



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 15, 2012

When the buck stops

For next governor, it's end of the line for Toll Road lease money

The Journal Gazette
5/13/12

INDIANAPOLIS – When the next governor takes office in January, he will have just a few months before the money from the Indiana Toll Road lease is effectively gone. Some of the \$3.8 billion will still be in the bank earning interest, but it all will be virtually awarded, via contract, for major ongoing highway projects finishing up in the next two years. That leaves the new governor – likely either Republican Mike Pence or Democrat John Gregg – with a cliff in highway funding to deal with, and few options on the table. "I'm concerned with that kind of drop and figuring out what's next," said Dennis Faulkenberg, president of APPIAN – a respected transportation consulting firm based in Indianapolis. "We don't have any other toll roads to lease so there are only certain things we can do. "My big question is what needs to be done and that tells me how concerned I should be. There are needs out there." [When the buck stops | The Journal Gazette](#) Also, [Next Indiana governor won't see much toll road money | 2012-05-13 | Indianapolis Business Journal | IBJ.com](#), [Indiana's pot of money for road projects will shrink | Indianapolis Star | indystar.com](#)

Bridges plan questioned by some officials

News and Tribune
5/14/12

SOUTHERN INDIANA — More than two weeks after the Supplemental Final Environmental Impact Statement was approved, Hoosiers are lining up to voice their opposition to the plan. The Federal Highway Administration approved the final supplemental impact statement on April 20, a major step for Indiana and Kentucky in securing a record-of-decision to build the Ohio River Bridges Project. The plan to construct an east-end bridge, downtown bridge and reconstruct Spaghetti Junction is expected to receive the federally approved record-of-decision in mid-June. The \$2.6 billion modified selected alternative project being pursued splits the cost between Kentucky and Indiana, with Indiana paying for the \$1.3 billion east-end portion of the project. The state will pay for the project through a combination of money dedicated through Indiana's Department of Transportation, received in part from Major Moves — the lease of the Northern Indiana Toll Road. The money dedicated was set at \$54 million a year, for eight years, totaling \$432 million, with the remainder of \$868 million to be covered through tolls. [Bridges plan questioned by some officials » Clark County » News and Tribune](#)

E.C. Council will consider supporting private toll bridge

NWI Times
5/14/12

EAST CHICAGO | The City Council will consider a resolution Tuesday night to "encourage and support" Mayor Anthony Copeland as he enters the final stage of negotiations to replace the failed Cline Avenue Bridge with a private toll bridge. The mayor has a draft agreement spelling out details of how the bridge would be financed, developed and built by a private company, City Council Attorney Steve Bower said. "This is an extremely complex arrangement because it has not really ever been done in the state of Indiana," Bower said. The basic outline of the proposal remains the same as it has been since last year, Bower said. Under those plans, the state would turn over the right of way for the Cline Avenue Bridge to East Chicago, which in turn would turn it over to the company American Bridge Partners. The company then would build a private toll bridge. The council eventually will be asked to pass a tax abatement and create a tax increment financing district for the bridge project, Bower said. That is why the mayor is seeking council support for the project. [E.C. Council will consider supporting private toll bridge : The Times of Northwest Indiana](#)

INDOT announces resurfacing project

The Brazil Times
5/11/12

On Thursday, the Indiana Department of Transportation (INDOT) announced a resurfacing project on State Road 59 just under one-half a mile north of State Road 246 and State Road 46 will be restricted to one lane in the area the contractor will be working. "This is just a resurfacing project," INDOT Media Relations Director for the Crawfordsville District Debbie Calder told The Brazil Times. Calder added a portion of the road will be milled and will then be resurfaced with asphalt. Calder said the upcoming project is separate from the one that went through Clay City. The previous project was part of the Major Moves contract and called for restructuring the entire roadway of State Road 59 through the town. She said this particular project is part of INDOT's pavement preservation program. "Pavement preservation is a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations," Calder said. [Brazil Times: Local News: INDOT announces resurfacing project \(05/11/12\)](#)

Howard County bog being excavated, filled in to make room for US 31 road project

The Republic
5/11/12

KOKOMO, Ind. — There's no building a roadway over a bog. Bog soil has to be removed, the poor drainage has to be remedied, and the excavated bog area must be properly filled in before proceeding. Well, it's either all of that or simply elevate the roadway over the bog. Either way it's expensive. American Structurepoint, the Indianapolis engineering firm doing the design work for the U.S. 31 Kokomo Corridor, decided to excavate the bog area around 200 North (Morgan Street), moving thousands of cubic yards of peat-ridden "marly" soil to other sites. The massive holes where the bogs used to sit are being filled in with sand and gravel, to facilitate subsoil drainage. The marly soil taken from the excavations has been trucked to another property, where it will fill in a "borrow pit" — basically a large man-made hole. It all ties together from an environmental standpoint. The new bypass is destroying hundreds of acres of prime farmland and cutting across more than a dozen creeks. To build the road, contractors needed to truck in large amounts of soil, and much of that soil has come from private landowners. In return for compensation, the land owners allow the contractors to come in and scoop up truckloads of earth. The resulting "borrow pits" sometimes become ponds. Other times, they're filled in. [Howard County bog being excavated, filled in to make room for US 31 road project | The Republic](#)

Indiana didn't 'sell' its toll road

The Washington Post

5/10/12

The factual errors in Sen. Jeff Bingaman's recent attack on Indiana's infrastructure program are rivaled only by their conceptual backwardness. First, the facts. The New Mexico senator writes that Indiana "sold" its toll road. False. The state still owns the road. We have simply converted it to a regulated utility, under a 432-page agreement that tightly controls everything from toll rates to how long the operator has to remove dead animals from the roadway. In addition to generating nearly \$4 billion in cash for the state, our transaction committed the road's operators to an additional \$4.4 billion in improvements to the road itself. It now has electronic tolling, new lanes to reduce congestion, 25 additional state troopers and other enhancements that have brought it to the best condition and service levels in its history. [Indiana didn't 'sell' its toll road - The Washington Post](#)

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