



BUILD INDIANA COUNCIL

Infrastructure Media Summary

June 12, 2012

States Considering Vehicle Mileage Tax

WIBC
6/6/12

It's called the vehicle miles-traveled (VMT) tax and Joshua Schank, President of the non-partisan Eno Center for Transportation in Washington D.C., says drivers would be charged based on how many miles they travel. "This can be done through any number of technological means but the idea is that people will be paying more accurately for the roads that they're using than they do currently with the gas tax," Schank says. Indiana is not one of the states currently considering this new approach. However, Indianapolis is already seeing an increase in public transportation ridership. IndyGo CEO Mike Terry says in 2011, they saw about a 10-percent increase in ridership over 2010. He adds that so far this year, they're seeing a 20-percent increase over last year. [States Considering Vehicle Mileage Tax | Indy's News Center - 93.1 WIBC Indianapolis - Live. Local. First.](#)

Richmond leaders debate how best to use EDIT tax

Palladium-Item
6/7/12

City officials appear headed for a showdown on the question of the city administration's use of the Economic Development Income Tax (EDIT). Richmond Common Councilwoman Misty Hollis on Monday voted to slow an ordinance that would have allowed the city to apply for a \$2 million federal highway grant to rebuild a section of South E Street in the city. The immediate issue is the city's plan to use EDIT money for a local match for the grant. The grant match is \$511,500. The bigger issue is the city's use of EDIT money for grant matches, road work, building demolition and consulting. Hollis voted to delay the grant ordinance, despite the fact that the city has applied for the grant. "I just can't justify using money for a project like this when it really doesn't have anything to do with job creation or job retention," she said. "We tell the taxpayers that we will spend their tax dollars wisely and is using EDIT dollars for street work in a neighborhood, is that really economic development?" [Richmond leaders debate how best to use EDIT tax | Palladium-Item | pal-item.com](#) Also, [EDITORIAL: Some states look at mileage taxes » Evansville Courier & Press](#)

We're missing the bus on transit

Indianapolis tar
6/7/12

Those who want the means beyond cars and trucks to move about Central Indiana were no doubt cheered by recently reported growth in bus use. The Star's Michael Boren reported this week that

the percentage growth in IndyGo ridership was among the highest in the country for the year's first quarter. Gas prices, job growth, special Super Bowl bus services and warm weather were all factors. The numbers -- first-quarter ridership was 2.5 million -- cry for perspective. Indianapolis' status as one of the more auto-dependent metro areas in the country remains. Consider that Dayton, with a metro population of 845,000, roughly half our size, had nearly the same transit ridership -- 2.4 million. Charlotte, N.C, with a metro population close to Indy's, reported ridership of 6.8 million. Louisville, metro population 1.3 million, had ridership of 3.9 million. Indianapolis, a metro area of 1.7 million that once had a thriving interurban train /trolley system, now lags when it comes to mobility. [We're missing the bus on transit | Indianapolis Star | indystar.com](#)

LETTER: Tax and tolls unfair

Evansville Courier & Press
6/10/12

Mileage tax, tolls inefficient, unfair

Your story regarding the possibility of new mileage taxes and tolls to supplement our gasoline tax system was very timely. On my recent trip across the Wabash River bridge at Mount Vernon, Ind., I waited in line for over five minutes while cars ahead of me received their new toll collecting, electronic transponders. Then it was my turn to receive and install the unwanted, government mandated, tracking device on my car. Ugh! For those who aren't aware, the transponder is a sticker with a chip buried inside. It allows the Indiana Department of Transportation to record each time your vehicle passes over the bridge ... or any other point that they choose to monitor. Because the state could easily decide to charge a toll anywhere by simply installing a new monitoring station, I can envision where the temptation of easy money could be overwhelming to state officials. I pity those who drive for a living. They could very soon be bearing the brunt of a new hidden tax. Since we all depend on truck traffic to deliver goods and services, this is just one more cost that businesses would pass along to consumers. [LETTER: Tax and tolls unfair » Evansville Courier & Press](#)

Long construction period for Valpo's Vale Park Road will be worth it, residents say

Post-Tribune
6/10/12

VALPARAISO — For the next six months, the connection between Valparaiso and Washington Township is severed where Vale Park Road and County Road 400N connect over the highway. Around Nov. 21, an overpass will join the two roads over Indiana 49, replacing the traffic light intersection that from 2008-2010 saw 103 vehicles in 54 accidents, 24 of those with serious injuries and two with deaths. The project has two parts: The Indiana Department of Transportation is making the intersection safer and the overpass becomes what City Engineer Tim Burkman calls a gateway into the city, a decorative link with special lighting and a roundabout. "The city is very excited about this project — excited about the safety and efficiency it'll really bring to the community," Burkman said. When workers removed the traffic signals June 5, drivers got directed to east-west detours at either County Road 500N or south to Indiana 2, but Indiana 49 will remain unblocked, except for a few delays when workers install bridge girders. [Long construction period for Valpo's Vale Park Road will be worth it, residents say - Post-Tribune](#)

Indiana footing \$255M cost of tunnel under Kentucky land

Princeton Daily Clarion
6/10/12

CLARKSVILLE, Ind. (AP) — Indiana is preparing to build a \$255 million tunnel in Kentucky as part of a long-planned Ohio River bridge even as questions linger in both states over whether the costly tunnel is really needed. The tunnel will be built to preserve 11 acres of Kentucky

woodlands in the Interstate 265 bridge's path because the site is listed on the National Register of Historic Places. Although the land's value is widely disputed — even in Kentucky — The Indianapolis Star reported in a story published Sunday that preservationists who hoped to stop the bridge secured a historic designation decades ago. As a result, Indiana is preparing to pay \$255 million for a tunnel project that opponents insist will be a taxpayer boondoggle. "The tunnel is a terrible abuse of taxpayers' money. It's an outrage in terms of what it accomplishes versus the cost," said Anne Northup, Louisville's congresswoman from 1996 to 2006. The tunnel is part of the I-265 Ohio River bridge that will be built in 2013 as part of two-bridge, \$2.6 billion plan to ease traffic congestion around the Louisville metropolitan area, which includes parts of southern Indiana. Under a deal reached by the two states, Indiana agreed to build the I-265 bridge and tunnel, while Kentucky will expand the existing Interstate 65 bridge to the southwest. Each state will pay about \$1.3 billion. [Indiana footing \\$255M cost of tunnel under Kentucky land - Princeton Daily Clarion: National News Also, Why did we buy a tunnel? | Indianapolis Star | indystar.com](#)

IN RESPONSE: Krull column misrepresented success 'of Major Moves'

Evansville Courier & Press

6/10/12

John Krull's column about Gov. Mitch Daniels' leadership and Major Moves in the May 31 Courier & Press can't be allowed to stand without correcting the record. We get that he doesn't like the deal, but that's no excuse for a sloppy effort that mischaracterizes Major Moves and leaves readers with the impression it is somehow bad for Indiana. Mr. Krull opens by saying the funds have "pretty much run out" and "we have lost control of the asset." The upfront \$3.8 billion payment never was designed to be spent over 75 years. It was a 10-year plan designed to get infrastructure in the ground quickly and to catch up on a transportation gap of more than \$3 billion that had plans such as I-69 and the Hoosier Heartland collecting dust. Without the Toll Road lease, we'd have been further behind. Instead we have billions, money that we never would have had, that has been invested in new projects, a \$500 million trust fund that generates interest to do more, and we'll be driving on the investment for 75 years and beyond. The company operating the Toll Road for the state pays sales tax and corporate income tax for the duration of the lease. [IN RESPONSE: Krull column misrepresented success 'of Major Moves' » Evansville Courier & Press](#)

How the project affects both sides of the river

Indianapolis Star

6/10/12

Indiana and Kentucky have argued how best to span the Ohio River near Louisville for decades. In 2011, Gov. Mitch Daniels, Kentucky Gov. Steve Beshear and Louisville Mayor Greg Fischer urged a project team to cut through the dispute and find a deal both states could agree to fund. The team had to cut the cost from a stalled 2003 plan with a \$4.1 billion price tag -- a cost so hefty that work was indefinitely delayed. On March 5, the two states reached a preliminary deal that accelerated the project. They cut the cost by 35 percent, largely by eliminating a pedestrian crossing, building fewer traffic lanes, and reconfiguring ramp and interchange designs. Here's the impact: » The need: More than 122,000 people drive over the I-65 bridge downtown. At 97 percent capacity, it will be gridlocked and over capacity in just a few years. Counting other nearby bridges, overall crossing capacity is at 86 percent and rising. [How the project affects both sides of the river | Indianapolis Star | indystar.com](#)

Everyone's business

The Journal Gazette

6/11/12

Representatives from the Indiana Chamber of Commerce are touring the state to gather opinions from local business and economic development leaders for a long-range economic development plan for Indiana. Chamber leaders were wise to collaborate with regional economic development groups in crafting their goals for Indiana. But the final plan will be useful only if it benefits not just employers, but Hoosier workers and families as well. A group of 25 community leaders throughout the state worked for 14 months to develop goals for "Indiana 2025: A Plan for Hoosier Prosperity." Marilyn Moran Townsend, CEO of CVC Communications, represented the Fort Wayne area. The plan sets 33 goals in four key areas, including workforce development, business climate, infrastructure and quality of life. [Everyone's business | The Journal Gazette](#)

Airport Road overpass price tag increases

NWI Times

6/11/12

GARY | The Gary/Chicago International Airport Authority on Monday approved a \$379,790 increase in the design contract for a vehicle overpass on Airport Road, the latest in a string of change orders for the airport's \$166 million expansion project. The 60 percent increase in the contract with Michael Baker Jr. Inc., of Indianapolis, came with reservations expressed by some authority members. Those voting for the change were Authority President Nathaniel Williams, Vice President Marion Johnson Jr., Cornell Collins, Ross Amundson -- and newly seated member Roosevelt Allen. Voting against were Silas Wilkerson and Robert Poparad. Amundson pointed out the change was mainly due to the fact that land originally assumed to be owned by one of two railroads involved was in fact not railroad-owned and the subsequent need to lengthen the bridge. Michael Baker Jr. Inc., the engineering unit of Michael Baker Corp., was awarded the \$609,689 contract to design the overpass in December 2010. In January, 2012, Superior Construction, of Gary, was awarded an \$11.56 million contract to build the bridge. The project is being funded with a grant from the Northwest Indiana Regional Development Authority. Airport road is now closed from just east of Cline Avenue to Chicago Avenue to make way for construction. [Airport Road overpass price tag increases : The Times of Northwest Indiana](#)

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