild Indy II proposal, unveiled more than a year ago, but involves less borrowing and places more restrictions on how the Department of Public Works spends the money, Public Works Committee Chairman Zach Adamson said. Democrats refused to pass Ballard's plan, which initially called for borrowing \$150 million and was later scaled back to \$105 million. Adamson, a Democratic councilor at-large, said the borrowing was scaled back even further because the council received conflicting projections about the amount of gas-tax revenue that would be available to support the bond issue. The proposal that's up for a public hearing and vote Monday is based on the assumption that the city will continue to receive about \$6 million more a year in gas-tax revenue, which is allocated by the state, Council Chief Financial Officer Bart Brown said. Total state and federal gas-tax revenue is declining because of better vehicle fuel efficiency and less driving, but

Indiana passed legislation in 2013 that diverted to the Indiana Department of Transportation a share of gas-tax money that previously had flowed to the general fund. The move boosted local government road budgets across the board. Brown projects annual debt service on the \$70 million, 20-year bond at \$5.3 million. DPW could use the borrowed money only to pay for the longest-lasting improvements, such as concrete sidewalks, but not asphalt, Adamson said. Democrats opposed using borrowed funds to pay for asphalt paving, which might not last as long as the 30-year bond that Ballard wanted.

[City-County Council to vote on \\$70M bond issue for roads | 2014-10-13 | Indianapolis Business Journal | IBJ.com](#)

RICH JAMES: It doesn't take courage to ignore a problem

NWI Times

10/12/14

Indiana has more than \$2 billion in the bank, and its roads and bridges are crumbling at an ever-increasing rate. Because so many of the roads and bridges are quickly approaching their life expectancy, things are only getting worse. That's what Indiana Department of Transportation Commissioner Karl Browning recently told an interim legislative study committee. "If you want different outcomes, we have to do something different," Browning told legislators. "As a matter of policy, you all need to decide what we want to buy." Highway funding is something legislators don't like to talk about. That's particularly the case for Republicans, who likely would oppose any type of tax increase to make the roads better. But that doesn't include Republican state Rep. Ed Soliday of Valparaiso, who can be a maverick when it comes to following the party line. Soliday, who chairs the interim committee on transportation, said, "I think we need to think very honestly and say to the public: 'Here's our choices, here's what it costs, and then somebody is going to have to exercise some political courage.' There's no free lunch here." One of those with the courage is state Sen. Earline Rogers, D-Gary, another member of the committee. Rogers said, "Everyone is afraid to say it, but I'm not afraid of that three-letter word – tax." Rogers said that unless the state gets serious, there will be more disasters like shutting down the Cline Avenue Bridge with the intent to replace it with a toll road. Former Gov. Mitch Daniels turned his back on Cline Avenue, and Gov. Mike Pence isn't about to spend a dime of the state's surplus to reopen it as a freeway.

http://www.nwitimes.com/news/opinion/columnists/rich-james/rich-james-it-doesn-t-take-courage-to-ignore-a/article_407bacf0-d117-5bff-856b-e395b08d8373.html

EDITORIAL: Indiana roads, bridges hit funding potholes

NWI Times

10/12/14

Indiana has a long way to go to bring its roads and bridges up to shape, the Indiana Department of Transportation says. Anyone who has driven on area roads — or who has wanted to drive on the Cline Avenue Bridge — knows this is true. Of the 5,435 bridges maintained by the state, 373 are rated poor, and 1,007 are rated fair. At the current rate of spending — \$273 million a year for bridge repair and replacement — Indiana will have 682 poor bridges, or 12.5 percent, and 1,705 rated fair in 2024. Look also at pavement maintenance numbers. Indiana spends \$394 million a year yet has 1,127 miles of highways in poor condition. It will worsen to 1,305 miles in 2024 if nothing is done. It gets worse. INDOT says most of the interstate highway bridges and overpasses built in the 1960s will be near the end of their 75-year projected lifespan in 2024. Had the Indiana Toll Road privatization not happened, funding Major Moves, we would have been in worse shape. But there are no magic tricks left to fund transportation. The hard question is how much Hoosiers are willing to pay for good roads and bridges? Getting to INDOT's goal of fewer than 3 percent of bridges and fewer than 4.5 percent of state highways rated poor would require an additional \$258 million a year, INDOT Commissioner Karl Browning recently told a legislative transportation study committee. State Rep. Ed Soliday, R-Valparaiso, chairs that committee. He's

warning that tough decisions are ahead.

http://www.nwitimes.com/news/opinion/editorial/editorial-indiana-roads-bridges-hit-funding-potholes/article_7c49f13e-d27d-5ed6-bb48-193d5d25446b.html

New bus service to deliver workers to warehouse districts

Indianapolis Business Journal

Kathleen McLaughlin

10/10/14

Warehouse employers in Plainfield and Whitestown hope two new reverse-commute bus routes launching this fall will help them attract workers from Indianapolis. Central Indiana Regional Transportation Authority will run shuttles from the far reaches of the IndyGo network to deliver people to the north side of Plainfield and the Anson development in Whitestown. The new service, which doesn't have a firm start date, would be funded by federal Congestion Mitigation and Air Quality grants, plus local matches. Whitestown Town Manager Dax Norton said he hopes enough people use the new bus service to demonstrate demand for permanent regional mass transit. The future of the wider-ranging Indy Connect plan is uncertain, as it requires voters in Marion and surrounding counties to adopt local income-tax increases. "Why would we pay to bus people from other areas to come work at jobs that don't have a living wage?" We hear that a lot," Norton said. "What you hope is that busing would eventually go the other direction as well. A lot of our issues from a congestion perspective ... would be solved." So-called "reverse-commutes" take riders from a metropolitan area to a suburban one in the morning, and then back in the evening. In the case of the new Whitestown Connector, an anonymous private-sector entity provided \$180,000 to match the \$720,000 federal grant. The shuttle will pick up commuters at Trader's Point and deliver them to Anson and employers including Amazon, Express Scripts, GNC and Weaver Popcorn, which is relocating from Noblesville. In addition, CIRT is working on non-stop service from IndyGo stops in downtown Indianapolis to Whitestown.

[New bus service to deliver workers to warehouse districts | 2014-10-10 | Indianapolis Business Journal | IBJ.com](#)

Morris outlines infrastructure initiative

The Journal Gazette

Vivian Sade

10/9/14

Against a backdrop of union construction workers in downtown Fort Wayne, Democrat state senate candidate Jack Morris outlined an initiative Thursday that he said would increase the number of infrastructure projects in northeast Indiana and bring in higher-paying jobs. Morris and Republican Liz Brown are vying for the state Senate District 15 seat, open for the first time since 1985 as Sen. Tom Wyss, R-Fort Wayne, is not seeking re-election. Morris' plan, "Rebuild Allen County," would divert a portion of the sales tax already being collected on gasoline and direct it toward local infrastructure projects. "I plan to ask for a one-time allocation that would be placed in a fund to be used by local communities that could apply for grants to expand their infrastructure," Morris said. "It's about priorities. I'm committed to a transportation budget that rebuilds Fort Wayne, not adds another lane around Indianapolis," Morris said. "By redirecting some of the revenue we're already collecting toward local infrastructure projects, we can help businesses create jobs right here in our community."

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