



BUILD INDIANA COUNCIL

Infrastructure Media Summary

September 27, 2016

Cost of transit plan outweighs benefits

Indianapolis Star
Joseph H. Born
9/24/16

Beyond a \$390 million five-year buildout, the transit referendum's passage would allow IndyGo to implement the Marion County Transit Plan, which would provide less than half a percent of Indianapolis total transportation needs. The social justice that proponents invoke to urge a 127 percent increase in IndyGo's local tax burden is merely a flag of convenience that lobbyists like the Indy Chamber's Mark Fisher fly to seek corporate welfare. As an example of the service expansion's benefit, Fisher cites reducing the commute time of an airport FedEx employee who lives at 34th Street and Moller Road. The problem of delivering its employees to their workplaces is something a company in FedEx's business should be able to solve without taxpayer help. Together with savings on bus passes, for example, a \$2.57 an hour pay raise would enable the employee to finance a new Prius every five years and pay for maintenance and repair, insurance, fees and enough fuel for the commute — together with a vehicle-mileage tax to redress the current gas-tax-revenue shortfall. And the required raise could be half that or less if FedEx promoted carpooling. Instead, FedEx will burden taxpayers with the more expensive expedient of relegating the employee to buses. The taxpayer cost of subsidizing one day of that employee's IndyGo commute comes to \$32.78, or \$4.10 an hour over an eight-hour workday. For that, the employee gets to wait in the rain for a bus, when for \$2.57 and his bus pass savings, he could have driven to work in a Prius. <http://www.indystar.com/story/opinion/readers/2016/09/24/cost-transit-plan-outweighs-benefits/91063822/>

Hamilton County slashes funding for transit

Indianapolis Star
Chris Sikich
9/23/16

As the divide in Hamilton County government continues to deepen, the County Council slashed funding the County Commissioners requested for transit, economic development and roadwork in the 2017 budget. Local organizations that provide services were caught in the crossfire. The council cut \$59,000 from the Central Indiana Regional Transportation Authority (CIRTA), \$75,000 from the Hamilton County Economic Development Corp. and about \$66,000 in proposed new funding for various nonprofits and professional services firms. The council also removed \$2 million from the highway department, but members appear willing to restore that funding next year if necessary. The council will hold a public hearing on the budget Oct. 5 and vote Oct. 17. Commissioner Christine Altman said the county had the money to fully fund the requests. "These were political statements," she said, "not fiscal issues." Commissioner Mark Heirbrandt said the commissioners have not yet discussed whether they will

seek to restore the funding. "The commissioners haven't even talked about it yet," he said, "so I don't have an answer. We meet Monday, and I'm sure we will have a conversation about it. But I really don't see it changing." Councilman Rick McKinney denied the cuts were anything but fiscal prudence. "Maybe they just need to be reminded of whose job it is to approve the budget," he said of the commissioners. The council members, who are the fiscal body of county government, and commissioners, who are the executive body, have been clashing frequently for several years. <http://www.indystar.com/story/news/local/hamilton-county/2016/09/23/hamilton-county-slashes-funding-transit/90839272/>

County commissioners request \$3.6 million for Anderson bridge project

Kokomo Tribune
Ken de la Bastide
9/22/16

ANDERSON – The Madison County commissioners are recommending the county borrow \$3.6 million by next year to provide the local matching funds for the replacement of the Eisenhower Bridge. Chuck Leser, Madison County engineer, said that by next April the county needs to have the \$3.6 million in matching funds for the downtown bridge project. Earlier this year, the county was awarded a \$13.5 million federal grant for the bridge project. Madison County Council will consider borrowing the \$3.6 million so that the county has funds available to apply for \$1 million in state highway grant funds in 2017 and 2018. Leser said interest rates on borrowing money remain low and that the newly constructed Eighth Street bridge will last 75 years. The total projected cost of replacing the bridge is \$18.4 million, \$400,000 higher than anticipated because of an oversight fee paid to the Indiana Department of Transportation. The \$3.6 million in county funds will be spent on: construction, \$2,770,000; state fee, \$400,000; Anderson Light & Power, \$230,000 to relocate power lines; and \$1.5 million for inspection fees. Leser said the inspection fees will be paid over four years, with \$200,000 due next year, \$600,000 payments in 2018 and 2019, and a final \$100,000 payment in 2020. The Indiana Department of Transportation is scheduled to take bids on the Eighth Street bridge project in April. Leser said the actual cost won't be known until the contract is awarded. Councilman Clayton Whitson, D-4th District, said a committee of the council will meet with the commissioners in October to "iron out" the funding details. The committee consists of Council President Fred Reese, Vice President Steve Sumner and Whitson. http://www.kokomotribune.com/indiana/news/county-commissioners-request-million-for-anderson-bridge-project/article_8347717d-f8b2-5321-886e-a9ae9bb9c1cb.html

Indiana highways ranked 36th in annual highway report that rates nation's top-performing roadways

WRTV
Paris Lewbel and Katie Cox
9/22/16

INDIANA - Indiana ranks 36th in highway performance and cost effectiveness, according to a report from the Reason Foundation that was released on Thursday. The report, which ranks the nation's highway systems found that 40 states now have traffic delays that cost drivers at least 20 hours per year. The rankings look at everything from highway spending to bridge conditions and the number of people who die on the roads annually. The study found the top-performing and most cost effective highways in South Carolina, South Dakota, Kansas, Nebraska and Maine. Overall the study found that the number of deficient bridges across the country is also going down in nearly every state, including Indiana. The study finds the worst-performing, least cost-effective highway systems are in Alaska, New Jersey, Hawaii, Rhode Island and Massachusetts. <http://www.theindychannel.com/news/local-news/indiana-highways-ranked-36th-nationally>

www.buildindianacouncil.org