

# The Indiana Highway Needs Study

## —Questions and Answers—

Panel\*

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*Ques.* Who will get copies of the report and what was the total cost of the study?

*Ans.* There will be available 10,000 copies of a popular type summary report for general distribution to the public. More detailed reports will be available on a limited basis for legislators and persons with technical responsibilities in the various county highway and city street departments. The contract with the consultant provided for 50 copies each of the 92 individual city-county reports and an extra 50 in the eleven most populous counties. This should be sufficient copies to give all responsible city and county officials copies. The study contract with the consultant is in the amount of \$750,000.

*Ques.* Will local government have a chance to testify as to their highway needs?

*Ans.* The study's plan of operation provides that the engineer making the inventory within a county will make a personal call on those officials with highway and planning responsibilities. At this time, these persons will be invited to make available to the consultant any proposed highway construction programs. Through meetings like this and county or city association meetings, the consultant has invited delegations or individuals in person or in letter to present their problems and plans as they might affect state-wide needs totals.

*Ques.* Has consideration been given to mass transportation?

*Ans.* Mass transportation has been considered as part of the overall transportation picture in the state. By its nature, mass transportation is a greater factor in the highway urbanized areas. It will be given particular attention in the Calumet region and the Indianapolis area and will be treated in a general way on a state-wide basis.

*Ques.* Has consideration been given to a Detroit-to-Memphis, via Indianapolis and Evansville, freeway and how would it be financed?

*Ans.* A general freeway system was considered as part of the total study. About 1,000 miles of highway will probably be needed to sup-

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\* Papers by each of following appear in previous pages.

plement the interstate system and would be built, old roads up-graded, between 1972 and 1985. The often proposed highway between Indianapolis and Evansville is part of this system although the location is beyond the scope of this study. No one can speak for congress, but most people in the highway field believe that there will be a continuation of federal support for highways, although the 90-10 financing will probably be changed after 1972. There has been some general talk of toll facilities and this method of financing will be considered and reported upon as part of the study.

*Ques.* How does this study differ from the urban transportation studies—won't there be duplication?

*Ans.* We consider this state-wide study as a supplement to the urban transportation studies. Our study will be completed in about one year, while the typical urban transportation study will cover three years and will go into much greater detail. In Indianapolis our study is making use of a great deal of the data collected earlier for the transportation study. Future urban studies will take the information which we have made available into consideration during their design phase.

*Ques.* What consideration is being given toll roads as a means of building roads?

*Ans.* The building of toll roads, under certain conditions, is a satisfactory means of financing highways. This means will be considered along with the other sources of revenue in the total picture. If a toll road appears feasible from our preliminary review, recommendations will be made that a more detailed study be made.

*Ques.* What sources of highway money do other states use other than: motor fuel tax, motor vehicle registration and license fees?

*Ans.* There are a number of sources of funds for highways purposes other than the typical highway user impost. Property taxes, such as the cumulative bridge fund, is one commonly used in Indiana. The roads built by real estate developers is another example of non-highway user funds being used for highways. An examination of these sources is being made and will be part of the fiscal study.

*Ques.* Which mileage figures will the consultant use for the counties?

*Ans.* The mileage figures developed by the State Highway Commission in their county road inventory will be used. There have been examples of considerable differences between these mileages and the certified mileages. However, mileages compiled under contract by a

private engineering firm for the purpose of inventorying the county road system will have the advantage of being collected under controlled conditions. Granting that there may be errors or differences in definitions, the chances for error are less and all counties are more likely to be treated equally.