



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 1, 2014

White House Warns Highway Trust Fund Is Low On Funds

Northeast Indiana Public Radio

4/30/14

STEVE INSKEEP, HOST:

The Obama administration has sent Congress a \$302 billion measure to fund highway and other infrastructure. The White House contends that unless Congress acts, the Highway Trust Fund will run out of money this summer.

Here's NPR's Brian Naylor.

BRIAN NAYLOR, BYLINE: The Obama administration proposes closing some corporate tax loopholes to augment money raised by the gas tax. Transportation Secretary Anthony Foxx also wants to give states the authority to put new tolls on interstate highways.

SECRETARY ANTHONY FOXX: Giving states more tools to be able to maintain and improve and expand the infrastructure they have, is what we think is appropriate under the circumstances.

NAYLOR: The wide ranging measure would also raise the penalty to as much as \$300 million for automakers who sell unsafe cars.

FOXX: They could be set higher to assure that, when a violation occurs, it is more than a rounding error.

NAYLOR: The administration's corporate tax proposal is likely to be a non-starter in the Republican-controlled House. But Foxx says it's time for everyone to put their ideas on the table to find common ground.

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5 things to know about the Obama administration's highway tolling proposal

The Washington Post

Ashley Halsey III

4/30/14

But wait, you say, there are already tolls on the interstate system! So what's the Obama administration talking about when they say they want to end the prohibition on interstate tolling and let states decide whether they want to impose tolls to pay for road and bridge repairs? 1. What does current federal law say? It prohibits states or the federal government from establishing tolls on existing interstate highways. 2. What is the White House proposing? The administration wants to leave it to states to decide whether they want to toll their interstates. 3. Why has this come up now? Most of the money for the interstates and for most state highway maintenance and expansion has been paid for by state and federal gas taxes. 4. What are the arguments for and against more tolling? Few people want to see the cost of driving go up, but revenue is declining, and both the interstates — built in the 1950s and 1960s — and many of the road systems built during the suburban expansion of the same era also need help. 5. What's the history behind tolling on the interstates? The Federal Highway Administration explains it: In the 1939 report to

Congress, Toll Roads and Free Roads, the U.S. Bureau of Public Roads (BPR) rejected the toll option for financing interstate construction because most interstate corridors would not generate enough toll revenue to retire the bonds that would be issued to finance them.

http://www.washingtonpost.com/local/trafficandcommuting/5-things-to-know-about-highway-tolling/2014/04/30/97987b6a-d075-11e3-b812-0c92213941f4_story.html

Road repair seems simple until the numbers get crunched

The Elkhart Truth

Trevor Wendzonka

4/30/14

Matt Greller, executive director of the Indiana Association of Cities and Towns, suggested this week lawmakers may need to adjust how funds are distributed. He said factoring in where people work could play a part in how the money is directed, adding, "The money has to follow the services." Greller's idea is great because Elkhart County is a job destination – the net 17,400 commuters we have could mean great gains in funding. Greller's idea is not so great because the condition of the road in the first mile people drive is just as important to them as the last mile, regardless of where they live and work. The idea's been floated that alternative-fuel vehicles and greater fuel economy standards have resulted in reduced road funding for everyone. While possible, the story is incomplete. Since 1995, Elkhart County government alone has realized a \$1.4 million increase in the money dedicated from gasoline taxes and other state sources. That growth basically all occurred in the first 10 years studied, though. For 2013, the money supplied directly to the county's highway and streets funds was about \$6.1 million total, just a shade less than the high-water mark achieved in 2004. The Great Recession greatly contributed to a dip in resources from 2008-12, causing street and highway departments to fall further behind in routine maintenance. The 2013 bounce may have been helped by a state budget shuffle which included dedicating some of the general sales tax to road needs.

[Road repair seems simple until the numbers get crunched - Elkhart Truth](#)

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