



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**October 8 , 2015**

### **Battle over Indiana's roads begins**

The Journal Gazette  
Niki Kelly  
10/8/15

INDIANAPOLIS - A battle over whether Indiana's roads are crumbling erupted into a major campaign issue this week with Gov. Mike Pence's administration going on the offensive. The Indiana Department of Transportation and Pence have taken to Twitter in the last two days to defend the state's infrastructure. And the Indiana Republican Party decried a mailer sent by a coalition called BetterRoadsAhead.org attacking the governor. "Accusations that Indiana's infrastructure is 'crumbling' are irresponsible and false and only scare the public," Pence retweeted Wednesday. INDOT followed up Thursday with "Indiana's roads are improving, not 'crumbling.' Our critics should get their facts straight." All this was brought to a head when a bridge along Interstate 65 failed and had to be shut down for more than a month in August. Two Hoosiers also died on the resulting detour. That bridge is one of more than 1,900 state-maintained bridges deemed structurally deficient, according to the U.S. Department of Transportation Federal Highway Administration. Pence - whose popularity has plummeted in Indiana - is locked in a re-election battle with Democrat John Gregg, and the infrastructure issue has catapulted into a top-tier topic. "Governor Pence can throw out any statistic he wants, but it doesn't address the state's existing infrastructure that sadly achieved a D+ rating by the American Society of Civil Engineers," said Drew Anderson, spokesman for the Indiana Democratic Party. [Battle over Indiana's roads begins | Indiana | www.journalgazette.net](#)

### **State road, bridge improve**

Dearborn County Register  
10/7/15

Pavement and bridges maintained by the Indiana Department of Transportation continue to improve, according to the latest results submitted to the Federal Highway Administration. Every two years, a routine inspection is performed on every public-road bridge. Over the past three years, the state bridges that inspectors have rated as fair or better has increased from 93 percent to 95.3 percent, bringing it above last year's national average of 94 percent. INDOT uses a specialized equipment to measure the roughness of all state highways. Between 2012 and 2014, state-maintained pavement has improved from 89.3 percent in fair or better condition to 90.3 percent. "Hoosiers can be proud of their infrastructure," said INDOT Commissioner Brandy Hendrickson. "INDOT's bridges and roads are rated at or above the national average and continue to improve, which will ensure Indiana remains 'The Crossroads of America.'" Every year since 2013, Governor Pence and the Indiana General Assembly have increased funding for transportation. In total, \$1.26 billion from the state general fund – including \$200 million for local roads and bridges – has been budgeted since 2013: During the 2013 legislative session, highway

account diversions were ended and 1 percent of all sales tax revenues were dedicated to transportation. During 2014, the Major Moves 2020 program funded highway widening and rehabilitation projects, including Interstate 65 near Lafayette. [State road, bridge improve | Dearborn County Register](#)

### **Logistics group pushes for I-69 completion, qualified workers**

Indianapolis Business Journal

Hayleigh Colombo

10/7/15

Members of central Indiana's logistics industry say completing Interstate 69 from Bloomington to Indianapolis is a key priority in their quest to reduce "transportation bottlenecks" that are holding the economy back. A group of logistics executives, all part of the Conexus Indiana Central Regional Logistics Council, on Wednesday released a plan promoting nearly 75 road, rail, air and water projects that, if completed, would help the whole sector succeed, they said. "We create opportunities to grow our economy when we maintain and increase our logistics assets," said Betsy McCaw, chief operating officer at Central Indiana Corporate Partnership, in a written statement. "That also translates into more high-paying logistics careers for Hoosiers." Construction on a nearly 30-mile stretch of I-69 from Bloomington to Martinsville is about a year behind schedule but is slated to open by the end of the year. The funding and route plans for the last part of the proposed road, which would go from Martinsville to Indianapolis, are still up in the air. Besides completing I-69, priority projects for the group include adding lanes on Interstates 65, 70 and 69, finishing rural segments of U.S. 31, and connecting I-69 to I-65 with a loop that connects Madison, Hamilton, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone counties. [Logistics group pushes for I-69 completion, qualified workers | 2015-10-07 | Indianapolis Business Journal | IBJ.com](#)

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