

INDIANA (2013)

Indiana State Budget:

HB 1001: This biennial budget was authored by Brown, Porter, Kenley, and Tallian. The Indiana House of Representatives voted 70-30 and the Senate voted 39-11; even though this vote was largely along party lines, members of the Democratic leadership applauded the road funding provisions included in the budget and “wished the road funding had been greater” (Build Indiana Council Grassroots Network, April 27, 2013).

Increase in Road Funding: The Indiana State Legislature increased road funding by \$215 million annually. This included two policy changes: ending diversions and designating 1% of the state sales taxes for road funding.

Creation of Major Moves 2020 Trust Fund: This budget also establishes a new trust fund; the state budget will add \$400 million (\$200 million/year) from the general fund to the new “Major Moves 2020 Trust Fund.” This source of funding can only be used to fund highway expansion projects, and usage of the funds requires action by the Indiana General Assembly. Therefore, the Indiana Department of Transportation needs to receive approval from the Indiana legislature prior to spending any funds. According to analysis provided by the Build Indiana Council Grassroots Network, this increase in road funding is very significant (April 27, 2013).

Public-Private Partnerships: Indiana Department of Transportation has been given more authority to pursue public-private partnerships on non-tolled highways or freeways in the state.

House Bill 1324.

This bill will offer tax incentives for the commercial use of CNG and LNG fueled vehicles. This bill also will require a new diesel-gallon equivalent road use fee for these cars, and the legislature commissioned a committee to research the potential impact of road use fees for alternative fueled vehicles.

Lessons Learned

Governor Pence & Republican Legislators' Commitment to Transportation Funding.

Governor Pence prioritized investing in the state's transportation funding during the ongoing budget negotiations. Members of the legislature also were actively seeking to address road funding during this legislative term. For example, several members introduced various pieces of transportation-related bills and they were able to successfully secure more funding for roads through ongoing budget negotiations. In February, House Republicans included new measures in the budget for additional road funding, which further highlighted that they have prioritized this issue.

Another illustration of the legislature's commitment to new road funding was evident when Senator Luke Kenley (R-Noblesville, Chairman of the Senate Appropriations Committee) chose to include this in the Senate Republican amendment to HB 1001. Furthermore, the establishment of the new Major Moves 2020 Trust Fund demonstrates the Senate Republicans' commitment to investing in the future of transportation. Some Democrats praised the road funding measures in the budget, but they did not vote in support of the biennial budget—HB 1001.

Build Indiana Council Grassroots Network.

The Build Indiana Council pushed for discontinuing ISP and BMV diversions as well as for designating sales tax revenues on fuel purchases for state roads. Advocacy efforts by the Build Indiana Council helped to secure this road funding increase at the state level. The network successfully mobilized individuals to speak with their representatives about road funding throughout the legislative session. Additionally, the organization led a "Road Funding Day at the State House," where road funding advocates had the opportunity to speak with legislators and to urge them to support transportation funding increases.

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