



BUILD INDIANA COUNCIL

Infrastructure Media Summary

September 8, 2015

What you need to know about state and federal gas taxes

Indianapolis Star
Maureen Groppe
9/7/15

Federal and state policymakers haven't figured out how to deal with the fact that the main source of transportation funding - federal and state gas taxes - has not kept up with the need. Does Indiana get its fair share of the federal gas tax? Indiana for years was a "donor" state, meaning it received less funding from the Highway Trust Fund than the federal government collected from within Indiana's borders from the tax. But because the fund has been supplemented in recent years with general fund dollars, Indiana has been receiving more than motorists have been paying. For example, Indiana paid \$851.5 million into the trust fund in 2013 and got \$946.7 million back, according to the Federal Highway Administration. Still, the proportion of funding received compared with taxes collected is lower than most states. How much more is needed? The gas tax would need to be increased about 14 cents to maintain spending at current levels over the next decade. If lawmakers prefer to cut spending to match gas tax revenues, highway funding would have to be reduced about 30 percent. Continuing to supplement the trust fund with general fund revenues would require transferring about as much as the government spends running the Social Security Administration. [What you need to know about state and federal gas taxes](#) Also, <http://www.indystar.com/story/news/politics/2015/09/08/painless-options-funding-road-projects/71871516/>

Transportation funding at a crossroads in Indiana, U.S.

Indianapolis Star
Maureen Groppe
9/7/15

Are you willing to spend \$6.62 more a month in federal gasoline taxes to get the nation's roads and bridges in good condition? How about spending \$5.50 a month more just to keep transportation infrastructure from deteriorating below its current "D" rating? Or would you pay an extra \$2.50 a month to get Indiana's gas tax back to the buying power it had when the tax was last raised in 2003? The federal and state shortfall in transportation funding has been accelerating for years, and decision-makers are at a crossroads. The importance of the issue was driven home recently by the closure of 37 miles of I-65 because of an unstable bridge. A blue ribbon panel created by Gov. Mike Pence to study the issue used phrases such as "grim picture" and "revenue is not sustainable" in its report last year. Indiana, which already spends less per capita than most states on highways and transit, is not collecting enough gas taxes to adequately maintain its roads and bridges, much less pay for the new projects the state deems a priority. And this is despite the nearly \$4 billion infusion in transportation funds the state received from leasing the Indiana Toll Road in 2006. [Transportation funding at a crossroads in Indiana, U.S.](#)

Hearing Thursday on new I-69 Fishers interchange

Indianapolis Star
John Tuohy
9/5/15

The public gets a chance to have its voice heard about a \$34 million interchange planned for busy I-69 in fast-growing Fishers. The Indiana Department of Transportation will hold a hearing at 6 p.m. Thursday at Fishers City Hall to explain the project. Officials will lay out the preliminary design and construction schedule. Comments from the public - oral and written - will be entered into the record and be reviewed by transportation officials. The new exit will be at 106th Street, between the 96th and 116th street interchanges. INDOT said the intersection is needed to ease traffic congestion and to accommodate population growth and development in the area. Fishers' population has grown from 38,000 in 2000 to 86,000 now, and 106th Street is a main commercial corridor. "The I-69 interchanges with 96th Street and 116th Street currently experience unacceptable levels of congestion and delay during peak hours, and capacity is anticipated to deteriorate even more in the future," read an "interchange justification report" done by a consultant for INDOT. Workers will build a two-lane roundabout on 106th Street, tear down the bridge and replace it with two bridges, each carrying a lane of traffic. The north side of the bridge will have a sidewalk and crossings for pedestrians over 106th Street at Crosspoint Boulevard and USA Parkway. Fishers and Hamilton County are contributing \$12 million to the project's cost. The project is slated to be finished in July 2017. [Hearing Thursday on new I-69 Fishers interchange](#)

Hoosier State Line Offers New Amenities To Riders

Indiana Public Media
Barbara Brosher
9/4/15

Indiana's Hoosier State Line is entering its second month under a new operating agreement that promises to provide better service and more amenities to riders. The Indiana Department of Transportation reached a deal with Amtrak and Iowa Pacific last month to continue service on the line for at least the next two years. The state and communities along the route are shouldering the financial burden after Congress cut funding for the regional line in 2013. The hope is they'll have to pour less money into keeping the line running if the improved service attracts more riders. Hoosier State Line ridership from October 2014 to June of this year was down 8 percent compared to the previous year. For now, INDOT and communities along the route are crossing their fingers while they pay to keep the line running. "At this point, we anticipate the state would pay about \$255,000 per month and then the local communities it's about \$21,000 per month, combined," Wingfield says. The city of Lafayette is one of the communities chipping in. It pays between \$6,000 and \$7,000 a month. That's no small chunk of change for cities that are struggling with dwindling budgets, but Lafayette officials see it as a worthwhile investment. "We look at it as economic development - not just taking a leisure ride on the train," says Mayor Tony Roswarski. "We look at it as how do you retain talent, how do you get people to move here? Say, 'Hey I can jump on a train, get to Indy or Chicago and not have to get in my car.'" [Hoosier State Line Offers New Amenities To Riders | News - Indiana Public Media](#)

Indy says hello to rapid transit

Indianapolis Recorder
Victoria T. Davis
9/3/15

Within the next two years, Indianapolis will have the first fully-electric bus rapid transit system in the U.S. according to IndyGo. What will be known as the Red Line will be constructed in three

separate phases, spanning 13 miles, with the first phase set for completion in 2018. The first phase will begin at 66th street and College Avenue in Broad Ripple, travel through the new Downtown Transit Center, set to open this fall, and on to the University of Indianapolis (UIndy). Phase two will pick up in Broad Ripple and travel through Carmel and Westfield. Phase three will extend the system from UIndy to Greenwood. Bryan Luellen, director of marketing and customer information at IndyGo said more than half of transit trips are about jobs. "It's no secret IndyGo has been underinvested in and we lack the service our community needs to get to places," said Luellen. "This is a really compelling project; we're talking about a bus every 10 minutes for 20 hours a day connecting, when it's fully built, Westfield through Greenwood, which will bring more than 170,000 jobs within walking distance of the Red Line." The Bus Rapid Transit system, which will travel in exclusive lanes to avoid traffic and is set to have stops about every half mile, is a larger plan spearheaded by IndyConnect, Central Indiana's transportation initiative, whose goal is to connect people to people and people to places through a network of bus routes, rapid transit lines, walking and biking paths and roadways. Currently, IndyGo has set up a series of public meetings held in various parts of the city to gain feedback from residents. These are opportunities for community members to express any concerns they may have about the project. [Indy says hello to rapid transit - Indianapolis Recorder Newspaper: News](#)

Elkhart County commissioners pass nondiscrimination policy needed to receive federal funds at INDOT's request

The Elkhart Truth
Sharon Hernandez
9/3/15

To continue receiving federal funding for county road projects, Elkhart County commissioners have adopted a new resolution establishing a nondiscrimination policy. County Attorney Craig Buche said every year the county responds to a nondiscrimination survey that complies with Title VI of the Civil Rights Act of 1964, which says no person shall be excluded or discriminated against based on race, color, national origin, sex, age, disability or income. This nondiscrimination policy unanimously passed by the commissioners Monday acknowledges the content in Title VI and protects anyone - from contractors and employees to anyone using the roads - from discrimination. The county has met all requirements to get federal assistance in the past, but this year the Indiana Department of Transportation is asking local government entities to be more proactive in demonstrating their nondiscrimination policies. Buche said other local entities will likely pass similar resolutions. Commissioners named Kirt Hunsberger, the county's assistant director of human resources, as the person who will help implement the new policy and respond to any complaints. A similar resolution was passed previously to comply with the Americans with Disabilities Act, Buche said. [Elkhart County commissioners pass nondiscrimination policy needed to receive federal funds at INDOT's request - Elkhart Truth](#)