



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Committee Passes Buschon-Backed MPO Bill Early Friday

Indiana Public Media

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The U.S. House Infrastructure and Transportation Committee has approved a bill that could bypass local Metropolitan Planning Organizations or MPOs, when federal transportation projects like I-69 do not match the interests of state officials. Under the American Energy and Infrastructure Jobs Act of 2012, the governor of a state could modify a metropolitan transportation improvement plan or TIP without the consent of the organization that wrote it. The wording is part of a larger federal bill sponsored by committee Chairman John Mica of Florida (R-7th), but it was Indiana Rep. Larry Bucshon (R-8th) who helped create the language in the section regarding MPOs. Monroe County MPO member Richard Martin, whose group has vigorously fought the Indiana Department of Transportation over I-69, says the bill could come into play when interstates need maintenance. [Committee Passes Buschon-Backed MPO Bill Early Friday | News - Indiana Public Media](#)

House OKs Bucshon amendment to remove Bloomington's roadblock to I-69

Evansville Courier & Press

2/3/12

WASHINGTON —A House committee has approved a federal highway spending bill that could settle a dispute jeopardizing construction of a final segment of Interstate 69 between Evansville and Indianapolis.

In a 29-24 vote after a marathon mark-up session that finally concluded at 3 a.m. Friday, the House Transportation and Infrastructure Committee approved a \$260 billion, five-year surface transportation package. The bill includes a provision inserted at the behest of Indiana's 8th District Rep. Larry Bucshon, of Newburgh, that essentially prohibits a Metropolitan Planning Organization from standing in the way of an interstate project of statewide significance. Construction of a 1.75-mile stretch of I-69 is being blocked because the Bloomington/Monroe County Metropolitan Planning Organization has refused to include the project in its transportation plan. The Indiana Department of Transportation is prohibited from using federal funds to construct that short section without the MPO's go-ahead. [House OKs Bucshon amendment to remove...](#)

Bridge finance fears voiced at Jeffersonville hearing

The Courier-Journal

2/3/12

A speaker warned Indiana finance officials Thursday night that the kind of public-private

partnership they want to build a \$1.3 billion bridge over the Ohio River from Utica, Ind., to Prospect, Ky., can pose big risks to the public. "There are good public-private partnerships and bad," retired political science professor David Blank said at a meeting sponsored by the Indiana Finance Authority at the Sheraton Hotel in Jeffersonville. In such partnerships, Blank said, there is a natural tension between the private company, which strives to maximize profits, and the state, which seeks to limit taxpayers' costs and risks.

So an agreement between the state and a private company to build the bridge should include an oversight authority to "make sure the public interest is pre-eminent over a private partner," said Blank, who taught at the University of Louisville. [Bridge finance fears voiced at Jeffersonville hearing | The Courier-Journal | courier-journal.com](#)

Transit plans stuck in neutral

The Indianapolis Star

2/4/12

Mayors and other local elected officials, business and civic leaders, even a large contingent of the clergy have formed a powerful chorus of support for mass transit in Central Indiana. The ranks are going to have to expand still further if the bid for a referendum on the issue is to succeed in the Indiana General Assembly. The legislative delegation from Marion and Hamilton counties is far from all aboard.

Partisan squabbling over "right to work" language was the immediate reason, or excuse, for failure in committee of the House bill that would allow local residents to vote yea or nay on a three-tenths of 1 percent county income tax increase. Doubts about the feasibility and appeal of the proposed \$1.3 billion regional transit plan were the basis Senate President Pro Tempore David Long gave for drenching hopes of reviving the bill in his chamber. [Transit plans stuck in neutral | The Indianapolis Star | indystar.com](#)

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