



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 17, 2013

Lawmaker: Mileage charge could replace state gas tax

NWI Times
Dan Carden
10/16/13

INDIANAPOLIS | A Northwest Indiana lawmaker is ready to look at replacing the state gasoline tax with a per-mile charge to offset declines in gas tax revenue due to fuel-efficient vehicles. State Rep. Ed Soliday, R-Valparaiso, announced Wednesday he will sponsor legislation in January exempting volunteer motorists from the 18 cents per gallon state gas tax, but requiring they pay a fee for every mile they drive. A similar program was enacted earlier this year in Oregon. Participating motorists pay 1.5 cents per mile instead of that state's 30 cents per gallon gas tax. If that per-mile rate were applied to Indiana, a driver who travels 12,000 miles a year and whose vehicle gets 20 miles per gallon would pay \$180 in mileage charges, instead of \$108 in gas tax. Matthew Dorfman, a consultant for Oregon, told Hoosier lawmakers the popularity of hybrid and electric cars has made the gas tax an imperfect proxy for road use. It would be better to treat roads like electric or water utilities and charge motorists based on actual miles driven, he said. Dorfman explained systems for tracking driver mileage can range from a simple sticker authorizing unlimited mileage for a single prepaid fee, to in-vehicle electronic devices that use GPS to distinguish in-state and out-of-state miles and charge accordingly. Soliday's pilot program would require the Indiana Department of Transportation use volunteer motorists to test different technologies and methods for assessing a per-mile charge and report back to the General Assembly in two years. "We need to keep moving forward on how we fund our roads," Soliday said. "I'm not leaning in any direction, but to ignore what's going on in the rest of the country would be foolish." Other lawmakers suggested the state just charge hybrid and electric vehicle owners a \$100 annual fee to make up for lost taxes due to their reduced gasoline consumption. [Lawmaker: Mileage charge could replace state gas tax : Elections](#)

Designs released of areas leading to new Ohio River bridges

The Courier-Journal
Charlie White
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Fencing, landscaping, facades, a prominent gateway to Jeffersonville and other features are included in designs to improve the appearance of the Indiana highways leading to the new Ohio River bridges. Indiana and Jeffersonville have agreed to spend up to \$10 million for the upgrades. The public will get the chance to view the plans and submit comments during an open house from 5 to 7 p.m. Oct. 22 at the John Nobel Woods Community Center in Utica. Project representatives will be available to discuss the concepts, but no formal presentation will be made. The Indiana Department of Transportation has agreed to spend up to \$8 million to spruce up the approaches to both new bridges, although transportation officials say the exact cost breakdowns for each

span aren't known because the conceptual designs haven't been finalized. The new aesthetic cost in Indiana is being separately funded by Indiana highway money and likely federal transportation dollars, which require states to match 20 percent of the project cost, INDOT officials said.

[Designs released of areas leading to new Ohio River bridges | The Courier-Journal | courier-journal.com](http://www.courier-journal.com)

Indiana toll road money dwindles away, so what's next?

Land Line Magazine

Keith Goble

10/15/13

Gov. Mike Pence has announced the creation of a "blue ribbon" panel that will make plans for the future of transportation infrastructure in the state. The announcement comes as state lawmakers have been unable to come up with funding sources as Indiana's "Major Moves" initiative comes to an end. State officials have said that something must be done because money remaining from then-Gov. Mitch Daniels' \$3.85 billion lease of the Indiana Toll Road is mostly spent or due to be spent for specific projects. As a result, Indiana must again rely on the state's 18-cent-per-gallon fuel tax to get needed transportation work done. Pence said the state's transportation infrastructure gives Indiana an advantage over other states. "With the expertise and recommendations of this blue ribbon panel, Indiana will keep its finger on the pulse of infrastructure innovation and strive to provide businesses and Hoosiers with the most efficient transportation system available," Pence said in a news release. The governor also stressed the importance of making do with funds already available to the state, finishing work already underway and planning for the future. Creation of the panel was a campaign priority during his run for governor. The group will be charged with reviewing projects related to roads, rails, waterways and airports. A list of priority projects will be identified for the next decade. In addition, the panel will consider transportation infrastructure alternatives "to keep Indiana on the cutting edge." Lt. Gov. Sue Ellspermann and Cathy Langham, president of Langham Logistics in Indianapolis, will co-chair the panel. Additional panel members will be announced in the coming weeks.

[Indiana toll road money dwindles away, so what's next?: Land Line Magazine](http://www.landline.com)

Funding Found For Hoosier State Line

Inside INdiana Business

10/15/13

INDIANAPOLIS, Ind. - Governor Mike Pence announces that the state has reached an agreement in principle with Amtrak and local communities to keep the Hoosier State passenger rail service operating between Indianapolis and Chicago. Once agreements are signed and executed by all parties, monthly payments will renew the existing service for one year with an option for an additional four months. Indianapolis, Crawfordsville, Rensselaer, Lafayette, West Lafayette, Tippecanoe County and Beech Grove are partnering with the Indiana Department of Transportation (INDOT) to fund the service. "I am pleased that the State of Indiana, in partnership with local communities, was able to reach an agreement with Amtrak to keep the Hoosier State line operating over the next year," said Governor Mike Pence. "This agreement will make Hoosier jobs more secure and preserve an important transportation link for Indiana. I am grateful for the leadership of the Indiana Department of Transportation and the generous support of many of the communities with stops along the Hoosier State line." "At the Governor's direction, the agreement allows state and local partners to monitor ridership and explore service improvements to ensure long-term viability," said INDOT Commissioner Karl Browning. "The communities that are contributing funding will have a vested interest in improving performance and ensuring accountability for the tax dollars being invested." Congress voted in 2008 to end federal support for Amtrak routes of less than 750 miles, which includes the Hoosier State service four days per

week between Indianapolis and Chicago. Amtrak's long-distance Cardinal service will continue to be federally supported the remaining three days per week between Cincinnati and Chicago via Indianapolis.

[Funding Found For Hoosier State Line - Newsroom - Inside INdiana Business with Gerry Dick](#)

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