



BUILD INDIANA COUNCIL

Infrastructure Media Summary

September 25, 2014

Guest: Rant aside, Indiana won in toll road deal

Journal and Courier
Chuck Schalliol
9/25/14

Shaw Friedman's column about the Indiana Toll Road transaction (J&C, Sept. 24) sets a new low for factual falsehoods and sheer personal nastiness, aimed at former Gov. Mitch Daniels. As the person who represented the state in structuring and achieving the 2006 Toll Road lease, let me provide the truth. Virtually every word of his column is untrue or misleading. The Indiana Toll Road transaction, which converted a state-operated disaster into a highly regulated utility, has been hailed around the country and the world as a huge public policy triumph, enabling Indiana to leap ahead of every other state in building and rebuilding its infrastructure. Here is a very partial list of the transaction's benefits: More than 200 projects that would never have happened without the \$3.8 billion cash bonanza the state received for the lease. Among the long-held dreams that came true are a limited-access U.S. 31 from South Bend to Indianapolis, the Fort to Port Highway connecting northeast Indiana to the Port of Toledo, new Ohio River bridges invigorating the economy of southeast Indiana, and Interstate 69 joining southwest Indiana to the rest of the state. In the Lafayette area, the U.S. 231 bypass is now a reality, as is the Hoosier Heartland Corridor (Indiana 25), already saving lives and offering new economic hope along what was one of the state's most deadly stretches of road. Statewide, a quarter of all our bridges were replaced or repaired, clearing a dangerous longstanding backlog.

<http://www.jconline.com/story/opinion/readers/2014/09/25/guest-rant-aside-indiana-won-toll-road-deal/16203969/>

Lawmakers Urged to Make Plans to Deal With Bridge Repairs

WBIW
9/25/14

Indiana's highway commissioner is warning the state needs to make plans to repair hundreds of bridges over the next decade. About half Indiana's 5,400 bridges are more than 50 years old -- they were built when construction of the interstate highway system kicked into high gear. The problem is, they have an expected life span of 75 years. INDOT Commissioner Karl Browning says seven-percent of Indiana's bridges are rated in poor condition, but says that number will nearly double over the next 10 years, with hundreds more rated just fair. And once a bridge declines to fair condition, Browning says, it becomes significantly more expensive to fix. Browning says INDOT's goal has been to have no more than eight-percent of the bridges on the critical list. But he says it'll take an extra 58-million dollars a year to maintain that pace. But he says a better target would be three-percent, which would cost 100-million a year.

[Lawmakers Urged to Make Plans to Deal With Bridge Repairs - WBIW.com / State](#)

OUR OPINION: Indiana shouldn't have gone down this road

South Bend Tribune

9/25/14

It's been eight years since the Indiana General Assembly began wrangling over the lease of the Toll Road. Eventually, a deal was done and operations of the northern Indiana highway -- the only toll road in the entire state -- were handed over to ITR Concession Co. for 75 years. In turn, the state pocketed \$3.8 billion in upfront cash to help fund a slew of road construction projects statewide. Now, with the debt-ridden ITR filing for bankruptcy, the debate of whether the sale actually was good for the state has been reignited. The deal was wrong then because it was not vetted properly before the legislative vote was taken. In a comment on March 11, 2006, we said that "we do not know whether it is a good idea to lease the Toll Road in exchange for a \$3.85 billion up-front cash infusion. It might be. But we do know that it is not a good idea to do it during this short legislative session, without time to conduct an in-depth fiscal analysis of the complex proposal." State senators and representatives should have been more deliberative in their approach to the lease. Instead, Daniels ramrodded the proposal through the General Assembly amid promises that Indiana would use its newly found windfall from the lease to invest in roads and bridges at a time when other states were forced to watch their infrastructure crumble because of lack of funds. From the start there was a lack of consensus -- certainly in this region -- that the proposal was good for Indiana. Though Gov. Mike Pence said it will be business as usual for the Toll Road despite the bankruptcy filing, other state officials aren't so sure. "This is our worst fear come to fruition," is the way the bankruptcy filing was described by state Sen. John Broden, who voted against the lease. Broden is worried tolls will rise while the quality of the road will deteriorate as the bankruptcy winds through the court. We can't help but wonder if all this could have been avoided with a more thorough review of the proposal back in 2006. [OUR OPINION: Indiana shouldn't have gone down this road - South Bend Tribune: Our Opinion](#)

Group Raising Money For Passenger Rail Study

Inside INdiana Business

9/24/14

LAFAYETTE, Ind. -- The board of directors of the Indiana Passenger Rail Alliance (IPRA) has voted to engage Transportation Economics and Management Systems, Inc. of Frederick, Maryland (TEMS), to prepare a business plan and economic impact study of a rail corridor that runs from Chicago to Cincinnati and to Louisville, by way of Dyer, Rensselaer, Lafayette, Crawfordsville, Indianapolis and Connersville. The proposed study will cost between \$150K and \$200K, and will determine capital costs, the projected revenue and the operating expense of modern 21st Century passenger trains. The study will also include projections of the economic impact on the state and the various communities served by the trains. The study will be completed in about four months, once the funding is secured. The study is a prerequisite for an environmental impact study (EIS) of the corridor, and for securing the federal funding for capital improvements. As a result, the Alliance will have a realistic estimate of the capital costs to be incurred by the infrastructure improvements; and which will support a 21st Century passenger rail operation in Indiana. Revenue and expense projections will also be used to predict the profitability of various combinations of the proposed speed and frequency of service. The end result will be a demonstration of the utility and economic viability of modern passenger rail across Indiana. TEMS was chosen to compliment another passenger rail study it did in Indiana. [Group Raising Money For Passenger Rail Study - Newsroom - Inside INdiana Business with Gerry Dick](#)

More Speakers Added For Logistics Summit

Inside INdiana Business

9/23/14

INDIANAPOLIS, Ind. -- Top national transportation officials appointed by the president will join leaders from UPS, General Motors, Subaru, Harvard and the State of Indiana to discuss solutions for the national transportation crisis on Oct. 7-8 in Indianapolis. The 12th annual Indiana Logistics Summit will bring over 300 leaders to the Indiana Convention Center for two days of important discussions at the state's premier logistics conference. The focus of this year's event is "Solving the National Transportation Crisis" and will feature three nationally-renowned keynote speakers and presentations by Lt. Governor Sue Ellspermann, and top executives from UPS, Subaru, Monarch Beverage, General Motors, Saint Lawrence Seaway Development Corp., Moffatt & Nichol, Center for American Progress, CDM Smith, Indiana Department of Transportation, Ports of Indiana, Indiana Economic Development Corp., Conexus Indiana, Purdue University and Harvard University. Key issues to be discussed include the following: In 2011-2012, China consumed more cement than the U.S. did in the entire 20th century, Condition of U.S. infrastructure is graded as a D+ and will require \$3.6 trillion by 2020, U.S. Highway Trust Fund has been depleted and cannot be fixed with current fuel taxes, Over half of the navigational locks on U.S. rivers have exceeded their design life, U.S. rail system needs \$148 billion over 20 years to keep pace with projected growth, No U.S. airports are ranked in the top 25 of recent report on world's best airports, and U.S. no longer ranks among top 10 countries in global infrastructure rankings. [More Speakers Added For Logistics Summit - Newsroom - Inside INdiana Business with Gerry Dick](#)

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