



BUILD INDIANA COUNCIL

Infrastructure Media Summary

December 27, 2012

Key Indiana lawmaker eyes plate taxes for road funds

Evansville Courier & Press

12/22/12

INDIANAPOLIS — A key Indiana lawmaker says the state might need a license plate tax of \$20 to \$50 per car to pay for new road projects and maintenance. Senate Appropriations Chairman Luke Kenley, R-Noblesville, told the Indianapolis Business Journal that such a tax, multiplied by about 6 million state-licensed vehicles, would raise \$120 million to \$300 million at a time when the Indiana Department of Transportation faces a budget shortfall as high as \$200 million. "Our road infrastructure is more critically important to us than it ever was," Kenley said. "Somehow this needs to become a renewed major initiative like Major Moves was for Mitch." Major Moves was Gov. Mitch Daniels' project to lease the Indiana Toll Road for \$3.8 billion and use the proceeds for road projects across the state, but all of that money will be committed by next summer. Kenley said the new license plate revenue could be used to start planning expansions of Interstates 65 and 70 and to revive plans for the Indiana Commerce Connector that would loop around Indianapolis' eastern and southern suburbs, from Interstate 69 to the Indianapolis International Airport. Daniels recently revived talk about that project, and Kenley has said he would like to see it studied. He wants to expand I-65 and I-70 to six lanes across the state, with the third and sixth lanes possibly dedicated to truck traffic. Preliminary work already is under way at INDOT, said Troy Woodruff, the agency's chief of staff. "At a minimum, we have to start the discussion on the transportation infrastructure needs," Kenley said. Expanding Medicaid and education funding top lawmakers' agendas for 2013, but Kenley said, "I'm hoping that next in line is the transportation discussion." [Key Indiana lawmaker eyes plate taxes for road funds » Evansville Courier & Press](#) Also, [Key Indiana lawmaker eyes plate taxes for road funds | The Courier-Journal | courier-journal.com](#), [Key Indiana lawmaker eyes plate taxes for road funds - News-Sentinel.com](#)

Yorktown road project makes progress

The Star Press

12/22/12

YORKTOWN — If Santa happens to be traveling along Ind. 32 during his visit to Yorktown on Christmas Eve, at least he won't have to worry about taking a detour. Ind. 32 reopened to two-way traffic on Dec 13, after having carried only one-way westbound traffic between Andrews Road and Tiger Drive/Adaline Street since the start of June. The limiting of a major route through Yorktown — as well as related limitations on roads that could be used for local detours around the work, with work extending onto cross streets Adaline and Tiger at times — had worried Yorktown officials and businesses before the latest phase began. When road work was being done in downtown Yorktown, traffic on Ind. 32 was one-way with a detour through a near-downtown neighborhood. More recent construction on the Indiana Department of Transportation project, from Nebo Road to Andrews, had allowed two-way traffic to continue as construction

switched from one side of the newly widened and divided highway to the other. Work beginning this past summer, however, did not allow for an obvious detour, and had town officials and leaders of the Yorktown Public Library, Yorktown Community Schools, Yorktown-Mount Pleasant Fire Department and nearby businesses concerned about accessibility and safety. In addition, Yorktown police periodically stopped drivers going the wrong direction on the open lane of Ind. 32, despite the "Road closed" and "Do not enter" signs. [Yorktown road project makes progress | The Star Press | thestarpress.com](#)

Road project to be discussed in January

WLF1 18
12/22/12

CLINTON COUNTY, Ind. (WLF1) - A Clinton County road project may still have the red light even though it was upheld by a judge this week. Commissioner Skip Evans voted against paving County Road 450 West when commissioners Mike and Bill Beard both voted for the project back in August. Evans then took them to court to try and stop it, saying that Mike Beard only wanted to pave it because he lives off of that road and has several hog farms nearby. However, Beard expressed he wanted to pave the road because there is a nature preserve nearby and it would be easier for people to travel to and from the location. Evans lost his case on Monday, when a special judge out of Hamilton County said the project could move forward. Evans filed an appeal the next day. But, the Commissioners' attorney, Ted Johnson, said Evans voluntarily withdrew his appeal Friday. Commissioners Mike and Bill Beard who voted in favor of the project were defeated in May's primary election. Johnson said the incoming Commissioners are expected to support Evans's opposition to the project and could rescind the decision at their first meeting of the year in January. Commissioner elect Cory Boyles said he agrees with Evans and said he believes the money should be invested in new highway equipment or something that would benefit more community members. [Road project to be discussed in January | Clinton County, Indiana](#)

John Ketzenberger: Getting from here to there: Indiana's transportation future

The Indianapolis Star
12/24/12

The message? Indiana must create a comprehensive plan to build and maintain its transportation structure and create a long-term method to pay for it. We all want to drive on good roads, but the issue goes beyond a smooth ride. By virtue of its location and heavy reliance on manufacturing -- 27 percent of the state's economy -- moving goods by road, train and plane is critical to our economy. Indiana is within a day's travel to 75 percent of the U.S. and Canadian populations and has direct access to more interstate highways than any other state. Indiana ranks fifth in the nation for the amount of freight that travels through, according to Conexus Indiana, the state's logistics advocacy group. The nation's sixth largest cargo airport is Indianapolis International and Indiana ranks fourth for the number of freight railroads in the nation. Much of what the nation produces and consumes passes through Indiana, and that is big business for Hoosiers. Yet the burst of building unleashed by the Major Moves program is about to end as all \$3.8 billion has either been spent or earmarked. The state's 18-cent per gallon gas tax tumbled nearly 14 percent during the recession to \$760 million in 2010. It rebounded to an estimated \$815 million this year, but fuel-efficient autos likely mean the tax revenue won't reach pre-recession levels without an increase. The need for comprehensive road planning and the money to do the projects will take time for legislators to digest. In the meantime, a plan floating in the Statehouse halls would stop diverting about \$150 million of the gas tax to the operations of the Indiana State Police and the Bureau of Motor Vehicles. By making an allocation from the general fund, this would give the gas tax more road-buying power immediately, buying time until a comprehensive plan is ready. [John Ketzenberger: Getting from here to there: Indiana's transportation future | Indianapolis Star | indystar.com](#) Also, [State can't ignore long-term plan for transportation - News-Sentinel.com](#)

Daniels: I've Changed Expectations For State Government

Indiana Public Media

12/27/12

Mitch Daniels says he believes he has changed Indiana's mindset, as his eight-year governorship draws to a close. Daniels' two terms were marked by a flood of new initiatives. He says he believes he has changed Hoosiers' expectations for state government, leaving behind a state less resistant to change. Daniels acknowledges some people still question the wisdom of some of those changes. But there is one signature achievement about which Daniels expresses astonishment, which is lingering opposition of the \$2 billion lease of the Indiana Toll Road. Daniels acknowledges a few misfires, such as the attempt to privatize eligibility determination. But he says when you launch so many high-profile initiatives, some of them are bound to fail, and says he has tried to be up front when it happens. The governor views the presidential election as a blown opportunity for his fellow Republicans, he says he has no regrets about his decision not to run himself. Daniels says if he had been focused on planning and carrying out a presidential campaign, a lot of initiatives enacted in the final two years of his term would not have happened.

[Daniels: I've Changed Expectations For State Government | News - Indiana Public Media](#)

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