



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 15, 2011

Get on the mass transit bandwagon

The Indianapolis Star
12/13/11

They have a design that makes sense, a timeline that's reasonable, a proposed tax that's affordable and an enthusiastic buy-in on the part of elected and private sector leaders in the two startup counties. The time has come for the movers and shakers behind Central Indiana's regional transit plan to get the movement they have earned from the Indiana General Assembly. In a press conference this morning at the Indiana State Fairgrounds headlined by Mayor Greg Ballard and his Carmel counterpart Jim Brainard, the Central Indiana Transit Task Force will make the case for letting Marion and Hamilton county residents decide whether to support an amenity worthy of their economy. In their quest for the legislature's permission to conduct a referendum for local funding, they are offering detailed answers to the objections of vagueness raised by state Sen. Luke Kenley, the key man in Senate finance and a Hamilton County Republican. [Get on the mass transit bandwagon | The Indianapolis Star | indystar.com](#)
Also, [New mass transit plan outlined for central Indiana - 13 WTHR](#), [C. Ind. mass transit plan to include train service between Noblesville, downtown Indianapolis | The Republic](#)

Horseshoe Foundation adds \$1 million incentive for early completion of Sherman Minton Bridge repairs

Courier-Journal
12/13/11

The Horseshoe Foundation of Floyd County is putting up \$1 million in incentives to speed up repairs on the Sherman Minton Bridge and re-open it ahead of schedule. The incentive from the casino-financed foundation is on top of up to \$5 million that Hall Contracting can earn from the Indiana Department of Transportation for completing the work before its March 1 deadline. Jerry Finn, the foundation's executive director, said the nonprofit is adding its money because "we see how the closure of the Sherman Minton is impacting the community." He said the foundation's board hopes the added incentive will encourage the company to put even more resources into completing the repairs early. Bob Steiner of Floyd Knobs said he hopes the foundation's offer will work. He said his daily trip to downtown Louisville used to take him 12 minutes, but since the closure of the Sherman Minton on Sept. 9, his trip has sometimes taken as much as two hours. "I'm really thrilled with what Horseshoe is doing," he said. [Horseshoe Foundation adds \\$1 million incentive for early completion of Sherman Minton Bridge repairs | The Courier-Journal | courier-journal.com](#)

Indiana Toll Road completes Gary third lane expansion

The NWI Times
12/14/11

GARY | The Indiana Toll Road now has three lanes open in each direction from milepost 10 in Gary to milepost 20 in Lake Station following completion of a \$250 million expansion project. Gov. Mitch Daniels was on hand at Gary/Chicago International Airport on Wednesday to celebrate the completion of the work and said he is still getting questions from fellow governors on Indiana's \$3.8 billion lease of the Indiana Toll Road. "People are saying how can we do a deal like Indiana did?" he said. "But they don't know the half of it. We were determined to come out of this with a far better Toll Road than we had before." About \$350 million in Toll Road improvement projects have been completed since the state signed a 75-year lease of the road to Indiana Toll Road Concession Co. five years ago, according to Indiana Toll Road Concession Co. figures. The lane expansion project was one of several mandated in the 2006 lease agreement between Indiana Toll Road Concession Co. and the state of Indiana. The company signed the lease in June of that year and handed \$3.8 billion over to the state in exchange for the right to collect tolls on the 157-mile road for the next 75 years. "We're very excited to announce the opening of the third-lane expansion," said Indiana Toll Road Concession Co. CEO Fernando Redondo. "With the completion of construction in that Gary area, we are confident that drivers will find an easier commute for work and pleasure on the Indiana Toll Road." [Indiana Toll Road completes Gary third lane expansion](#)

Daniels: Plan is for Cline to be toll road

Post-Tribune
12/14/11

Indiana Gov. Mitch Daniels confirmed the state is exploring a partnership with American Bridge Partners to rebuild the Cline Avenue bridge as a toll road. The state has not signed an agreement with the company that is partnering with the FIGG Group of Tallahassee, Fla., and Daniels didn't offer a firm timetable of when that would occur. "I'm encouraged that again, back to the timetable, if we can get to a final agreement that work will get started pretty soon," Daniels said. A second public-private partnership proposal headed by a group of four companies, "does not look like it can work," said Daniels on Wednesday after a ribbon cutting for the Indiana Toll Road. Daniels is encouraged by letters of support for what he described as a practical solution for the bridge closed nearly two years ago. "One of the many advantages if you can operate in a public-private mode, things tend to happen much more quickly," Daniels said. The FIGG Group has completed a number of bridge projects across the country including the new Interstate 35 West bridge in Minnesota. American Bridge Partners is currently involved in constructing the South Norfolk Jordan Bridge in Virginia. [Daniels: Plan is for Cline to be toll road - Post-Tribune](#) Also, [Private Plan to Replace Cline Ave Bridge 'Close' - Newsroom - Inside INdiana Business with Gerry Dick](#)

Dan McFeely: Who pays the tab for transit? We all should

Indianapolis Star
12/15/11

Let's be honest. The proposed new Central Indiana transit plan -- with its enhanced bus lines and rail service to Hamilton County -- is not going to make us park our cars for good. We're not going to give up our fancy drives and SUVs. And it's possible that many of us who work close to home in Carmel or Fishers or Noblesville, are not worked up about jumping on a train or bus to Downtown Indianapolis. But some of us are. Some of us -- many of us -- do work in Downtown Indy. We attend Colts games, Pacers games, artsy events. Or we simply wish we could enjoy Downtown Indy without having to put up with those ridiculous parking meters on the weekend. In general, I think a transit plan is a step in the right direction. How big a step? Not my decision to make, thank God. But let's keep this emotional debate civil and focused on the big picture. [Dan McFeely: Who pays the tab for transit? We all should | The Indianapolis Star | indystar.com](#)

www.buildindianacouncil.org