



BUILD INDIANA COUNCIL

Infrastructure Media Summary

February 2, 2016

Column: Statement regarding House road funding proposal

Current in Westfield
Mayor Andy Cook
2/2/16

No physical, government-owned asset touches our lives more than roads. As a mayor, I know residents care very much about roads. Unfortunately, cities and towns of Indiana do not have the financial resources today to properly and responsibly maintain our streets. By the very nature of Indiana's geographic location, and our industrial base of manufacturing and logistics, Indiana should own and operate a model transportation system of both state and local roadways. Major Moves has made much headway in this endeavor. But just looking at a map of our surrounding states, we can see they have miles of non-interstate freeways, while Indiana does not. The new U.S. 31 from Indianapolis to South Bend is a great start, and we are most grateful for its presence. But by waiting too many years to actually construct the project, more dollars had to be spent and more businesses had to be relocated than if the work had started years ago. Today, the Indiana Dept. of Transportation has excellent leadership at the top. The House version – which calls for an indexed gas tax adjustment – would create a permanent solution now. I concur with that recommendation. Indiana's fuel tax has not been changed since 2003. Also, because of more fuel-efficient cars and trucks, we are all buying less gallons. We are all, therefore, paying a substantial amount less per year in fuel taxes today than we were a decade ago. This "increase" is, in reality, a way to catch up with revenue that should have been going to our roads for years. <http://currentinwestfield.com/2016/column-statement-regarding-house-road-funding-proposal/>

Business Insider: It's a long, winding road to more transportation funding

Indianapolis Star
John Ketzenberger
1/29/16

This week, the Indiana General Assembly hits the half-way point on a session that seems like it just began, so it's a good time to check up on a couple of business issues. Sunday sales of alcohol again coursed through the Statehouse, but we'll get to that shortly. First, let's catch up with the transportation bills and the routes they're taking through the legislative process. A few weeks ago, when we described this year's transportation bills, we noted none of them considered funding for anything other than roads. That fact hasn't changed, but the bills still around reveal the preferred vehicles of Republican senators and representatives. Interestingly, the General Assembly's Democrats align with Republican Gov. Mike Pence on the road-funding question this session. Democrats basically doubled-down on the governor's desire to spend \$1 billion more for roads over the next four years, with most of the funding coming from the state's anticipated surpluses. Not surprisingly, the Democrats' bill died in committee, but Senate Bill 333, by Sen. Carlin Yoder, R-Middlebury, cleared its first Senate hurdle last week. The Appropriations

Committee voted in favor 11-0, sending it to the full Senate. Aside from using the surplus, the bill would authorize the state to issue additional bonds to help pay for road construction through 2020. <http://www.indystar.com/story/money/2016/01/29/business-insider-s-long-winding-road-more-transportation-funding/79412538/?from=global&sessionKey=&autologin=>

Bill to Boost Local Governments Heads to House

Inside INdiana Business

Dan McGowan

1/29/16

INDIANAPOLIS - A bill that would return \$550 million in local option income tax reserves to local governments has cleared the Indiana House Ways and Means Committee. Though not directed toward any specific use, House Bill 1110 author Todd Huston (R-37) says it could benefit communities looking to make road and bridge improvements. Increased spending for infrastructure projects is the top stated priority of Republican legislators during the 2016 General Assembly. "We understand that local governments face unique challenges in funding much-needed services," Huston says. "House Bill 1110 would immediately infuse \$440 million into local government budgets, with an estimated \$110 million to follow over the next four years. This proposal provides for a disbursement free of restrictions to the counties and municipalities where the funds originated." The reserve funds have been held in trust accounts that would be redistributed to counties. Committee Chair Tim Brown (R-41) says under the proposed measure, "local governments can use these funds for any purpose in which the community originally collected the tax. Since these revenues were raised by local units, we believe our local leaders are best equipped to decide how to invest their money." The bill now moves on to the full House. <http://www.insideindianabusiness.com/story/31084001/bill-to-boost-local-governments-heads-to-house>

CLARK COUNTY: Heavy haul road details still up in the air

News and Tribune

Elizabeth Beilman

1/28/16

UTICA — Officials updated local residents on their progress in determining details of the future heavy haul road that will cut through eastern Jeffersonville. Updated timeline estimates of the complex environmental phase, which has been underway the last two years, will be complete in early 2017. Right-of-way acquisition will follow in 2017 and through 2018. The construction process will begin in 2019 and end at the end of 2020. Federal funds are contributing to the \$18.6 million segment of the road that connects the Ind. 265/Old Salem Road interchange to the Port of Indiana-Jeffersonville, which means the state must follow the National Environmental Policy Act, or NEPA. Consultants are forming a community advisory committee, or CAC, to make sure local residents' knowledge of the area is taken into consideration when designing the road's route. http://www.newsandtribune.com/news/clark_county/clark-county-heavy-haul-road-details-still-up-in-the/article_ac6fad16-c62c-11e5-a9d0-77b35887b4d9.html

Local reaction to the possibility of toll lanes on Indiana interstates

WLF1

Kayla Sullivan

1/28/16

TIPPECANOE CO., Ind. (WLF1) — One of the biggest questions lawmakers have been trying to answer this session is how to find a long-term fix to the state's road funding problem. State Rep. Ed Soliday thinks the state should look into putting toll lanes on interstates. Frankfort Mayor Chris McBarnes supports the idea. "We're losing the image of being the Crossroads of America, and

we're turning into an image of the potholes of America," said McBarnes. "I think it's a very responsible thing to look at. What I hope is, I hope politics don't get in the way of doing the right thing this year." Soliday is looking to fix the condition of roads, and one of his suggestions includes studying toll roads on Indiana Interstates. The Federal Highway Administration has three spots available to states interested in toll roads, if Soliday's bill passed the state would apply for one of those spots. If granted, the State Highway Department would conduct a study. A study has already shown that tolling Interstate 65 and Interstate 70 could bring in more than \$30 billion in a 30-year period. However, McBarnes said the idea likely would not be popular with voters. Lafayette resident Dustin Bowers is not a fan of toll roads. "I figure they can come up with the money somewhere else," said Bowers. "It's just like another tax, so much taxing going on right now."

<http://wfi.com/2016/01/28/local-reaction-to-the-possibility-of-toll-lanes-on-indiana-interstates/>

UPDATE: Future income tax cut added to road-funding plan

Indianapolis Business Journal

1/28/16

Hoping to entice Indiana Senate Republicans to support a road-funding plan that boosts gas and cigarette taxes, a House committee on Thursday added a proposal to cut the state's income tax rate by 5 percent over the next eight years. The House Ways and Means Committee voted 14-7 to advance the plan to the full House. The proposal has the backing of House Republicans, but it's faced criticism from GOP Gov. Mike Pence and conservative groups for raising Indiana's cigarette tax by \$1 a pack while tacking an estimated 4 cents onto the state's 18 cents-a-gallon gas tax. Senate Republicans have been advancing a plan supported by Pence that would increase highway spending through steps that include drawing down the state's surplus and borrowing money. To garner support among Senate Republicans, the House committee added the income tax cut—gradually reducing it in four steps from next year's rate of 3.23 percent to 3.06 percent in 2025. House Speaker Brian Bosma said the House proposal would bring in more revenue for the state until the income tax cut was fully implemented after eight years. He continued to maintain the House plan was a better long-term solution for directing more money toward infrastructure needs. "This is truly needed," Bosma said. "In fact, even those who are publicly opposing it have told me privately—some of them—that this is the right thing to do. They just don't want to do it in an election year." <http://www.ibj.com/articles/56880-update-future-income-tax-cut-added-to-road-funding-plan>

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