



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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Toll road can't be within 75 miles of existing one

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INDIANAPOLIS — Although a new study shows that Indiana could reap billions of revenue dollars by adding toll lanes to interstates, it does not take into account a state provision that prohibits the first new toll road from being within 75 miles of an existing one. That means that should the governor and Indiana General Assembly approve and find money for toll roads, the first one could not be within 75 miles of, for example, the toll bridges at Jeffersonville or the Indiana Toll Road in northern Indiana. But any toll lanes after that could be fair game. The 75-mile limit was a compromise involving southern Indiana and Kentucky officials who predicted Indiana businesses would relocate south of the Ohio River. "I think the number was epiphanal," said state Rep. Ed Soliday, R-Valparaiso, chairman of the Roads and Transportation committee. "The 75 miles ... it says the first one you toll won't be right on top of the bridge." The Federal Highway Administration places limits on using toll revenue for new construction. Revenues are generally limited to repayments of financing for a project, operations and maintenance. Indiana's recent 10-cent-a-gallon increase in the state's gasoline tax is to be used for maintenance and prevention, not new construction. "So if you want six lanes on (Interstate) 65 and you probably need eight, the only way you're getting them is if you toll," Soliday said. The tolling study is a first in that it also looks at whether drivers will divert from an interstate to avoid paying tolls. It finds that I-64 in southern Indiana could lose 22 percent of its vehicles due to tolling with a loss of 14 percent along I-74, 11 percent along I-70 and 10 percent along I-69 and I-65.

http://www.heraldbulletin.com/news/state_news/toll-road-can-t-be-within-miles-of-existing-one/article_8923e4d8-10f9-5883-9dc2-7fdbff1779e3.html

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