



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Bill to regulate autonomous vehicle use moves forward

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Hayleigh Colombo
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The Indiana House Roads and Transportation Committee advanced legislation Wednesday aimed at expanding the testing and use of autonomous vehicles on state roads. Supporters say the bill is intended to balance innovation and public safety. House Bill 1341 allows people with valid driver's licenses to operate automated vehicles on public highways, but it requires them to comply with all federal and state laws and have \$5 million worth of financial responsibility. The committee voted 12-0 to send the bill to the full House for amendments and a vote. The bill also requires automated vehicles to be registered with the Bureau of Motor Vehicles, and establishes a so-called "state automated vehicle oversight task group"—comprising state and local officials—to which people who operate, platoon or test automated vehicles would have to submit applications and await receipt of approval before operating them. "We're committed to moving forward and encouraging innovation and we're not going to compromise Hoosier safety," said Rep. Ed Soliday, R-Valparaiso, who authored the bill. "The world is going to change, so we need to be ready for it." But critics, including auto manufacturers, said the bill would stifle innovation. Damon Porter from Global Automakers, which represents the U.S. divisions of 12 major automakers, said he believed there was "an appropriate role for the state to play in terms of the deployment of the technology," such as in registration, licensing and insurance. But he thought the bill would "frustrate performance and design." Matt Mincieli, executive director for the Northeast of TechNet, a trade association of technology companies, said the legislation would "make Indiana a national outlier when it comes to AV," referring to autonomous vehicles. "The task group is an unprecedented process, creating an unnecessary level of bureaucracy" that requires "multiple agencies to sign off on a single application," he said. Mincieli said technology groups wanted to "lower the barriers of entry" to participate in AV development.

<https://www.ibj.com/articles/67104-bill-to-regulate-autonomous-vehicle-use-moves-forward>

Plan for Mt. Tabor Road-Klerner Lane intersection on hold

News and Tribune
Chris Morris
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NEW ALBANY — Bidding for phase one of the Mount Tabor Road project begins Feb. 7 and work is slated to start in April or May. But there will be one major change moving forward. Phase one won't include the intersection of Mount Tabor Road and Klerner Lane. The intersection was supposed to be part of phase one, but it has been removed by the city of New Albany pending more traffic studies, according to city engineer Larry Summers. Phase one will include the stabilization and widening of Mount Tabor Road, along with the construction of gutters and

sidewalks and making drainage improvements from Grant Line Road to about 200 feet shy of the Klerner Lane intersection. The cost of phase one is \$4.5 million. The planned traffic light for the intersection had drawn plenty of ire from people living in the area. Many of those residents attended a meeting Jan. 2 and submitted handwritten public comments to the Indiana Department of Transportation about the project. Residents want to keep the intersection a four-way stop while the city's plan was to add a traffic signal. One of those residents, Scott Whalen, said he was happy to hear the city is taking a second look at its plans for the intersection. "It is great news that the city has chosen to take another look at the traffic conditions at the intersection while they address the primary reason for the project — the hillside leading to Slate Run Creek," Whalen said via email. "As not only a stakeholder in the project, but also as an engineer, it is important to ensure the measured conditions represent the typical use. Performing the traffic counts for only 24 hours and while the intersection was the detour for McDonald Lane did not meet this criteria. The re-evaluation is what we at the corner have been asking for." When the plan was originally announced, a roundabout was planned at the intersection, but it was removed when residents spoke out against it. http://www.newsandtribune.com/news/floyd_county/plan-for-mt-tabor-road-klerner-lane-intersection-on-hold/article_de291406-faf4-11e7-be9c-7b625fd0ef0d.html

A credible project: County leaders hopeful that INDOT will help fund Elkhorn Road makeover

Sun Commercial
Jess Cohen
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County officials made their case before the Indiana Department of Transportation this week on why a project to bring major improvements to Elkhorn Road is worth funding with state dollars. It was a brief presentation, but it left local leaders feeling pretty optimistic about the chances that the roughly \$4.7 million makeover might be funded. "I felt very positive after the meeting. They were engaged, they listened, and it's in their backyard," commissioner Kellie Streeter said of the presentation before members of the INDOT scoring team. "The scoring committee all work at the Vincennes district, they all drive that road often and they see the traffic. If you're at shift change there, it's a nightmare of congestion, the approach there at U.S. 41 entering and going across the median is dangerous, and it's time to address it. "This is a credible project and I believe INDOT will see it that way." Streeter, fellow commissioner Trent Hinkle, county council president Bob Lechner, Knox County Development Corp. president Kent Utt and WIN Energy REMC director of operations Tom Nowaskie all joined forces for Tuesday's presentation. They shared the plans for what would essentially be a total rebuild of Elkhorn Road. It's a country road that wasn't built to handle all the industrial traffic in that area of the county, where the U.S. 41 Industrial Park is located, so Elkhorn would be widened and visibility would be improved. The work would start at U.S. 41 and extend eastward. The project would also include a major upgrade to the intersection at Old Decker Road and Elkhorn. "Semis can't maneuver that turn if there's anyone else in the intersection," Streeter said. "So we'd address that and make it industrial and semi truck traffic-friendly, all the way to the CSX Railroad."

http://www.suncommercial.com/news/article_52d8dbe8-f8a6-11e7-a64a-f332daadfb7c.html