



BUILD INDIANA COUNCIL

Infrastructure Media Summary

August 15, 2017

Your gas tax money is about to start paying for street, bridge work in Indianapolis
Indianapolis Star
James Briggs
8/15/17

You might not have noticed that Indiana's gas tax has been higher in recent weeks. But if you live in or commute to Indianapolis, you're about to see where that extra money is going. Indianapolis Mayor Joe Hogsett is proposing a massive increase to the city's transportation infrastructure spending, thanks in part to the state's recent 10-cent-per-gallon gas tax increase. Hogsett wants to spend \$107.7 million more than previously expected on projects through 2020. The new gas tax money means Indianapolis will be able to take on far more street and bridge projects, starting within a few months, said Daniel Parker, the city's director of public works. "In terms of resurfacing (streets) and bridge replacements and major investments in streets, it's just a dramatic increase in projects people are going to see," Parker said. Hogsett on Monday introduced his 2018 budget to the City-County Council in a brief address. The \$1.1 billion budget, which Hogsett called the city's first "honestly balanced budget" in a decade, includes big spending increases for infrastructure and public safety. The city "will stretch dollars as far as they can go to improve our roadways and increase our connectivity," Hogsett said during his budget address. The Indiana General Assembly earlier this year raised the gas tax to 28 cents. As a result of the new law, which took effect in July, the city expects to receive its first payment within weeks. It's anticipating \$8 million this year, \$12 million in 2018, \$18 million in 2019 and \$15 million in 2020. Hogsett last year submitted a plan to the council that called for \$204.2 million in transportation infrastructure projects over four years, including \$55.2 million in 2017 and \$55.9 million in 2018. Hogsett wants to add 52 percent more money to that four-year plan. The city now expects to spend \$79.4 million this year and \$90.9 million next year on transportation projects. <http://www.indystar.com/story/news/local/marion-county/2017/08/15/your-gas-tax-money-start-paying-street-bridge-work-indianapolis/566050001/>

County fine tunes road plan
Washington Times Herald
Mike Grant
8/12/17

Daviess County officials are putting the finishing touches on a five year road building plan. The idea behind the plan is to try and begin converting some of the 700 plus miles of gravel roads into pavement. "Being number one in the state in gravel roads, and I will say this until the day I die, is pathetic," said President of the Daviess County Commissioners Nathan Gabhart. "We can do better. We will do better." The Daviess County Highway Department began a few years ago to build the information and policies that might help lead to more paving projects. The county hired the Southern Indiana Development Commission to do more than 100 additional traffic counts on

gravel roads to locate those with the most traffic. It also set in place policies for cost sharing programs where residents and businesses could petition and then participate in funding the construction of paved roads. All of it leading toward a plan to turn gravel roads to pavement. "We have the draft together," said Daviess County Highway Supervisor Phil Cornelius. "We still plan to have a couple of meetings. We are going to take it before some folks for public comment and the Daviess County Council still needs to weigh in on the plan. We are going to present it to the public to see if we missed the mark somewhere. If we are missing some data we should have used or missing some road somewhere that we need to take a look at." Under the County's Road Improvement Plan roads are scored based on traffic counts, how well they connect to other paved roads, whether the county holds documented right of way to improve the road, the number of homes and the number of businesses along the road. "We've got the template laid out for that," said Gabhart. http://www.washtimesherald.com/news/local_news/county-fine-tunes-road-plan/article_e0934c3e-4e7b-5f4a-a720-515a6bba5d28.html

Second Street work complete

The Tribune
8/12/17

Just minutes after putting the finishing touches on the second phase of a project to widen and repave a busy thoroughfare on Seymour's west side, Mayor Craig Luedeman began discussing some other projects he would like to see completed. "I think O'Brien Street could really use this same type of cleanup," Luedeman said shortly after Friday's ribbon-cutting ceremony marking the end of the second phase of the West Second Street project. "It gets a lot of pedestrian traffic," Luedeman said of both the north and south sections of O'Brien Street, which is just east of the downtown area. "It needs sidewalks," he said. "It needs the curbing and drainage." Phase II of the West Second Street project, which included storm sewers, gutters and curbing from Vehslage Road to Springhill Road, came in under cost and was completed about two months early, he said. Milestone Contractors of Columbus was awarded the contract for the work, which included construction of a sidewalk on the north side of West Second Street. The engineer's estimated cost for Phase II was \$939,000, but Milestone's bid came in at \$681,648, or \$257,352 less than original projections. The two phases of the project were funded through federal road money, with the city covering 20 percent of the cost with local tax revenue. The overall cost was \$2.3 million. http://www.tribtown.com/2017/08/12/second_street_work_complete/

Rep. Frye: Indiana Roads Going To The Next Level

99.3 FM WSCH
8/11/17

(Indianapolis, Ind.) – Many drivers have started to encounter orange barrels, closed road signs and construction crews in our area. All of this is the beginning phase of Indiana's five-year 'Next Level Roads' initiative. Even though construction means closures and traffic delays, let's look down the road to a smoothly paved future benefiting Hoosier communities. Over the next five years, we will be resurfacing crumbling roads, installing traffic signals and rehabilitating bridges. In fact, more than \$200 million is being invested in local road and bridge improvements throughout Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley and Switzerland counties, and this does not include the Community Crossings Matching Grants that have yet to be distributed to our local communities. These grants will further help Indiana cities, towns and counties with covering the costs of infrastructure projects. Recently, I joined local officials for the groundbreaking of a two-year, \$70 million project that will reconstruct I-74 from State Road 101 in Ripley County to the New Point exit in Decatur County. It was a great honor to be a part of this groundbreaking, as I remember when I-74 was first built. This stretch of roadway connecting Indianapolis to Cincinnati is crucial not only for the Hoosier state, but to local communities benefiting from easy access to the interstate and economic opportunities for our towns. I have spoken with many local officials who seem to pose the same questions: Who decides where the

road funding money goes and what projects will be completed? These are valid questions, and I can tell you that the Indiana Department of Transportation decides where the money should go based on the infrastructure needs of each county. INDOT follows federal guidelines by keeping detailed reports from engineer inspections of each of Indiana's 6,000 bridges.

<http://eaglecountryonline.com/local-article/rep-frye-indiana-roads-going-next-level/>

Tri-State Leaders Recommend I-69 Bridge Preference

Inside Indiana Business

Dan McGowan

8/10/17

A group of stakeholders in the Tri-State is urging the project manager of the I-69 Ohio River Crossing project to move forward with the lowest-cost and shortest of the three routes on a short-list of suggested alternatives. The BridgeLink board members say the \$860 million "Central Corridor 1" option would maintain use of the current twin bridges in the area. The community leaders also argue tolling should be part of the plans to pay for the corridor, but working out free passage for locals is "critical to making the case." BridgeLink is chaired by Koch Enterprises Chairman and past Chief Executive Officer Robert Koch and vice-chaired by Henderson, Kentucky physician Dr. John Logan. The mayors of Evansville and Henderson, Lloyd Winnecke and Steve Austin, are also on the board, as are multiple area judges, economic development and chamber of commerce officials, and big names from key local businesses. The costs of the other projects reach up the \$1 billion range. A recent round of public input has just been complete and further study is slated over the next year. The Indiana Department of Transportation and Kentucky Transportation Cabinet say the project team could identify a preferred alternative by fall of 2018 and a Record of Decision is expected by late 2019.

<http://www.insideindianabusiness.com/story/36110747/tri-state-leaders-recommend-i-69-bridge-preference>

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