



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 21, 2014

Bill Creates Infrastructure Bank Using Public-Private Partnership Model

Political News

1/21/14

WASHINGTON, D.C. – Senator Dan Coats (R-Ind.) announced his support for a bipartisan bill that would jumpstart our nation’s capability to build and repair roads, bridges, highways, ports, schools, and other infrastructure projects. Without spending overstretched federal dollars, the Partnership to Build America Act will help put people back to work building projects across the country, while helping to improve American competitiveness in today’s global economy. The legislation would establish a \$50 billion infrastructure fund that could potentially support hundreds of billions in loan guarantees and financing authority for state and local governments. The fund would finance transportation, energy, communications, water and education infrastructure projects across the country. “In Indiana we just completed an ambitious seven year, bipartisan plan that significantly improved and expanded Indiana’s highway infrastructure without adding debt or increasing taxes,” said Coats. “I’ve tried to bring the Hoosier model to Washington because I believe it is a terrific example of what can happen when we can come together in a bipartisan way with innovative proposals. This bipartisan legislation brings a creative solution to the challenge of maintaining and expanding our nation’s crumbling infrastructure.” The bill encourages American companies to purchase these bonds by allowing them to exclude a certain portion of their overseas earnings from taxation. The amount that they are permitted to repatriate for each dollar of bond purchases will be determined by a competitive auction. The American Infrastructure Fund created through the Partnership to Build America Act will help finance top priority infrastructure projects across the country. The fund will make guarantees or low-cost loans to state or local governments, nonprofits, private parties and public-private partnerships to finance infrastructure projects that state and local governments prioritize.

[New Bill Creates Infrastructure Bank Using Public-Private Partnership Model](#)

Donnelly tears into state for failure to fix Cline Avenue, calls it shameful

NWI Times

Joseph S. Pete

1/20/14

MUNSTER | U.S. Sen. Joe Donnelly, D-Ind., blasted the state for its failure to maintain Cline Avenue, calling it inconceivable, shameful and a disgrace. Donnelly channeled the frustration of many Northwest Indiana drivers while talking with The Times editorial board Monday. He ripped the state for failing to replace the Cline Avenue Bridge in East Chicago, and for generally failing to take care of one of Northwest Indiana's busiest expressways. In the case of Cline Avenue, the Indiana Department of Transportation has been derelict in its most basic duty, Donnelly said. "How can you call yourself the Indiana Department of Transportation when you won't even rebuild a road?" he said. "This is a road that has deteriorated because of a lack of maintenance over the

years, and our obligation is to fix it and get it done." Cline Avenue – the main route for many to steel mills, casinos and the Gary/Chicago International Airport – has lately been described as a minefield of potholes. Many motorists have suffered flat tires, damaged axles and skewed alignments. A section of the state highway had to be closed a week ago so road crews could patch up the potholes that left the shoulders littered with abandoned vehicles propped up on jacks. "I don't control state finances, but I personally think it is a disgrace that Cline Avenue is in the state it's in when the Indiana Toll Road was sold off for \$3.8 billion," Donnelly said. "That was a road that primarily the people of Northern Indiana paid for every time we paid a toll one way or another. ... Out of \$3.8 billion, you're telling me we couldn't rebuild Cline Avenue, which is a critical artery to the Toll Road? It's almost an adjunct to the Toll Road."

[Donnelly tears into state for failure to fix Cline Avenue, calls it shameful](#)

Clear plan, budget needed for South Shore to advance at Statehouse

NWI Times

Dan Carden

1/19/14

INDIANAPOLIS | No single person at the Statehouse is standing in the way of South Shore expansion, because outside the 21-member Northwest Indiana legislative delegation, few of the 129 other state senators and representatives have even heard of it. Mention "mass transit" under the blue stained-glass rotunda dome and most lawmakers, lobbyists and executive branch officials think of an Indianapolis-area transit proposal that's gone nowhere in the past four years, despite a local funding plan and strong support from central Indiana businesses. The 2014 effort, Senate Bill 176, would authorize five central Indiana counties to hold a referendum on whether to raise local income taxes and create a local corporate tax to fund 75 percent of the cost of expanded bus service. The proposal requires 25 percent of service costs come from transit fares. Even though the legislation only authorizes county referendums, and no new state money would go toward mass transit, the measure remains unlikely to win approval. However, if South Shore expansion is to gain any traction in the General Assembly, state Rep. Ed Soliday, R-Valparaiso, chairman of the House Roads and Transportation Committee, believes region business and transit interests need to organize as they have in central Indiana. IndyConnect launched in 2010 after surveys of central Indiana residents and businesses determined there was adequate support for improved mass transit options in and around Marion County. The organization hosted 125 public meetings and community briefings to help shape a bus and rail transit plan rolled out with great fanfare in late 2010. It spent 2011 working to build support for the plan before asking lawmakers to approve it during the 2012 legislative session. After failing to pass the proposal through the General Assembly in 2012 and 2013, central Indiana lawmakers settled for a study committee that recommended last summer, over Tea Party objections, the scaled-back proposal likely to be heard by a Senate committee later this month.

[Clear plan, budget needed for South Shore to advance at Statehouse : Elections](#)

IDOT announces Illiana Expressway finalists

NWI Times

Keith Benman

1/17/14

The Illiana Expressway would run 47 miles from Interstate 65 just northeast of Lowell to Interstate 55, near Wilmington, Ill. It has a projected cost of \$1.3 billion. It will be operated as a toll road. The Indiana Finance Authority and Indiana Department of Transportation issued a request for qualifications similar to IDOT's on Nov. 12 for the 12-mile Indiana portion of the expressway. Indiana received six responses on Jan. 10, with five of those submitted by bid teams that had already responded to the Illinois request. The IFA and INDOT also plan to whittle down that list and announce finalists who can bid on building the Indiana portion of the Illiana Expressway as a public-private partnership as well as widening a section of Interstate 65 as a traditional public

works project. INDOT and IDOT both want the winning investment teams to defray the \$1.3 billion cost of the expressway by providing some of the upfront money needed to get construction underway. In exchange, the departments of transportation in each state would provide a "milestone" payment to the investment team once construction reaches a certain point and then annual payments, known as availability payments, once the expressway is up and running. One of the bidders that made it to the final round in Illinois, Cintra Infraestructuras S.A., already is well known in the region as the controlling partner and operator of the Indiana Toll Road. Cintra Infraestructuras and Australian investment house Macquarie in 2006 won the right to operate and collect tolls on the Indiana Toll Road in exchange for a \$3.8 billion lump sum payment to the state. Previous to that, the same investment team won the concession for the Chicago Skyway.

[IDOT announces Illiana Expressway finalists](#)

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