



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **May 24, 2012**

#### **County highway moving forward on several projects**

Greencastle Banner Graphic  
5/23/12

Often bogged down by a lack of road money in recent years, the Putnam County Highway Department is currently seeing some progress on a few projects throughout the county. Highway co-supervisor Jim Smith reported at Monday's Putnam County Commissioners meeting that the department has moved forward with work since the County Council approved \$150,000 last week for a repaving project at county roads 250 West and 250 North. The appropriation from the County Adjusted Gross Income Tax (CAGIT) was made dependent upon the commissioners also allocating \$50,000 from the Economic Development Income Tax (EDIT). The commissioners expressed no problem with spending money on the roads. "I still think they ought to take about half of the Rainy Day Fund and put it in roads," Commissioner Gene Beck said. Smith said with work going at its current pace, paving on the project should commence by June 1. The fate of further repaving projects will be determined when the council determines how to spend the remainder of the CAGIT money the state recently turned over to Putnam County. Other news from the highway included that the Bridge 10 project in Russell Township is "99 percent complete." County officials had a final walk-through with the Indiana Department of Transportation on Tuesday afternoon. [Greencastle Banner-Graphic: Local News: County highway moving forward on several projects \(05/23/12\)](#)

#### **Details on collecting tolls for planned Ohio River bridges may be set by end of July**

Courier-Journal  
5/23/12

Kentucky and Indiana are aiming to finalize a deal this summer that will detail how the states will collect tolls as part of the Ohio River Bridges Project. Although the agreement isn't expected to include specific toll rates, officials with both states said Tuesday that it will identify who will set those rates and what role, if any, a bi-state authority will play. Reaching an agreement by late July would allow the states to answer key questions in time to seek final proposals for the \$2.6 billion project, said Kendra York, Indiana's public finance director. "We're going to want to know that we've got some comfort, that we've sort of agreed how all that's going to work," York said after the Louisville and Southern Indiana Bridges Authority met in Louisville. Construction would start this year or in early 2013. Gary Valentine, the bridges project manager for the Kentucky Transportation Cabinet, said the agreement will define the roles of entities in both states, including the bridges authority. The future of the authority, once charged with setting toll rates, has been unclear since the states divided responsibility on the project, with Indiana in charge of the eastern bridge and Kentucky overseeing work downtown. [Details on collecting tolls for planned Ohio River bridges may be set by end of July | The Courier-Journal | courier-journal.com](#)

## **Bridges project specifics emerging**

News and Tribune

5/23/12

LOUISVILLE — Details for the construction of the Ohio River Bridges Project were announced Tuesday. The Louisville and Southern Indiana Bridges Authority held its quarterly meeting and provided a number of updates on the progress of the Ohio River Bridges Project. The project's planners announced they expect to receive a record-of-decision by the Federal Highway Administration by late June, issue their final requests for proposals about a month later and award contracts in November or December. But before a contract is awarded, a number of issues on how Indiana and Kentucky will pay for and construct the \$2.6 billion plan to build a downtown bridge, east-end bridge and reconstruct Spaghetti Junction need to be addressed. Development agreement: To ensure that both states continue to work together to complete the project, they are working to establish a development agreement. Kendra York, public finance director for the state of Indiana, said she hopes the development agreement will iron out some of the issues like how the decisions on tolling scenarios will be made and who will set those rates. [Bridges project specifics emerging » Clark County » News and Tribune](#)

## **75 years is still a long time**

**Whatever Mitch Daniels might say, full consequences of toll road leasing won't be known until well into future**

Palladium-Item

5/23/12

Whether Indiana is in the enviable position of having reduced its major road construction needs, or the foolish position of have mortgaged out too high an amount of its anticipated road-building capital, depends on which side of the argument one chooses. But this much seems certain: The passionate arguments for and against leasing the Indiana Toll Road to a foreign consortium and applying the windfall assets of that lease to an aggressive statewide road-building and improvement campaign have not much subsided in the six years since Indiana netted \$3.8 billion in lease proceeds. And reasonable arguments can be put forth from both sides. The Fort Wayne Journal-Gazette reports this month that by the time Indiana's next governor takes office next January, most of those billions Indiana received will have been spent or allocated. Jack Basso, director of Program Finance at the American Association of State Highway and Transportation Officials, told the Fort Wayne newspaper that Indiana will soon be as cash-strapped as other states, and with few options remaining on the table. Gov. Mitch Daniels, who masterminded the road deal early in his first term as Indiana governor, bristles at suggestions that his administration entered into a bad bargain on behalf of Hoosiers. [75 years is still a long time | Palladium-Item | pal-item.com](#)

## **States looking to new tolls to pay for highways**

Indianapolis Star

5/24/12

WASHINGTON — Driving onto an interstate highway? Crossing a bridge on the way into work? Taking a tunnel under a river or bay? Get ready to pay. With Congress unwilling to contemplate an increase in the federal gas tax, motorists are likely to be paying ever more tolls as the government searches for ways to repair and expand the nation's congested highways. Tolling is less efficient and sometimes can seem less fair than the main alternative: gasoline taxes. It can increase traffic on side roads as motorists seek to evade paying. Some tolling authorities -- often quasi-governmental agencies operating outside the public eye -- have been plagued by mismanagement. And some public-private partnerships to build toll roads have drowned in debt because of too-rosy revenue predictions. Tolls are hardly a perfect solution. But to many states

and communities, they're the best option available. "It's very hard in this environment for states to add capacity without charging a toll because they can't afford to do it," said Joshua Schank, president of the Eno Center for Transportation, a Washington think tank. "They're barely able to maintain what they've got, and there is an urgent need for capacity." [States looking to new tolls to pay for highways | Indianapolis Star | indystar.com](#)

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