



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Indiana Senate likely to alter House road funding plan, tax hikes

NWI Times
Dan Carden
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INDIANAPOLIS — Senate President David Long, R-Fort Wayne, suggested Wednesday that the House-approved tax hikes to pay for infrastructure improvements are likely to face a bumpier road in the Senate. Long acknowledged to reporters that he agrees Indiana needs to raise about \$1 billion a year in new money to meet its pavement and bridge quality goals over the next two decades. However, he said the Republican-controlled Senate is not yet on board with the House Bill 1002 plan, sponsored by state Rep. Ed Soliday, R-Valparaiso, that would raise fuel taxes by 10 cents per gallon, open the door to tolling interstate highways and immediately shift all state gasoline sales tax revenue to roads. "How we pay for this is still very fluid," Long said. "We really haven't had much of a chance to weigh-in on the actual specifics. We've talked about them in generalities, and so now the rubber is going to hit the road over the next few weeks." Long admitted that he's skeptical of the House Bill 1001 provision hiking the cigarette tax by \$1 per pack to cover the \$300 million General Fund revenue loss caused by shifting gasoline sales tax collections to a dedicated infrastructure account. He said it doesn't make sense to supplement the diminishing gasoline tax with a higher cigarette tax that likely will reduce the percentage of Hoosier smokers and further diminish state revenue. http://www.nwitimes.com/news/local/govt-and-politics/indiana-senate-likely-to-alter-house-road-funding-plan-tax/article_56f28f14-cc67-57ea-9736-4f6d934298cd.html

Council Greenlights Funds For Mass Transit Expansion

Inside Indiana Business
Dan McGowan
2/28/17

The City-County Council in Indianapolis has approved an income tax increase of up to 0.25 percent to pay for expanded mass transit options in Marion County. In a statement following the 17-8 vote, Mayor Joe Hogsett called the investment "historic." Plans call for the money to be spent on increasing times and frequencies of routes, as well as adding rapid transit routes and new IndyGo buses. It will also include more night and weekend routes. Officials supporting the plan have said greater availability of public transportation will not only help improve job and mobility access for those in underserved communities, but also act as a way to attract younger talent to the city. In his statement, Hogsett said "last year, a significant majority of Marion County voters made an important statement about the future of mass transit in Indianapolis and I appreciate the Council's decision to act according to the will of the people tonight. Once this ordinance is signed, I look forward to ensuring that this historic investment in city infrastructure will be transformative for our future."

<http://www.insideindianabusiness.com/story/34623633/council-greenlights-funds-for-mass-transit-expansion>

Sinders addresses road funding in talk with Chamber of Commerce

The Brazil Times

Frank Phillips

2/28/17

Whether or not your county road is improved this summer depends on state funding and that amount will probably not be known until April or possibly July, said Paul Sindera, president of the Clay County Commissioners. Last year, Clay County was able to obtain a grant from the state with a 50-percent match. Sindera, speaking in front of the Clay County Chamber of Commerce and its guests on Tuesday, said he's hoping rumors of an 80/20 matching grant will prove to be true this year. If so, a state grant for roads would match 80 percent for every 20 percent the county pays. Last year's grant did not come easily. In addition to the 50-percent match, the county had to rate each road according to a prescribed system. Many counties, including Clay, had no one trained and certified to rate the roads. An engineering firm wanted \$30,000 to rate Clay County's roads, so a county highway department employee was recruited, trained and became certified. The \$1 million maximum grant from the state was used to chip-seal and lay new asphalt. "Money goes quickly when you are doing this type of work," Sindera said. "To blacktop one mile of road normally costs \$80,000 to \$85,000. The cost depends on the width of the road and thickness of the blacktop." Last year, 63 miles were chip-sealed and 18 miles were blacktopped. Asphalt work alone cost \$1.4 million.

<http://www.thebraziltimes.com/story/2390414.html>

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