



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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How do you want to pay for our roads?

NWI Times
Morton Marcus
10/27/13

It's coming, not tomorrow, but soon. You and I will be asked by our federal and state representatives how the nation and Indiana should pay for the roads we drive. In the 1800s, local property taxes covered the road fund. People with more time than money might meet their local obligations working on the roads when not working on their farms. In the 1900s, it became clear that well-maintained road systems were vital to national, state and local interests. As the property tax diminished in importance, state and federal funding increased their roles in financing our roads. Now, the existing system is under pressure and alternatives are being considered. In Indiana, we pay 18 cents per gallon of gas we buy at the pump. Yet as our cars and trucks become more efficient and get more miles per gallon, revenues do not keep pace with miles driven. One way out is to raise the gas tax. This would encourage more hybrid and electric car sales, a policy consistent with reducing air pollution. But it discriminates against older cars, trucks and their owners. Another way does not discriminate among vehicles according to their power source: increase parking taxes. Tax land that is used for parking, even if there is no existing fee for parking (as at most malls). However, drivers (voters) hate parking fees, often thinking that parking is (or should be) provided by property owners or the city for free. Perhaps less disliked is the idea of charging a mileage fee that would support the roads and bridges we use daily. It's a simple idea with immense complexities. In its purest form, the owner of a vehicle reports the mileage when the annual license on that vehicle is renewed. The next year the renewal form shows that mileage and the owner records the current mileage. Then the owner multiplies the number of miles driven in the interval (a year in most cases) by the tax rate.

[How do you want to pay for our roads?](#)

South Walnut bridge to reopen next month

The Star Press
Robin Gibson
10/27/13

MUNCIE — Tired of avoiding the South Walnut Street bridge over Ind. 67/Muncie Bypass? Well, your detours over to Ind. 3 are coming to an end soon. The bridge was abruptly closed to traffic this past March, after inspectors found that "an oversize vehicle had struck and damaged several steel beams located over the northbound lanes of the bypass," according to an Indiana Department of Transportation release at the time. Two beams had been badly damaged, one of them bent severely and the other one actually broken, INDOT spokesman Harry Maginity said recently. The state made emergency repairs after finding the damage in March, but kept the

bridge closed to traffic, although the lanes of Ind. 67 running under the structure remained open. In late July, the state awarded a \$127,000 contract to Primco of Fort Wayne to repair the superstructure damage to the bridge, and work has proceeded accordingly, Maginity reported. The bent beam was straightened, and the broken beam was removed and was scheduled to be replaced last week. Workers also had to cut out rebar and concrete in order to deal with the beams, and will have to replace those once the beam work is done; Primco will also replace the handrails along the bridge, Maginity said. [South Walnut bridge to reopen next month | The Star Press | thestarpress.com](#)

Downtown corridor plans presented in Jeffersonville

News and Tribune
Braden Lammers
10/25/13

Officials with the bridges project have planned four meetings each year as progress reports to the public on the project: Two to be held in the spring and two in the fall, with the meetings scheduled for opposite sides of the Ohio River. Rowland explained that the bridge closure is a result of the exit and entrance ramp tie-ins to the Clark Memorial Bridge and added that crews will be saving some of the limestone facing of the bridge and will be incorporating it back into the project. Fred Geswein, a Wathen Heights resident, said the construction closures are the reason he attended the meeting with fellow Jeffersonville resident Jim Hardaway. He said he was interested because of the impact the project will have on the region. "It's going to change the face of downtown Louisville as well as downtown Jeffersonville," Geswein said. "And it's going to alter your traffic flow, especially in downtown Jeffersonville." Rowland said that traffic will continue to be a concern for the project and Walsh is required to maintain two open lanes in each direction throughout the project. Crews are allowed to further reduce the lanes, but only during off-peak hours, which is overnight. Jeffersonville is in section three of the project, which Kentucky Transportation Cabinet Project Manager Andy Barber provided a brief update on during the meeting. The three segments are: the Kentucky approach, including a reconstruction of Spaghetti Junction; the new northbound I-65 bridge; and the Indiana approaches to the new downtown corridor. Some of the early visible work has been the demolition of several businesses between Court Avenue and Seventh Street in downtown Jeffersonville, including McDonald's and Waffle House. Alongside I-65 the new Exit 0 off-ramp is well underway, with retaining walls that will reach as high as 25 to 30 feet in sections that are in place. But as much as has changed visually already, Rowland said construction has just started. [Downtown corridor plans presented in Jeffersonville » Recent Local News » News and Tribune](#)

Big effort pays off

Kokomo Tribune
10/25/13

As the area celebrated the completion of the Hoosier Heartland Corridor on Wednesday, the state's spotlight was most assuredly on Logansport. City and area leaders enjoyed the well-deserved accolades of officials and communities from all around the state. Even with the spotlight shining bright, leaders didn't shy away from the fact there was no shortage of people who thought Cass County and other area residents were crazy in their relentless pursuit of this roadway. In fact, they owned it. In addressing the crowd gathered at Logansport's Ivy Tech campus, former Congressman Steve Buyer explained there was a method to the madness seen throughout the history of this project. Yes, they built bridges to nowhere. When the money was there, they went for it. To outsiders, it may have seemed they closed their eyes and swung. But to those who spent a good chunk of their lives pursuing the dream that is the Hoosier Heartland Corridor, they knew exactly what they were doing. If they could only build one section at a time, then they would build one section at a time. And so it went for decades. Business leaders and elected officials worked tirelessly on the project. A group called the Hoosier Heartland Industrial Corridor Inc.

campaigned both in Indiana and in Washington to secure the funding to complete the \$320 million project. The naysayers watched as bridges to nowhere slowly but surely turned into the realization of a collective dream. One part of that dream was to save lives. Entirely too many lives were lost along the old stretch of Ind. 25 from Delphi to Lafayette. The drive along the new highway will now be considerably faster, and safer. [Big effort pays off » Opinion » Kokomo Tribune; Kokomo, Indiana](#)

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