



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 15 , 2015

Major Moves encore

The Journal Gazette
Tom Wyss
10/14/15

By all the current media indications, roads and infrastructure will consume a good part of the coming Indiana General Assembly legislative session for my former colleagues. While this can be very healthy for the state, it would be unfortunate if the debate occurs outside of the realm of facts and historical accuracy. I am hopeful my 29 1/2 years of service in the Indiana Senate, most of them serving on and/or chairing the Transportation Committee, will give credence to my comments. From various news articles over the last several weeks and months, some media outlets and politicians insinuate Indiana has neglected its roads. That is demonstrably false. Certainly, we must continue to invest, but it should be considered an encore to 10 years of record investment, not an initial reaction to a crisis. Over the past 10 years, our state has outranked almost every other for the growth of our capital infrastructure investment. In this age of fiscal restraint, other states are scrambling to find a way to do what Indiana has done over the last decade. State construction investments in the early 2000s averaged about \$750 million a year. Since 2005, that number has exceeded \$1 billion annually. Over the past 10 years we have invested \$11 billion in road preservation and construction, resurfaced half of all state roads (6,350 miles) and rejuvenated more than 1,000 bridges (one in five). The great irony of the I-65 shutdown near Lafayette is that it was caused by construction - not because we were neglecting the problem, but because we were fixing it. [Major Moves encore | Opinion columns | www.journalgazette.net](#)

Regional infrastructure plan lists I-65 expansion; Indy to Louisville rail line

News and Tribune
Elizabeth Beilman
10/14/15

SOUTHERN INDIANA - A nonprofit think tank has released a 30-year plan that details infrastructure needs over 15 counties in southeastern Indiana that will give local and state leaders guidance in pushing for more funding. The Conexus Southeast Regional Logistics Council, made up of 32 local private business representatives, has come up with a list of 63 long-term logistical transportation projects as well as workforce development and public policy needs. It's the first list of infrastructure needs developed solely by the business sector. And it could make all the difference for logistics companies. "We operate heavy trucks," Kerry Stemler, president and CEO of KM Stemler Company Inc. and council member said. "I'll tell you right now if you sit still in traffic, it's costing you money ... Obviously to make this commerce move across this region is important." Doug Prather, president of Ranger Enterprises LLC and chair of SERLC, said the projects will decrease bottlenecks and increase connectivity among different modes of

transportation. "Freight moves through southeast Indiana every day - whether by road, water, air or rail," Prather said during a news conference Tuesday at Mountjoy Chilton Medley LLC in Jeffersonville. "As the crossroads of America, our region and the state as a whole play a significant role in how products travel from manufacturing floor to store shelves. Logistics impacts our everyday lives." [Regional infrastructure plan lists I-65 expansion; Indy to Louisville rail line - News and Tribune: News](#)

Gov. Mike Pence proposes \$1B in new road funds

Indianapolis Star

Tony Cook

10/13/15

The state would spend an additional \$1 billion on Indiana road and bridge improvements over the next four years under a legislative proposal unveiled Tuesday by Gov. Mike Pence. The governor's 21st Century Crossroads plan would be funded through a combination of dipping into the state's reserves, creating new spending and borrowing money through bonding. But he said no new taxes would be required. About \$241 million would come from reserves at the end of the fiscal year, reducing reserve funds to 11.5 percent of the state budget. The governor wants the legislature to approve another \$450 million in new spending over a three-year fiscal cycle ending in 2020. The plan also would also take \$50 million in interest out of the Next Generation Trust Fund and borrow \$240 million through bonds. Most of the spending increases will require legislative approval. "The infrastructure of the state has contributed to the widening prosperity of the people of the state of Indiana," Pence said at a news conference at the Indiana Department of Transportation's Traffic Management Center in Indianapolis. "This administration knows roads mean jobs." But Democrats said the proposed investment was too small and lacks the immediacy needed to address the state's infrastructure troubles. "Even now, the governor makes what he calls a 'significant' infrastructure investment with traditional construction season winding down and no new dollars available until July 2016," Senate Democratic Leader Tim Lanane said in a statement. "We can repave state highways all we want; the fact is the majority of roads in the Hoosier State are maintained by local governments." [Gov. Mike Pence proposes \\$1B in new road funds](#) Also, <http://www.courier-journal.com/story/news/local/indiana/2015/10/13/pence-announce-indiana-highway-boost/73861748/>

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