



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **August 28, 2012**

#### **Lessons from Green Line's failures**

The Indianapolis Star  
8/23/12

The demise of the Green Line, the express bus from the airport to Downtown, is yet another setback for mass transit in Central Indiana. But the five-year experiment in shuttling visitors, and the occasional resident, from Indianapolis International to Downtown hotels, and back again, can provide lessons as we consider a broader investment in regional bus and rail lines. The Green Line, which will go out of service on Sunday, provided a great value for out-of-town visitors coming to Indy for conventions, sporting events and other attractions. A one-way ride on the Green Line cost \$7, versus \$40 for a taxi. Not surprisingly, many of the visitors who used it loved it. Yet ridership never really took off; fewer than 30,000 riders climbed on this year. A frequent complaint about the Green Line from out-of-towners has been that the service was not well publicized, including too little advertising inside the airport touting its availability. And that's lesson number one. Transit advocates must communicate, communicate, communicate -- and then communicate some more -- about the need for and benefits of regional transit. The messages also need to be tailored to different audiences. It's crucial to win over top leaders, including state legislators.

[Lessons from Green Line's failures | Indianapolis Star | indystar.com](#)

#### **Indiana, Kentucky governors to break ground on new East End bridge over Ohio River Aug. 30**

Greenfield Daily Reporter  
8/24/12

JEFFERSONVILLE, Ind. — Groundbreaking for a key portion of the \$2.6 billion Ohio River Bridges Project is scheduled for next week in southern Indiana. Indiana Gov. Mitch Daniels and Kentucky Gov. Steve Beshear are expected to take part in the ceremony for the East End crossing Aug. 30 at the Port of Indiana in Jeffersonville. The bridge connecting Utica, Ind., and Prospect, Ky., is scheduled to be completed by 2017. The project also will include building a new downtown span between Jeffersonville and Louisville, Ky. That's due to finish a year later. The new bridges are expected to help alleviate traffic jams across the Ohio River. Federal highway officials have signed off on a plan that allows Kentucky and Indiana to charge drivers who use the Kennedy Bridge and two new spans. [Indiana, Kentucky governors to break ground on new East End bridge over Ohio River Aug. 30](#)

#### **Bucshon: Time running out for nation to decide how to fund infrastructure work**

Evansville Courier & Press  
8/24/12

INDIANAPOLIS —The nation needs to spend the two years before the current federal highway bill expires figuring out how to fund its infrastructure as gasoline tax revenues dwindle, U.S. Rep. Larry Bucshon said Friday. It was the second panel discussion he's led this week alongside David Holt, the vice president of operations and business development for Conexus Indiana, a logistics think tank. The first was Wednesday in Evansville. Though they fielded questions covering a wide variety of infrastructure issues, one consistent theme was where federal, state and local governments would find the funding to pay for the projects they see as critical. For decades, gas tax revenues have paid for the nation's highway spending. But increasingly fuel-efficient vehicles and alternative energy sources have chipped into that tax stream, and without a new source of money, the federal government will have less to spend on infrastructure projects – leaving no way to pay for necessary repairs. Bucshon said states are using public-private partnerships such as Indiana's "Major Moves" toll road lease, which netted the state \$3.85 billion to plow into the Interstate 69 extension and other projects. [Bucshon: Time running out for nation to decide how to fund infrastructure work » Evansville Courier & Press](#)

### **Southern Indiana residents working to ensure they have voice on Ohio River bridge toll agency**

The Republic  
8/25/12

JEFFERSONVILLE, Ind. — A panel that will set toll rates for new Ohio River bridges between southern Indiana and Kentucky will have few members who actually live in the areas the spans serve. The potential lack of local representation is drawing concerns from toll opponents and local officials. "I think you have to have the local feel of the landscape to really get a gauge on what the local economy can handle," Jeffersonville Mayor Mike Moore told the Courier-Journal in Louisville, Ky. The specific makeup of the group that will assess tolls on the Kennedy Bridge, a new adjacent span downtown and a new bridge between Prospect, Ky., and Utica, Ind., won't be known until Indiana and Kentucky officials agree on a toll policy. No date for a decision has been set. But officials with both states say the panel will include seats for the Kentucky Public Transportation Infrastructure Authority and the Indiana Finance Authority. Combined, those groups currently have just three of 15 members from the Louisville, Ky., area and none from southern Indiana. [Southern Indiana residents working to ensure they have voice on Ohio River bridge toll agency](#)

### **Street fixes need to be addressed**

The Republic  
8/26/12

COLUMBUS motorists don't have to go far to encounter uncomfortable driving conditions. The need for extensive repairs to a significant number of streets in the city limits is painfully obvious. The question is when the discomfort status will be changed to unsafe. There is no doubt that the primary responsibility for developing and maintaining streets within the city limits rests with city government. Unfortunately, that government has to operate under budget constraints that in recent years have limited the amount of repair work that can be done. There is only so much that can be allocated for street repairs in a budget that incorporates numerous other agencies and their individual priorities. The city also is bedeviled by circumstances over which it has little control. Paving materials have skyrocketed in price, and the city's share of fuel tax revenues, normally set aside for road maintenance, has decreased, in part because of better gas mileage. While the city might be locked in to what it can afford to set aside, the need for those repairs has grown and likely will get even more critical in the future. City Engineer David Hayward has estimated that the city needs to repair approximately 14 miles of streets each year just to stay even. Right now, the engineer's department is looking at being able to only do four miles a year. [The Republic - Street fixes need to be addressed - Columbus, Indiana](#)

## **'Fort to Port' Extension Reaches Milestone**

Inside INdiana Business

8/28/12

The long-running project to upgrade a major connection between Fort Wayne and the Port of Toledo has reached a milestone. Our partners at Indiana's NewsCenter report Ohio officials will hold a ribbon cutting ceremony today and officially open the road between the state line and Toledo to traffic tomorrow. INDOT says its portion of the project has cost more than \$110 million. The department expects all work on the Indiana side to be complete by December. The primary focus of the project has been a 40-mile segment of US 24 between New Haven and Defiance, Ohio. ['Fort to Port' Extension Reaches Milestone - Newsroom - Inside INdiana Business with Gerry Dick](#)

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