



BUILD INDIANA COUNCIL

Infrastructure Media Summary

November 20, 2012

Supporters Say Momentum Building For Mass Transit

Inside INdiana Business

11/16/12

Indianapolis, Ind. -- Indianapolis Mayor Greg Ballard and Westfield Mayor Andy Cook joined together today with community leaders and citizens to announce their support for a dramatic expansion of mass transit in central Indiana. Through the Indy Connect Now campaign, members of the Indiana General Assembly are urged to authorize a referendum in November 2013 that would allow a vote by Marion and Hamilton County residents on whether to fund the enhanced mass transit system. "We encourage state lawmakers to give Hoosiers the choice to decide how best to fund mass transit in their communities," said Mark Miles, president and CEO of Central Indiana Corporate Partnership and a representative of Indy Connect Now. "Now is the time to connect the people and places of Central Indiana through mass transit for the progress of all our communities." To fund the Indy Connect plan, a voter referendum is needed to approve local funding in Marion and Hamilton counties. Expansion of the transit system would begin in 2014, with completion of the entire plan expected by 2022. There is widespread support among elected officials in Marion and Hamilton counties for the plan, which would double bus service in Indianapolis and add bus and light rail service connecting communities from Downtown Indianapolis to Noblesville, with frequent stops in-between. "World-class cities provide their residents with world-class infrastructure that helps them achieve success," said Mayor Ballard. "We can no longer accept being the 12th largest city in the country with a bus system that ranks 89th in the nation." Mayor Ballard pointed out the need to compete with others cities such as Charlotte, Minneapolis, Denver and Salt Lake City, which already have strong transit systems that attract talented young professionals. [Supporters Say Momentum Building For Mass Transit - Newsroom - Inside INdiana Business with Gerry Dick](#)

East-end bridge expected to open in 2016

Maureen Hayden

Tribune Star

11/16/12

INDIANAPOLIS — Under a proposal picked Friday by the state financing authority, the Indiana portion of the long-awaited Ohio River Bridges Project would be completed under budget and far ahead of the original project schedule. The preliminary proposal approved by the Indiana Finance Authority would design and build what's known as the east-end crossing for \$763 million — 23 percent lower than previous cost estimates — and have a new bridge that connects two sections of Interstate 265 over the Ohio River open to traffic by October 2016. Indiana Gov. Mitch Daniels said the lower-than-expected construction cost opens up the possibility that the tolls that motorists would pay to cross the bridges might also be lower than first predicted. WVB East End Partners, a consortium made up of Walsh Investors, VINCI Concessions, Bilfinger Berger and

other national and international partners, submitted the proposal that edged out three other finalists. Thursday's news triggers the final steps toward a joint Indiana-Kentucky construction project that will result in the building of two Ohio River bridges and upgrading highway interchanges around Southern Indiana and Louisville. Daniels praised the public-private partnership that uses a nontraditional funding mechanism and high expectations for design and construction deadlines to make a project that's been talked about since the 1970s a reality. [East-end bridge expected to open in 2016 » State News » News From Terre Haute, Indiana](#) Also, [East End bridge contractor chosen - Louisville - Business First](#)

Editorial: Transit plan on the move, with obstacles in its path

Indianapolis Star

11/16/12

The campaign to build a functional mass transit system in Central Indiana appears to have a reasonable chance for success in next year's legislative session. And if transit advocates can finally get the proposal in front of voters, national and local trends point to strong popular support. Still, the obstacles that lie ahead are formidable. Those obstacles start in the General Assembly. Incoming House Ways and Means Chairman Tim Brown, R-Crawfordsville, says he's open to the possibility of allowing voters in Hamilton and Marion counties to decide whether to authorize an income tax increase to pay for an expanded bus system and new rail line between Noblesville and Downtown Indianapolis. Brown's counterpart in the Senate, Luke Kenley, also says he's willing to consider the transit proposal. But in an interview with The Star Editorial Board this fall, Kenley expressed several reservations. Kenley, the legislature's leading authority on tax and fiscal policy, is concerned not only about the steep initial price tag of building transit lines but also high operating costs for years to come. In light of those costs, Kenley has questioned the long-term viability of the transit proposal. The Noblesville Republican also is concerned that sinking so much money into transit will forestall other public works projects in the region in the years ahead. [Editorial: Transit plan on the move, with obstacles in its path | Indianapolis Star | indystar.com](#)

WHAT'S NEXT: Construction of northern end of I-69 remains uncertain

Evansville Courier & Press

11/19/12

INDIANAPOLIS —Now that the first half of Indiana's Interstate 69 project is open for traffic, the key question is whether — and when — the second half of the Evansville-to-Indianapolis interstate will be built. A 67-mile stretch from Evansville to Crane opened Monday. Another 27 miles from Crane to Bloomington are expected to be finished in two years. But there is no timeline for the 48 miles from Bloomington to Indianapolis. The state's two most powerful lawmakers said after an Indiana Chamber of Commerce luncheon Monday that they are not sure what sort of timeline will exist to complete the 142-mile project or how it will be funded. "I don't think anybody knows right now what will happen with that portion," said state Senate President Pro Tem David Long, R-Fort Wayne. "There's no glaring solution at this point," said the leader of Indiana's other legislative chamber, House Speaker Brian Bosma, R-Indianapolis. Each said they view funding the remainder of the highway project — a portion that would mostly run along the existing route of State Road 37, from the west side of Bloomington to the southwestern side of Indianapolis — as part of the state's larger highway funding problem. [WHAT'S NEXT: Construction of northern end of I-69 remains uncertain » Evansville Courier & Press](#)

Clarksville asks Jeffersonville, tourism bureau to join new lawsuit against bridge tolls

The Courier-Journal

11/20/12

Clarksville town leaders have agreed to allocate \$10,000 toward joining other area municipalities

and the local tourism bureau in a lawsuit seeking to block the tolling of the Kennedy Bridge and a new Interstate 65 span that is to be built next to it. The Jeffersonville City Council also discussed the matter on Monday night, and the board of the Clark-Floyd Counties Convention and Tourism Bureau is expected to decide if it will join the lawsuit during its Wednesday meeting. Paul Fetter, a Clarksville Town Board member and a founder of the anti-tolling group No2BridgeTolls, has led the fight against tolls on the two bridges, saying that tolls would crush the Clarksville and Jeffersonville business districts along I-65. An economic impact report released in April — conducted by Boston-based Economic Development Research Group Inc. to fulfill an Indiana state law — predicted that the Ohio River Bridges Project would have an overall positive effect, leading to new jobs and creating new access and development near a planned East End Bridge. The report acknowledged there would be an economic shift away from the I-65 exits in Jeffersonville and Clarksville, including the permanent loss of the southbound exit — Exit 0 — into downtown Jeffersonville at Market Street. Plans call for that exit to be replaced by a ramp at Stansifer Avenue in Clarksville, about one mile to the north. [Clarksville asks Jeffersonville, tourism bureau to join new lawsuit against bridge tolls | The Courier-Journal | courier-journal.com](#)

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