



BUILD INDIANA COUNCIL

Infrastructure Media Summary

April 2, 2013

Indiana Company Lands Bridge Contract

Inside INdiana Business

3/29/13

A Clarksville company has been awarded a \$1 million contract to replace the deck on a bridge in Floyd County. Gohmann Construction of Clarksville will handle the project on a bridge that goes across Indiana Creek. The federal highway administration will pay 80 percent of the cost, while the other 20 percent rests with Floyd County. The Indiana Department of Transportation announced the award of a \$1,037,000 Local Bridge Project contract to Gohmann Construction of Clarksville today. Gohmann will replace the bridge deck on a structure on John Pector Road (C.R. 9) that spans Indian Creek. The location is 2½ miles south of U.S. Highway 150. The Federal Highway Administration will pay for 80 percent of the construction costs. Floyd County, the bridge project's sponsor, is responsible for 20 percent. The Indiana Department of Transportation awards and administers federal funds—and assures compliance with FHWA standards. [Indiana Company Lands Bridge Contract - Newsroom - Inside INdiana Business with Gerry Dick](#)

Valpo seeks funds for another roundabout

NWI Times

3/30/13

VALPARAISO | Valparaiso has received almost \$100 million in state and federal grants over the past 10 years, and it is hoping to get another \$10 million approved in the next few months. Stuart Summers, Redevelopment Commission executive director, said 12 staff members and a couple of volunteers from the Valparaiso Chamber of Commerce, worked last week to meet a deadline for Highway Safety Improvement Program and the Surface Transportation Program applications for funding for six separate projects. Although the city is seeking approval this year, the money probably won't be available until 2016. The applications first go through the Northwestern Indiana Regional Planning Commission, which give an initial review Wednesday. Those that pass muster will be forwarded to the NIRPC Transportation Policy Committee before final approval by the executive board. That approval process takes 90 to 120 days with the goal of getting as many as possible included in the region's transportation improvement program for spending state and federal funds. The federal funding for any of them would be part of the 2016 fiscal year, which begins in October 2015. [Valpo seeks funds for another roundabout](#)

Bumpy road ahead for Vanderburgh's annual paving program

Evansville Courier & Press

4/1/13

EVANSVILLE —You can come to Vanderburgh County's annual roads hearing Thursday, but don't expect a commitment for miles of repairs on that bumpy street near your home. Declining revenue for local governments in Indiana will force the county to reduce — again — the amount of roadway it can repair during the April-to-September orange-barrel season. In fact, this year you'll be able to count the number of miles paved countywide on two hands. "It'll be a little less" than the 10 miles of base and surface repair work that crews did on county-maintained roadways last year, said Highway Superintendent Mike Duckworth. The number isn't rock bottom, but it perpetuates a radical reduction years in the making. In 2008, the nearly 22 miles of road the County Commissioners approved for base and surface repair was 26 percent less than the previous year's total of more than 29 miles — which was down from 35 miles the year before that. The reason? Declining gasoline tax, wheel tax and excise tax revenues — a long-standing problem for local governments that is by no means exclusive to Vanderburgh County. "It's continually depleting because gas prices have gone up and people drive less — and when people drive less they don't spend as much at the pump, which means we don't get the revenues," Duckworth said. Duckworth holds out hope that state legislators will appropriate more money for local roadwork, but as it stands now the amount available for paving amounts to \$600,000 at most. Just five years ago, the figure was \$1.1 million. "It'll mean we'll have to do sections of road instead of miles," Duckworth said. "So if the road is a mile long, we might end up doing just a quarter-mile of it because we'll need to pick and choose the worst sections of roads."

[Bumpy road ahead for Vanderburgh's annual paving program » Evansville Courier & Press](#)

IU policy experts support 'low-tech' adoption of road user fees

IU News Room

4/1/13

BLOOMINGTON, Ind. -- The U.S. should adopt mileage-based road user fees to raise revenue to build and maintain roads and bridges, faculty members at the Indiana University School of Public and Environmental Affairs write in a recently published journal article. Denvil R. Duncan, assistant professor, and John D. Graham, the dean of the school, advocate implementing a mileage tax system using "simple, low-tech" methods to overcome inevitable objections related to cost and invasion of privacy. They suggest privacy concerns will lessen as drivers get more comfortable with sharing information through social media and as insurance companies implement voluntary mileage-based rates. Thus, it may become politically feasible to implement fees that rely on GPS technology to track driving. "There is never an easy time to propose a new tax, even one that replaces an existing tax," they write. But, with Congress debating tax reform, the time may be right for a new approach to transportation revenue, and "if the federal government takes the lead, many states are likely to follow."

[IU policy experts support 'low-tech' adoption of road user fees: IU News Room: Indiana University](#)

Transit bill goes to study committee

WISH TV

4/2/13

INDIANAPOLIS (WISH) - The Mass Transit debate in the 2013 Indiana General Assembly likely ended Tuesday morning, but the issue is still alive. The Senate Tax and Fiscal Policy Committee voted 12-0 to send the mass transit bill to a summer study committee. The proposed bill would double the size of IndyGo, and add rail/bus lines connecting the city to outlying counties. It passed the full house and the Senate Roads and Transportation Committee this assembly. Ron Gifford, executive director of Indy Connect, says even though it didn't pass, the decision Tuesday was still positive. "We are still on target for a public referendum on 2014," he said. "We always thought the people should weigh in on this. Even if this bill goes to a study committee as the committee amended it today, we would still be on a time line that would let us take the questions to the voters." A referendum would call for the possibility of higher income taxes in Marion and Hamilton counties to pay for a better transit system. Although it is still on target for a 2014

referendum, it will give Indy Connect less time to prepare voters for that referendum. “We do have a legislative study committee this fall, going into the late fall, and we’d certainly use that as an opportunity to increase public exposure and public awareness of those issues,” Gifford said. “We would be back in the legislature next January or February with enabling legislation that would continue, we hope, to get the same kind of public notice that this issue has and we would work more diligently to make sure we were getting the word out about the plan.” [Mass Transit heads to a senate committee](#) Also, [Central Indiana mass transit bill finds roadblock in Senate committee | Indianapolis Star | indystar.com](#)

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