



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Powerful Indiana Senate committee puts stamp on roads plan

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INDIANAPOLIS — A powerful Indiana Senate committee on Tuesday put its stamp on an infrastructure funding plan, which includes a number of fee and tax increases that GOP leaders say are needed to pay for much needed road and bridge repairs. Republican state Sen. Brandt Hershman's committee made substantial changes to much of the fine print of the House Republican proposal before passing the measure on an 11 to 2 vote. But many of the overarching tax-raising provisions remain, including a \$15 vehicle registration fee, a 10-cent gasoline tax increase and a diesel tax increase, albeit slightly reduced. A provision giving the governor authority to seek interstate tolling also remains. One new provision is a \$5 fee that would be charged on the sale of each tire sold in the state. And the amended bill would also increase annual fees charged on commercial vehicles. But one big change would eliminate a major source of roads funding sought by the House GOP. They had proposed tapping an existing sales tax that is charged at the gas pump in addition to the state's per-gallon fuel tax. The fuel sales tax money — which is different from the per-gallon fuel tax — is currently used to pay for other programs, but House Republicans said it could yield more than \$300 million for infrastructure improvements if they redirected it toward roads. Hershman, of Lafayette, didn't rule the idea out for the session, but said he didn't want it included in the bill. Other Republican leaders in the Senate concur, including Appropriations Committee Chairman Luke Kenley, of Noblesville. Kenley, however, says he supports imposing tolls on interstates. He says tax revenue from fuel sales will plummet as new vehicle efficiency standards go into effect. The only good way to make up for that is by allowing tolling, he said. "Ultimately, this is a resource that does not continue to diminish like the gas tax does," Kenley said. Negotiations on the measure are bound to continue in the waning days of this year's legislative session, which will adjourn in late April.

http://www.newsandtribune.com/news/powerful-indiana-senate-committee-puts-stamp-on-roads-plan/article_c5d47f4c-13d9-11e7-8db5-6f6327588f30.html

INDOT wants input on 4-year Northwest Indiana project plan

NWI Times
Andrew Steele
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The Indiana Department of Transportation is soliciting input on a plan that will detail potential road and bridge projects for the state fiscal years 2018 through 2021. The four-year Statewide Transportation Improvement Program will be the subject of a public meeting from 3 to 6 p.m. April 11 at INDOT's LaPorte District office. The 291-page document lists state projects eligible for federal funding, and provides preliminary cost estimates. An INDOT official said the combined

state and local share of project costs are generally at least 25 percent. Among the Lake County projects slated for fiscal 2018 — which begins July 1 of this year — are significant work on U.S. 41, including paving a nearly six-mile stretch in St. John and Cedar Lake at an estimated cost of just over \$3 million; adding turning and auxiliary lanes south of U.S. 30 in several locations, with a planning estimate of nearly \$13 million; replacement of the bridge over the Grand Trunk Western Railroad in Highland for about \$6 million; and deck replacement and other maintenance work on the bridge over the Norfolk Southern Railroad and 236th Avenue in Schneider for more than \$3 million. Paving and bridge replacement work on Ind. 51 from U.S. 30 to U.S. 20 is also planned, with an estimated price-tag of about \$9 million. The STIP also includes a mile's worth of new road construction for U.S. 12 east of the Miller South Shore Station, an estimated \$2.5 million project being done in conjunction with the South Shore's Double Track NWI project. Porte County projects in the plan for fiscal 2018 include added travel and turn lanes on U.S. 20 from U.S. 421 to Michigan Boulevard in Michigan City, an investment of over \$10 million; and paving of about seven miles of Ind. 2 from Ind. 4 in LaPorte to U.S. 20, with an estimated cost just over \$9 million. http://www.nwitimes.com/business/local/indot-wants-input-on--year-northwest-indiana-project-plan/article_78d9d39c-d902-575e-8529-f463e634c8e3.html

Proposed exits on I-69 route suggest opportunities—and headaches

Indianapolis Business Journal

Susan Orr

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The Indiana Department of Transportation this month released plans detailing the location of interchanges along the final leg of Interstate 69—between Martinsville and Indianapolis—information that's expected to spark investment in the corridor. Construction on the \$1.5 billion, 26-mile stretch is still years away, and funding to pay for it hasn't yet been identified. But now that the interchanges have been picked, planners said, everyone from developers to prospective home buyers are more likely to open their wallets. The state announced last year that the last link of I-69 will largely follow the path of the current State Road 37, which will be upgraded to interstate standards. The new plans show 10 interchanges along this stretch, which slices through Morgan, Johnson and Marion counties. INDOT will also build (or rebuild) 16 overpasses and underpasses, eliminate 14 traffic signals, and add 32 miles of access roads to reroute traffic. "Those exits and interchanges are, for us, good news," said Martinsville Mayor Shannon Kohl. "We can really plan a lot better now that we know what's going on." This segment will complete the route between Indianapolis and Evansville, where I-69 construction began in 2008. The section reaching Bloomington was finished in 2015, and the stretch between Bloomington and Martinsville, which also follows S.R. 37, is expected to wrap up next year. While people have known for years that I-69 was likely to come through Martinsville, Kohl said, the lack of details cast a pall over development. "No one was really wanting to invest here because they didn't know what the plan was going to be," she said. Before becoming mayor last year, Kohl was a local real estate agent. As far back as 2003, she said, people considering a home purchase quizzed her about I-69, hesitant to buy a house that might end up in the highway's path. "Now we can know what we want to do with certain areas of our city," she said. <http://www.ibj.com/articles/63095-proposed-exits-on-i-69-route-suggest-opportunitiesand-headaches>