



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**July 21, 2015**

### **COMMENT: A sensible long-term fix for the Highway Trust Fund**

Evansville Courier & Press

Sen. Patrick J. Toomey and Sen. Dan Coats

7/19/15

Every day, American families get in their vehicles and drive. Whether it's dropping the kids off at school, commuting to work or going to the supermarket, we rely on our highways, bridges and roads to get us where we need to go. But can our transportation infrastructure rely on Washington? A substantial percentage of each state's transportation budget relies on money from the Federal Highway Trust Fund. This fund is financed from gas taxes and provides money for projects such as fixing crumbling highways and bridges. But the future of the Highway Trust Fund is in doubt. As Americans increasingly drive more fuel-efficient vehicles, money flowing into the fund is dropping. Congress is having a hard time figuring out how to address the resulting gap between the fund's revenues and expenditures. Moreover, the Highway Trust Fund's authorization is expiring at the end of the month. So what should Congress do? [COMMENT: A sensible long-term fix for the Highway Trust Fund - Courier Press](#)

### **Approval of new interchange would be a lengthy process**

NWI Times

Chas Reilly

7/18/15

HOBART | No decisions have been made regarding the need for a new interchange at 73rd Avenue and Interstate 65, but if one is approved, it would be years before any work would begin. Hobart's Redevelopment Commission recently approved a traffic study that will in part examine if and when a new interchange is warranted at 73rd Avenue and Interstate 65. Engineering firm Butler, Fairman & Seufert was hired to complete the study. If the findings from the analysis recommend a new interchange there, it doesn't guarantee such a project would happen, Doug Moats, a spokesman for the Indiana Department of Transportation, said in an email. Moats said most decisions regarding a major project, such as a new interchange, would be handled through INDOT's central office in Indianapolis, and there would be discussions with Hobart's consultants and INDOT officials about the possibility for the interchange if the city's traffic study finds a need for the work. "A new interchange on an interstate is not a small project and would require finding funding and many years of feasibility review, planning and design," Moats said in the email. [Approval of new interchange would be a lengthy process](#)

### **Highway planners measure impacts against benefits**

Daily Journal

Annie Goeller

7/17/15

If Interstate 69 followed the path of a widened State Road 37, crashes and congestion would be reduced compared with the current highway, but more businesses would be impacted and possibly forced to move. That route, which would bring I-69 through Johnson County and the southside, is one of the top recommendations of both state and federal offices. State Road 37 has stayed on a short list of routes, along with four others. But multiple factors are being considered when deciding what route the interstate should take from Martinsville to Indianapolis, including the cost, the amount of wetlands and other land impacted, and what the public and national and state offices want. This summer, the state cut nine routes off the list of possibilities of where I-69 should be built. The reasons why range from impacts to wetlands and forested areas to lack of support from the public and local, state and federal officials. During the next few months, the state will take a closer look at the five routes left, including projecting traffic counts and congestion areas, studying what properties would be impacted, including farmland, homes, wetlands and businesses, and discussing where interchanges and access roads could be built, project manager Sarah Rubin said. Planners will meet with local officials about their plans for the areas where I-69 would go, and those will be considered when determining a route and interchanges and access roads, she said. [Highway planners measure impacts against benefits](#)

### **Indiana tallies \$210 million surplus, reserves at \$2.14 billion**

NWI Times  
Dan Carden  
7/16/15

INDIANAPOLIS | Indiana spent \$210.4 million less than it took in during the 2015 budget year that ended June 30, growing the state's reserve funds to a near-record \$2.14 billion. "It should be an encouragement to every Hoosier that after making critical investments in education, in infrastructure and in other priorities, the state of Indiana remains on a sound fiscal foundation," said Republican Gov. Mike Pence. Porter said with so much money set aside, the state easily could double funding to local governments for road construction, work on badly-needed flood control projects, expand the preschool pilot program beyond five counties and still have more than \$2 billion in the bank. "It would help some people now rather than have us wait until later, when a crisis erupts and we finally decide we have to do something," Porter said. [Indiana tallies \\$210 million surplus, reserves at \\$2.14 billion : Politics](#) Also, [Pence: Indiana has \\$210M surplus](#)

### **Road reconstruction in industrial park still up in the air**

The Brazil Times  
Frank Phillips  
7/16/15

An Indiana Supreme Court decision leaves the use of TIF money in the state unclear, Clay County Redevelopment Commission attorney Lou Britton said during the commission's meeting on Wednesday. The Indiana Department of Local Government Finance ruled tax increment financing (TIF) money -- which is captured from property taxes and used for new developments, such as roads or other infrastructure in the TIF district -- cannot be used for maintenance but only for new construction. In June, the Redevelopment Commission decided to table a decision on redoing a section of road in the Brazil industrial park until the Indiana Supreme Court had a chance to act on a lower court ruling that stated only new construction can be financed with TIF money. The Indiana Supreme Court decided in the past month to let the lower court ruling stand, upholding the original ruling by the DLGF. So, Britton said it is not clear if the work needing to be done on the industrial park road would be considered new construction or repairs. "Where maintenance stops and reconstruction begins, your guess is as good as mine, maybe better," Britton said. Jim Coffenberry of West Central Indiana Economic Development and Clay County Commissioner Bryan Allender are going to look further into what can be done for the industrial

park road.

"We have to get something done or that road is going to be in real bad shape," Coffenberry said.

[Brazil Times: Local News: Road reconstruction in industrial park still up in the air \(07/16/15\)](#)

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