



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **September 10, 2015**

#### **Should Indiana and Kentucky raise taxes for I-69 bridge?**

Courier & Press  
Zach Evans  
9/9/15

If Indiana and Kentucky are serious about improving their road infrastructure, including building the Interstate 69 bridge to connect the two states, then taxes and fees need to be raised, an Indiana transportation lobbyist said Tuesday. "That's really hard politically whichever side of the river you're on, but if we're going to do something about preservation, maintenance and building the new, needed infrastructure, like the bridge over the Ohio River to complete I-69 ... we're going to have to do something about a severe INDOT (Indiana Department of Transportation) funding shortfall and it's going to take some tough decisions," said Dennis Faulkenberg, president and chief executive officer of APPIAN. He was speaking about the interstate to an audience of Kentuckians and Hoosiers during a joint lunch with the Evansville and Henderson Rotary groups Tuesday. The I-69 connection from Crane Naval Base to Bloomington is on track to open by the end of the year, and Bloomington to Martinsville is expected to open by the end of 2016. That leaves about 30 miles of roadway to connect Southwestern Indiana with Canada. The key question for the region discussed by the panel at the Rotary lunch was: How to fund the \$850 million connection between Kentucky and Indiana? Tolls, gas and diesel taxes and other fees could help fund that, Faulkenberg said. He pointed out that diesel taxes in Indiana haven't increased since 1989, and inflation over the last 25 years has diminished the power of the dollars collected. While bridging gaps in state funding is crucial, Laurie Maudline, also with APPIAN, said federal funding is "absolutely critical." Federal gas and diesel taxes haven't been increased since 1993, Maudline said. [Should Indiana and Kentucky raise taxes for I-69 bridge? - Courier Press](#)

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#### **How Will Indiana Pay For Infrastructure Projects?**

Indiana Public Media  
9/8/15

Legislators and Gov. Pence have said they expect an "infrastructure session" next year. But they're still figuring out how the state will pay for those projects. Indiana Department of Transportation officials and legislators have warned for years that increased fuel efficiency is reducing gas tax revenues. Those revenues have traditionally paid for road maintenance. But Senate Appropriations Chairman Luke Kenley, R-Noblesville, says he isn't sure increasing the state's gas tax is the way to make up for lost revenues. Instead, Kenley says a funding solution should involve contributions from all vehicles, noting that electric vehicles don't pay a fuel tax. Kenley also says he's skeptical of a local option fuel tax. He says the legislature is in the best position to ensure equitable funding statewide. The Association of Indiana Counties is yet to back a specific proposal. Association spokesperson Ryan Hoff says local governments aren't pushing for a specific method of funding, as long as their needs are addressed. "There are multiple ways

of doing it," says Hoff. "Having an understanding of what each option looks like in our state would be a good idea before moving forward." Kenley says the state increased local road and street funding by \$100 million per year in 2013. INDOT says it's been reviewing funding options used in other states. [How Will Indiana Pay For Infrastructure Projects? | News - Indiana Public Media](#)

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