



## **BUILD INDIANA COUNCIL**

### **Infrastructure Media Summary**

**April 11, 2013**

#### **Highway department may see some relief**

Greene County Daily World

4/9/13

Greene County, like many counties, across the state could use every penny of road money from the state and there might be some relief in sight. Greene County Highway Superintendent Brent Murray is hopeful that the county will get its fair share of an increased state budget over the next two years that funnels more money into road work. The Indiana House Ways and Means committee recently passed the 2013 state budget, which appropriates \$250 million more for road maintenance each year of the biennium. The Association of Indiana Counties predicts Indiana counties could receive up to \$68.15 million each of the next two years to repair and improve their roads. Murray isn't sure how that will be divided among the state's 92 counties, but anything that Greene County can receive will be welcomed and put to good use. "How that money is going to be split up, I have no idea," Murray said. "I look to get something on that in the near future...None of it is cut in stone yet, so who knows." The new state budget will change the way sales and use taxes are distributed, but revenue should stay the same. HB 1001 reduces the amount deposited in the state General Fund and puts a portion of sales and use taxes in the Motor Vehicle Highway Account (MVHA), which will help counties along with cities and towns across the state. MVHA programs are primarily used for traffic safety programs, construction, reconstruction, improvement, maintenance and policing of state highways. The funds are distributed to the Department of Transportation, the Department of Public Safety, the Indiana State Police and local units of government, according to information from the Association of Indiana Counties. All gas taxes will be directed to funding for roads, instead of dividing the money between multiple organizations such as the Indiana State Police and the Bureau of Motor Vehicles. In addition, 1.5 percent of sales tax revenue will go toward roads. The Indiana Department of Transportation is estimated to receive \$56.7 million more in fiscal year 2014 and \$59 million more in fiscal year 2015. [Greene County Daily World: Local News: Highway department may see some relief \(04/09/13\)](#)

#### **Erika D. Smith: Despite Senate vote, supporters say reports of transit bill's death are greatly exaggerated**

Indianapolis Star

4/10/13

"The transit bill is mostly dead for the year. Try again next year." "No, no, WAIT! Don't believe the hype. It's still alive this year!" In the past 24 hours, I've heard both of these assertions more times than I can count. I'm beginning to believe that both are true. That the bill, which would let voters in Marion and Hamilton counties decide whether to raise taxes to expand transit, is some sort of zombie -- dead but still walking around the Indiana Statehouse. Confusing, I know. But consider this (I promise it will all become as clear as mud): The Indiana Senate seems to be united in

stubbornness when it comes to the transit bill. On Wednesday, lawmakers voted 39-11 to send the measure to a summer study committee, meaning a decision about whether to authorize a referendum would be put off until 2014. The vote didn't fall along party lines, although Republicans seem to be the most adamant about researching the cost, scope and possible modes of transit in any proposed system. And yes, they're insisting on doing this even though we've studied transit in Central Indiana for about 30 years now. Democrats, meanwhile, want to put the bill on ice for the year, too, but for a far pettier reason: political retribution. The Democrats are still smarting over Senate Bill 621, the so-called "power grab" legislation that would give Republican Mayor Greg Ballard control of the budgets of several government agencies in Indianapolis. Ballard, of course, is a big transit supporter and so Democrats are doing everything they can to stop him from getting what he wants. This is true even though most Democrats actually support transit. [Erika D. Smith: Despite Senate vote, supporters say reports of transit bill's death are greatly exaggerated | Indianapolis Star | indystar.com](#)

### **Red Mills bridge work on hold**

The Shelbyville News  
4/10/13

FAIRLAND — The plan of closing and making improvements to the Red Mills bridge this spring has been shelved. Work may not be done until September now, according to the area's county commissioner. David Mohr, D-North District, said there have been some problems acquiring right-of-ways and nothing can be done until that is secured. Initially, work was to have begun in February, and then the project was extended to April. "The bridge letting could take place in September. The state handles the bids. It is all subject to change," Mohr said. The bridge is located on County Road 400 North, just west of the London Road intersection and is used by those who live near Fairland Road, as well as commuters to and from Johnson County. "We know that a lot of people from both Shelby County and Johnson County use that bridge," Mohr said. With Johnson County working on roads in their county that lead up to the bridge, Mohr said repairs to the bridge are a high priority. Johnson County and Indiana Department of Transportation officials are moving forward with plans to add a new interchange on Interstate 65 at Worthsville Road that will run traffic to Fairland Road across to Interstate 74. INDOT is having a public hearing and information session on the proposed I-65 interchange at Worthsville Road at 5 p.m. Thursday at Clark-Pleasant Elementary School, 1354 Worthsville Road. "I am surprised it is taking this long, but that may be a good thing. We need to get this done, and it is definitely a high priority as Johnson County continues to upgrade their side. I really think that interchange will happen quickly. A year ago, it wasn't even on the radar and now it is," Mohr said. [The Shelbyville News > Archives > News > Red Mills bridge work on hold](#)

### **Indiana Senate budget breathes new life into proposed toll road**

The Herald Bulletin  
4/10/13

ANDERSON, Ind. — Don Henderson has never stopped working behind the scenes on the Indiana Commerce Connector, a toll road proposed by former Gov. Mitch Daniels in 2006, but dropped a year later amid scathing public criticism. During last year's governor's election, he pitched the road to both gubernatorial candidates, Democrat John Gregg and Republican Mike Pence. "It's a case where, in my mind, for our area, the Commerce Connector has tremendous potential," to ease traffic congestion, and foster economic development, said the longtime Pendleton Town Council president. The 75-mile toll road was to begin at Interstate 69 near Pendleton, and run south to Shelbyville, east to Martinsville, and connect with Interstate 70 near Mooresville. It carried a \$1.5 billion price tag. The Indiana Senate Tuesday breathed new life into the project with passage of its proposed \$30 billion budget — sort of. Under the Senate's "Major Moves 2020" fund, \$200 million would be set aside each year that could be tapped for major

highway projects in the future. Senate Appropriates Committee Chairman Luke Kenley, R-Noblesville, wants the Indiana Department of Transportation (INDOT) to set priorities about how to spend the money and look at the costs of: Adding lanes to Interstates 70 and 65, Completing the 142-mile extension of I-69, Building the Commerce Connector. "Those are four projects we should look at, and there may be more," Kenley said.

### **Governor proclaims Work Zone Awareness Week**

Kokomo Perspective

4/10/13

INDIANAPOLIS – Governor Michael R. Pence is proclaiming April 15-19, 2013 as Work Zone Awareness Week in Indiana. Work Zone Awareness Week marks the ceremonial start to highway construction season and intends to bring awareness to motorist and worker safety in work zones. INDOT will invest more than \$1 billion in new highway construction projects this year to enhance safety, mobility and economic growth in Indiana. INDOT's goal is to maximize both the safety and mobility of motorists and workers while maintaining as much access as possible to businesses, residences and emergency services. INDOT is dedicated to continuously improving work zone safety. This year's National Work Zone Awareness Week theme is "We're All In This Together," and INDOT needs participation from everyone, especially motorists, to make highway work zones as safe as possible. Highway workers go about their duties while thousands of vehicles drive through their workplaces at high speeds, and it is critical for everyone's well-being to drive safely. Four out of every five deaths in highway work zones are drivers and their passengers, not highway workers. Last year, eight people were killed and more than 500 people were injured in Indiana highway work zones. The majority of these injuries and deaths are caused by rear-end collisions, following too closely or making improper lane changes. [Governor proclaims Work Zone Awareness Week - Kokomo Perspective: News](#)

### **Diluted Central Indiana mass transit bill headed for more negotiations**

Indianapolis Star

4/11/13

The Indiana Senate today passed watered-down legislation that would create a committee to study a transit expansion in central Indiana over the summer. Lawmakers then would consider legislation to expand mass transit in 2014. Transit advocates had hoped to get their long-discussed and long-studied transit initiative through the Indiana General Assembly this year. That appears unlikely at this juncture, but efforts to revive it are likely to continue until the legislature adjourns April 29. Prospects looked bright earlier this year. Transit advocates had buy-in from Indianapolis Mayor Greg Ballard, Hamilton County suburban government leaders, plus hundreds of businesses and community organizations. If the original legislation had passed, Marion and Hamilton counties planned to hold referendums in 2014 to double the size of IndyGo and add commuter transit between the two counties. The House passed that proposal with bipartisan support. But once the measure moved to the Senate, it encountered problems. Indianapolis-area Republican Sens. Mike Young, Pat Miller, Michael Crider, Scott Schneider, Brent Waltz, Mike Delph and Jim Merritt had been split on the issue. They decided that a summer study committee would be the best compromise. The Senate Tax and Fiscal Policy Committee voted 12-0 April 2 to approve their plan to study the issue over the summer rather than approve legislation to expand transit. [Diluted Central Indiana mass transit bill headed for more negotiations | Indianapolis Star | indystar.com](#) Also, [Mass Transit Bill Moves Forward - Newsroom - Inside INdiana Business with Gerry Dick](#)

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