

## JOHN WAYNE CLARK

### Biographical Data

John W. Clark is Director of Indiana's Office of Energy and Defense Development and Chair of the Interagency Council on Energy. He is also Chairman of the Northwest Indiana Regional Development Authority.

Clark joined the Daniels' Administration following over thirty years experience dealing with energy, environmental and economic growth issues in both government and industry. He served as Senior Vice President of CMS Energy (NYSE) and its principal subsidiary, Consumers Energy, for over sixteen years responsible for all corporate, public and governmental affairs including economic and community development activities in over twenty U.S. states and foreign countries. He also served as President of both the CMS and Consumers Energy Foundations. Prior to CMS, Clark was Vice President of the American Gas Association in Washington, D.C. representing the U.S. natural gas transmission and distribution industry.

Before joining the energy industry, Clark was Assistant Director of Congressional Affairs for the U.S. Department of Energy (DOE), the U.S. Energy Research and Development Administration and U.S. Environmental Protection Agency (EPA) following several staff positions in the U.S House of Representatives. He began his career on the campaign staff of the Ruckelshaus for U.S Senator Campaign in 1968 and then Legislative Aide to the Lieutenant Governor of Indiana during the 1969 General Assembly.

Clark currently serves on the Board of Visitors of Indiana University's School of Public and Environmental Affairs (SPEA) and has served on advisory boards to the University of Michigan, Michigan State University, Ball State University and the U.S. Agency for International Development (USAID).

A graduate of Indiana University (1968), Clark and his wife, Carole, live in Bloomington and Indianapolis.

# **Surface Transportation Policy and Revenue Study Commission**

## **Testimony of John Clark, Chair Northwest Indiana Regional Development Authority**

The State of Indiana has engaged over the last few years in two exciting methodologies for funding major transportation infrastructure projects in the Hoosier State. The first is a traditional Public Private Partnership in which the Indiana Toll Road was leased for 75 years to a Spanish-Australian consortium for the sum of \$3.85 billion. This significant sum will be used over the next ten years to fund major highway projects across the state.

Indiana is the Crossroads of America. The commerce of middle America criss-crosses our state and impacts our economy to an extraordinary degree. And as that commerce becomes increasingly "global," such investments are more critical. We anticipate that there will be major arterial improvements that will benefit our global position, improving job opportunities and economic growth.

The second funding opportunity has a direct impact on the Chicago region. The Indiana General Assembly enacted in 2005 legislation that created the Northwest Indiana Regional Development Authority. This unique Authority has several important characteristics: as much as the P3 activity engages the private sector to become more interested in significant and important development, the Development Authority, referred to as the RDA, brings the local units of government to the table.

Funded with local revenues generated by casino boats in Hammond, Gary, and East Chicago along the Lake Michigan coast, gaming revenue that goes to Lake County, and an increase in the Local Option Economic Development Tax in Porter County, the RDA has generated a local interest in major projects that had previously not been seen. The state of Indiana also contributes to the RDA through income generated through the lease of the Toll Road. The total amount of money the RDA has annually is \$27.5 million and the Authority has, by statute, a 10 year lifespan.

The General Assembly also gave to the RDA a list of projects to be considered for funding. Those include and expansion of the Gary/Chicago International Airport, extension of the South Shore Rail Road to Valparaiso and Lowell, Indiana, and the creation of a consolidated region wide bus system in Lake County. In each case, the RDA seeks to leverage available federal money to increase the positive impact on the region.

It should further be pointed out that the legislation attempted to keep the decisions made by the Authority out of the political arena. This is a two county, multi-city organization with an array of projects. By law, appointments can not be elected officials. Citizens from all walks of life are involved and the results have been significant. Money has been appropriated to each of the projects after a careful review by the RDA Board to ensure

the money is being well spent. The principles of the organization are to be Bold, Collaborative, Transparent, Non-partisan, Efficient, and Accountable.

The opportunities for the federal government to participate in collaborative regional approaches to funding surface transportation are significant. Encouraging the kind of cooperation and efficiency demonstrated by the RDA could further stretch limited federal resources.