



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **February 9, 2017**

#### **Road Funding Bill Advances in House**

Inside INdiana Business

Alex Brown

2/8/17

INDIANAPOLIS - The Indiana House Ways and Means Committee has passed the Republican proposal for long-term infrastructure spending. House Bill 1002, which Republicans say could generate \$1.2 billion per year for the next 20 years, now moves to the full House for consideration. The bill, authored by Rep. Ed Soliday (R-4), includes an increase in the gasoline tax by 10 cents per gallon, as well as special fuel and motor carrier surcharge taxes and new annual vehicle fees. Soliday says, if passed, the average motorist would pay about \$4 more per month at the pump. The bill would also require the Indiana Department of Transportation to study tolling and submit a waiver to the federal government to allow tolling on existing Indiana interstates. The bill passed the House Roads and Transportation Committee last month. "Indiana's current road funding formula is outdated and in need of major reform," said Soliday. "This plan would ensure Indiana has money dedicated solely to infrastructure. This bill is data-driven, fiscally responsible and will maintain our roads and bridges for years to come." The passage by the Ways and Means Committee comes two days after House Democrats unveiled their road funding plan. Rep. Dan Forestal (D-100) told Inside INdiana Business Tuesday that their plan would generate about \$900 million per year without raising taxes. Soliday said the Democrats' plan "is missing responsible, sustainable, long-term funding." <http://www.insideindianabusiness.com/story/34459274/road-funding-bill-advances-in-house>

#### **EDITORIAL: Republican highway funding proposal is the best choice**

Goshen News

2/8/17

House Bill 1002 is not perfect legislation, but it provides a way for Hoosiers to finance highway and bridge infrastructure for years to come and unless someone comes up with a better process, should be adopted by the General Assembly. According to the Indianapolis Star, a legislative task force estimates an additional \$900 million to \$1.2 billion a year is needed to maintain state and local roads and fund expansions. That's a lot of money and a reliable source of funds is needed to accomplish such a herculean task. Our endorsement of HB1002 comes a day after Statehouse Democrats proposed funding road and bridge repairs and construction without raising taxes. Earlier this week the Democrat plan included an income tax increase, but that has now been dropped. We don't think the Democrats' plan is workable because it relies on program cuts, reversing the ever-increasingly competitive corporate tax rate in the state and helps local governments by allowing them to borrow state funds to pay for road projects. Indiana's corporate taxes are scheduled to be reduced annually from a high of 8.5 percent several years ago to 4.9 percent by 2022. THE ASSOCIATED PRESS REPORTED Tuesday, "House Democrats would

freeze corporate tax cuts, put revenue from the existing sales tax on gasoline toward infrastructure and allow a trust fund to be used for local road loans.

[http://www.goshennews.com/opinion/editorial-republican-highway-funding-proposal-is-the-best-choice/article\\_024745bd-1399-5051-82d7-3df4419c0fc3.html](http://www.goshennews.com/opinion/editorial-republican-highway-funding-proposal-is-the-best-choice/article_024745bd-1399-5051-82d7-3df4419c0fc3.html)

### **No tax hikes, no tolls in House Democratic road funding plan**

NWI Times

Dan Carden

2/6/17

INDIANAPOLIS — House Democrats unveiled an infrastructure funding plan Monday that relies on significant state spending cuts, budget shifts and freezing already approved business tax reductions to pay for four years of road projects. The Democrats' "No New Taxes" plan was presented as an alternative to House Bill 1002, sponsored by state Rep. Ed Soliday, R-Valparaiso. Soliday's bill proposes tolling highways and raising fuel taxes and vehicle fees to fund two decades of road and bridge projects. "It is not necessary to have new taxes or tolls in order to reinvest in our roads and bridges," said House Democratic Leader Scott Pelath, D-Michigan City. "The problem we've had up to this point is not a problem of revenue; it's been a problem of priorities." The Democratic plan re-prioritizes all state spending toward roads by cutting some \$300 million a year from state agencies, which Pelath claimed could be found in "waste, fraud and abuse," and using that money for highway repairs. It also generates another roughly \$300 million a year by requiring all sales taxes collected from gasoline purchases be spent only on roads, just as revenue from the 18 cents per gallon state gasoline tax is. Currently, one-seventh of gasoline sales tax revenue is dedicated to roads. The remainder is deposited in the General Fund that pays for nearly all other state spending, primarily education.

[http://www.nwitimes.com/news/local/govt-and-politics/no-tax-hikes-no-tolls-in-house-democratic-road-funding/article\\_6cf2795e-ffb3-5d46-ad66-a4b45afb7666.html](http://www.nwitimes.com/news/local/govt-and-politics/no-tax-hikes-no-tolls-in-house-democratic-road-funding/article_6cf2795e-ffb3-5d46-ad66-a4b45afb7666.html)

### **Transportation Priorities at a Crossroads**

Inside INdiana Business

Michael Huber

2/6/17

In the next few weeks, both the Indiana General Assembly and City-County Council in Indianapolis will vote on critical infrastructure investments: State lawmakers are debating better solutions for road and highway funding; a few blocks east on Washington Street, the City-County Council nears a final vote on improving mass transit service. We want to thank all these officials for a constructive dialogue on transportation and transit issues: Supporting a growing population and logistics industry, connecting workers with jobs, creating a stronger business climate and a more appealing destination for talent - they all fall under a broader definition of 'infrastructure' for the 21st century economy. Too often policy conversations move to "either/or" propositions that sacrifice one idea for another; we must think in a more collaborative way to achieve regional progress. Now is the time to pass realistic plans to pay for both these priorities - sustainable revenues for Indiana's infrastructure demands, better transit options for its largest city. For state lawmakers, the debate is about finding a funding strategy beyond the two-year budget cycle. One of every four dollars earned by Indy workers is paid by manufacturing and logistics businesses. Last year, our regional economic development team supported 25 successful logistics projects, creating 3,000 new jobs. We negotiated 24 deals with manufacturers to invest another half-billion dollars in our economy. <http://www.insideindianabusiness.com/story/34438402/transportation-priorities-at-a-crossroads>

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