



# **BUILD INDIANA COUNCIL**

## **Infrastructure Media Summary**

**October 13 , 2015**

### **Gov. Mike Pence schedules roads announcement today**

Indianapolis Star  
Tony Cook  
10/13/15

UPDATE: Gov. Mike Pence will make what his office calls "a major infrastructure announcement" at a 1:30 p.m. news conference Tuesday at the INDOT Traffic Management Center, 8620 E. 21st Street.

EARLIER: Gov. Mike Pence is planning an infrastructure announcement on Tuesday, likely aimed at improving roads. His office isn't sharing details, but the governor has previously said he is considering dipping into the state's \$2.14 billion in reserves as a short-term solution for road and ridge improvements. The announcement comes amid a political fight over the condition of the state's bridges and highways. Unions and Democrats including presumed nominee for governor John Gregg have blamed Pence for the month long shutdown of 33 miles of I-65 due to a broken bridge and tens of millions of dollars in potentially faulty road projects first disclosed last month in The Indianapolis Star. Pence and the Indiana Department of Transportation have fired back, unleashing a torrent of press releases and tweets in recent days defending the administration's record. "Accusations that Indiana's infrastructure is 'crumbling' are irresponsible and false and only scare the public," Pence retweeted on Tuesday. [Gov. Mike Pence schedules roads announcement today](#)

### **Road funding emerges as top state issue**

NWI Times  
Dan Carden  
10/12/15

INDIANAPOLIS | The first major skirmish of the 2016 state elections is taking place online as Democratic and Republican insiders furiously debate the condition of Indiana's roads using Twitter and Facebook. For weeks, the Indiana Democratic Party repeatedly has slammed Republican Gov. Mike Pence and the Republican-controlled General Assembly for failing to invest in the state's roads — rated C- by the American Society of Civil Engineers — while sitting on a \$2 billion budget reserve. "Gov. Pence has yet to present a commonsense plan to fix our crumbling highway system, and he continues to hold Indiana back from its full potential," said John Zody, chairman of the Indiana Democratic Party. "Only when a comprehensive plan is presented would Gov. Pence then begin to repair Indiana's coveted 'Crossroads of America' reputation." Pence's Indiana Department of Transportation last week struck back with data showing state-maintained pavement conditions rated fair or better have improved 1 percent to 90.3 percent since Pence took office in 2013. INDOT also announced it plans to invest \$3.2 billion in bridge and pavement preservation over the next five years. [Road funding emerges as top state issue : Politics](#)

### **DOUG ROSS: Hoosier Democrats' road rage isn't over yet**

NWI Times  
Doug Ross  
10/11/15

Now Indiana's travelers need protection through the political wilderness. Republicans and Democrats are rolling up their sleeves and preparing to slug it out over transportation funding. Each side has some muscle in this fight. But they're both avoiding the knockout punch so far. An early skirmish broke out on Thursday, when the Indiana Department of Transportation responded to Democrats' criticism of the Pence administration by releasing a series of Twitter posts "setting the record straight on infrastructure," to quote INDOT. The agency plans to invest nearly \$3.2 billion in bridge and pavement preservation over the next five years, a 58 percent increase from the prior five years, its tweets said. And between 2012 and 2014, state-maintained pavement has improved from 89.3 percent in fair or better condition to 90.3 percent, the agency further tweeted. That's not much comfort to the people in Northwest Indiana who daily drive on the region's roads. Region drivers watched the statewide outcry over a bridge on Interstate 65 near Lafayette being shut down this summer and wondered where those downstate folks were when the Cline Avenue bridge was closed for the same reason, that it was no longer structurally sound. [DOUG ROSS: Hoosier Democrats' road rage isn't over yet](#)

### **Where Brewer, Hogsett stand on city's toughest issues**

Indianapolis Business Journal  
Hayleigh Colombo  
10/10/15

Joe Hogsett and Chuck Brewer have presented broad brushstrokes for where each would focus if chosen as Indianapolis' next mayor. Both have promised investments in public safety and emphasized the importance of a great public education system. After decades of debate, the next Indianapolis mayor will be a key player in expanding and improving mass transit in central Indiana. The issue is now in local hands. Gov. Mike Pence signed a bill in 2014 that allows Marion and surrounding counties to seek voter permission for tax increases to fund a revamped bus system. So, Joe Hogsett or Chuck Brewer will have to build a regional coalition to get something done, said outgoing Republican City-County Councilor Jefferson Shreve. "The mayor of Indy should take the lead in marshaling the support of the mayors of our doughnut counties," Shreve said. "The regional view of approaching things is perhaps our biggest challenge and biggest opportunity. The next mayor has to get that right." [Where Brewer, Hogsett stand on city's toughest issues | 2015-10-10 | Indianapolis Business Journal | IBJ.com](#)

### **13 percent of local bridges deficient**

The Star Press  
Keith Roysdon  
10/10/15

MUNCIE — Thirteen percent of the bridges in Delaware County are deficient. That number is even higher — 17 percent — if you believe the warnings from groups that monitor problem bridges. In the wake of bridge collapses around the nation in recent years, proponents of repairs and replacement to our nation's aging infrastructure worry that more bridges — weakened by high water, vehicle crashes and the passing of decades — will fail, causing loss of life, damage to property and delays and detours for highly-traveled routes. Delaware County officials — who are responsible for all public bridges in the city of Muncie and county other than state highway bridges — say they believe they're doing their best to monitor, repair and replace deficient bridges. The task is not a small one, however: The county has 194 bridges on its official inventory

list, although that only counts those bridges 20 feet long or longer. There are hundreds of smaller bridges out there. And replacing a major bridge can cost millions of dollars and can take years. The county's short-term — as in the next four years — bridge priority list includes replacing or repairing bridges like those that carry Tillotson Avenue in Muncie and Tiger Drive in Yorktown. Those projects will have huge impacts on traffic to IU Health Ball Memorial Hospital and Yorktown schools, respectively. County officials learned recently that the decision to close a 110-year old bridge in Albany, for replacement and relocation, can prompt protests even years after a decision has been made. [13 percent of local bridges deficient](#)

**ROOB: We need to regulate roads like other utilities**

Indianapolis Business Journal

Mitch Roob

10/10/15

We all know that Indiana faces a road funding problem. We need to figure out how to get more money to repair and expand our network or face perpetual gridlock. The underlying issue is governance of the road system or road utility. The Indiana Utility Regulatory Commission should be given responsibility of defining a level of service on our state's highways and the authority to raise or lower gas taxes or other user fees to fund the necessary capital and operating budget. Years ago, the General Assembly created the IURC to regulate water, waste water, electricity and natural gas. The regulation establishes physical safety standards and economic security for customers and investors alike. A well-understood and transparent system has evolved over the last several generations, with the General Assembly and governor maintaining oversight and appointment authority. The governance structure of public utilities has worked well for transportation of commodities by pipe and wire. Why not people and products by road? The Indiana Department of Transportation has shifted much of its focus to maintaining infrastructure rather than expansion. This is prudent in an era of tighter budgets. Unfortunately, this will mean less-safe and slower movements in the "Crossroads of America." Our logistics and manufacturing industries will suffer and the rate of traffic fatalities will likely increase. [ROOB: We need to regulate roads like other utilities | 2015-10-07 | Indianapolis Business Journal | IBJ.com](#)

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