



BUILD INDIANA COUNCIL

Infrastructure Media Summary

June 22, 2017

Chamber gets update on Ronald Reagan Parkway

The Flyer Group
Sara Nahrwold
6/22/17

BROWNSBURG — Hendricks County Engineer John Ayers gave an update on the Ronald Reagan Parkway as well as general information about what the county engineering department does during his presentation to the Brownsburg Chamber of Commerce this week. Chamber Executive Director Mike Arnould said with all the growth going on in Brownsburg and the county, he thought having Ayers speak at the chamber's luncheon meeting would be beneficial. "We are impacted by what's happening in the county," he said. "It's nice to let us know what the county is doing, projects for this year and years to come." The north/south corridor for the road in Hendricks County began in 1984 and has slowly made progress since. The county built different segments of the road as it received funding, which has come from a variety of sources over the years. For the section currently under construction from County Road 300 North to U.S. 136, the projected completion is late fall of this year, he said. "The trucks that usually go down Green Street will filter over to Ronald Reagan Parkway, relieving a lot of traffic in town, which will be a big plus," Arnould said. The route is also expected to expand up to Boone County, which is a 9.8-mile section from C.R. 600 N. to Interstate 65. Both counties are looking at different funding sources. Hendricks County's portion for that section would be about \$4.5 million. This is planned to be completed in four phases with an aggressive schedule that is set to begin by the end of this year. The goal is for the parkway to reach I-65 within five years, Ayers said.

http://www.flyergroup.com/news/local_news/chamber-gets-update-on-ronald-reagan-parkway/article_7d73968d-7115-5504-912c-2ebcde5e15e5.html

Gas tax increase means \$2 million for Madison County

The Herald Bulletin
Ken de la Bastide
6/20/17

ANDERSON – Starting July 1, Indiana motorists will be paying a higher price for gasoline, but the increase in revenues will be a windfall for local units of government. The Indiana General Assembly passed a long-term funding program to maintain the Hoosier state roads that included an increase in the gasoline tax from 18 cents to 28 cents per gallon, an annual \$15 fee on registered vehicles and a \$150 fee for electric vehicles. Projections by the Indiana Local Technical Assistance Program (LTAP) at Purdue University is estimating funds coming to Madison County through the Motor Vehicle Highway (MVH) and Local Road & Street (LRS) funds will increase by \$2.1 million in 2018. For 2016 the two funds provided \$4.9 million for work on Madison County roads and the estimate is that will increase to \$7 million in 2018. After a projected decline in 2019 to \$6.6 million, the fund increases to \$6.7 million in 2020 and \$6.9 million in 2021. The LTAP figures show there are 78,189 cars in Madison County and that the

county is responsible for maintaining 894 miles of roads. "It means a lot," Commissioner John Richwine said of the additional funding. "It will help us maintain a good road program." He said it reassures the county that it will be in a good position to maintain the roads. "The funding we currently have in place is not enough to repair and maintain the roads," Richwine said. "It will mean that we don't have to continually patch roads and the additional state funding will bridge that gap." Instead of patching roads, the county will be able to chip and seal the roads when needed in the future, he said. http://www.heraldbulletin.com/news/local_news/gas-tax-increase-means-million-for-madison-county/article_ab9b8e98-5558-11e7-83a2-130ff93e8ac3.html

Why is Indiana the Crossroads of America?

Greensburg Daily News

Rep. Randy Frye

6/20/17

Indiana's state motto is The Crossroads of America. Some historians say this is due to Indianapolis being the hub of several major interstate highways that criss-cross Indiana and connect Hoosiers to the rest of the U.S. Others say Highways 40 and 41 opened the West for settlement and were designated as part of the original federal highway system in 1926. The intersection of these two highways in Terre Haute became the Crossroads of America. Either way, we have been labeled as such, and with thousands of out-of-state motorists traveling our roadways, it makes sense to support a user-pays approach when developing a system for improving our infrastructure. According to the Indiana Department of Transportation, approximately 81 billion vehicle miles were traveled on Hoosier roads in 2015. Our area of the state connects Ohio and Kentucky to Indianapolis, so our infrastructure is traveled on more heavily than roads in other parts of the state. In 2015, both commercial and local traffic logged more than 1.9 million miles in Dearborn County, nearly 1.5 million in Decatur and more than 1.1 million in Ripley County. Altogether Jefferson, Jennings, Ohio and Switzerland counties had over 2.3 million miles traveled on their roads. At least 14 percent of all vehicle miles traveled on Indiana roads are by out-of-state motorists. This might not seem like a high number, but if you take into consideration it's 14 percent of 81 billion miles traveled, the effect it has on Hoosier roadways is pretty significant. Many of the roads in Southeastern Indiana are chip and sealed, which is the application of gravel that is layered with a thin coating of asphalt. Many semi-trucks use these chip and sealed roads in order to get to Cincinnati. These kinds of vehicles are responsible for nearly 40 percent of the damage to roadways due to the weight of the cargo being hauled across the state, according to INDOT. The funding plan passed by the General Assembly this year will hopefully take a step in moving away from chip and sealing our roads to smoothly paving Indiana's infrastructure. http://www.greensburgdailynews.com/opinion/columns/why-is-indiana-the-crossroads-of-america/article_df18dbfa-3daa-5998-87aa-02d0bafb29bd.html

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