



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

### **September 20, 2016**

#### **Commissioners set date to receive bridge bids**

The Shelbyville News  
John Walker  
9/19/16

Shelby County's ongoing program to repair aging bridges is rolling along. The Shelby County Commissioners set a date of Oct. 17 Monday to take bids on another bridge project, this time on Bridge 64 which spans the Mohr Ditch. Bridge 64 is located on Boggstown Road three-tenths of a mile east of County Road 350 W. Last year, the commissioners set out to create a five-year bridge repair plan. The result was a triage effort which put the county's worst bridges at the top of the repair list. USI Consultants of Indianapolis put together the list following inspections of the county bridges. Shelby County has begun work on at least three other bridges this year. Work picked up in earnest earlier this year after the state released \$186 million in funding to cities and counties statewide over the next two years to pay for road and bridge projects. Shelbyville and Shelby County each received \$1 million in funding, which the local governments have to match. The city has also launched an accelerated sidewalk upgrade and street paving initiative following the new state funding. [http://www.shelbynews.com/news/article\\_1ae26341-e8de-518e-94b5-9548843466a2.html](http://www.shelbynews.com/news/article_1ae26341-e8de-518e-94b5-9548843466a2.html)

#### **Raising gas tax would help roads**

Kokomo Tribune  
9/17/16

Indiana's gas tax hasn't changed in more than two decades. The most recent time it was raised was in 1993, when it was upped from 9 cents to 18.4 cents. This was only the second increase since 1959, as it was also raised from 4 cents to 9 cents in 1990. This rate has not kept up with inflation. We did some simple math with the help of the website Measuring Worth, and here's what we found: A simple purchasing power calculator would say the relative value of 4 cents in 1959 dollars is 33 cents in 2015 dollars. (This answer is obtained by multiplying 4 cents by the percentage increase in the consumer price index from 1959 to 2015.) We would need to double our current rate just to keep with this figure. This shortfall is significant because, like the rest of the country, Indiana is doing quite poorly when it comes to infrastructure grading. As we pointed out last summer, in 2013, the American Society of Civil Engineers gave the United States a "D" grade for its infrastructure, while Indiana received a slightly better grade, receiving a "D-plus." What's more, Indiana Gov. Mike Pence's own highway commissioner said before resigning that the state needs more than \$1 billion in new money each year just to keep its roads in shape, our Statehouse reporter, Maureen Hayden, reported last month. And that's not counting future endeavors of the Indiana Department of Transportation. Something must be done — something more than the \$800 million, stop-gap plan passed in the last legislative session that pulls money

from other places to spend on roads and bridges. <http://www.tribtown.com/?p=46471>

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