



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **March 3, 2016**

#### **Column: Long-term funding needed to fix roads**

Daily Journal  
Christian Maslowski  
3/2/16

Indiana is known as “the Crossroads of America.” Unfortunately, Indiana has an annual road and bridge maintenance needs funding gap of almost \$1 billion. A study by the Build Indiana Council, a consortium of more than 500 companies statewide, estimates Hoosier drivers pay an average of more than \$350 a year in vehicle repairs due to the conditions of Indiana’s roads. Drivers are using Indiana roads to commute to work, visit family, and haul billions of dollars in goods. The good news? The governor and state lawmakers made road funding a priority for the current legislative session. The bad news is they are taking very different approaches to address the problem and time is almost up. Here’s the problem. The current Indiana fuel tax rate was set in 2003. Like nearly everything else in our lives, the costs of road repairs and construction have been increasing. But the main source of funding our road repairs, the fuel tax, has not kept up with the pace of inflation. Moreover, only a fraction of the sales tax also collected on fuel sales (which goes into the state’s general fund) is dedicated to building roads and bridges. Now add to this equation vehicles are becoming more fuel-efficient and buying less gasoline. While that’s great news for our environment, it means the state is collecting less fuel tax revenue. Gov. Mike Pence proposed a four-year funding plan that taps reserves and utilizes short-term financing to address major funding needs. The Senate backed this plan.

[http://www.dailyjournal.net/view/local\\_story/Column-Long-term-funding-neede\\_1456963408](http://www.dailyjournal.net/view/local_story/Column-Long-term-funding-neede_1456963408)

#### **Hamilton County Council OKs \$12M for S.R. 37 project**

Indianapolis Business Journal  
Lindsey Erdody  
3/2/16

Hamilton County Council unanimously approved \$12 million in funding for the proposed State Road 37 overhaul Wednesday night. The \$124 million project would transform the state highway into a free-flowing parkway with raised roundabout interchanges from 126th to 146th streets. Construction is not expected to begin for several years. Fishers has already committed \$12 million to the proposal, and the Indiana Department of Transportation is providing \$100 million. Fishers will take control of the corridor during construction, but the state would reclaim control after the project is complete. Local officials have repeatedly described the deal as the best-case scenario for businesses and residents who will be able to voice concerns to Fishers representatives rather than INDOT. “There’s been virtually no dispute that all of us are in favor of this project,” council member Rick McKinney said. “I think it would be a great improvement... I think it’s a win-win, so I’m all for it.” The County Council had been considering delaying a vote on the funding, but a resolution pledging support to fund a marketing campaign for

businesses swayed the decision to vote Wednesday, council president Amy Massillamany said. "We've done our due diligence to the best of our ability," Massillamany said.

<http://www.ibj.com/articles/57482-hamilton-county-council-oks-12m-for-sr-37-project>

### **Our Opinion: Secure regional funding for a stronger Indiana**

South Bend Tribune

3/2/16

Last December, Gov. Mike Pence announced that St. Joseph, Elkhart and Marshall counties were one of three regions that would receive a \$42 million grant to jump-start developments and spur population growth. The news generated a palpable sense of excitement at a promising future. The governor and lawmakers must work together to follow through on that promise. Right now, the additional Regional Cities Initiative money is not a sure thing. The push for \$42 million more in funds for the initiative cleared an important hurdle on Monday, when the House Ways and Means Committee voted to fund the grants, with the money folded into the Senate Bill 33, a road funding measure. The measure now moves to the full House for a vote. But the process isn't over yet. Which is a shame, given what's at stake. Regional Cities grants are designed to jump-start developments and help spur population growth. The application for St. Joseph, Elkhart and Marshall counties lists 39 projects that, if they're all completed, will lead to more than \$700 million worth of development. The varied projects include technology hubs as well as downtown housing and recreational amenities. Just a couple of months ago, the governor announced that three regions had been awarded the \$42 million, instead of two the money had been approved for last year. At the time, Pence expressed confidence that state lawmakers would allocate the additional funds. However, some have been less than supportive of the concept, wondering whether it's the appropriate way to spend state money. Worse, the measure has gotten tied up in road funding, one of this session's controversies: The House road funding plan would raise the state's gasoline tax and increase the cigarette tax; the governor would rather finance road maintenance and construction by borrowing money and spending some of Indiana's budget reserves.

[http://www.southbendtribune.com/news/opinion/our\\_opinion/our-opinion-secure-regional-funding-for-a-stronger-indiana/article\\_993ce9c7-43a2-5eaa-b2ff-d42a716a282b.html](http://www.southbendtribune.com/news/opinion/our_opinion/our-opinion-secure-regional-funding-for-a-stronger-indiana/article_993ce9c7-43a2-5eaa-b2ff-d42a716a282b.html)

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