



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Soliday leading effort to craft road funding compromise

NWI Times
Dan Carden
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INDIANAPOLIS — A small group of representatives and senators, led by state Rep. Ed Soliday, R-Valparaiso, started working Monday to devise a compromise road funding package that both the House and Senate can support. House Bill 1002 passed each Republican-controlled chamber with a different mix of fuel tax hikes, new vehicle fees, tolling permissions and other tax-related provisions aimed at raising about \$1 billion a year in new money that will go toward ensuring almost all of Indiana's roads and bridges are in fair or better condition by 2037. Members of the House-Senate conference committee appeared to agree that the Senate's plan to charge a \$5 tax on new tire purchases should be deleted, since it likely would harm Hoosier retailers as most drivers simply would purchase tires in neighboring states. It was less clear whether senators would get behind a House proposal to dedicate all sales tax revenue from gasoline purchases to road funding, which potentially opens a \$300 million annual hole in the state's main spending account. "It's going to take quite a mix because we're trying to raise an enormous amount of money," said state Sen. Luke Kenley, R-Noblesville. "We've never tried to raise this much money on any basis for any particular reason, but if Indiana is going to move forward we've got to do it."

http://www.nwitimes.com/news/local/govt-and-politics/soliday-leading-effort-to-craft-road-funding-compromise/article_b87923ae-cf3c-54ad-8e02-f4da8273c5b7.html

Indiana lawmakers start final session phase with road funding bill

WISH-TV
Nick Nataro
4/10/17

INDIANAPOLIS (WISH) – As the 2017 Indiana legislative session entered its final phase, lawmakers started with a plan to increase the price at the pumps to fix roads. Finding a long term solution is a priority for both democrats and republicans this year. On Monday, lawmakers began to have conference committees. A meeting where both chambers work out differences. With less than two weeks to go, some felt it's imperative to start with the road funding bill. "This is really, other than the budget, the biggest issue that we have this session," State Sen. Luke Kenley (R-Noblesville) said. INDOT said it needs a billion dollars a year, for the next 20 years to fix roads and bridges. To get the money, the House plan increases the price of the pump by ten cents a gallon, and adds \$15 annual vehicle fees. It also shifts the entire sales tax to fix roads. The Senate wants to toll, and not shift the gas sales tax. "I think that we would be better served if we could avoid that, but obviously you have to be willing to work and compromise with people," State Sen. Kenley said. "We're going to see what they have to say and what they have to offer and what suggestions they have to make." It might seem like a small difference, but democrats say it's a big problem. "I think it's safe to say at this point, it's a mess," State Rep. Dan Forestal (D-Indianapolis) said. "The republicans in the House and Senate cannot agree on anything. They can't even agree on the bipartisan effort to moving the sales tax on gasoline over."

<http://wishtv.com/2017/04/10/indiana-lawmakers-start-final-session-phase-with-road-funding-bill/>

Council's turn on bridge funding

The Herald Bulletin
Ken de la Bastide
4/9/17

ANDERSON — The Madison County Commissioners have approved a resolution that provides options for matching funds to replace the Eisenhower Memorial Bridge. By a 2-1 vote on Friday, the commissioners approved the measure for the county to either bond up to \$6 million or to borrow the necessary funds from local banks. Commissioner Mike Phipps opposed the measure, wanting to delay action until after the Madison County Council meets on Tuesday. A final financing decision has to be made by the council. The council voted last month to borrow \$5 million with \$3.5 million going toward the county's matching share of the bridge project and \$1.5 million to pay for a new heating and air conditioning system for the Madison County Government Center. During months of discussion, council members focused on either using reserve funds to finance the Eighth Street project or borrowing the money locally for up to 10 years. There was never a motion made to bond for bridge funds. County Attorney Jeff Graham said the resolution is significantly different than the one tabled by the commissioners on Tuesday that didn't include the provision to borrow from local banks. "This reflects what the council passed, borrowing from local banks," Graham said. "The resolution authorizes the county to incur debt for the projects." Commissioner John Richwine said any potential loan could involve more than one local bank and he believes there will be a proposal from the local banking community.

http://www.heraldbulletin.com/news/local_news/council-s-turn-on-bridge-funding/article_a90f0c6c-a9f0-557a-98fa-f3c48cfe8676.html

Officials: Senate bill allocates less funding for local road projects

Daily Reporter
Samm Quinn
4/7/17

HANCOCK COUNTY — Local officials hope the debate among state lawmakers will result in more funding to fix deteriorated county roads and streets. This week, the Indiana Senate passed a bill that would allocate about \$178 million to local road projects across the state — about \$166 million less than they'd get under the House version of the bill, said Sen. Mike Crider, R-Greenfield. As local officials await word of the compromise between the two plans, they worry the Senate's allocates the majority of the funding that would come from a proposed hike in the gasoline tax to state roads — instead of county and city streets. For months, state lawmakers have debated the best way to fund improvements for Indiana's deteriorating thoroughfares. Many agree it's time to increase Indiana's gasoline tax — charged at the pump when drivers fuel up — by 10 cents. Lawmakers are also considering increased registration fees and other fees charged to drivers. The House version of the bill also relies on an increase in the cigarette tax to go toward funding road work — a tax increase the Senate hasn't approved. Now, lawmakers have about two weeks to iron out their differences and agree on a bill to send to the governor, and city and county officials hopes the final agreement includes more funding to fix potholes and pave deteriorating local roads. Crider, who will be among the lawmakers looking for a compromise, said road funding will likely be one of the final issues lawmakers work out as the session draws to a close.

http://www.greenfieldreporter.com/2017/04/08/officials_senate_bill_allocates_less_funding_for_local_road_projects/

State's new method for road project encouraging

The Republic
4/6/17

The Indiana Department of Transportation is approaching major road-building projects in a new way. INDOT is setting a specific dollar amount it is willing to pay for a project, with general parameters on the scope of each project, and asking contractors to list what work they would be willing to include for that price. It's called the best-value approach, and we like what we have learned about it so far. For example, INDOT has said it is willing to pay \$143 million to improve about 18 miles of Interstate 65 between Columbus and Seymour, including expanding a 14.25-

mile stretch from two to three lanes on the heavily traveled interstate. The purpose of the project is to increase mobility in the region, the agency said. As part of the contract, INDOT also would like contractors to make improvements further north on I-65, between the two Columbus exits at State Roads 58 and 46. INDOT has asked Milestone Contractors, which has a Columbus office, Goshen-based Rieth-Riley Construction and Anderson-based E&B Paving to submit bids for the contract, with an April 27 submission deadline. The traditional way contracts are awarded is for government entities to state what work state needs to be done, then seek the lowest bid. While that can ensure a price pleasing to taxpayers, it's not going to include any added value. The new approach turns the bid process on its head and focuses on the amount of work that will be accomplished instead of the price tag. Companies must offer the most bang for the buck in order to win the contract. INDOT also used the best-value approach in awarding the \$92 million project to widen and rehabilitate 15 miles of Interstate 69 in Hamilton and Madison counties, adding a travel lane in the northbound and southbound lanes, a project that went to Milestone. http://www.therepublic.com/2017/04/07/states_new_method_for_road_project_encouraging/

www.buildindianacouncil.org