



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **January 26, 2017**

#### **Paving Problems: Where the City Could Get the Money to Fix Roads and Bridges**

WIBC

Chris Davis

1/25/17

INDIANAPOLIS-You may have heard that 20 Dept. of Public Works crews will be working on filling as many potholes as possible in the next few days. But work on paving about 70 miles of streets in the city starts in the early spring, said Mayor Joe Hogsett. And they'll be doing the best they can with the \$50 million they have, but with more promised to the city from the state and the feds, said the mayor. "The plain fact is potholes are only temporary fixes. They (fillings) do make the roads safe and more easily traveled. The repaving will begin as soon as the spring season is upon us. There will be many miles repaved with the \$200 million that the City-County Council has authorized for infrastructure," said Hogsett. He said that to get the city's streets completely into shape, with the rebuilding of bridges and all needed repairs would cost nearly \$2 billion. "We don't have unlimited resources and we are very serious about coming to terms with a supportable long-term city budget." Hogsett said there may be solutions to that which do not lie with the city. "We currently have an Indiana general assembly that's in a budget, long session, with several proposals being considered for infrastructure improvement, not only for state, but for local road funding," said Hogsett. He also said that the Trump administration has promised some money, and a lot of it. "We also inaugurated a new president of the United States who announced a \$1 trillion infrastructure initiative." <http://www.wibc.com/news/local-news/paving-problems-where-city-could-get-money-fix-roads-and-bridges>

#### **Indiana House committee approves tax hikes for roads**

NWI Times

Dan Carden

1/25/17

INDIANAPOLIS — The House Republican road funding plan that increases fuel taxes, vehicle registration fees and opens the door to widespread highway tolling is on the move. By an 8-5 margin, the House Roads and Transportation Committee voted Wednesday to approve House Bill 1002, sponsored by state Rep. Ed Soliday, R-Valparaiso, and send it to the Ways and Means Committee for further review of its financial impact. Under the plan, the state's gasoline tax would increase on July 1 by 10 cents — totaling 28 cents per gallon — to restore the buying power lost to inflation since the tax last was raised in 2003. Similarly, the state tax on diesel and other motor vehicle fuels would go up 10 cents per gallon, and all fuel taxes automatically would annually adjust by up to 1 cent per gallon based on inflation and Indiana personal income changes. In addition, all revenue from the state's 7 percent sales tax on gasoline, one-seventh of which currently is allocated for roads, would be used entirely for infrastructure starting in 2021. Motorists also would pay an extra \$15 registration fee on every vehicle with an Indiana license

plate to support local road projects on top of the 47 percent share of state fuel tax revenue that currently goes to local governments for roads. Owners of electric-powered vehicles would be charged \$150 a year since they don't pay the gasoline tax. Finally, the proposal directs the Indiana Department of Transportation to seek federal approval to toll the existing interstate highways crisscrossing Indiana. [http://www.nwitimes.com/news/statehouse/indiana/indiana-house-committee-approves-tax-hikes-for-roads/article\\_aaea57c7-ec06-5657-ac50-61ebe82c9d3f.html](http://www.nwitimes.com/news/statehouse/indiana/indiana-house-committee-approves-tax-hikes-for-roads/article_aaea57c7-ec06-5657-ac50-61ebe82c9d3f.html)

### **After Hours Of Testimony, Road Funding Bill Clears First Hurdle**

Indiana Public Media

Brandon Smith

1/25/17

This session's major road funding bill cleared its first legislative hurdle as the House Roads Committee approved the measure, largely along party lines. Around four dozen people – most of whom represented various stakeholder organizations – testified for more than four hours on the road funding bill. HB 1002, which includes fuel tax increases and new vehicle registration fees, makes for strange bedfellows – opponents include House Democrats and the conservative, religious organization American Family Association of Indiana, represented by executive director Micah Clark. "We're concerned about this tax increase because we believe Hoosier families are still hurting from the last eight years of this economy that's been quite stagnant," Clark says. And backing House Republicans in their road funding plan are union organizations, including the Laborers Union, represented by Brian Short. "With our 12,000 members, approximately 72 percent of our work in the last several years has been in the highway industry ... and we support this bill so our members can go to work," Short says. The bill now heads to the House Ways and Means Committee. <http://indianapublicmedia.org/news/hours-testimony-road-funding-bill-clears-hurdle-112937/> Also, <http://www.insideindianabusiness.com/story/34348109/road-funding-bill-passes-house-committee>

### **INDOT Announces New Road Project On I-65**

WIBC

Kurt Darling

1/25/17

INDIANAPOLIS, IN -- Summer is always the time for road construction throughout the state and this summer will be no different. The Indiana Department of Transportation has announced a major project to rebuild six I-65 bridges over I-465 and Lick Creek on the south side of Indianapolis. The project, worth around \$20 million, is set to begin in March and will include a number of ramp closures and lane changeovers. INDOT's Nathan Riggs says the age of the bridges played a big role in the decision to rebuild : "The bridges were built in the 1960s. They have been rehabilitated in the past and they're to the point where it's more cost effective, We're going to buy more life with these structures, by replacing them than to try to renovate what's already there." According to INDOT, signed detours will direct southbound traffic to Southport Road (Exit 103) and northbound traffic to Raymond Street (Exit 109) to use those interchange ramps to return and access I-465 from the opposite direction. During construction, northbound traffic on I-65 will have three lanes while southbound I-65 will be reduced to two lanes. The ramp closures include the eastbound I-465 loop ramp to northbound I-65, the southbound I-65 ramp to eastbound I-465 and the northbound I-65 ramp to westbound I-465. The closures are expected to last about 150 days, or five months. The project is expected to wrap up before the end of the year. <http://www.wibc.com/news/local-news/indot-announces-new-road-project-i-65>

---

[www.buildindianacouncil.org](http://www.buildindianacouncil.org)