



BUILD INDIANA COUNCIL

Infrastructure Media Summary

June 5, 2012

Daniels astonished other states haven't followed Indiana's lead

Evansville Courier & Press

5/31/12

WASHINGTON —Indiana Gov. Mitch Daniels said Thursday he is "astonished" that other states haven't followed Indiana's lead in forging public-private partnerships to fund and operate major infrastructure projects. Speaking at a round-table discussion on transportation sponsored by Reason magazine, a libertarian publication, Daniels asserted the state's Major Moves initiative has given it a decided economic advantage. Daniels, said he thought the state's decision to contract with the Indiana Toll Road Concession Co. to operate the Indiana East-West Toll Road for 75 years in exchange for \$3.8 billion would be copied by other states "because it's so obvious and so logical." "Six years later and they haven't," Daniels said. Citing a roiling national crisis in funding infrastructure repairs, the governor said, "We're never going to get there the old-fashioned way alone." "We just vaulted ahead of every other state and did a lot of catch-up work," Daniels said. The toll road deal, consummated in 2006, resulted in the creation of Major Moves, a plan to fund crucial Hoosier infrastructure projects. One initiative that benefited from the agreement was the ongoing construction of Interstate 69 between Evansville and Indianapolis. [Daniels astonished other states haven't followed Indiana's lead » Evansville Courier & Press](#)

Daniels: 'No' to transportation post

The Journal Gazette

5/31/12

WASHINGTON – Gov. Mitch Daniels said Thursday he will not be a candidate for transportation secretary if Republican presidential candidate Mitt Romney is elected in November. "The answer to that is no," Daniels told reporters during a roundtable discussion on transportation sponsored by the Reason Foundation, a libertarian think tank. But he said if there is a new administration, it should stress the importance to the American economy of investing in transportation infrastructure. "I hope it is someone who would like to go make that case and maybe somebody that is able to bring about a little of this elusive compromise and common purpose that we are all looking for in town. "If there's only one thing we all ought to be able to agree on, I think this is it," he said about repairing and maintaining roads and bridges. [Daniels: 'No' to transportation post | The Journal Gazette](#)

RBA may ride again, with or without wheels

NWI Times

5/31/12

The Northwest Indiana Regional Bus Authority may continue to operate with or without buses,

with the organization now looking at several options for long-term survival. RBA Executive Director Tim Brown still believes the easygo Lake Transit system will shut down at the end of this month, but said the RBA may then continue to operate as it did before it took over the bus system in 2010. "The RBA itself does not close," Brown said this week. "We just close the transit services." Brown points out in the years prior to the takeover of Hammond Transit, now operated as easygo Lake Transit, the RBA distributed \$3.4 million in regional express bus subsidies to Gary Public Transportation Corp. and undertook \$750,000 in capital improvements for regional transit. The agency will have about \$370,000 left in the bank at the end of June, which is when its contract with First Transit runs out for providing buses and drivers, Brown said. The RBA is exploring moving its offices to Hammond's Dan Rabin Travel Center, even if the easygo Lake Transit system is shut down. The RBA's all-volunteer board of directors will continue to exist, as authorized by state statute more than a decade ago, Brown said. Whether the agency will retain any employees, including Brown, remains up to the board, he said. [RBA may ride again, with or without wheels : The Times of Northwest Indiana](#)

Gov. Mitch Daniels urges Congress not to cut Indiana's highway funding

Courier-Journal

6/1/12

WASHINGTON — Gov. Mitch Daniels urged lawmakers Thursday not to reduce Indiana's federal highway funding because the state leased its toll road to a foreign consortium in 2006. Daniels, who was also in Washington to attend the unveiling of the formal White House portrait of George W. Bush, met privately with members of the House working on a transportation bill. The Senate-passed version of a highway bill that Congress is trying to complete in the next few weeks would remove privatized highways from the calculation used to distribute federal highway funds to states. That could decrease Indiana's funding by \$42 million (or 4.5 percent) per year. "This is a state that gets screwed every year anyway (on federal highway funding). Now they'd reduce it further," Daniels told reporters. New Mexico Sen. Jeff Bingaman argues that Indiana is fleecing federal taxpayers because it got \$3.8 billion to lease the toll road for 75 years, yet is still receiving federal funds to help maintain those 157 miles of highway that the private consortium must now maintain through the tolls collected. [Gov. Mitch Daniels urges Congress not to cut Indiana's highway funding | The Courier-Journal | courier-journal.com](#) Also, [Gov. Daniels defends state's right to federal highway funds | The Star Press | thestarpress.com](#), [Indiana Governor Slams Senate Highway Bill | Journal of Commerce](#), [INDOT Joins Governor In Fight Against Transportation Bill | News - Indiana Public Media](#)

DOUG ROSS: Pick up speed on transportation bill

NWI Times

6/1/12

Cross your fingers for the federal transportation bill now before a congressional conference committee. If the negotiations collapse, it would reinforce Americans' already intense disgust with Congress. The fight over this legislation is typical of the political polarization in the nation's capital. Today marks 975 days since the previous transportation law expired. It has been on life support ever since. The House version of the transportation bill would extend the existing law another three months, along with forcing President Barack Obama to allow construction of the Keystone XL pipeline. The Senate version is a bipartisan solution, a more solid framework on which to build a future. Even as these negotiations continue, look at the results of the years of uncertainty regarding transportation funding. Gas tax receipts are down, so lawmakers can't maintain the current level of spending on roads, bridges, public transportation and other transportation projects. Relying solely on existing gas tax revenue would mean cutting transportation spending by a third. And those needs are growing, as is readily apparent in Northwest Indiana. [DOUG ROSS: Pick up speed on transportation bill : The Times of Northwest Indiana](#)

Bipartisan battle waged to keep Toll Road perk

The Journal Gazette

6/2/12

WASHINGTON – Hoosier lawmakers are circling the wagons on the Indiana Toll Road. Reps. Marlin Stutzman, R-3rd, and Joe Donnelly, D-2nd, said Friday they will resist a proposal that would ban privatized highways – including the Toll Road – from qualifying for federal funds supported by gasoline taxes. “For us to do something on our own and Washington to turn around and punish us is not going over well with me,” Stutzman said in an interview. He was a state legislator in 2006 when the Indiana General Assembly agreed to lease the Toll Road to a Spanish-Australian consortium for \$3.8 billion for 75 years. The Toll Road runs through his and Donnelly’s congressional districts. Donnelly and Rep. Todd Rokita, R-4th, recently objected to the proposed funding ban in a letter to House and Senate conferees negotiating the reauthorization of the surface transportation bill. “As a team we are standing against this, and we will fight every step of the way to make sure this doesn’t happen,” Donnelly said in an interview about Indiana’s House delegation. [Bipartisan battle waged to keep Toll Road perk | The Journal Gazette](#)

Road Improvements Underway at River Ridge

Inside Indiana Business

6/5/12

JEFFERSONVILLE, Ind. - (June 5, 2012) - Several contracts have been awarded for the completion of road and traffic signal improvements throughout River Ridge Commerce Center. All improvements are expected to be complete in late August and will cost a combined total of approximately \$4.4 million, which includes engineering design, construction inspection, and the construction contracts. Louisville Paving Company, Inc. began work on May 30 on construction of approximately 1,900 feet of roadway improvements in the River Ridge Commerce Center, just north of the Amazon.com building site. These improvements will include the construction of a 36-foot-wide asphalt roadway with curb and gutter, as well as an underground storm drainage system. The roadway will connect the newly completed Trey Street with Patrol Road and Indiana State Highway 62. A new traffic signal will also be installed at the intersection of Indiana State Highway 62 and Charlestown Pike. Signal Construction, Inc. will begin installing the new signal in late July. An Indiana Department of Transportation (INDOT) grant will help cover the majority of the costs of the roadway and traffic signal improvements. Utilizing federal funds, INDOT has also awarded a construction contract to install a traffic signal at Indiana State Highway 62 and Salem Noble Road. Also part of the federally funded project, Salem Road will be widened to a minimum of three lanes from Patrol Road to Trey Street and turning and deceleration lanes will also be added to Indiana State Highway 62 in several locations. Louisville Paving Company, Inc. will also complete these improvements. [Road Improvements Underway at River Ridge - Newsroom - Inside INdiana Business with Gerry Dick](#)