



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 15, 2013

Indiana Gov. Mike Pence budget raises education, Medicaid, transportation spending

Indianapolis Star
Chris Sikich
1/15/13

Gov. Mike Pence's team presented a two-year state budget today with increases for education, Medicaid and transportation. Pence also proposed a 10-percent individual income tax cut, phased in over the next two years. Lawmakers will debate changes to the budget over the next four months before approving a final version. Republican leaders already questioned whether Indiana can afford the tax cut, a keystone of Pence's campaign. The budget includes \$14.4 billion in spending in 2014 and \$14.6 billion in 2015, an increase over \$14.2 billion this year. The move would free up roughly \$347 million over two years for transportation projects. While Pence has not identified specific work in this budget, he discussed finishing the I-69 extension, the U.S. 31 work from Indianapolis to South Bend, and the Ohio River Bridges project during his campaign. Pence had to find a new way to fund transportation with the Major Moves program running dry. Former Gov. Mitch Daniels used money from the toll road lease to fund road improvements, but that money has all been spent or is allocated for projects.

[Indiana Gov. Mike Pence budget raises education, Medicaid, transportation spending | Indianapolis Star | indystar.com](#)

County to resurface two bridges

Shelby News
C.M. Schmidlkofer
1/15/13

Prior to the Shelby County Commissioners meeting Monday, County Treasurer Tawnya Williams reported during the board of finance's annual meeting that lower interest rates were paid by banks on the county's money than in 2011. Also Monday, Shelby County Commissioners awarded H.E. Henderson Inc. of Martinsville the Bridge 200 resurfacing contract. Work is anticipated to start on the bridge, which is located on Union Road between county roads 625 East and 650 East, in early February. The company underbid six competing area contractors with a cost of \$326,000. Bids went as high as \$492,000 for the job engineers estimated to cost \$463,000. Commissioners also heard from USI Consultants Vice President and Structural Engineer Mike Oberfell, who said the preliminary estimate for Bridge 213 resurfacing is \$140,000. Bridge 213 is part of Michigan Road over Brandywine Creek, near County Road 450N. "This is below the \$150,000 threshold to go out to bid," he said. "So we're thinking about sending quotes to four or five contractors that submitted bids on (Bridge) 200." The resurfacing will involve removing the top layer of the deck and putting a new layer down. "Even with the rebar as close as it is to the top, they can mill that down, you think?" Commissioner David Mohr, D-North District, asked. "What they propose is that they hydro mill it using water pressure," Oberfell said. "That

will lift up all the concrete that is bad and it won't harm the rebar."
[The Shelbyville News > News > County to resurface two bridges](#)

Bridges in Fairland in limbo

Shelby News
Paul Gable
1/14/13

Though Bridge 13 in Moral Township has been closed for approximately a year, Shelby County Commissioner David Mohr, D-North District, says there is still work being done. "We're working on it, but we are not getting much accomplished. There are plans to replace Bridge 13, but it is unbelievable how slow things go. It seems like it takes forever to get things done," Mohr said. The bridge is located on County Road 875 West between County Road 600 North and County Road 700 North. Built in 1889, it is a one-lane iron bridge that has a specific type of truss that makes it historic. An inspection by USI Consultants revealed serious structural problems that made use of the bridge a safety concern and a possible liability for the county if someone were hurt using it, and as a result, the bridge was closed in January 2012. Mohr said that he would prefer not to spend money on it despite the fact he said it can be fixed. "I hate to spend money on an old bridge. I look at the safety issues. Yeah, it can be fixed, but I would prefer a two-lane, concrete bridge that will last at least 100 years," he said. In 2008, James Barker of J.A. Barker Engineering Inc. produced a feasibility study commissioned by Indiana Landmarks regarding Bridge 13. Barker spent 33 years as a bridge engineer and was a bridge inspection team leader certified by the Indiana Department of Transportation. According to the report, "If the county can accept having a single lane, historic truss at this location, a locally funded comprehensive repair project would provide a good cost vs. benefits miss. Due to its relative low cost and speed of accomplishment, rehabilitation could not be labeled as imprudent. If, however, a two-lane, 20-ton posted limit bridge was desired at this location, a bridge replacement or possible one-way pair arrangement would be the way to go."

[The Shelbyville News > Archives > News > Bridges in Fairland in limbo](#)

Mayors Back Mass Transit Plan In Central Indiana

Indiana Public Media
Stan Jastrzebski
1/14/13

Mayors in many Indiana cities are backing a plan to develop a mass transit system in Marion and Hamilton Counties. The project could come before the Indiana General Assembly this session, but the goal is not just creating more buses and trains. Mayors from outside Central Indiana are backing the plan as a gambit they think may help their own city budgets. The push for more mass transit starts and ends with taxes. What set the wheels in motion were the state's property tax caps, which shrunk revenue for most municipalities. In the Hamilton County city of Westfield Mayor Andy Cook says it did not hurt the budget so much as it laid bare the city had too much residential property and not enough business investment. "Carmel's tax mixture is how to do it," he says. "Westfield's was how NOT to do it. What you're driving in the middle of is a huge project to correct that imbalance." Cook is one of the leaders of a push The Indiana Association of Cities and Towns, or IACT, will make to lawmakers this legislative session to secure as much as a \$1.5 billion to extend bus and train lines from downtown Indianapolis into the eight "donut" counties that surround it, starting with Hamilton. "Our ability to compete in the nation from a long-term economic situation is going to be dependent on some form of transit, because all of our competition does," Cook says. But the buses and trains in IACT's plan carry more than just people. They carry with them the hope other mayors will be able to raise cash in much the same way Hamilton County cities hope to. Counties currently levy most discretionary taxes. Mayors and city councils can levy very few. And so the push for transit in Central Indiana comes back around to taxes. Conservative lawmakers who dominate both houses of the legislature have not been

supporting of mass transit in the past and many ran on holding the line on tax increases.
[Mayors Back Mass Transit Plan In Central Indiana | News - Indiana Public Media](#)

Will two-way traffic return to downtown?

South Bend Tribune

Erin Blasko

1/13/13

SOUTH BEND -- Two-way traffic may return to some downtown streets here for the first time in more than 60 years. The city has commissioned a study to look at the impact of converting four major north-south streets from one-way to two-way between Marion and Sample streets downtown, a distance of about one mile. The study, which is being conducted by DLZ of South Bend, should be done by mid-summer, according to Scott Ford, the city's executive director of Community Investment, at which time the city, in discussion with downtown business owners and other stakeholders, will decide whether and how to proceed with any potential project. The streets, in order from east to west, are: St. Joseph, Main, Lafayette and William. Main and St. Joseph, which becomes Michigan south of Monroe Street and north of LaSalle Avenue, form a one-way couplet stretching from Marion on the north to Chippewa Boulevard on the south, a distance of about three miles. Both are considered part of the state highway system and as such would need to be turned over to the city before any changes could be made to them, Ford said. The study will look at the cost of converting those streets from one-way to two-way and the impact of such a change on congestion, pedestrian and traffic safety, parking and other factors, such as economic development, Ford said. According to Ford, two-way streets tend to "calm" traffic, creating an environment that is both safer and more conducive to the type of development -- retail and multi-family -- the city would like to see downtown.

[Will two-way traffic return to downtown? - South Bend Tribune](#)

New link between Hoosier Heartland, Ind. 25 causes problems for drivers

Lafayette Journal Courier

Justin L. Mack

1/12/13

For Gregg Mason, the Hoosier Heartland is a major upgrade from the old Indiana 25. Smooth roads. Wider lanes. Better visibility. But the Lafayette man thinks the area where old meets new could use a little work. "Yeah, that intersection is a little tricky. Maybe they'll fix it with the next major road work," he said. Mason and other drivers unfamiliar with the new road have been running into some issues on the connector road where the Hoosier Heartland meets Old Indiana 25 between Americus and Delphi. According to the Tippecanoe County Sheriff's Office, there have been a number of slide-offs and minor crashes at the T-intersection. In response, state and county officials have been working to make the intersection safer. "We actually heard from a deputy from the Tippecanoe County Sheriff's Office last week," said Indiana Department of Transportation spokeswoman Debbie Calder. "Our traffic engineers went out there to investigate the area to look at the intersection, make some planned improvements and cite some of these issues on that connector road." Calder said road delineators have been added to the intersection. In the next week, additional stop signs, stop ahead signs and arrow signs will be added for motorists approaching the intersection. With the updates, both sides of the road will be labeled multiple times.

[New link between Hoosier Heartland, Ind. 25 causes problems for drivers | Journal and Courier | jonline.com](#)

Ads show mass transit talk finally is traveling from 'why' to 'how'

Indianapolis Star

Erika D. Smith

1/12/13

If you've turned on a radio or TV in the past couple of days, you may have come across a series of new commercials that offer answers to what has become a decades-old question in Central Indiana: "Why do we need more transit options?" The answers in the commercials aren't new. ("To get to work." "To attract more jobs." "To get to the airport." "Because I want an alternative to driving.") But somehow, those answers have a new ring of truth to them. You wouldn't know it from the commercials, but in many quarters, the debate has moved beyond: "Why do we need more transit options?" Now the question is: "How can we add transit in a way that makes financial, political and logistical sense?" That's a big hurdle for Central Indiana to cross. It took only 30 years. Now there's a unique opportunity to reel in many of the remaining skeptics -- and let's hope this time it takes less than 30 years. "The exciting thing is we're starting to kick off the next phase of planning," said Anna Tyszkiewicz, executive director of the Indianapolis Metropolitan Planning Organization. "And this is a point where we've really never been before." Starting next month, Indy Connect, the band of public agencies pushing an expansion of buses and rail in Marion and Hamilton counties, will host a series of public meetings to get beyond the "why" to the "how" of transit.

[Erika D. Smith: Ads show mass transit talk finally is traveling from 'why' to 'how' | Indianapolis Star | indystar.com](#)

Turn transit talk to action

Indianapolis Star

Tim Swarens

1/11/13

In less than 25 years, the nation planned and built the Transcontinental Railroad. Asa Whitney first proposed the idea to Congress in 1845 and the final rail was laid in 1869. In Central Indiana, we've already been talking about mass transit -- talking, not building -- for more years than that, and with at least several more years ahead before the first rapid transit line is running. Now, the good news is that transit advocates appear to have their best chance ever in steering authorizing legislation through this year's session of the General Assembly. It's still a daunting task, however. Prevailing wisdom from Statehouse observers is that the transit bill -- longtime Republican Rep. Jerry Torr from Carmel is the chief sponsor -- will clear the House this time around. But the Senate is a steep mountain to climb. Yet, the best argument in the Senate might be that the final decisions should rest with local taxpayers and local elected leaders, not state legislators. If residents in Marion and Hamilton counties want to pay for a transit system, why should a lawmaker from Fort Wayne stand in their way? That line of reasoning could give skeptical Republicans from other parts of the state enough political cover to acquiesce on transit. If that happens -- and it's still a very big if -- then the proposal would likely go before the public for a vote in 2014.

[Tim Swarens: Turn transit talk to action | Indianapolis Star | indystar.com](#)

US DOT Official Touts Mass Transit For Indy

WIBC 93.1 FM

Mike Corbin

1/11/13

U.S. Department of Transportation Deputy Secretary John Porcari says Central Indiana is ripe for federal support when it comes to mass transit. Porcari says based on the region's past success in securing federal transportation grants, he expects the trend to continue. Porcari says mass transit is crucial for Central Indiana's future. He says greater mass transit for the Indianapolis metro area means more jobs, commerce and continued business growth. Porcari says many young workers demand mass transit when determining where to locate and build careers. Porcari says vehicles are important, but mass transit is essential and adds that IndyGo is not enough.

[US DOT Official Touts Mass Transit For Indy | Indy's News Center - 93.1 WIBC Indianapolis - Live. Local. First.](#)

New area transportation plan available for review, comment Wednesday

Evansville Courier & Press

John Martin

1/11/13

EVANSVILLE -Reconstruction of the U.S. 41 and Lloyd Expressway interchange, along with projects on Oak Hill Road, Lincoln Avenue and Oak Grove Road highlight the Evansville Metropolitan Planning Organization's new draft transportation improvement program. The plan for 2013-16 also includes improvements to a Breathitt Parkway interchange just south of Henderson, Ky., and replacement of the U.S. 60 bridge over the Green River at Spottsville, Ky. The Evansville MPO includes Vanderburgh, Warrick and Henderson counties. Numerous projects of all sizes are outlined in the draft. Many of them are to be funded by a combination of federal, state and local sources. An open house concerning the complete Evansville MPO transportation improvement program will be held 4-6 p.m. Wednesday in Room 301 of the Civic Center in Downtown Evansville. The full plan includes dozens of large and small road and bridge projects in the three counties. It is available at www.evansvillempo.com. In total, the Evansville MPO three-year plan includes more than \$229 million worth of projects in the three counties.

[New area transportation plan available for review, comment Wednesday » Evansville Courier & Press](#)

Outgoing Gov. Daniels says I-69 will be finished

Terra Haute Tribune Star

Associated Press

1/11/13

BLOOMINGTON, Ind. - Outgoing Gov. Mitch Daniels says construction of Indiana's Interstate 69 extension may slow down in the years ahead but the state is committed to finishing the project. Daniels leaves office Monday, when Gov.-elect Mike Pence is sworn in. He tells The Herald-Times future administrations must decide how to allocate money to the project each year. Daniels says that might mean a construction slowdown, but completion of the Evansville-to-Indianapolis highway "is a question of when, not if." Funding Indiana set aside for the 142-mile-long project from the leasing of the Indiana Toll Road has already been spent or allocated. The extension's first 67 miles opened in November from Evansville to Crane. A Crane-to-Bloomington segment set to open by late 2014 will bring the highway to 94 miles.

[Outgoing Gov. Daniels says I-69 will be finished » Local & Bistate » News From Terre Haute, Indiana](#)

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