



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **January 27, 2015**

#### **Indiana OKs \$170M loan for bridge payments**

The Courier-Journal  
Charlie White  
1/27/2015

Construction of the two East End crossing towers in the Ohio River is emerging from the water. Each now stands about 60-feet tall and they're expected to reach their full 300-foot height by the end of this year. Jan. 21, 2015. The Indiana Finance Authority this month approved taking out up to a \$170 million federal transportation loan to fulfill part of its financial obligation on the \$2.3 billion Ohio River Bridges Project. The low-interest loan will be used to help the state pay much of the \$392 million in milestone payments required in its public-private partnership agreement with WVB East End Partners — the consortium building the new eastern crossing between Prospect, Ky., and Clark County, Ind. — as well as loan interest and expenses related to its issuance. The loan is being taken under the Transportation Infrastructure Finance and Innovation Act. "We're using TIFIA instead of issuing (more) bonds due to the lower interest rate available via this financing mechanism," said Kendra York, Indiana's public finance director. On Jan. 15, the Indiana Finance Authority board authorized a loan "not to exceed 20 years" at a fixed rate of 2.35 percent. York noted there are no changes in terms of the project's overall costs or timing. The East End portion, which Indiana is building, is scheduled to be substantially complete in October 2016, while the downtown portion — being built by Kentucky — is scheduled to be essentially complete in December 2016.

<http://www.courier-journal.com/story/news/traffic/bridges/2015/01/26/indiana-oks-loan-bridge-payments/22367345/>

#### **Falling gas prices bad for Indiana roads**

The Indy Channel  
Katie Heinz  
1/23/2015

INDIANAPOLIS - Falling prices at the gas pump might be good news for Hoosiers' wallets, but it could prove to be a bad thing for our roads. In Indiana, gasoline taxes fluctuate as the price at the pump changes due to a new formula used by the state. Next month, drivers will be paying just half the money in gasoline use taxes they paid in July – 11 cents per gallon, compared to nearly 23 cents per gallon in July and 19 in November. The tax is one of a few sources of revenue the Indiana Department of Transportation relies on to fund its operations. The decline comes as fuel taxes on commercial motor vehicles are also dropping. "With existing funding levels, we anticipate that poor bridges, poor pavement are going to increase over the next 10 years," said INDOT spokesman Will Wingfield. The fuel tax is INDOT's biggest source of revenue. Wingfield said that at current levels, one out of eight roads and bridges will be in poor condition in a decade. He says the growing use of alternative fuels and increase in fuel economy are

contributing. That's why, he says, INDOT is studying new sources of funding. "They're based more on mileage and how many miles a particular vehicle goes," Wingfield said. In Southport, motorists were mixed on whether they'd be willing to pay more at the pump to improve the condition of roads.

[Falling gas prices bad for Indiana roads - TheIndyChannel.com](#)

### **Indiana road funding proposal relies on new, existing taxes**

Land Line Magazine

Keith Goble

1/22/2015

Indiana state lawmakers are expected to spend the next three months working on plans to boost funding for roads and bridges throughout the state. One of the first bills addressing the issue to be introduced during the session that began in mid-January would rely on a mix of new and existing taxes. State law limits to 1 percent the amount of sales tax on fuel purchases that is routed to the state's motor vehicle highway account. The account claims about \$76.4 million a year from the tax collection for state and local roads. The account received \$726.8 million in fiscal year 2014, according to the legislative services agency. Rep. Timothy Wesco, R-Osceola, has offered a bill that would increase the amount of sales tax collected on gas and diesel that is applied to roads by about \$75 million annually to about \$150 million per year. Specifically, HB1227 would double the amount applied to roads from 1 percent to 2 percent. In return, the state General Fund would take the loss. The push for more money to be applied to roads and bridges comes as state lawmakers have been unable to come up with funding sources as Indiana's "Major Moves" initiative comes to an end. State officials have said that something must be done because money remaining from then-Gov. Mitch Daniels' \$3.85 billion lease of the Indiana Toll Road is mostly spent or due to be spent for specific projects. As a result, Indiana must again rely mainly on the state's 18-cent-per-gallon gas tax and 16-cent-per-gallon diesel tax to get needed transportation work done. To make matters worse, state officials point out that more fuel efficient vehicles and changing driving habits combined with increased costs of building roads continues to widen the funding gap.

[Indiana road funding proposal relies on new, existing taxes: Land Line Magazine](#)

### **INDOT asks for more funding to maintain aging infrastructure**

FOX 59

Megan Trent

1/22/2015

INDIANAPOLIS, Ind. (Jan. 22, 2015) – Every two years, leaders with INDOT go before the House Ways and Means Committee to talk about funding, the current state of the agency and the condition of Indiana's roads and bridges. Will Wingfield with INDOT says when Commissioner Karl Browning went before legislators at the Statehouse Wednesday, he reiterated a familiar message; the state's infrastructure is aging and they'll need more money to keep up with repairs. INDOT maintains about 5,600 bridges in Indiana. About 6.4% of those bridges are considered to be in poor condition, says Wingfield. He says if current funding levels remain flat, that percentage could double during the next decade. He is adamant, however, that a bridge in poor condition isn't dangerous for drivers. "If we think there's a road or bridge that's unsafe, we're going to close that road or bridge to the public and do the work that's necessary to get it back open to traffic," says Wingfield. He says bridges are inspected once every other year, and sometimes more frequently. Meanwhile, the department uses special equipment that scans roadways to determine which areas are most in need of repairs. "Really, we're talking about those areas of our infrastructure that need more attention, and ideally, you're investing that money before it gets into that category because when a road or a bridge is in bad condition, then it costs more to bring it back up to a better condition."

[INDOT asks for more funding to maintain aging infrastructure | Fox 59](#)

## **Infrastructure funding deficit looms over county**

The Daily Advocate

Stacie Ward

1/22/2015

DARKE COUNTY - In his 37th Annual Darke County Engineer's Annual Report for 2014, County Engineer James P. Surber addressed the challenge of adequately maintaining the county's very large road mileage and number of bridges, citing increasing costs and decreasing revenues. According to Surber the past eight years has seen increasing costs with decreasing revenues. Annual state fuel tax and license receipts in 2014 decreased \$108,216.29 from 2013. This revenue is \$107,383 less than it was in 2006, while the costs of road paving and bridge materials have increased 30 to 58 percent over the same period. "Our most difficult challenge is to adequately maintain 521 miles of asphalt pavement surfaces. With no locally generated revenue and no foreseeable increase in funding from state lawmakers, we must now resort to less expensive and less desirable alternatives to total 'hot mix' asphalt resurfacing," he said. Surber referenced his recent attempt at placing a 1/2 percent sales tax increase on the November 2015 ballot that would have helped all local governments, 42 entities, with repair and maintenance of roads and streets. However, the sales tax initiative plan was found to be specifically prohibited under Ohio law due to limits on local permissive sales tax. Spending in 2014 increased by \$421,117.49 over 2013, primarily for equipment and building repairs and was taken from cash reserves.

[Infrastructure funding deficit looms over county - Daily Advocate - dailyadvocate.com](http://www.dailyadvocate.com)

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