



BUILD INDIANA COUNCIL

Infrastructure Media Summary

March 19, 2015

GUEST COMMENTARY: Toll Road bids show Illiana isn't needed

NWI Times
Gerry Scheub
3/18/15

I voted for the two-county consortium Toll Road project because an economically viable Indiana Toll Road connected to Interstate 65 is all that is needed to optimize our transportation system. The proposed Illiana Toll Road is the desire of Indiana state governmental and economic interests in Indianapolis. With the economic viability of the existing Toll Road, there is no need to destroy the character and lifestyle of south Lake County with the Illiana. The Australian firm, IFM Investors, submitted a higher bid than our consortium. We were simply outbid for the remaining 66 years of the lease. Our team was a good one. We had as our operator Globalvia, which is the world's third largest manager of this type of infrastructure. With the proposed Northern Indiana Toll Road Authority, there would have been plenty of public oversight in the operation of this key asset. I wish the new owners well. I knew we could do the job. Hopefully, the bid award should end any further discussion of the Illiana Toll Road. The additional structure simply is not needed. Construction would produce overcapacity and could in the long run jeopardize the financial stability of the existing Indiana Toll Road. If there is any future discussion of the Illiana Toll Road, the governor of Indiana should take a look at the structure that was proposed by the two-county consortium. This structure established a separate corporation, and that corporation was responsible for the debt. When we undertook the Toll Road project, we used an Internal Revenue ruling, 63-20, which isolated any and all property and income tax payers from any liability for any of our project. The state of Indiana, through the governor's office, should look at this as the mechanism if it incorrectly decides the Illiana is needed.

[GUEST COMMENTARY: Toll Road bids show Illiana isn't needed](#)

Senators Push to Continue Hoosier State Line

Inside INdiana Business
3/18/15

Washington, D.C. — U.S. Senator Joe Donnelly sent a letter to Administrator Sarah Feinberg of the Federal Railroad Administration and Commissioner Karl Browning of the Indiana Department of Transportation urging them to work together to continue the safe operation of the Hoosier State Line. Donnelly wrote, "I know many Hoosiers support the state working to improve and expand the Hoosier State service. I am sensitive to concerns related to employment practices and state resources that may result from FRA policies. It also is important, however, that the state work closely with FRA to ensure the safe operation of the Hoosier State line. I also expect FRA to continue working with the state to address their concerns, while also ensuring that the safety of Hoosiers is not compromised." [Senators Push to Continue Hoosier State Line - Newsroom - Inside INdiana Business with Gerry Dick](#)

Funding is at a major crossroads, officials say

Tribune Star

Maureen Hayden

3/17/15

County officials from around Indiana arrived at the Statehouse Tuesday with a tough request: Give us billions of dollars to fix our roads and bridges. They gathered in the hallways of the Statehouse, talking to their legislators as they came and went. The Indiana Association of County Commissioners had asked their members to go to the Statehouse to lobby their local lawmakers to keep extra road funding in the proposed state budget now being debated by the General Assembly. They didn't have much problem making the case that their infrastructure is crumbling, given a decade's decline in funds for local governments to maintain 85,000 miles of roads and 12,000 bridges. Harder was the argument that legislators may have to impose new taxes to raise that revenue. "There's no pain-free way to solve this," said Stephanie Yager, who heads the Indiana Association of County Commissioners. "But it's not pain-free to ride down a road that's full of potholes. Yager, a former county commissioner from the tourist haven of scenic Brown County, has watched paved roads turn back to gravel as gas tax revenues used for local repairs dwindled over the past decade. A local "wheel tax" – imposed on every motorist residing in Brown County – hasn't raised enough dollars to close the gap. "We welcome the tourists, they're a big part of our economy," she said. "But our roads take a beating." Jason Heile, a Davies County highway engineer and president of the Indiana Association of County Highway Engineers and Supervisors, made a similar case at the Statehouse.

[Funding is at a major crossroads, officials say - Terre Haute Tribune Star: Local News](#)

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