



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 9, 2014

Let's increase the gas tax, then get rid of it

News-Sentinel

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The nation's roads and bridges are falling apart, and Indiana is not immune to the failure of inadequate infrastructure spending. One obvious remedy is to increase the state and/or federal tax on gasoline, the proceeds from which are used for road repair, and that is what the Indiana Chamber of Commerce is recommending. But political leaders don't want to hear it. Congress hasn't increased the federal gas tax since 1993. The two leaders of the General Assembly — House Speaker Brian Bosma and Senate President Pro Tem David Long — say a state hike would be "a tough animal to deal with" because there "does not seem to be a lot of support for it." Fat chance, in other words. So maybe it's time to try something new being experimented with in Oregon: Increase the tax temporarily, then get rid of it altogether. The increase — to be effective over two or three years — would be a stopgap with which to improve infrastructure spending while the state gets ready for a new plan. That plan would involve taxing motorists on the actual miles they drive, not on how much gasoline they consume. That would get closer to the ideal of a "user fee" in which the ones who put the most strain on a resource pay the most. At one time, gasoline usage was a very good indicator of road use, but that relationship has been shattered. [Let's increase the gas tax, then get rid of it - News-Sentinel.com](http://www.news-sentinel.com/story/news/local/2014/12/09/let-s-increase-the-gas-tax-then-get-rid-of-it/181111)

Milton-Madison Bridge Scores National Award

Inside INdiana Business

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MADISON, Ind. and Milton, Ken. (December 5, 2014) - The Milton-Madison Bridge Project is getting national recognition once more. At yesterday's National ABC (Accelerated Bridge Construction) Conference in Miami, it was named "Best Project" for 2014 in the lateral slide category. Murray Johnson, with Buckland & Taylor, accepted the award on behalf of the project team, which also includes the Indiana Department of Transportation, the Kentucky Transportation Cabinet, Walsh Construction, Michael Baker International and Burgess & Niple. Nearly eight months ago, the Milton-Madison Bridge, at 2,428 feet, became the longest bridge in North America - and perhaps the world - to be slid laterally into place when it was moved 55 feet from temporary piers onto refurbished permanent piers. The 30-million-pound new steel truss bridge is 40 feet wide with two 12-foot lanes and 8-foot shoulders - twice as wide as the original 1929 structure that it replaced. It also includes a new 5-foot-wide pedestrian walkway. Ground was broken on the \$103 million project in November 2010, with Indiana and Kentucky evenly splitting the cost of the project. \$20 million in federal TIGER (Transportation Investment Generating Economic Recovery) grants were also part of the project's funding. Erection of the new steel truss began in September 2011.

[Milton-Madison Bridge Scores National Award - Newsroom - Inside INdiana Business with Gerry](http://www.insideindianabusiness.com/newsroom/2014/12/05/milton-madison-bridge-scores-national-award)

[Dick](#)

Potholes widen as state struggles to pay for roads

Greensburg Daily News

Maureen Hayden

12/8/14

INDIANAPOLIS – Jim Meece, a commissioner in rural Parke County, was happy when the Legislature funneled about \$100 million extra a year into road funds last year. The money didn't go far. His county's allotment – about \$500,000 – mostly bought thousands of gallons of thick oil and crushed stone to fill potholes. "There's a lack of understanding of what's happening out here in the boonies," said Meece. "We have roads with more patches than blacktop. We have patches on top of patches on top of patches." He isn't the only one waving a warning flag. Last week, state Transportation Commissioner Karl Browning gave budget-makers some dire news. Without a significant boost in road-repair money, 1 of 8 miles of highway will be in critical condition within a decade, costing nearly as much to fix as replace. Browning estimates he needs more than \$3 billion over the next 10 years just to curb existing damage. He'll need more than \$4 billion to bring the aging road system up to standard.

http://www.greensburgdailynews.com/news/local_news/potholes-widen-as-state-struggles-to-pay-for-roads/article_7d518717-6b00-56e8-9397-ee455af7c773.html

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