



BUILD INDIANA COUNCIL

Infrastructure Media Summary

September 15, 2015

State Sen. Tim Lanane: Hoosiers keep paying for road, bridge repair

Kokomo Tribune

9/14/15

You pay for it sitting in traffic. You pay for it at the automotive repair shop. You pay for it when businesses face transit delays and interruptions delivering their products to market. Aging and obsolete infrastructure costs Hoosiers, and delaying action on critical needs is ill-advised and unsafe. This is neither new nor unique to Indiana. In a presentation last year, the Indiana Department of Transportation noted that more than half of state-owned bridges are in their last 25 years of life, and pavement lane miles in "poor" condition are projected to increase through 2024. INDOT officials said themselves that current funding availability will result in lower-quality bridge structures within the next five years, and the cost to repair bridges increases the longer the state puts it off. Drive a mile on many Hoosiers' commutes and the consequences of this neglect are only half apparent. Potholes and traffic jams are painful reminders of Indiana's maintenance shortcomings, but often we take for granted the soundness of bridges and other critical infrastructure. Hoosiers just simply trust state government has done the right thing and the bridges and roads they travel are safe. With no plan in place to address aging infrastructure, Hoosiers' trust begins to look misplaced. http://www.kokomotribune.com/opinion/columns/state-sen-tim-lanane-hoosiers-keep-paying-for-road-bridge/article_616153bc-58b6-11e5-9878-87a8b192d131.html

Indiana to appeal FEMA's denial of assistance to 19 counties

Evansville Courier & Press

9/14/15

Indiana plans to appeal the denial of federal assistance for 19 counties that sustained damage from severe storms and flooding between June 19 and July 29. Gov. Mike Pence sought assistance from the Federal Emergency Management Agency and the request was denied Monday. Pence has ordered the Indiana Department of Homeland Security to pursue an appeal. "Our local governments particularly need assistance, so we're going to appeal the decision," said Pence in a statement. "These grants will help alleviate further burden on local taxpayers. I've directed the Indiana Department of Homeland Security to continue to gather damage and further documentation. The updated findings will then be presented for federal review." Weather is blamed for more than \$11 million in damage and at least 10 deaths. Adams, Allen, Benton, Brown, Clark, Fulton, Huntington, Jay, Jefferson, Jennings, Marshall, Newton, Pulaski, Scott, Vermillion, Wabash, Warren, Washington and Wells counties were included in the request. The grants are for governments and certain nonprofit organizations that provide essential government services. The grants pay 75 percent of eligible expenses for damage to roads, bridges, utilities, buildings' contents and equipment, water control facilities, parks and recreational facilities, as well as debris removal and emergency protective measures such as traffic control and rescue

operations in the aforementioned counties. http://www.courierpress.com/news/state/indiana-to-appeal-femas-denial-of-assistance-to-19-counties_35404705

Our view: Action needed now to improve roads, bridges

The Star Press

9/12/15

But the time to act is now if we are going to halt the slow crumbling of our roads highways and bridges. Specifically, the public and our elected officials must take the necessary and painful steps to spend more money on highways and bridges. Yes, that includes raising the state and federal gasoline taxes, a move that is long overdue. Gannett reporter Maureen Groppe reported in a package of articles last weekend that the 18.4-cent-per-gallon federal gas tax was last raised in 1993 - when Bill Clinton was president. The state gas tax of 18-cents-a-gallon has been in place since 2003. While the taxes have remained flat, inflation has not. The federal tax has lost 40 percent of its buying power and the state tax 22 percent. If the taxes were indexed to inflation, drivers would pay a federal tax of 30 cents and a state tax of 23 cents, according to Groppe's report. But raising taxes is only one part of the solution. Because cars and trucks can wring more miles out of a gallon of fuel, that has spurred calls by some economists for a levy on the miles a vehicle drives a year. Oregon is experimenting with just such a system, charging 1.5 cents a mile. It might be too soon to consider it for Indiana, but with more pure electric vehicles expected to enter service - vehicles that currently pay no fuel taxes - the call for a mileage-based tax will increase. [Our view: Action needed now to improve roads, bridges](#)

INDOT introduces \$34M plan for 106th Street interchange at I-69

Indianapolis Business Journal

Lindsey Erdody

9/10/15

Officials with the Indiana Department of Transportation received feedback Thursday night on plans for a new interchange on Interstate 69 at 106th Street during a public meeting that drew a large number of unhappy Fishers residents. The preferred design, which carries a \$34 million price tag, is a two-lane, oval-shaped roundabout on 106th Street over I-69 with ramps to and from both directions of the interstate. The existing 106th Street bridge would be removed and replaced with two separate two-lane bridges that would each carry one direction of traffic. INDOT and the Federal Highway Administration would pay for \$22.44 million of the project, Fishers would contribute \$9.52 million and Hamilton County would pay \$2.04 million. Under a preliminary schedule, construction would start in April 2016 and be completed in June 2017. During that time, 106th Street traffic would be detoured to Hague Road, 96th Street and Lantern Road. All lanes on I-69 would remain open during the day, but there would be nighttime closures bridge construction and other work. INDOT officials stressed during the meeting in a full auditorium at Fishers City Hall that the new interchange is necessary to reduce congestion and improve safety on I-69 between 96th and 116th streets. It would also provide access to undeveloped commercial land bordering the highway near 106th Street. <http://www.ibj.com/articles/54836-indot-introduces-new-34m-i-69-interchange-at-106th-street>

