



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 11, 2012

Indiana mayors seek more control, focusing on gas tax and meth ingredients

The Courier-Journal

12/6/12

The demands are part of a campaign to push the General Assembly to give more control to local governments. The effort is called "Trust Local" and is a campaign of the Indiana Conference of Mayors. "We're not trying to pit one level of government against each other," Joseph Stahura, president of the group, said Wednesday. "We want to work together to make sure our voices are heard." Westfield Mayor Andy Cook said local governments are in dire straits for cash to pay to maintain their infrastructure — and that in areas like his city, giving local leaders a chance to advance mass transit projects should be on the table, too. "Right now would be a great opportunity to take a balance approach to both transportation from a highway standpoint and looking at mass transit, perhaps beginning in our urban areas, but eventually spreading out across the state," Cook said. The mayors also said they would seek more authority and more money to deal with foreclosed or abandoned properties from the legislature. "State legislators have a lot of power affecting our ability to get things done," South Bend Mayor Pete Buttigieg said. "And they have a choice on how to use that power. They can use it to put tools in our hands or they can use it to tie our hands." The Indiana Coalition of Mayors said its goals and mission are bipartisan. The group has both Democrats and Republicans. [Indiana mayors seek more control, focusing on gas tax and meth ingredients | The Courier-Journal | courier-journal.com](#)

Daniels revives talk of outer beltway around Indy

Indianapolis Business Journal

12/7/12

Gov. Mitch Daniels says Indiana leaders should revive plans to build a highway that would connect major interstates and communities in central Indiana. Daniels told business leaders gathered at an Indiana Chamber of Commerce conference Thursday that the highway would help improve traffic flow and economic development and could be financed through a public-private partnership. WTHR-TV Channel 13 reported that there's renewed interest from top state lawmakers in the highway, which would link communities stretching from Martinsville southwest of Indianapolis to Pendleton northeast of the city. Senate Appropriations Chairman Luke Kenley says he would like to see the highway studied again. The idea for the Indiana "commerce connector" was originally pushed in 2006 but withdrawn amid opposition from communities where the proposed highway would run through. [Daniels revives talk of outer beltway around Indy | 2012-12-07 | Indianapolis Business Journal | IBJ.com](#)

INDOT Shows Off I-69 Plans For Bloomington To Martinsville

Indiana Public Media

12/7/12

Officials from the Indiana Department of Transportation Thursday gave the public an idea of how the proposed stretch of Interstate 69 between Bloomington and Martinsville could look. Monroe and Morgan County residents came out to INDOT's presentation at the Monroe County Fairgrounds to see how the interstate's design could affect them. Bloomington Real Estate Agent Jason Millican says many of his clients have been asking about the proposed plans. "Businesses are very concerned on the interchanges obviously, because if they don't get a good interchange, it could affect their business. People who own their houses are concerned with their house values obviously because if it's too close to an interstate it could be a tough time to sell," he says. Millican says while some of his clients look forward to ease of access to the road, others are worried about losing land and wildlife habitat. INDOT Spokesman Will Wingfield says Thursday's meeting was one chance for the public to weigh in on the proposed plans, but there's still time to voice an opinion. "There are things that people who live along the road know better than anyone else, and we want to hear that information so that we can do the best environmental document, and then the best design we possibly can," he says. At the meeting, both curious residents and vocal road opponents considered large printouts of the proposed plans. I-69 officially opened from Evansville to Crane last month, but a spokesman from the Hoosier Environmental Council says the group is still working to prevent any further construction on the interstate. People who still want to give input into the highway can do so at the I-69 project office, on west Bloomfield Road in Bloomington. [INDOT Shows Off I-69 Plans For Bloomington To Martinsville | News - Indiana Public Media](#) Also, [WBIW.com - 1340 AM, Bedford, Indiana](#)

Clark County celebrates local road projects

News and Tribune

12/8/12

Officials from the Indiana Department of Transportation, the Office of Community and Rural Affairs and local business people joined the Clark County commissioners on stage to pose with shovels to mark the beginning of the construction project. The project will see the construction of a new two-lane road extending from Rake Road near Starlight to Ind. 60 near Borden. "I'm really excited about where we're going today, and where we're going to move on to," said Bob Zier, executive adviser for INDOT. The construction of Star Hill Road will mean safer roadways for tourists visiting Starlight and Borden, said Ted Huber, co-owner of Huber's Orchard, Winery & Vineyards. Huber estimated that his business hosts about 550,000 tourists every year. "We want to get some of those 550,000 people headed our way," said Rudy Cook, Borden town council president. "Spend some bucks in Borden, OK?" Borden plans to attract tourists through the construction of a new recreational lake adjoining Clark State Forest, Cook said. The road project has been more than 30 years in the making, with discussion of constructing a road from Ind. 60 to U.S. 150 in Greenville taking place all the way back in the mid-60s, said Randy Koetter, president and CEO of Koetter Woodworking in Starlight. [Clark County celebrates local road projects » Clark County » News and Tribune](#)

Report says Indiana Toll Road lease was bad deal, but some officials disagree

The Courier-Journal

12/10/12

ELKHART, IND. — The Indiana Toll Road lease may have paid off in the short term, but a new study concludes it's a bad deal for taxpayers in the long run. Indiana received \$3.8 billion for leasing the toll road to a private consortium for 75 years. The money from the 2006 deal helped pay for major repairs and improvements on state highways. Indiana maintains ownership of the road, and the ITR Concession Co. gets the revenue and has to pay for maintenance. But John Gilmour, a government professor at the College of William and Mary in Williamsburg, Va., says the state took an upfront payment at the cost of millions of dollars in revenue from rising toll rates

that would have gone into the state treasury in later years. "These transactions have important consequences for intergenerational justice because they enrich current citizens and governments at the expense of future citizens and governments by transferring future revenue to current budgets," Gilmour says in his report. A state-commissioned study in 2006 determined that if the toll road remained under public control, the net value of tolls over 75 years would be \$1.92 billion. The state got almost \$2 billion more than that from the lease. But Gilmour says that study assumed toll road rates would increase at about the same rate as in previous decades. That's not a valid assumption, he says in his report, which appears in the November/December issue of Public Administration Review, a journal put out by Indiana University's School of Public and Environmental Affairs. [Report says Indiana Toll Road lease was bad deal, but some officials disagree | The Courier-Journal | courier-journal.com](#)

Clark council signs off on interlocal agreement

News and Tribune

12/11/12

JEFFERSONVILLE — The Clark County Council unanimously approved an interlocal agreement between the county and the town of Clarksville regarding the Lewis and Clark Parkway overpass over Brown's Station Way at a meeting Monday. The county takes ownership of the bridge from the Indiana Department of Transportation, which will give the county \$2 million in credits toward projects in which there is a local match for federal funding disbursed through INDOT. The credits can be used on existing projects, said County Attorney Greg Fifer. The town will be responsible for any major renovations or repairs to the bridge, and would be on the hook for paying the local match if outside funding sources are approved for the repairs. The bridge is in good shape, and should not need to have any repairs done for at least 10 years, Fifer said. The county has two projects slated to receive INDOT funding from which the \$2 million INDOT credit can be spent. The county is eyeing the widening and straightening of Salem Noble Road, and the widening of Bethany Road in partnership with the city of Charlestown. Clarksville will also be responsible for any aesthetic upgrades to the bridge, Fifer said. The interlocal agreement covers 12 years, and after that the county would be responsible for repairs. The Clark County commissioners would have the authority to order work on the bridge at any point during the agreement and demand payment for the work from the town, Fifer said. He added that per Indiana law, towns are not permitted to own bridges. The Clarksville town council and the commissioners have already approved the agreement. [Clark council signs off on interlocal agreement » Recent Local News » News and Tribune](#)

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