



BUILD INDIANA COUNCIL

Infrastructure Media Summary

September 20, 2012

Andrea Neal: A Gregg-Pence compromise? Cut Indiana's sales tax

Indianapolis Star

9/18/12

Indiana is one of just a few states that charge a sales tax for gasoline on top of an excise tax. Our excise tax is 18 cents a gallon -- relatively low -- and doesn't change as gas prices fluctuate. Its revenues are used to pay for highways, roads and other infrastructure maintenance. In contrast, the 7 percent sales tax goes to the general fund. It brings in more revenues to the state as gas prices go up. The data are important to remember as Hoosiers consider the campaign tax proposals of our governor candidates, Democrat John Gregg and Republican Mike Pence. Gregg wants to permanently eliminate the state sales tax on gas at a savings to taxpayers of \$540 million a year. He figures that rising gas prices are pinching family budgets, and they could use the break. Pence suggests cutting the state individual income tax by 10 percent, to 3.06 percent, which would save Indiana taxpayers \$530 million a year. He says that's a good way to give their money back to taxpayers when the state is collecting more than it needs. This seems especially shortsighted at a time when fiscal experts are warning of dwindling resources to pay for upkeep of road, bridge, sewer and utility networks. With money about to run out from Gov. Mitch Daniels' Major Moves initiative, Indiana will have to look for new funding for infrastructure. Some lawmakers have suggested diverting gas sales tax money from the general fund to highway and bridge maintenance.

[Andrea Neal: A Gregg-Pence compromise? Cut Indiana's sales tax | Indianapolis Star | indystar.com](#)

Meeting on Wabash River bridge scheduled for Friday

Evansville Courier & Press

9/19/12

NEW HARMONY, Ind. —The future of the closed New Harmony Bridge across the Wabash River will be on the agenda when Federal Highway Administration officials meet with Indiana and local representatives Friday morning. The 8 a.m. session at the Granary in New Harmony is expected to include members of the White County Bridge Commission, Indiana Department of Transportation and Posey County Commissioners. The privately owned bridge, which provided a link between Posey County in Indiana and White County in Illinois, has been closed since May when inspectors determined the span was structurally unsafe for any traffic. "I'm not exactly sure what the meeting is about," said White County Bridge Commissioner Jim Clark. "We told them earlier that if we are unable to get insurance, at least two of our three members would walk away." Currently, the bridge is fully insured, Clark said. The general liability policy costs the Commission \$1,376 a year for the Illinois side and \$5,278 for the Indiana side. Clark added that the Commissioner's \$5 million liability insurance policy, which protects members from lawsuits, costs an additional \$4,463 per year and is up to date. The Indiana Department of Transportation

has offered \$10 million toward the construction of a new bridge which is estimated to cost \$25 million. However, officials with the Illinois Department of Transportation officially informed their Indiana counterparts Illinois has no interest in providing money for a new bridge. [Meeting on Wabash River bridge scheduled for Friday » Evansville Courier & Press](#)

Officials advocating for more than a quick fix for Eel River bridge

The Tribune-Star

9/19/12

BOWLING GREEN, IND. — A bridge over the Eel River just outside Bowling Green must be reviewed to be refurbished or replaced to ensure Indiana 46 remains a main artery of commerce and traffic, said James R. Mann II, a Democrat candidate for the District 46 seat in the Indiana House of Representatives. “This is the biggest link between Vigo County and Monroe County. This is business, this is safety, this is schools, this is education. This is such a significant artery for the communities here,” Mann said Tuesday in a news conference at the bridge, built in 1933. “Everywhere I go, people talk about the roads and bridges and this is job number one. If elected, I will be INDOT’s [Indiana Department of Transportation] biggest supporter,” Mann said. “I will ask what do we need to do in order to improve this structure” during the two-year budget writing session in 2013, Mann said. “The bridge is on the historic register, so it has a different set of rules that take place here, but this doesn’t need to be closed more months out of the year than it is open,” Mann added. On July 26 INDOT placed a 16-ton weight limit on the bridge. The bridge was then closed on July 31 when structural engineers retained by INDOT recommended its closing after identifying more corrosion in the structural steel than was previously documented. [Officials advocating for more than a quick fix for Eel River bridge » News » News From Terre Haute, Indiana](#)

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