



BUILD INDIANA COUNCIL

Infrastructure Media Summary

April 27, 2017

Holcomb to sign gas tax increase

Indianapolis Star
Kaitlin L. Lange
4/27/17

Gov. Eric Holcomb today will sign into law a 10-cent gas tax increase to fund road maintenance and construction, as well as sign off on two-year state budget crafted by lawmakers. July's tax hike, the first since 2003, will increase the tax Hoosiers pay at the pump to 28 cents from 18 cents. The hike is part of a 20-year plan to raise \$1.2 billion annually for state and local roads. The plan includes an additional \$15 BMV registration fee for most vehicles, an increase in taxes for commercial vehicles and a \$150 electric car fee. It also paves the way for tolling on interstates, which lawmakers say will likely have to be part of the road-funding discussion in about seven years. After years of pressure from House Republicans to switch the gasoline sales tax entirely to roads, House Enrolled Act 1002 also includes a provision to phase out the tax from the general fund and into roads. So all taxes paid at the pump will go toward roads by 2025. House Speaker Brian Bosma, R-Indianapolis, and Senate Leader David Long, R-Fort Wayne, however, said it's time to solve the road-funding problem with a long-term plan. "We are feeling very good especially about the historic investment in our state and local roads, the largest investment in our state's history," Bosma said. "(We're) thrilled by that and it's going to move Indiana really to the economic center of the Midwest." Holcomb is scheduled to sign the gas tax hike into law at a 1 p.m. ceremony in the Statehouse. <http://www.indystar.com/story/news/politics/2017/04/27/holcomb-sign-gas-tax-increase/100971286/> Also, <http://cbs4indy.com/2017/04/27/gov-holcomb-to-sign-gas-tax-hike-new-budget-during-statehouse-ceremony/>

Road construction on CR 900E to resume next month

Washington Times Herald
Mike Grant
4/26/17

Despite an 11th hour surprise, construction on phase three of the Odon-Cannelburg Road (CR 900E) should begin May 16. The federally-funded safety project through the heart of the Daviess County Amish country will see the road closed between CR 800N and CR 1000N to all but local traffic for most of the summer. The project nearly hit a delay when AT&T, at the last moment, reported needing a fiber optic line moved. "I think we have all of the preliminaries done," said Daviess County Highway Engineer Jason Heile. "We had a hiccup. AT&T had failed to mention that they had a fiber optic line through a portion of our project. We've been scrambling to get that relocated and now we have all the agreements signed to get that going." Those last-minute agreements include one which will allow the line relocation to qualify for an 80 percent

reimbursement. Without the agreement the county would have been on the hook for the entire cost of relocating the line (\$40,000). "AT&T, that caught us off-guard there," said Daviess County Commissioner Tom McCracken. "I don't know why they didn't know about their line out there." The good news is the utilities appear to be out of the way now, which clears the way to begin the actual road construction. "In the meantime, we have all the other utilities working on the south end of the project finishing up between CR 800N and CR 1000N which will enable the contractor to get in there and start working," said Heile. Like the first two phases, which brought the project from CR 450N to CR 800N, the work will include widening the roadway, putting down concrete travel lanes and asphalt buggy lanes plus widening the shoulders. The idea is to try and separate slow moving buggy traffic from trucks, and other motorized vehicles, that connect with hundreds of businesses that are either on CR 900E or feed off of the roadway. http://www.washtimesherald.com/news/local_news/road-construction-on-cr-e-to-resume-next-month/article_9e09cfe1-f031-5532-8e78-06273b0a383a.html

Tribune-Star Editorial: Positive direction in roads plan

Tribune Star
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Gas tax hike will produce results. With another legislative session completed, it's important to reflect on the remarkable progress lawmakers made in addressing the pressing needs of Indiana's infrastructure. Consider this: The General Assembly, which is controlled by the Republican Party in the governor's office and supermajorities in both legislative chambers, passed a 10-cent-a-gallon gas tax increase to fund road repair and construction needs for the next 20 years. Republicans for years have fought against every hint of tax hikes. The fact that taxes were increased this year shows substantial progress toward an acknowledgment by the GOP that responsible governing sometimes requires an investment in important community assets such as roads and bridges. Indiana's gas tax will raise to 28 cents a gallon at the pumps on July 1. The money goes toward road funding, and in the first year, the tax should raise \$357 million for the Indiana Department of Transportation and \$260 million for local road projects. What's more, a registration fee of \$15 per vehicle will be implemented on Jan. 1, 2018, with the fee rising to \$150 for electric vehicles that do not use gas but travel on Indiana roads. It's been a long time coming, but Indiana's political leaders have finally come to grips with the poor overall condition of the state's road infrastructure. Gov. Eric Holcomb campaigned on the issue strongly last year and made it clear that if some kind of tax increase was needed to get the state back on track, then he would be willing to advocate for it, even though his party has long been a steadfast opponent of tax increases. Likewise, House Speaker Brian Bosma and Senate President Pro Tem David Long pushed for the roads package. http://www.tribstar.com/opinion/editorials/tribune-star-editorial-positive-direction-in-roads-plan/article_282ed594-f6bc-523c-9510-46d265e09a9c.html

Soliday: Largest infrastructure investment in Indiana history approved

Chesterton Tribune
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State Rep. Ed Soliday's, R-Valparaiso, legislation proposing the largest investment in state and local infrastructure in Indiana's history is headed to the governor's desk. House Enrolled Act 1002 will provide nearly \$900 million in new annual funding for state roads and bridges by 2024, and local communities will see an average of \$300 million in new road and bridge funding each year. Overall, the plan is expected to generate \$1.2 billion in new annual revenue for state and local roads and bridges beginning in 2024. "We have a responsible 20-year plan that supports safe roads and bridges and gives a lot more money for local infrastructure," Soliday said. "This comprehensive legislation is backed by years of data, providing a historic investment for state and local infrastructure without creating unnecessary debt. This measure is based on compromise and a lot of people working as a team to produce the largest investment in Hoosier

history that will have countless positive benefits for our economy for decades to come." The plan increases user fees by 10 cents per gallon on gasoline, special fuel and motor carrier surcharge taxes to restore buying power lost to inflation. These fees would be indexed annually for the next seven years but wouldn't increase more than 1 cent per year. The gasoline tax has not been increased since 2003, and the other fees haven't been increased since 1988. http://chestertontribune.com/Indiana%20News/soliday_largest_infrastructure_i.htm

New road funding bill gets approval of county

Washington Times Herald

Mike Grant

4/25/17

Daviess County officials say they are thrilled with the new road funding law that passed last week in the Indiana General Assembly. House Bill 1002 will significantly raise the amount of money that will be spent on Indiana roads. The bill came at a time when experts were saying the state needed \$1 billion a year to catch up on repairs to road and bridges in the state. "I think it's going to be a good thing for us," said Daviess County Commissioner Michael Taylor. "We're always wanting more money for the local roads and I think this bill did a really good job on that." "I am very pleased. I thought it was very well done," said Daviess County Highway Supervisor Phil Cornelius. "I thought they did an excellent job and took a hard stand that is going to impact our grandkids. There is no cheaper road than the one you build today. Getting that money and getting it in circulation will be huge as we proceed forward." The bill will raise the gas tax by 10 cents per gallon. It will add a \$15 fee to registrations for standard vehicles and \$150 fee for electric cars. In addition, the sales tax on gas sales will be phased over from the general fund to the highway fund over several years. The measure includes an indexing method that would allow gas taxes to increase to keep revenues steady. "Indiana will remain the crossroads of America moving forward because of this legislation," said Cornelius. "It was very important. I hope folks see that. Our manufacturing, our motto, 'A state that works,' is all tied to infrastructure and it is so critical that we excel with our roads. I'm kind of excited about the whole thing." State officials spent much of the final week of this legislative session on the bill, working out details like how much money will be going to local road and street programs, and how much would be retained by the state. Local road and street money is projected to increase by \$260 million around the state in 2018, with the amount projected to grow to \$350 million as the sales tax on fuel sales becomes complete. http://www.washtimesherald.com/news/local_news/new-road-funding-bill-gets-approval-of-county/article_6ce02e21-8be5-5905-a505-1f1d1c0895c8.html

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