



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**April 4, 2013**

### **Mass transit's future unclear after Senate committee adds amendment**

FOX 59

4/2/13

INDIANAPOLIS – Lawmakers hit the brakes Tuesday on efforts to remake mass transit in Central Indiana. The Tax and Fiscal Policy Committee voted 12-0 on an amendment that would send House Bill 1011 to a summer study committee. There's still a small chance that the bill's key provisions could be added back when the bill goes back to the full Senate. It's unclear if the bill has enough support to pass. The House approved the measure in a bipartisan vote in February, but Senate leaders have expressed reservations about the bill's costs and size. If the Senate passes the bill, lawmakers from both chambers would have to formulate a final version before the session ends on April 29. The legislation approved in the House calls for referendums that would allow residents to decide whether to raise income taxes to pay for a major overhaul of mass transit that would span 10 years and cost \$1.3 billion. Federal dollars would cover half the cost of the expansion. The plan would double the size of IndyGo and add a rapid transit line from Noblesville to Indianapolis. Other rapid transit lines would be added, spanning Washington Street to Indianapolis International Airport, and Meridian Street to Greenwood, among other locations. Hamilton and Marion counties would hold referendums next year. Other metropolitan counties could eventually opt in. Indy Connect Now, a coalition of leaders, businesses and residents who support mass transit, issued the following statement from Executive Director Ron Gifford: "We appreciate the Senate Tax and Fiscal Policy Committee's work to keep the discussion going for a better mass transit system. We remain confident that together with legislators we will create the best option for local residents who want an improved transit system that will enhance central Indiana. [Mass transit's future unclear after Senate committee adds amendment | Fox 59 News – fox59.com](http://fox59.com)

### **Meeting to answer questions about five-points project**

NWI Times

4/2/13

VALPARAISO | Construction of a five-legged, two-lane roundabout is expected to start later this month, and Valparaiso is holding a meeting Wednesday night at the Valparaiso YMCA to explain how it will be done. The 7 p.m. meeting in the Y's community room will provide information and answer residents' questions about the project. Engineering Director Tim Burkman said he will have a presentation about the project. "Our main objective is to allow people to ask questions and provide them with answers," Burkman said. "This will give them a chance to see up close the plans and the proposed detour routes. We will have exhibits on display, and city representatives will be available to answer questions." The \$2.27 million project will be completed by fall. NIPSCO already is moving utility lines, and expects to complete that for the expected mid-April start of construction. Construction will start with the Roosevelt Road leg and proceed in a counter-

clockwise fashion. Calumet Avenue and Roosevelt will remain open throughout the construction but Vale Park Road will be closed at different times. The latest information on construction and detours will be posted on the city's website at [www.valpo.us](http://www.valpo.us) under the engineering department's city projects page. Burkman said the city has not received an invoice for its share of the cost from the Indiana Department of Transportation. The notice to proceed can't be given to the contractor Walsh and Kelly until the city sends the money to INDOT. The city's Redevelopment Commission approved the \$248,500 for the local share in March. [Meeting to answer questions about five-points project : Valparaiso News](#)

### **Road inventory riddled with errors**

Princeton Daily Clarion

4/2/13

PRINCETON—Gibson County gets funding for hundreds of miles of county roads, but county officials said Tuesday some of those roads aren't really roads. There's an ongoing disagreement between residents and county commissioners regarding the maintenance of "Bald Hill Lane," also described as County Road 383, about two and a half miles north of Princeton. Ted Wright and Rick Hurst, who lives along the road, told commissioners that the state says the county's obligated to maintain roads listed on the Indiana Department of Transportation road inventory. Funding is based on the miles of road recorded in the county road inventory. Since the county gets revenue for the road, Wright and Hurst believe it should be maintained. Board of Commissioners President Gerald Bledsoe said there's no record in the county government minutes to show the county ever "took in" the road. He said the county gets about \$2,500 per mile of two-lane gravel roadway for maintenance. Bald Hill Lane is a single lane road, he noted. Bledsoe said the county has about 20 roads of about a half mile or less in length that are not maintained and for which funding should be discontinued. Highway Supt. Jerry Heldt said there are about 200 miles of roads in the county that are incorrectly listed on the inventory. Some of them, said County Attorney James McDonald, are simply old oilwell roads and driveways. Commissioner Steve Bottoms said he's sympathetic to the fact that the county has received funding for the road, but the county can't spend money to improve private property, and there's no record the road was ever accepted by the county. "I don't understand the county's position on this, that it's not a county road. I don't know where you're coming from," Wright told them. [Road inventory riddled with errors - Princeton Daily Clarion: News](#)

### **Senate budget expected to boost road funding**

Indianapolis Business Journal

4/3/13

Indiana's road-building fund appears to be on track for a significant boost as lawmakers enter the home stretch on the next two-year state budget. Senate Appropriations Chairman Luke Kenley, R-Noblesville, cited road funding as a top priority heading into the session, and he even floated the idea of a new license-plate tax to make up for the long-term decline in gas-tax revenue. Lobbyists predict that such measures won't be necessary, however, as Kenley has said he's pleased with the way the House budget provides an additional \$500 million over the next two fiscal years for state highways and local roads. The House budget restores gas-tax revenue—which in the past was diverted to non-transportation agencies—to roads and also provides a portion of gasoline sales tax for roads. The Senate's version of the budget likely will mirror that increase in road funding, lobbyists say. Kenley will unveil the Senate version of the budget Thursday morning and declined to comment until then. Road builders are optimistic. "We as a group are glad we're at this point where we're talking about something meaningful making it through," said John Ayers, chief engineer for Hendricks County and legislative liaison for the Indiana Association of County Highway Engineers and Supervisors. A 2010 Purdue University study estimated that local governments were \$500 million short on road-maintenance money. Indiana Department of Transportation Commissioner Michael Cline says his agency faces a \$200

million annual shortfall, \$70 million of which is necessary to continue drawing the maximum available federal matching grants. Fuel-tax receipts have rebounded since 2007, but INDOT officials don't believe they'll ever reach pre-recession levels because cars continually become more fuel-efficient. The excise tax, 18 cents per gallon, generated \$815 million last year. [Senate budget expected to boost road funding | 2013-04-03 | Indianapolis Business Journal | IBJ.com](#)

**Erika D. Smith: Former Mayor Bill Hudnut argues people will support 'tax with a purpose'**  
Indianapolis Star  
4/3/13

Former Mayor Bill Hudnut couldn't have picked a better day to return to Indianapolis and wax philosophically about building cities of the future. It was Tuesday, the day a Senate committee banished a bill to expand mass transit in Central Indiana to summer study. Urban advocates were crushed. We needed validation. Or hope maybe. And we found it in Hudnut, the mayor who turned Indiananoplace into the Indianapolis we know and love today. "Most people now understand in terms of urban planning and transportation planning that it's important to decrease dependence on the automobile, and increase biking and walking and busing," he said before taking the stage with the mayors of Columbus, Ohio, and Nashville, Tenn., at the University of Indianapolis. Later, in front of the audience, he was even more direct: "I know and you know that we made our reputation on the automobile," Hudnut declared, "but you can't forever sit on your assets." "Taxes aren't bad. A tax with a purpose is wise spending ... and people will vote for it." Although Hudnut's words made me cheer, his remarks served as an unfortunate reminder of just how horrible of a day it had been at the Indiana Statehouse. Not just for transit supporters, but for all voters. [Erika D. Smith: Former Mayor Bill Hudnut argues people will support 'tax with a purpose' | Indianapolis Star | indystar.com](#)

**Highway closed, bridge to be removed**  
The Shelbyville News  
4/4/13

The Indiana Department of Transportation closed State Road 9 in southern Shelby County between Vandalia Road and County Road 950 South on Monday in advance of removing and replacing the Flat Rock River bridge located north of the Shelby/Bartholomew county line. The historic Parker Steel Truss Bridge is obsolete and in disrepair, INDOT spokesman Harry Maginity said. While these types of bridges were considered state-of-the-art for their ability to cross long distances, they are narrow and weren't made for high-speed traffic and the steel top creates height restrictions. "So that's where you get into being functionally obsolete," he said. The substructure of the bridge is in such disrepair that when INDOT had a public hearing in Shelbyville last year seeking a buyer for the bridge, there were no takers. "The cost of disassembly, transportation and reassembly, considering you would have to do considerable structural repairs to the substructure, kept anyone away from really wanting that bridge," Maginity said. So the bridge's fate is to be demolished at the Flat Rock River site and sold for scrap. Such was not the case with the 1941 Parker Steel Truss Bridge originally spanning Sugar Creek on State Road 44. When the highway was improved in 2010, the bridge was removed, disassembled and stored in a bone yard for Boone County to pick up for use in a bike trail project. "This bridge is not in nearly as good a shape as the bridge that had been there on (S.R.) 44 over Sugar Creek," Maginity said. Before new construction on the Flat Rock River bridge begins, Maginity said workers will remove the culvert immediately south of the bridge. [The Shelbyville News > News > Highway closed, bridge to be removed](#)

**Senate budget includes partial tax cut, Indiana road money**  
Palladium-Item  
4/4/13

INDIANAPOLIS (AP) — Senate Republicans are proposing a \$30 billion budget that pays to expand Indiana’s major highways and cuts the state’s personal income tax \$150 million annually. Senate Republicans propose putting \$200 million a year in a new transportation fund to pay for additional lanes on Interstate 70 and Interstate 65 across the state. It would also pay for the construction of the Indiana Commerce Connector highway. House lawmakers approved a budget last month that took much of the state’s surplus and used it to restore cuts in education and roads funding. But Gov. Mike Pence is campaigning hard to spend that money on a \$500 million tax cut. The Senate Appropriations Committee was set Thursday morning to sign off on the measure. [Senate budget includes partial tax cut, Indiana road money | Palladium-Item | pal-item.com](#)

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