



BUILD INDIANA COUNCIL

Infrastructure Media Summary

January 3, 2012

Indiana, Kentucky splitting \$2.6B cost of 2 new bridges

The Indianapolis Star
12/30/11

Kentucky and Indiana say they will split the construction and cost of two new Ohio River bridges - with Indiana building an East End bridge and Kentucky erecting a new downtown span. The move, announced Thursday, would equally split the project's \$2.6 billion cost between the states but would still include tolls for Louisville-area drivers. In addition to the downtown bridge, Kentucky would be in charge of the bridge approaches on both sides of the river, as well as rebuilding Spaghetti Junction, where interstates 64, 65 and 71 meet downtown. Indiana will oversee construction and pay for the bridge between Utica, Ind., and Prospect, Ky., and the roads leading to it, including a controversial tunnel in eastern Jefferson County, Ky. The agreement comes after months of negotiations between both states' governors, transportation officials and project leaders that began after the states couldn't agree on a single method for contracting construction of the project, Kentucky Transportation Secretary Mike Hancock said. [Indiana, Kentucky splitting \\$2.6B cost of 2 new bridges | The Indianapolis Star | indystar.com](#) Also, [Ky. Gov. Steve Beshear, Ind. Gov. Mitch Daniels agree on financing for Ohio River bridges | The Republic, KY & IN agree on plan to finance and build Ohio River bridges; - 14 News, WFIE, Evansville, Henderson, Owensboro](#)

Nearly \$500M needs to be raised locally to move the project forward.

Middletown Journal
12/31/11

Coming up with local funding to pay for the \$2.4 billion Brent Spence Bridge replacement project is a challenge with which area civic leaders are grappling. The use of highway tolls, more common on the eastern seaboard and in the northern part of the state on the Ohio Turnpike, is an option that's on the table in hopes of raising the 20 percent of local funds needed to go ahead with the project, said Mark Policisnki, executive director of the Ohio-Kentucky-Indiana Regional Council of Governments.

While still in the very early planning stages, it remains unknown if or when tolls will be put in place, or how much they will cost. "For funding a project of this magnitude, for a penny of federal money requires a local match of some amount," Policisnki said. "We have a sizable chunk of money that has to be generated by the region ... we have to look at variety of funding mechanisms." Typically, the federal government foots 80 percent of the bill and the state takes care of the rest, according to Policisnki. And with the federal transportation bill scheduled to expire this month, funding remains uncertain. [Tolls might fund Brent Spence Bridge project](#)

Make it a year to finally tackle persistent problems

The Indianapolis Star

1/1/12

But no one will brag about this city's only mass transit option, a bus system so bad that it depresses economic growth, undercuts redevelopment of neighborhoods in the urban core, and reduces would-be riders' chances of landing and keeping a job. Thankfully, residents of Marion and Hamilton counties may have the opportunity to greatly enhance the bus system -- and add a rail line -- through a referendum in November. That's if the General Assembly lets them. The legislature, which opens its session this week, won't be asked to approve the overall transit plan nor the means to pay for it. That would be left up to voters in both counties. All state lawmakers have to do is allow people in Indianapolis, Beech Grove, Carmel, Fishers, Noblesville and Westfield to decide for themselves whether they want to build a transit system of reasonable scale and relatively modest price. In coming weeks -- and let's hope months, once the legislature gives a green light -- Central Indiana residents need to engage in a sustained, thoughtful discussion about the opportunities, and the potential problems, that a transit system would pose. That discussion needs to lead up to a public vote this year. [Make it a year to finally tackle persistent problems | The Indianapolis Star | indystar.com](#)

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