



BUILD INDIANA COUNCIL

Infrastructure Media Summary

May 29, 2012

Canadian Trade to be Examined in Evansville

Inside Indiana Business

5/24/12

EVANSVILLE, Ind. (May 24, 2011) – Consul General Roy B. Norton will visit Southwest Indiana on Friday, May 25 to speak on Canada’s important trade and economic relationship with the United States – particularly Michigan, Ohio, Indiana, and Kentucky. The event, hosted by The Chamber of Commerce of Southwest Indiana, will focus on the relationship between Indiana and Canada. Indiana is a principal destination for Canadian exports, and Canada is the world’s biggest single consumer of U.S.-made goods and services. More than 700,000 jobs in Indiana, Michigan, Ohio, and Kentucky depend on two-way trade with Canada – more than 150,000 of those jobs are in Indiana. Consul General Norton will address critical transportation and infrastructure linking the four key Midwest states with Canada. North America’s energy sector will likely be addressed, as economic modeling shows that 7,600 jobs in Indiana could be created by a significant increase in Canadian oil production. [Canadian Trade to be Examined in Evansville - Newsroom - Inside INdiana Business with Gerry Dick](#)

Pence talks bridges, jobs during Southern Indiana swing

News and Tribune

5/25/12

NEW ALBANY — Defining the area as primed for growth, Indiana gubernatorial hopeful Mike Pence toured Southern Indiana Friday along with running mate Sue Ellspermann, who was announced Monday as the GOP lieutenant governor choice. During a stop at the News and Tribune office in New Albany, Pence talked about economic development, educational advances and one of the region’s biggest issues — the Ohio River Bridges Project. “I think everyone senses with the recent bridges agreement, the potential for extraordinary growth,” said Pence, a U.S. House member who is seeking to replace Gov. Mitch Daniels and retain the gubernatorial seat for the Republican Party. When asked about the tolling aspect of the project — which as planned would entail the addition of downtown and east end bridges as well as the reconfiguration of Spaghetti Junction — and concerns by some that Hoosiers will be paying more than Kentucky residents, Pence said Indiana has been leading the effort on the proposal. “I support the bridges agreement and concept, and I support the process that’s under way,” he said. Pence added “the full weight” of his administration would be behind implementing the project, though he didn’t specifically refer to tolling as a part of the plan. [Pence talks bridges, jobs during Southern Indiana swing » Recent Local News » News and Tribune](#)

Can area bridges handle traffic stress?

WLF1

5/25/12

LAFAYETTE, Ind. (WLFI) - With traffic often stalled for prolonged periods of time are area bridges up to the challenge of the added strain? It's something the Indiana Department of Transportation has already factored in the weight of idling trucks and cars when engineering local bridges. "It was factored in that that bridge is able to withstand the weight of the backed up traffic there on US 52. Bridges are designed for a full load of traffic actually in both lanes. And right now we have it down to one," said Debbie Calder, a spokeswoman for INDOT. But what about that pulsing or vibrating that can sometimes be felt as your sitting in traffic along those bridges? Calder said that's actually a good thing, the bridges are built to give a little, a rigid bridge would be a bad thing. [Can area bridges handle traffic stress? | WLFI - Lafayette, Indiana](#)

As Major Moves money runs out, candidates pledge continued support for I-69

Evansville Courier & Press

5/25/12

INDIANAPOLIS —As Indiana approaches the end of a one-time highway-building bonanza, the candidates campaigning for governor are pledging to finish the Interstate 69 project — but they have not yet said how they will pay for it. The "Major Moves" deal — Gov. Mitch Daniels' 2006 decision to lease a northern Indiana toll road for 75 years to a Spanish-Australian consortium in exchange for \$3.85 billion in upfront cash — approximately doubled what Indiana has had to spend on new road construction in recent years. But that money is running out. A year from now, what's left of that money will be spent, and a new governor will have to find ways to finish the Bloomington-to-Indianapolis stretch of the I-69 project and pay for other major construction efforts. It's a financial pinch that transportation departments in most states are feeling, as gas tax revenues dwindle and alternatives like Indiana's Major Moves program become more difficult to identify. "That toll road money is like Santa Claus: It's come and gone," said John Gregg, the Democratic gubernatorial hopeful who will face Republican Mike Pence and Libertarian Rupert Boneham on the November ballot. [As Major Moves money runs out, candidates pledge continued support for I-69 » Evansville Courier & Press Mobile](#)

Toll Road deal path to security

The Journal Gazette

5/27/12

Even though most Hoosiers and countless outside observers long ago figured out what a spectacular success the lease of the Indiana Toll Road has been, a confusing story and editorial in The Journal Gazette left a different impression. They suggested that the state is not in a strong "financial position," and that the transaction will leave the next governor with a problem he would not have otherwise had. That's exactly backward. First, with a balanced budget, AAA credit rating (better than the federal government), the lowest debt and pension burdens in the nation, and nearly \$2 billion in reserves, Indiana has one of the strongest financial positions anywhere. The story didn't really mean to deal with our "financial condition" but rather with the totally separate matter of long-term highway construction and the dedicated gas tax that funds it. It's a national problem that the gas tax no longer comes close to meeting the modern needs of the 50 states for infrastructure. [Toll Road deal path to security | The Journal Gazette](#)

Indiana Toll Road Lease - Still Controversial Six Years Later

Indiana Tax Reporter

5/27/12

Even though most Hoosiers and countless outside observers long ago figured out what a spectacular success the lease of the Indiana Toll Road has been, a confusing story and editorial in The Journal Gazette left a different impression. They suggested that the state is not in a strong

“financial position,” and that the transaction will leave the next governor with a problem he would not have otherwise had. That’s exactly backward. First, with a balanced budget, AAA credit rating (better than the federal government), the lowest debt and pension burdens in the nation, and nearly \$2 billion in reserves, Indiana has one of the strongest financial positions anywhere. The story didn’t really mean to deal with our “financial condition” but rather with the totally separate matter of long-term highway construction and the dedicated gas tax that funds it. It’s a national problem that the gas tax no longer comes close to meeting the modern needs of the 50 states for infrastructure. All over the nation, virtually everywhere except Indiana, roads and bridges are crumbling and states are struggling just to patch potholes in the roads they have. Here and here alone, a record building boom is under way. Plus we got a vastly better Toll Road – with electronic tolling, more state trooper patrols, and new lanes for less congestion – in the bargain. [Indiana Tax Reporter: Indiana Toll Road Lease - Still Controversial Six Years Later](#)

Rep. McNamara leads push to save Wabash bridge | POLL

Evansville Courier & Press

5/28/12

INDIANAPOLIS —Lawmakers in Indiana and Illinois are looking for ways to give the recently closed New Harmony Bridge the financial boost necessary to foot a hefty repair bill. One option being discussed: Turning its ownership over to a new two-state commission. The goal is to do away with the three-member White County Bridge Commission, the private entity that has run the bridge for decades, and replace it with a public commission with its members appointed by local officials. That private-to-public transition could enable the bridge's operators qualify for grants and other financial help from the federal government and the two states. It's a solution Illinois state Rep. David Reis, R-Ste. Marie, and Indiana state Rep. Wendy McNamara, R-Mount Vernon, plan to pitch to their legislatures. "Everyone wants to find a solution. We understand the economic value of the bridge," McNamara said. The two are considering measures that would have Indiana and Illinois each appoint three members to a two-state compact that would work out the details of whether and how a commission might be set up. [Rep. McNamara leads push to save Wabash bridge | POLL » Evansville Courier & Press](#) Also, [Lawmakers Hoping to Save Bridge - Newsroom - Inside INdiana Business with Gerry Dick](#)

www.buildindianacouncil.org