



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **January 5, 2012**

[Bridges Authority to meet Thursday](#)  
News and Tribune  
1/3/12

JEFFERSONVILLE — The Louisville and Southern Indiana Bridges Authority will hold its first meeting of 2012 at 10 a.m. Thursday. The meeting will be at the Kentucky International Convention Center Room 112, 221 S. Fourth St., in downtown Louisville. It is the first time the group responsible for developing a financial plan for the Ohio River Bridges Project has met since Indiana Gov. Mitch Daniels and Kentucky Gov. Steve Beshear agreed on a plan to finance the project, estimated to cost \$2.6 billion. The agreement, which was reached in principle, was that each state would take the lead in financing and overseeing construction of one half of the project. Kentucky would be responsible for financing and constructing the downtown portion of the project — a new Interstate 65 bridge; a redecked Kennedy Bridge; reconstruction of Spaghetti Junction; and expansion of the I-65 approach in Indiana. Indiana would be responsible for financing and constructing the east-end portion of the project — a new bridge between Utica and Prospect, Ky.; a new highway linking the Lee Hamilton Expressway and Gene Snyder Freeway; and a tunnel in Jefferson County. The bridges authority would help coordinate the shared project under a single financial plan and is expected to discuss the matter at Thursday's meeting.

[Bridges Authority to meet Thursday » Recent Local News » News and Tribune](#) Also, [Big turnout at Bridges Authority meeting - WDRB 41 Louisville - News, Weather, Sports Community](#)

**Guest column: No need for shouting on bridge tolls**  
Cincinnati.com  
1/4/12

The Enquirer did it again. It puts the word "toll" on the front page, my phone rings off the hook and everyone is shouting. The mention of tolls brings about two ardent reactions: Toll is the only substantive way to raise the needed local dollars to build a new Brent Spence Bridge or they are an unfair, onerous tax that burdens our region, kills our commerce and lets the rest of the nation off the hook.

We all know a new bridge to augment the BSB is needed. Without it, our region's commerce will choke on its congestion. Importantly, we also have to face the reality that it will cost this region hundreds of millions of dollars to build it. That is the only reason that tolls need to be discussed. Unfortunately, the discussion of tolls normally lacks reality. Reality check number one is tolling does not have to require cash. Secondly, tolling is a technologically advanced, cutting edge industry; we are not talking about throwing quarters in a basket. Third, tolling must be carefully constructed to protect businesses, particularly small businesses. Fourth, if you toll the BSB, you probably have to toll all the bridges to prevent diverting traffic to bridges less able to handle it. Fifth, tolling can bring in dollars from out of the region by using current technology. There may be a way to make tolls small, efficient to administer, and yet, provide the local dollars to keep our

regional economy vibrant. The way is to attach a \$20 fee when we register our cars and trucks to purchase an electronic bumper sticker. Regional residents, with sticker affixed, would never be slowed on their travels across all bridges. Make one yearly payment, at registration time, and you cross any bridge, any time and pay nothing more. [Guest column: No need for shouting on bridge tolls | Cincinnati.com | cincinnati.com](#)

**LETTERS: Jan. 4, 2012**

**SOUTHERN INDIANA — Thoughts on Ohio River Bridges reductions.**

Evening News and Tribune

Are the recent changes to the Ohio River Bridges Project good for Southern Indiana? That is yet to be seen. There is much speculation out there as to whether the recent dividing of the project's financing is the first step into splitting the project. Anything is possible. Is splitting the project good for Southern Indiana? If the project is split, the east-end bridge is built and Kentucky does not come to agreement on building the downtown bridge, then yes. However, next month if the Kentucky General Assembly comes to agreement on funding its portion the project with tolling being used for its deficiency, this project in its current form is what we will get. That will include tolling on Interstate 65 (not on Spaghetti Junction). This is unfair. Hoosier commuters will be paying tolls on bridges. Many Louisville commuters will use Spaghetti Junction (new infrastructure), but not the bridges; thus, they will not pay any tolls. Hoosier tolls collected on I-65 will be paying for Spaghetti Junction, while Kentucky residents will be using it for free.

[LETTERS: Jan. 4, 2012 » Opinions » News and Tribune](#)

**Lawmakers take up mass transit funding for metro Indy**

The Indianapolis Star

1/5/12

Due to an editing error, a previous version of this story incorrectly said that House Democrats were staying away from the mass transit hearing. Democrats are attending the hearing. The House Ways and Means Committee is taking public testimony this morning on legislation to create funding options for mass transit. The Central Indiana Transit Task Force in December released an updated plan that would expand bus service and create rail service in Marion and Hamilton Counties. Rep. Jeff Espich, R-Uniondale, filed legislation that would allow counties to fund transit. The task force proposed a three-tenths of one percent income tax, but Espich has instead suggested two-tenths of one percent. That's sure to be a sticking point as the bill moves through the General Assembly, as advocates believe they need the full amount to fund their plan. Espich, though, says cities and towns should dedicate existing funding to transit to make up the difference. His bill also calls for a referendum. If approved, it would give officials the chance to raise that tax and create a transportation authority to run transit. Today, Indianapolis Mayor Greg Ballard and Noblesville Mayor John Ditslear will testify in support of transit. So will Mark Miles, president of the Indy Corporate Partnership and a founding member of the task force. [Lawmakers take up mass transit funding for metro Indy | The Indianapolis Star | indystar.com](#)

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