



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **November 21, 2013**

#### **Lawmakers endorse transit proposal, tax plan**

Indianapolis Star  
Chris Sikich  
11/21/13

Key lawmakers overwhelmingly endorsed a scaled-back proposal today to fund an expansion of mass transit in Central Indiana. After months of seeking testimony in public meetings, Sen. Pat Miller, R-Indianapolis, drafted the compromise for a House-Senate committee studying transit. She will introduce legislation in the 2014 Indiana General Assembly and believes a more conservative approach could find support where past efforts have failed. She proposes to allow county councils in Marion, Hamilton, Johnson, Madison and Delaware counties to choose to seek voter referendums by county to fund and build a new transit system. It's possible, Miller said, other counties will ask to be included in the legislation. If approved by voters, the councils could impose an economic development income tax between 0.1-percent and 0.25-percent, which is less than the 0.3-percent income tax increase transit advocates had lobbied to get the past two years. Income taxes would pay for the expansion and also pay for 65 percent of operations of the transit system. Corporations would have to pay taxes to cover 10 percent of the operating costs through either an income tax or employee tax, a new wrinkle in the transit plan. Fares would have to cover 25 percent of the cost. The committee voted 12-1 in favor of Miller's proposal. Rep. Mike Speedy, R-Indianapolis, who represents southeast Marion County, was the lone vote against the plan, saying he's concerned taxpayers would shoulder the costs. [Lawmakers endorse transit proposal, tax plan | Indianapolis Star | indystar.com](#)

#### **Big Four opening date for Indiana side remains unknown**

The Courier-Journal  
Charlie White  
11/20/13

The contractor building the ramp to the Big Four walking and cycling pathway in Jeffersonville (Ind.) plans to have it complete by December 20, but the ramp's exact opening date remains unknown, according to the project's manager. Jeffersonville city leaders say they're among many who're frustrated by the delayed opening. Members of the city's Redevelopment Commission heard Wednesday night from ramp project manager Marty Sabla, of consulting firm Parsons-Brinkerhoff, who said he took over the project for the Indiana Department of Transportation in March when the previous project manager retired from INDOT. Gohmann Asphalt, which was awarded a \$6.5 million contract for construction of the ramp, expects to receive the final shipment of railing next week, Sabla said. Custom-made lighted handrails — electrical contractor Hummel Electric was awarded a \$1.1 million contract in May — still must be attached to the railing. But project officials say the handrails can't be manufactured until Gohmann finishes the railing because handrail electrical connections must be measured so they line up exactly with conduit

inside the railing posts. Sabla said he couldn't speak for Hummel because its contract with INDOT is a separate contract from Gohmann's, adding he's certain INDOT won't allow it to be opened before the lighted handrails are installed. The total budget for the project is \$10 million, which includes \$8 million in federal transportation money and \$2 million in Jeffersonville redevelopment money. [Big Four opening date for Indiana side remains unknown | The Courier-Journal | courier-journal.com](#)

### **Kentucky to save \$100 million on bridges project through federal loan program TIFIA loan will not impact Indiana's financing**

News and Tribune  
Braden Lammers  
11/20/13

FRANKFORT — Kentucky has secured a federal loan that is expected to save the state \$100 million in its financing costs for the Ohio River Bridges Project. Kentucky Gov. Steve Beshear announced the state has secured the loan administered through the Transportation Infrastructure Finance and Innovation Act program, or TIFIA, for up to \$452 million. Indiana is financing the east end portion of the project connecting Interstate 265 in Utica to the Gene Snyder in Prospect through a public-private partnership that relies on private companies to pay for some of the upfront costs, that will be repaid through concession payments over a 30-year term. Indiana's cost for the project is also estimated at about \$1.3 billion. Indiana Department of Transportation Spokesman Will Wingfield said the announcement of the TIFIA loan approval for Kentucky was not a surprise to Indiana officials, nor does it have any impact on Indiana's financing plans. But Kentucky officials said the TIFIA loan may help keep the toll rates for commuters in-line. Toll revenues ranging from \$1 to \$10 per crossing will be split equally between the two states. "We were encouraged about Kentucky's prospects for being approved for a TIFIA loan, and it was factored into the initial base toll rates," said Kentucky Transportation Secretary Mike Hancock, in the release. "We are grateful for this assistance from the Federal Highway Administration, which has been our indispensable partner throughout this project." The Indiana Department of Transportation and the Indiana Finance Authority recently advertised two separate procurements for a toll-collection system, which will ultimately be determined by a joint tolling board comprised of the finance and transportation leaders from each state. [Kentucky to save \\$100 million on bridges project through federal loan program » Recent Local News » News and Tribune](#)

### **Illiana tollway step closer to NIRPC 2040 master plan**

Post-Tribune  
Carole Carlson  
11/19/13

PORTAGE — Just two more votes next month are all that stand in the way of construction of the 47-mile bistate Illiana tollway. In a muddled meeting Tuesday, a Northwestern Indiana Regional Planning Commission transportation policy committee approved a staff recommendation that delayed a vote on the highway to Dec. 3. Tuesday's favorable 8-3 vote, with eight members abstaining, pertained to a required analysis of the Illiana's impact on congestion in other transportation corridors. That report, presented by NIRPC staffer Kevin Garcia, also included a recommendation to support the widening of Interstate 65 from U.S. 30 south to Indiana 2. The full NIRPC commission will vote on Dec. 12. The project stops if either of these votes fail. That partnership calls for up front investor money that's supplemented with annual payments from the states. "Why do we need to guarantee payments? This isn't a free road. ... It seems like Illiana supporters are drinking Illinois propaganda Kool-Aid." Doug Strayer, an official with the Northwest Indiana Building Trades Council, said Illiana is essential to reduce traffic on local roads and to relieve congestion on I-80/94. "It will spur economic development and provide effective transportation corridor and create new long-term opportunities for companies," Strayer said. Andrew Armstrong, an attorney with the Environmental Law & Policy Center in Chicago, said

building a 47-mile toll way in farmlands doesn't make good financial sense. "INDOT (Indiana Department of Transportation) has not shown the project can pay for itself," Armstrong said. He said taxpayers would be on the hook if the toll road revenues were not sufficient. [Illiana tollway step closer to NIRPC 2040 master plan - Post-Tribune](#)

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