

Evaluating Major Moves:
A Compilation of Report Cards and Rankings for
Indiana's Transportation System
Hoosier Environmental Council
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After 5 years of record highway spending in the Major Moves program, how much has Indiana's transportation system improved? Will Major Moves leave sustainable funding in place for Indiana's existing roads and bridges, as well as for the new highway lanes built since 2005?

Independent Rankings and Report Cards for Indiana's Transportation System

2010 American Society of Civil Engineers Infrastructure Report Card for Indiana

- Roads C-
- Bridges C+
- Rail D+

Source: <http://www.inasce.org/images/Report%20Card%20Final.pdf>

Only 45% of the total 10 year highway spending for Major Moves is being spent on preservation (maintenance and repairs) vs. 55% being spent on new construction.

Source: 2010 INDOT Annual Report,

http://www.in.gov/indot/files/2010Annual_Report_Final.pdf

With maintenance and repair projects as a secondary priority, the result is a backlog of road and bridge repairs that persists. For example:

- A \$5.4 billion backlog exists in local road and bridge repairs, with an ongoing annual shortfall of over \$850 million a year.

Source: *Needs Assessment for Local Roads and Streets, Purdue LTAP Center, 2009*

<http://rebar.ecn.purdue.edu/LTAP/Resources/Publications/Needs%20Assessment%20for%20Local%20Roads%20and%20Streets%202009.pdf>

- 4,003 Indiana bridges are rated as structurally deficient or functionally obsolete, including 469 state-maintained bridges, up from 443 in 2009.

Source: *2009 and 2010 National Bridge Inventory data, Federal Highway Administration,*

<http://www.fhwa.dot.gov/bridge/deficient.cfm>

- The total funding needed to repair or replace Indiana's deficient bridges is over \$3.5 billion.

Source: *INASCE Infrastructure Report Card*

<http://www.inasce.org/images/Report%20Card%20Final.pdf>

- 59% of state-owned road miles are rated as “good condition” based on the International Roughness Index. Indiana’s annual *preventative maintenance* needs for its road/bridge network are estimated at \$1.2 billion.

Source: “*Repair Priorities*”, *Smart Growth America*,
<http://www.smartgrowthamerica.org/repair-priorities>

Indiana ranks 23rd in the nation in state highway performance and cost-effectiveness in 2008, one spot lower than in 2007.

Source: *Reason Foundation 19th Annual Highway Report*
<http://reason.org/news/show/19th-annual-highway-report>

Indiana is one of 19 states trailing behind in having the essential tools—goals, performance measures and data—needed to help decision makers choose more cost-effective transportation funding and policy options.

Source: *Measuring Transportation Investments --The Road to Results*, *Pew Center on the States*,
http://www.pewcenteronthestates.org/initiatives_detail.aspx?initiativeID=85899358927

Has Major Moves created a sustainable transportation system for Indiana?

No new state investment in public transit or passenger rail has occurred as part of Major Moves.

Source: *INDOT Major Moves website*, <http://www.in.gov/indot/2407.htm>

INDOT spending on the new-terrain I-69 highway will consume an increasing share of available road and bridge funding in the next several years – reaching a share of nearly 30% in 2013.

Source: *The Alarming Rise of Indiana Transportation Funding Dedicated to I-69 (in press)*, *Hoosier Environmental Council*, July 2011

New road construction funded by Major Moves will add to the statewide demand for road and bridge maintenance and repair funding, but the program provides no new long term revenue to meet this need. Once the Indiana Toll Road Lease funds are depleted, INDOT has no other significant highway revenue source besides “traditional funding” – state and federal gasoline taxes collected from motor vehicle users.

Source: *Indiana’s 2010-2035 Long-Range Transportation Plan (Draft)*,
<http://www.in.gov/indot/div/pubs/LRPMain032911-2.pdf>

New-terrain I-69 will consume over 7,000 acres of forests, farmland, and wildlife habitats. A feasible alternative route using I-70 and U.S. 41 would consume 60% less land and resources.

Source: *The Case for the Common Sense Alternative to the New-terrain I-69 Highway from Indianapolis to Evansville Transportation Policy Brief*, *Hoosier Environmental Council*,
<http://www.hecweb.org/wp-content/uploads/2010/05/I69-white-paper-final-revised-Sept-2010-version-2-HEC.pdf>