



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**July 26, 2016**

### **County seeks \$1 million in state funding for paving projects**

The Herald Bulletin  
Ken de la Bastide  
7/24/16

ANDERSON – Madison County is applying for \$1 million from the state through the Community Crossing grant program for nine projects. The Indiana Department of Transportation is providing \$150 million in local matching funds to local units of government to make infrastructure improvements to roads and bridges. The application deadline is Friday with the announcement of the grants expected early in August. Half of the \$150 million has been set aside for counties and communities with a population of less than 50,000. Charles Leser, Madison County engineer, is submitting a list for the maximum \$1 million that is available to the county. The nine projects have a total cost of \$2 million. Leser said the county is using \$1 million it received in the state's return of local option income tax reserve funds earlier this year. He explained the county is receiving \$3.6 million of which the Madison County Council appropriated \$2.7 million for paving projects and is maintaining \$900,000 in reserve. Leser said the state's matching funds being sought are for projects in a paving contract with Milestone Contractors. Work has already started on several of the projects. "The state is allowing the counties to apply for matching funds for projects already started or bid for in 2016," he said. [http://www.heraldbulletin.com/news/county-seeking-million-in-state-funding/article\\_60645522-51f8-11e6-897c-037c5c1054f6.html](http://www.heraldbulletin.com/news/county-seeking-million-in-state-funding/article_60645522-51f8-11e6-897c-037c5c1054f6.html)

### **Pence's departure could make way for road funding**

CNHI Newspapers  
Maureen Hayden  
7/22/16

Mike Pence's imminent departure from the governor's office removes a major roadblock to plans to pay for road and bridge work throughout the state. Since arriving in the Statehouse four years ago, Pence has vowed to uphold the no-new-tax pledge that he made as a tea party congressman. As recently as his vice presidential acceptance speech Wednesday night, he boasted of his tax-cutting record. Pence told delegates to the Republican National Convention, "We've cut taxes every year since I became governor four years ago." Maybe not unexpectedly, he failed to mention how an assortment of conservatives, from Republicans in his state's House of Representatives to the state's Chamber of Commerce, have tried to bend his thinking when it comes to road dollars. If Indiana is to remain the "crossroads of America," as Pence often likes to brag, the state cannot let bridges and roads continue to crumble, the advocates of road funding have argued. Last year, Pence OK'd an \$800 million, stop-gap plan that pulls money from other places to spend on roads and bridges. It leans heavily on local governments to come up with matching dollars. But he failed to heed the concerns of his own highway commissioner, who said before resigning that the state needs more than \$1 billion in new money each year just to keep its

roads up to snuff. State Rep. Ed Soliday, R-Valparaiso, chairman of the House Roads and Transportation Committee, has spent five years looking for a solution to carry the state over the long haul. This week, before meeting with a new task force looking for a long-term funding plan, Soliday recalled telling Pence that most Hoosiers expect government to guarantee three things — clean water, good schools and decent roads.

“All things they’re willing to pay a little more for,” he said.

[http://www.flyergroup.com/news/local\\_news/pence-s-departure-could-make-way-for-road-funding/article\\_31e47754-7463-557b-ba37-9ee0bd9ae76a.html](http://www.flyergroup.com/news/local_news/pence-s-departure-could-make-way-for-road-funding/article_31e47754-7463-557b-ba37-9ee0bd9ae76a.html)

### **Charity to help power Red Line rapid bus system**

Indianapolis Star

John Touhy

7/22/16

When the bus rapid transit Red Line hits the streets of Indianapolis in the next couple of years, it will run partly on charity. In a first-of-its-kind arrangement that’s either visionary or stealth taxation, IndyGo is required to fund 10 percent of the line through donations to a nonprofit foundation it must register, build and maintain. If the foundation doesn’t reach the goal, the cost is passed on to the transit agency and taxpayers. “It would definitely be a first,” said Art Guzzetti, vice president of policy for the American Public Transportation Association in Washington, D.C. “I’m not going to try to judge a local plan. The idea of trying is not a bad idea. I’ve just never seen it before.” The foundation provision was a last-minute addition to the 2014 state law that gave Marion County and surrounding jurisdictions the ability to raise income taxes to operate the Red Line. The business community widely supported the expanded service but objected when legislators proposed a 10 percent corporate income tax to help run it, so it was replaced with the foundation requirement. State Sen. Jim Merritt, R-Indianapolis, said the switch was a chance for businesses to show with their checkbooks how much they support transit. Business favors the Red Line and improved rapid transit because it makes it easier for employees to get to work. “The overriding thought was the business community ought to have skin in the game if they support this plan,” said Merritt, a co-author of the bill. “It can be a good model. Corporations can get a tax write-off. It could raise even more money than IndyGo might have gotten otherwise.” <http://www.indystar.com/story/news/2016/07/22/charity-help-power-red-line-rapid-bus-system/87310462/>

### **County asks state help for \$3.63 million in road projects**

Rod Rose

The Lebanon Reporter

7/22/16

A list of nearly \$3.63 million in proposed road resurfacing spending has been sent by Boone County officials to the Indiana Department of Transportation, in a bid to maximize the amount awarded through the Community Crossings matching grant program. County Highway Engineer Craig Parks told the county commissioners on Monday about his plans, asking them to endorse a financial letter of commitment. “I’m trying to maximize how much we receive,” Parks said. Only certain money can be applied to the Community Crossings program, INDOT said. That includes money received through a special one-time distribution of local income tax revenue, money raised through an increase in a local wheel tax or a local government’s rainy day fund. The state will only contribute a total of \$1 million, regardless of how many projects are submitted. Sections of Hunt Club Road, County Road 700 E and CR 500 S in Zionsville are among the projects, Parks said. “The highest potential for us to get the awards is down in that area,” he said. Zionsville would cover the county’s match for those projects, Parks said. “Because it’s in our jurisdiction, we’d be the ones applying,” he said. “They will be able to apply for their own \$1 million match.” Hunt Club Road would be paved from the Zionsville town limit to CR 775 E at a total cost of \$170,800; that includes \$88,840 in local funds with the rest coming from the Community

Crossings fund. Other Zionsville-area projects are CR 700 E from CR 525 S to Whitestown's boundary, and CR 550 S from CR 700 E to the Zionsville town limit. Those projects would cost \$95,400 and \$140,250 respectively. Parks projected a 52 percent local match, in order to increase the odds that INDOT would award grants to Boone County, he said.

[http://www.reporter.net/news/local\\_news/county-asks-state-help-for-million-in-road-projects/article\\_1cd63851-dabf-56d0-969f-7b548473d8ea.html](http://www.reporter.net/news/local_news/county-asks-state-help-for-million-in-road-projects/article_1cd63851-dabf-56d0-969f-7b548473d8ea.html)

### **Indiana road funds panel: 'We expect to get results'**

Evansville Courier & Press

Zach Osowski

7/21/16

INDIANAPOLIS — The road task force charged with finding a funding solution met for the first time Thursday, getting an expansive state and nationwide look at current infrastructure needs. The Funding Indiana's Roads for a Stronger, Safer Tomorrow task force was born during the 2016 session out of a disagreement on how to pay for roads and other transportation projects. House Republicans proposed raising the state's fuel tax in order to bring in the necessary revenue, estimated to be roughly \$500 million per year. That plan was stopped by the Senate and Gov. Mike Pence, who didn't want to raise taxes and expressed concerns about the long-term viability of fuel taxes. In addition to a one-year cash infusion for roads, the FIRSST task force was created to give lawmakers more time to decide on the best way forward. Sen. Luke Kenley, R-Noblesville, said this task force would be bringing ideas before the General Assembly during the 2017 session when legislators will pass a new, two-year budget. "This is not a study committee," Kenley said. "We expect to get results out of this." What those results will be remain unclear. The task force took a deep dive into how Indiana's roads and bridges compare to other states, where most of the current road funding comes from and how it gets divvied up.

<http://www.courierpress.com/news/indiana-road-funds-panel-we-expect-to-get-results-3825d917-441e-7762-e053-0100007f381a-387861922.html>

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