



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**January 7, 2016**

### **UC commissioners planning ahead for road work**

Palladium-Item

Pam Tharp

1/6/16

LIBERTY, IND. — Union County commissioners wasted no time this week in looking at possible road projects the county could do if the Indiana General Assembly sends local governments more money for roads and bridges. Union County and the towns of Liberty and West College Corner could receive a total of \$406,630 if Senate Bill 67 becomes law. A total of \$418 million would be available to local governments in Indiana if the bill passes. Wayne and Randolph counties, including their cities and towns, are expected to each receive \$1.4 million. “If it does become law, we need to have our roads ready early,” Union County Commissioner Paul Wiwi said. “We need to get our list put together so we aren’t the last ones on the list in September,” Commission Alan Alcorn said. Last year, Union County hired a private contractor to pave portions of Nine Mile and Stone roads. Paving still is needed on 3.5 miles of Nine Mile Road and about 2 miles of Stone Road at an estimated cost of \$250,000. The county’s 2016 highway budget already includes \$200,000 for paving, so the county should be able to do a significant amount of paving this year, commissioners said. Highway Supervisor Jeff Bowers said he’d like to finish Nine Mile and Stone roads and then work on Stateline Road, which needs extensive improvements. The Senate bill calls for a one-time distribution of highway funds to local governments, which are required to use 75 percent of the money on highway projects, or they must place the money in a rainy day fund to be used for future road projects. <http://www.pal-item.com/story/news/local/2016/01/06/uc-commissioners-planning-ahead-road-work/78296052/>

### **GOP vows to pave way for big road repair funding**

Tribune Star

Maureen Hayden

1/6/16

Local leaders clamoring for road repair money may soon see millions of dollars coming their way. As a new session of the Indiana General Assembly began on Tuesday, Statehouse Republicans promised to push for a one-time windfall of \$418 million in road money during the Legislature’s busy, 10-week session. Their proposal fast tracks the release of local income tax money back to communities where it was collected, tying most of the dollars to infrastructure repairs. “It’s a significant influx of money in a short amount of time,” said Sen. Brandt Hershman, author of the measure and chairman of the Senate Tax and Fiscal Policy Committee. The fast, short-term nature of the proposal worries some local leaders, though. They fear it will be a quick fix that doesn’t address the long-term needs of the local governments, which maintain about 80 percent of the state’s roads. “It’s an opportunity to do a little bit of catch-up, but there needs to be an ongoing method for funding roads,” said Larry Hesson, a Hendricks County councilman and

board member of the Association of Indiana Counties. The proposed measure also takes criticism because it would distribute the most money to some of the state's richest communities. The affluent suburb of Carmel, with a population of 85,000 and the highest per-capita income in the state, would get \$15 million. Fort Wayne, the state's second-biggest city with 256,000 people, would get about half that much. [http://www.tribstar.com/news/gop-vows-to-pave-way-for-big-road-repair-funding/article\\_c34d4431-d1ec-5630-a1c4-df77046e619e.html](http://www.tribstar.com/news/gop-vows-to-pave-way-for-big-road-repair-funding/article_c34d4431-d1ec-5630-a1c4-df77046e619e.html)

### **Indianapolis' IndyGo gets last of 21 fully electric buses**

The News-Dispatch

1/6/16

INDIANAPOLIS (AP) — Officials with Indianapolis' public bus service say the city now boasts one of the nation's largest electric mass transit fleets. IndyGo announced Tuesday that in December it received the last of 21 fully electric buses. Those buses equipped with lithium-ion batteries can travel up to 130 miles on a single charge. A 1-megawatt solar array also went online last month atop IndyGo's operations building. IndyGo President and CEO Mike Terry says the array generates enough electricity to offset the charging of 13 electric buses, lowering the fleet's operating costs while saving energy and resources. IndyGo is also planning an electric rapid bus project. The 35-mile Red Line would link four cities in three central Indiana counties. The solar array, electric buses and Red Line studies were funded by federal grants.

[http://www.thenewsdispatch.com/news/indiana\\_state\\_news/article\\_1d5cd84a-3900-5cee-9091-c9b5774715c2.html](http://www.thenewsdispatch.com/news/indiana_state_news/article_1d5cd84a-3900-5cee-9091-c9b5774715c2.html)

### **Ed Soliday is a lousy poker player for Northwest Indiana**

Post-Tribune

Shaw Friedman

1/5/16

Can somebody please let Rep. Ed Soliday, R-Valparaiso, know that he doesn't represent the prosperous suburbs around Indianapolis that already have plenty of state largesse showered on them? Soliday is the clout-heavy chairman of the House Roads and Transportation Committee, yet his proposed solutions for roadway funding neglect the fact that Northwest Indiana, which he represents, has been treated like the red-headed stepchild for years and his proposing tax hikes on the little guy up here does nothing to fix that. Not sure if Ed even knows he's being played by the suburban Indianapolis Republicans who really run the Statehouse. Reminds me of that story that says if you don't know who the sucker is at the poker table, it's probably you. We've been taken to the cleaners for years by the card sharks who run the legislature and Ed says nothing. For instance, why didn't he scream bloody murder when Gov. Mike Pence pushed through the legislature an extra \$400 million in funds for state highways in 2014, yet none of those new dollars came to our region, according to news reports? Soliday was also missing in action when LaPorte and Lake counties united to try to win the Indiana Toll Road lease rights early in 2015, which could have meant tens of millions annually for our region in revenues kept here for road-building, rather than shipping those profits overseas.

<http://www.chicagotribune.com/suburbs/post-tribune/opinion/ct-ptb-guest-friedman-st-0106-20160105-story.html>