



BUILD INDIANA COUNCIL

Infrastructure Media Summary

March 14, 2017

As Indiana Ponders Gas Tax Hike for Road Funding, It's Not Alone

WIBC

Eric Berman

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Indiana's not the only state trying to figure out how to raise money for roads. The National Council of State Legislatures says 19 states have raised gas taxes in the last four years to pay for roads. Indiana is one of 16 states considering it this year. Two Senate committees held a joint hearing on House Republicans' plan, which includes a 10-cents-a-gallon gas tax hike and new BMV fees. The Senate will offer its own ideas by the end of the month. Business groups from the Chamber to the Farm Bureau are supporting the House package. They say the business need to keep roads in top condition is worth the price they'll pay. And the Indiana State Building Trades Council says the planned \$1.2 billion in new annual road spending would create 11,000 construction jobs. Conservative groups acknowledge the need to fund road construction and maintenance, but object to the gas tax hike. Al Parsons with the Coalition of Central Indiana Tea Parties says the increase would be acceptable only if it's earmarked for specific projects, and expires when those projects are paid for. House Republicans say the increase would catch up Indiana to inflation since the last increase. Their plan would make Indiana the 20th state to index gas prices to inflation. Parsons says Tea Party groups are divided on support for tolls. The House bill calls for a study of tolls, and gives the governor the authority to impose them afterward. The NCSL says increased fuel efficiency has left most states confronting a need for road money. Solutions have ranged from sales taxes to bonds. Texas and North Dakota taxed their oil and gas industries, but that wouldn't translate to Indiana. And some states are experimenting with a fee per mile driven, though no state has implemented it statewide. The House plan does not include Republicans' proposed cigarette tax hike. That's in a different bill, but would plug the budget hole created by the infrastructure bill's shift of gasoline sales tax collections to roads.

<http://www.wibc.com/news/local-news/indiana-ponders-gas-tax-hike-road-funding-its-not-alone>

IN Focus: Higher taxes on gasoline, cigarettes?

WTTV-TV

Dan Spehler

3/12/17

INDIANAPOLIS - Questions remain about several aspects of the two-year budget plan passed by the state House of Representatives last month. The budget passed the House 68-29, and is now in the hands of the state Senate, where some changes will likely be made over the next few weeks. It's a \$31 billion budget proposal which includes increases for the education, Pre-K and state police budgets. It would also raise the state's cigarette tax by one dollar per pack, an increase that is likely to be watered down by the Senate. This past week, House Speaker Brian Bosma (R-Indianapolis) said he would open to a sixty cent increase instead of a dollar, even

though anti-smoking advocates have called for a \$1.50 increase. "Of course we'll work closely with the Senate, and while we passed a dollar here, more than that was proposed," Bosma said. "A dollar is higher than some of our adjoining states. There's some discussion about bringing it down to 60 cents like Ohio... we'll make it work." The Indiana House approved a bill that would increase the gas tax, increase vehicle registration fees, and open the door for statewide tolls on Indiana highways. House Bill 1002, sponsored by Rep. Ed Soliday (R-Valparaiso), passed the House by a 61-36. If it passes the state Senate, the state tax on gasoline, diesel, and other motor vehicle fuels would increase by 10 cents per gallon. It would also annually increase by one cent to adjust for inflation. Indiana motorists would also pay an extra \$15 in vehicle registration fees at the BMV. Motorists with electric cars would pay an additional \$150 in fees.

<http://cbs4indy.com/2017/03/12/in-focus-higher-taxes-on-gasoline-cigarettes/>

Indy Connect hosts transit workshops in donut counties

WISH-TV

Jessica Smith

3/10/17

INDIANAPOLIS (WISH) — Transit advocates are hosting workshops in Hamilton and Johnson counties to discuss expanding mass transit outside of Indianapolis. Now that the Indianapolis City-County Council has approved an income tax increase to expand mass transit in Marion County, transit planners hope to improve mass transit in the surrounding counties as well. The first meeting was on Thursday morning in Johnson County. On Friday, Indy Connect will host a second workshop from 11:00 a.m. to 3:30 p.m. in Carmel. Organizers will discuss transit and how an expanded system could connect Indianapolis and the donut counties. Hamilton and Johnson Counties opted not to vote on a tax increase to support transit expansions last year. That's why planners want to host workshops and hear questions and concerns from the public. "One of the issues that came up as we started to explore the possible referendum on the ballot in 2016... One of the issues that kept coming up was the need for additional community dialogue and on the basics and fundamentals of transit planning," said Lori Kaplan, the executive director of the Central Indiana Regional Transit Authority. Transit planners hope people may change their minds, now that Marion County is moving forward with its transit plans. "One of the things that we've been focusing on for Johnson and Hamilton counties is how they can feed into the Marion county transit plan, as well as meet their local needs. The rapid transit line – the Red Line – is designed to eventually reach into Johnson and Hamilton counties. So what can we do to help move that along and eventually feed in to that system?" said Kaplan.

<http://wishtv.com/2017/03/10/indy-connect-hosts-transit-workshops-in-donut-counties/>

Local Versus State, Which Roads Are Priority For Indiana Governor, INDOT Commissioner?

WBAA

Chris Morisse Vizza

3/9/17

Two different messages delivered just one day apart at Purdue University's annual "Road School" appear to indicate a disconnect between Governor Eric Holcomb and Holcomb's newly appointed Indiana Department of Transportation Commissioner Joe McGuinness. McGuinness, who served five years as Mayor of Franklin, says he's a local-minded person. Speaking to participants at the state's annual infrastructure conference Tuesday, McGuinness appeared to clash with Holcomb's – and former governor Mitch Daniels' – stance on the importance of completing the over-budget, still unfinished section of Interstate 69 between Evansville and Indianapolis. "I have said this to INDOT staff across the state that I've been in front of, that maintaining Main Street in Greenfield, Indiana, for economic growth, is as important as finishing the I-69," McGuinness said. "Yes, I said that." The following day, conference participants heard a different viewpoint when Purdue President Mitch Daniels asked Holcomb whether the state has

as much work to do at the local level as it does at the state level. Holcomb's response conflicted with McGuinness' emphasis on helping cities, towns and counties. "When I'm meeting with potential job creators or job growers here, if we're talking about projects over the Ohio River or if we're talking about rail in the region, those are local projects the state has invested considerably in," Holcomb said. <http://wbaa.org/post/local-versus-state-which-roads-are-priority-indiana-governor-indot-commissioner#stream/0>

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