

Funding Indiana's Infrastructure for the Next Generation

Comprehensive. Sustainable. Responsible.

HOUSE BILL 1002



- Increase user fees by 10 cents to restore lost buying power
 - Gasoline tax (Currently, 18 cents and last adjusted in 2003)
 - A 10 cent increase would mean \$4 more per month for the average Hoosier motorist.
 - Special fuel tax (Currently, 16 cents and last adjusted in 1988)
 - Motor carrier surcharge tax (Currently, 11 cents and last adjusted in 1988)
 - To prevent underreporting and free riding, the motor carrier surcharge tax would be collected on diesel fuel at the pump. Non-commercial drivers would be reimbursed \$100 per year by BMV.
- Index all fuel tax rates annually using a formula that incorporates CPI-U (inflation) and Indiana personal income growth
 - Limits the index to one cent per year and stops the indexing after 7 years.
- Transfer immediately the remaining 4.5 pennies of the sales tax on gasoline (GUT) from the General Fund to the State Highway Fund



- Implement a \$15 annual statewide infrastructure improvement fee on all vehicles registered in Indiana
- Implement a \$150 annual statewide infrastructure improvement fee on all electric vehicles registered in Indiana
(Both fees will be directed to the Community Crossings Matching Grant Fund)



- Require INDOT to further study tolling and submit a waiver to the federal government to allow tolling of existing interstates
 - If the governor decides to toll existing lanes, the first toll project may not be within 75 miles of an existing toll road or bridge.
- Implement a new federal fund swap program that could save local governments up to 20% by no longer having to follow stringent and largely unnecessary federal requirements
- Lower the minimum population threshold applicable to the municipal wheel tax/surtax from 10,000 to 5,000 and extend the deadline for adopting a county or municipal wheel tax/surtax from July 1 to Nov. 1