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SENATE BILL No. 179

Proposed Changes to January 27, 2026 printing by AM017909

DIGEST OF PROPOSED AMENDMENT

Vehicle excise and wheel taxes. Prohibits a county from imposing after December 31, 2026, a county vehicle excise tax or county wheel tax on a vehicle that is registered in a municipality in the county in which a municipal vehicle excise tax or a municipal wheel tax is in effect. Provides the distribution process for funds collected from a county vehicle excise tax and county wheel tax.

A BILL FOR AN ACT to amend the Indiana Code concerning transportation.

Be it enacted by the General Assembly of the State of Indiana:

1 SECTION 1.IC 6-3.5-4-2, AS AMENDED BY P.L.173-2025,
2 SECTION 3, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE
3 UPON PASSAGE]: Sec. 2. (a) An adopting entity of any county may,
4 subject to the limitation imposed by subsection (e), adopt an ordinance
5 to impose a county vehicle excise tax in accordance with this chapter
6 on each vehicle that is subject to the vehicle excise tax under IC 6-6-5
7 and that is registered in the county. However, a county may not after
8 December 31, 2026, impose a county vehicle excise tax on a vehicle
9 that is registered in an adopting municipality (as defined in
10 IC 6-3.5-10-1) in which a municipal vehicle excise tax is in effect.
11 (b) If a county does not use a transportation asset management
12 plan approved by the Indiana department of transportation, the
13 adopting entity of the county may impose the surtax either:
14 (1) at a rate of not less than two percent (2%) nor more than ten
15 percent (10%); or
16 (2) at a specific amount of at least seven dollars and fifty cents
17 (\$7.50) and not more than twenty-five dollars (\$25).
18 However, the surtax on a vehicle may not be less than seven dollars and

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1 fifty cents (\$7.50). The adopting entity shall state the surtax rate or
 2 amount in the ordinance which imposes the tax.

3 (c) Except as provided in subsection (i), if a county uses a
 4 transportation asset management plan approved by the Indiana
 5 department of transportation, the adopting entity of the county may
 6 impose the surtax either:

7 (1) at a rate of at least two percent (2%) and not more than
 8 twenty percent (20%); or

9 (2) at a specific amount of at least seven dollars and fifty cents
 10 (\$7.50) and not more than fifty dollars (\$50).

11 However, the surtax on a vehicle may not be less than seven dollars and
 12 fifty cents (\$7.50). The adopting entity shall state the surtax rate or
 13 amount in the ordinance that imposes the tax.

14 (d) Subject to the limits and requirements of this section and
 15 except as provided in IC 6-6-5-0.5(2), the adopting entity may do any
 16 of the following:

17 (1) Impose the county vehicle excise tax at the same rate or
 18 amount on each vehicle that is subject to the tax.

19 (2) Impose the county vehicle excise tax on vehicles subject to
 20 the tax at one (1) or more different rates based on the class of
 21 vehicle listed in IC 6-6-5-2(a).

22 (e) The adopting entity may not adopt an ordinance to impose the
 23 surtax unless it concurrently adopts an ordinance under IC 6-3.5-5 to
 24 impose the wheel tax.

25 (f) Notwithstanding any other provision of this chapter or
 26 IC 6-3.5-5, ordinances adopted by a county council before June 1,
 27 2013, to impose or change the county vehicle excise tax and the annual
 28 wheel tax in the county remain in effect until the ordinances are
 29 amended or repealed under this chapter or IC 6-3.5-5.

30 (g) Except as provided under section 7.5 of this chapter (before its
 31 expiration on December 31, 2023) and subject to subsection (h), a
 32 county vehicle excise tax imposed by this chapter for a vehicle is due
 33 and shall be paid each year at the time the vehicle is registered.

34 (h) If the county vehicle excise tax imposed by this chapter was
 35 not paid for one (1) or more preceding years, the bureau may collect
 36 only the county vehicle excise tax imposed by this chapter for the:

37 (1) registration year immediately preceding the current
 38 registration year;

39 (2) current registration year; and

40 (3) registration year immediately following the current
 41 registration year.

42 (i) Beginning July 1, 2025, if a county containing a consolidated

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1 city uses a transportation asset management plan approved by the
 2 Indiana department of transportation, the adopting entity of the county
 3 may impose the surtax either:

4 (1) at a rate of at least two percent (2%) and not more than
 5 twenty percent (20%); or
 6 (2) at a specific amount of at least seven dollars and fifty cents
 7 (\$7.50) and not more than one hundred fifty dollars (\$150).

8 However, the surtax on a vehicle may not be less than seven dollars and
 9 fifty cents (\$7.50). The adopting entity shall state the surtax rate or
 10 amount in the ordinance that imposes the tax.

11 SECTION 2. IC 6-3.5-4-3, AS AMENDED BY P.L.178-2019,
 12 SECTION 3, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE
 13 UPON PASSAGE]: Sec. 3. If an adopting entity adopts an ordinance
 14 imposing the surtax after December 31 but before September 1 of the
 15 following year, a vehicle is subject to the tax if it is registered in the
 16 county surtax applies after December 31 of the year in which the
 17 ordinance is adopted. If an adopting entity adopts an ordinance
 18 imposing the surtax after August 31 but before the following January
 19 1, a vehicle is subject to the tax if it is registered in the county surtax
 20 applies after December 31 of the year following the year in which the
 21 ordinance is adopted. However, in the first year the surtax is effective,
 22 the surtax does not apply to the registration of a vehicle for the
 23 registration year that commenced in the calendar year preceding the
 24 year the surtax is first effective.

25 SECTION 3. IC 6-3.5-4-13, AS AMENDED BY P.L.146-2016,
 26 SECTION 7, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE
 27 UPON PASSAGE]: Sec. 13. (a) In the case of a county that does not
 28 contain a consolidated city of the first class, the county treasurer shall
 29 deposit the surtax revenues in a fund to be known as the "
 30 County Surtax Fund".

31 (b) Before the twentieth day of each month, the county auditor
 32 shall allocate the money deposited in the county surtax fund during that
 33 month among the county and the cities and the towns in the county that
 34 are not adopting municipalities (as defined in IC 6-3.5-10-1) in
 35 which a municipal vehicle excise tax is in effect. The county auditor
 36 shall allocate the money to counties, cities, and towns under
 37 IC 8-14-2-4(c)(1) through IC 8-14-2-4(c)(3), except that for purposes
 38 of making the allocations:

39 (1) the population of a city or town that is an adopting
 40 municipality in which a municipal vehicle excise tax is in
 41 effect is considered to be zero (0);
 42 (2) the street mileage of a city or town that is an adopting

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1 municipality in which a municipal vehicle excise tax is in
 2 effect is considered to be zero (0) miles; and

3 (3) the allocation to a city or town that is an adopting
 4 municipality in which a municipal vehicle excise tax is in
 5 effect is zero dollars (\$0).

6 (c) Before the twenty-fifth day of each month, the county treasurer
 7 shall distribute to the county and the cities and towns in the county the
 8 money deposited in the county surtax fund during that month. The
 9 county treasurer shall base the distribution on allocations made by the
 10 county auditor for that month under subsection (b).

11 (d) A county, city, or town may only use the surtax revenues it
 12 receives under this section:

13 (1) to construct, reconstruct, repair, or maintain streets and roads
 14 under its jurisdiction; or

15 (2) for the county's, city's, or town's contribution to obtain a grant
 16 from the local road and bridge matching grant fund under
 17 IC 8-23-30.

18 SECTION 4. IC 6-3.5-5-2, AS AMENDED BY P.L.173-2025,
 19 SECTION 5, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE
 20 UPON PASSAGE]: Sec. 2. (a) The adopting entity of any county may,
 21 subject to the limitation imposed by subsection (b), adopt an ordinance
 22 to impose a county wheel tax in accordance with this chapter on each
 23 vehicle that:

24 (1) is included in one (1) of the classes of vehicles listed in
 25 section 3 of this chapter;

26 (2) is not exempt from the wheel tax under section 4 of this
 27 chapter; and

28 (3) is registered in the county.

29 However, a county may not after December 31, 2026, impose a
 30 county wheel tax on a vehicle that is registered in an adopting
 31 municipality (as defined in IC 6-3.5-11-1) in which a municipal
 32 wheel tax is in effect.

33 (b) The adopting entity of a county may not adopt an ordinance to
 34 impose the wheel tax unless it concurrently adopts an ordinance under
 35 IC 6-3.5-4 to impose the county vehicle excise tax.

36 (c) The adopting entity may impose the wheel tax at a different
 37 rate for each of the classes of vehicles listed in section 3 of this chapter.
 38 In addition, the adopting entity may establish different rates within the
 39 classes of buses, semitrailers, trailers, tractors, and trucks based on
 40 weight classifications of those vehicles that are established by the
 41 bureau of motor vehicles for use throughout Indiana. Except as
 42 otherwise provided in subsection (f), the wheel tax rate for a particular

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1 class or weight classification of vehicles:

2 (1) may not be less than five dollars (\$5) and may not exceed
 3 forty dollars (\$40), if the county does not use a transportation
 4 asset management plan approved by the Indiana department of
 5 transportation; or
 6 (2) may not be less than five dollars (\$5) and may not exceed
 7 eighty dollars (\$80), if the county uses a transportation asset
 8 management plan approved by the Indiana department of
 9 transportation.

10 The adopting entity shall state the initial wheel tax rates in the
 11 ordinance that imposes the tax.

12 (d) Subject to subsection (e), a wheel tax imposed by this chapter
 13 for a vehicle is due and shall be paid each year at the time the vehicle
 14 is registered.

15 (e) If the county wheel tax imposed by this chapter was not paid
 16 for one (1) or more preceding years, the bureau may collect only the
 17 county wheel tax imposed by this chapter for the:

18 (1) registration year immediately preceding the current
 19 registration year;
 20 (2) current registration year; and
 21 (3) registration year immediately following the current
 22 registration year.

23 (f) Beginning July 1, 2025, if a county containing a consolidated
 24 city uses a transportation asset management plan approved by the
 25 Indiana department of transportation, the wheel tax rate for a particular
 26 class or weight classification of vehicles may not be less than five
 27 dollars (\$5) and may not exceed two hundred forty dollars (\$240).

28 SECTION 5. IC 6-3.5-5-5, AS AMENDED BY P.L.218-2017,
 29 SECTION 17, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE
 30 UPON PASSAGE]: Sec. 5. If an adopting entity adopts an ordinance
 31 imposing the wheel tax after December 31 but before September 1 of
 32 the following year, a vehicle described in section 2(a) of this chapter
 33 is subject to the wheel tax if it is registered in the county applies after
 34 December 31 of the year in which the ordinance is adopted. If an
 35 adopting entity adopts an ordinance imposing the wheel tax after
 36 August 31 but before the following January 1, a vehicle described in
 37 section 2(a) of this chapter is subject to the wheel tax if it is registered
 38 in the county applies after December 31 of the year following the year
 39 in which the ordinance is adopted. However, in the first year the tax is
 40 effective, the tax does not apply to the registration of a motor vehicle
 41 for the registration year that commenced in the calendar year preceding
 42 the year the tax is first effective.

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1 SECTION 6. IC 6-3.5-5-15, AS AMENDED BY P.L.146-2016,
 2 SECTION 10, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE
 3 UPON PASSAGE]: Sec. 15. (a) In the case of a county that does not
 4 contain a consolidated city, the county treasurer shall deposit the wheel
 5 tax revenues in a fund to be known as the "County Wheel Tax Fund".

6 (b) Before the twentieth day of each month, the county auditor
 7 shall allocate the money deposited in the county wheel tax fund during
 8 that month among the county and the cities and the towns in the county
 9 that are not adopting municipalities (as defined in IC 6-3.5-11-1)
 10 in which a municipal wheel tax is in effect. The county auditor shall
 11 allocate the money to counties, cities, and towns under
 12 IC 8-14-2-4(c)(1) through IC 8-14-2-4(c)(3), except that for purposes
 13 of making the allocations:

14 (1) the population of a city or town that is an adopting
 15 municipality in which a municipal wheel tax is in effect is
 16 considered to be zero (0);

17 (2) the street mileage of a city or town that is an adopting
 18 municipality in which a municipal wheel tax is in effect is
 19 considered to be zero (0) miles; and

20 (3) the allocation to a city or town that is an adopting
 21 municipality in which a municipal wheel tax is in effect is
 22 zero dollars (\$0).

23 (c) Before the twenty-fifth day of each month, the county treasurer
 24 shall distribute to the county and the cities and towns in the county the
 25 money deposited in the county wheel tax fund during that month. The
 26 county treasurer shall base the distribution on allocations made by the
 27 county auditor for that month under subsection (b).

28 (d) A county, city, or town may only use the wheel tax revenues it
 29 receives under this section:

30 (1) to construct, reconstruct, repair, or maintain streets and roads
 31 under its jurisdiction;

32 (2) as a contribution to an authority established under
 33 IC 36-7-23; or

34 (3) for the county's, city's, or town's contribution to obtain a grant
 35 from the local road and bridge matching grant fund under
 36 IC 8-23-30.

37 SECTION 7.] IC 8-23-2-6.1 IS ADDED TO THE INDIANA
 38 CODE AS A NEW SECTION TO READ AS FOLLOWS
 39 [EFFECTIVE JULY 1, 2026]: Sec. 6.1. (a) The department may
 40 assume the responsibilities of the United States Department of
 41 Transportation with respect to the United States Department of
 42 Transportation's duties under the federal National Environmental

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1 Policy Act of 1969 (42 U.S.C. 4321 et seq.) and other federal
 2 environmental laws. The department may:

3 (1) assume responsibility under 23 U.S.C. 326 and 23 U.S.C.
 4 327; and

5 (2) enter into one (1) or more agreements, including
 6 memoranda of understanding, with the United States
 7 Department of Transportation related to:

8 (A) designating categorical exclusions from federally
 9 required environmental assessments or impact
 10 statements for highway projects, as provided in 23
 11 U.S.C. 326; and

12 (B) the federal surface transportation project delivery
 13 program for the delivery of transportation projects,
 14 including highway, railroad, public transportation, and
 15 multimodal projects, as provided in 23 U.S.C. 327.

16 (b) Except as provided in subsection (c), the department
 17 waives its immunity from civil liability, including immunity from
 18 suit in federal court, and consents to the jurisdiction of the federal
 19 courts over its civil liability with regard to the compliance,
 20 discharge, or enforcement of the responsibilities assumed by the
 21 department under subsection (a).

22 (c) Subsection (b) applies only to those actions that are
 23 authorized under subsection (a) and does not create liability for the
 24 department that exceeds the liability created under 23 U.S.C. 326
 25 and 23 U.S.C. 327.

26 (d) The department may adopt rules under IC 4-22-2 to
 27 implement this section. The department may adopt the relevant
 28 federal environmental standards as the standards for a program
 29 described in subsection (a)(2).

30 SECTION ~~8~~[8]. IC 8-23-2-12.7 IS ADDED TO THE INDIANA
 31 CODE AS A NEW SECTION TO READ AS FOLLOWS
 32 [EFFECTIVE JULY 1, 2026]: Sec. 12.7. (a) As used in this section,
 33 "construction engineering inspection services" means services
 34 performed during the construction of a project to ensure the
 35 project is built in accordance with the plans and specifications for
 36 the project. The term does not include the design or engineering of
 37 a project.

38 (b) As used in this section, "contractor" means a person who
 39 provides construction engineering inspection services for a project
 40 under a contract with the department.

41 (c) As used in this section, "third party" means a person who
 42 is not an employee of a contractor.

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10 SECTION ~~23~~9. IC 8-23-30-2, AS AMENDED BY
11 P.L.173-2025, SECTION 28, IS AMENDED TO READ AS
12 FOLLOWS [EFFECTIVE UPON PASSAGE]: Sec. 2. (a) The local
13 road and bridge matching grant fund is established to provide matching
14 grants to local units for eligible projects.

15 (b) The department shall administer the fund.

16 (c) The fund consists of the following:

17 (1) Appropriations by the general assembly.

18 (2) Interest deposited in the fund under subsection (d).

19 (3) Money deposited in or transferred to the fund from a

source.

27 (f) Not later than June 1, 2025, the department shall report to the
28 state comptroller the amount of matching grants awarded by the
29 department from the fund in the state fiscal year beginning July 1,
30 2024, and ending June 30, 2025, that the department will not distribute
31 before July 1, 2025.

38 (h) After determining the balance of the money in the fund under
39 subsection (g), the money in the fund must first be allocated as follows:

(1) On June 30, 2025, the department must allocate the total of the amount determined under subsection (f) plus one hundred million dollars (\$100,000,000) of money in the fund to make

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1 matching grants in the state fiscal year beginning July 1, 2025,
2 and ending June 30, 2026, to all local units. The department may
3 not award more than ~~one hundred million dollars (\$100,000,000)~~
4 **one hundred seventy-five million dollars (\$175,000,000)** of
5 matching grants in the state fiscal year beginning July 1, 2025,
6 and ending June 30, 2026. **The department may not award a**
7 **local unit more than one (1) matching grant in the state fiscal**
8 **year beginning July 1, 2025, and ending June 30, 2026.**

9 (2) On June 30, 2026, and June 30 of each year thereafter, the
10 department must allocate the first one hundred million dollars
11 (\$100,000,000) of money in the fund to make matching grants in
12 the next state fiscal year to all local units.

13 (i) After the department allocates the money in the fund under
14 subsection (h), the state comptroller shall make the following five (5)
15 transfers:

16 (1) On June 30, 2026, a transfer of:

17 (A) to the state general fund, the total amount of the state
18 tax credits certified for 2025 by the department of state
19 revenue under IC 6-3.1-38.1-8(c); and

20 (B) to the department, an amount equal to twenty million
21 dollars (\$20,000,000) minus the amount under clause (A)
22 for deposit in the state highway road construction and
23 improvement fund established under IC 8-14-10 for the
24 department's use in financing a railroad crossing upgrade
25 project as described in IC 8-14.5-8.

26 (2) On June 30, 2027, a transfer of:

27 (A) to the state general fund, the total amount of the state
28 tax credits certified for 2026 by the department of state
29 revenue under IC 6-3.1-38.1-8(c); and

30 (B) to the department, an amount equal to twenty million
31 dollars (\$20,000,000) minus the amount under clause (A)
32 for deposit in the state highway road construction and
33 improvement fund established under IC 8-14-10 for the
34 department's use in financing a railroad crossing upgrade
35 project as described in IC 8-14.5-8.

36 (3) On June 30, 2028, a transfer of:

37 (A) to the state general fund, the total amount of the state
38 tax credits certified for 2027 by the department of state
39 revenue under IC 6-3.1-38.1-8(c); and

40 (B) to the department, an amount equal to twenty million
41 dollars (\$20,000,000) minus the amount under clause (A)
42 for deposit in the state highway road construction and



1 improvement fund established under IC 8-14-10 for the
 2 department's use in financing a railroad crossing upgrade
 3 project as described in IC 8-14.5-8.

4 (4) On June 30, 2029, a transfer of twenty million dollars
 5 (\$20,000,000) to the department for deposit in the state highway
 6 road construction and improvement fund established under
 7 IC 8-14-10 for the department's use in financing a railroad
 8 crossing upgrade project as described in IC 8-14.5-8.

9 (5) On June 30, 2030, a transfer of twenty million dollars
 10 (\$20,000,000) to the department for deposit in the state highway
 11 road construction and improvement fund established under
 12 IC 8-14-10 for the department's use in financing a railroad
 13 crossing upgrade project as described in IC 8-14.5-8.

14 (j) Beginning on June 30, 2027, and on June 30 of each year
 15 thereafter, after the department allocates the money under subsection
 16 (h) and the state comptroller makes a transfer under subsection (i),
 17 when applicable, the state comptroller shall transfer fifty million
 18 dollars (\$50,000,000) of money in the fund to the consolidated city in
 19 Marion County for the construction, reconstruction, and preservation
 20 of the consolidated city's local streets (as defined in IC 8-14-2-1(9)).
 21 The consolidated city in Marion County shall not use these revenues
 22 for:

23 (1) reducing the capacity of existing roads and streets;
 24 (2) greenways;
 25 (3) bike lanes;
 26 (4) bike trails; and
 27 (5) sidewalks.

28 One hundred percent (100%) of the money distributed to the
 29 consolidated city under this subsection shall be matched with an
 30 appropriation by the consolidated city. The appropriation required
 31 under this subsection must be new revenue and may not include
 32 revenue allocated to public safety purposes under IC 6-3.6-6.

33 (k) **Beginning On June 30, 2027, 2026, after the state**
 34 **comptroller makes a transfer under subsection (i),** and on June 30
 35 of each year thereafter, after the state comptroller makes a transfer
 36 under subsection (j), the state comptroller shall distribute the remainder
 37 of the money in the fund, as follows:

38 (1) To be eligible to receive a distribution under this subsection,
 39 a local unit must have:

40 (A) adopted a wheel tax; and
 41 (B) provided the local technical assistance program at
 42 Purdue University with an updated transportation asset

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1 management plan within the last twelve (12) months.

2 (2) The distribution to a local unit eligible to receive a
 3 distribution under subdivision (1) must be proportional to the
 4 local unit's share of the total lane mileage for all local units
 5 eligible to receive a distribution under subdivision (1). The
 6 department shall provide to the state comptroller the total lane
 7 mileage for purposes of making the distribution under this
 8 subsection.

9 A local unit may use a distribution made under this subsection only for
 10 eligible projects.

11 (l) Money in the fund is continuously appropriated for the purpose
 12 of the fund.

13 (m) Money in the fund may not be transferred, assigned, or
 14 otherwise removed from the fund by the state board of finance, the
 15 budget agency, or any other agency until after budget committee
 16 review, except for either or both of the following purposes:

17 (1) The department may distribute funds to a local unit that has
 18 been approved for a grant under this chapter without budget
 19 committee review.

20 (2) To transfer money in the fund under subsections (i) and (j)
 21 and to ~~make~~[10.] a distribution under subsection (k) without
 22 budget committee review.

23 SECTION ~~↔~~[11.] IC 8-23-30-3.5, AS ADDED BY
 24 P.L.173-2025, SECTION 29, IS AMENDED TO READ AS
 25 FOLLOWS [EFFECTIVE UPON PASSAGE]: Sec. 3.5. In each state
 26 fiscal year beginning after June 30, ~~2027~~, 2026, a local unit that
 27 receives a distribution under section 2(k) of this chapter may not apply
 28 for a grant under section 2(h) of this chapter in an amount that is
 29 greater than the maximum grant amount set under section 8 of this
 30 chapter minus the ~~amount~~[am 12.] the local unit received from a
 31 distribution under section 2(k) of this chapter.

32 SECTION ~~↔~~[13.] IC 8-23-30-6, AS AMENDED BY
 33 P.L.173-2025, SECTION 31, IS AMENDED TO READ AS
 34 FOLLOWS [EFFECTIVE JULY 1, 2026]: Sec. 6. If the department
 35 approves a grant to a local unit under this chapter, the required local
 36 matching amount by the local unit is equal to the following applicable
 37 percentage of the total cost of the eligible project:

38 (1) For a county applicant, the following:

39 (A) Fifty percent (50%), if the county has a population
 40 greater than or equal to fifty-five thousand (55,000).

41 (B) Twenty percent (20%), if the county has a population of
 42 less than fifty-five thousand (55,000).



1 (2) For a city or town applicant, the following:

2 (A) Fifty percent (50%), if the city or town has a population
 3 greater than or equal to ~~ten thousand~~ (10,000). ~~twelve~~
 4 ~~thousand five hundred (12,500).~~

5 (B) Twenty percent (20%), if the city or town has a population of less than ~~ten~~ ~~<thousand>~~ 14. (10,000).
 6 ~~twelve thousand five hundred (12,500).~~

7
 8 SECTION ~~4-1~~ 15, IC 9-20-4-1, AS AMENDED BY
 9 P.L.198-2016, SECTION 339, IS AMENDED TO READ AS
 10 FOLLOWS [EFFECTIVE JULY 1, 2026]: Sec. 1. (a) Except as
 11 provided in subsections (b) and (c), a person may not operate or cause
 12 to be operated upon a highway a vehicle or combination of vehicles
 13 having weight in excess of one (1) or more of the following limitations:

14 (1) The total gross weight, with load, in pounds of any vehicle or
 15 combination of vehicles may not exceed an overall gross weight
 16 on a group of two (2) or more consecutive axles produced by
 17 application of the following formula:

$$W = 500 \{ [(LN) \div (N-1)] + 12N + 36 \}$$

18 where W equals the overall gross weight on any group of two (2)
 19 or more consecutive axles to the nearest five hundred (500)
 20 pounds, L equals the distance in feet between the extreme of any
 21 group of two (2) or more consecutive axles, and N equals the
 22 number of axles in the group under consideration, except that
 23 two (2) consecutive sets of tandem axles may carry a gross load
 24 of thirty-four thousand (34,000) pounds each, providing the
 25 overall distance between the first and last axles of the
 26 consecutive sets of tandem axles is thirty-six (36) feet or more.
 27 The overall gross weight limit, calculated under this subdivision,
 28 may not exceed eighty thousand (80,000) pounds.

29 (2) The weight concentrated on the roadway surface from any
 30 tandem axle group may not exceed the following:

31 (A) Thirty-four thousand (34,000) pounds total weight.

32 (B) Twenty thousand (20,000) pounds on an individual axle
 33 in a tandem group.

34 (3) A vehicle may not have a maximum wheel weight, unladen
 35 or with load, in excess of eight hundred (800) pounds per inch
 36 width of tire, measured between the flanges of the rim or an axle
 37 weight in excess of twenty thousand (20,000) pounds.

38 (b) The enforcement of weight limits under this section is subject
 39 to the following:

40 (1) It is lawful to operate within the scope of a permit, under
 41 weight limitations established by the Indiana department of

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1 transportation and in effect on July 1, 1956, as provided in
2 IC 9-20-6.

3 (2) It is lawful to operate or cause to be operated a vehicle or
4 combination of vehicles on a heavy duty highway or an extra
5 heavy duty highway designated by the Indiana department of
6 transportation if operated within the imposed limitations.

7 (3) Subsection (a) does not apply to any highway, road, street, or
8 bridge for which a lesser weight limit is imposed by local
9 authorities under IC 9-20-1-3 or IC 9-20-7-2. However, the local
10 authority may by appropriate action establish and designate a
11 county or city highway, road, or street or part of a highway, road,
12 or street as a heavy duty highway subject to the weight
13 limitations established under IC 9-20-5.

14 (4) Vehicles operated on toll road facilities are subject to rules
15 of weight adopted for toll road facilities by the Indiana
16 department of transportation under IC 8-15-2 and are not subject
17 to subsection (a) when operated on a toll road facility.

18 (5) For purposes of a heavy duty vehicle that is equipped with an
19 auxiliary power unit, the weight limitations provided in
20 subsection (a) are increased by four hundred (400) pounds.

21 (6) For purposes of a vehicle that uses natural gas as a motor fuel
22 **or is powered primarily by means of electric battery power**,
23 the weight limitations provided in subsection (a) are increased
24 by two thousand (2,000) pounds.

25 (c) The greater of the weight limits imposed under subsection (a)
26 or this subsection applies to vehicles operated upon a highway. The
27 weight limits in effect on January 4, 1975, for any highway that is not
28 designated as a heavy duty highway under IC 9-20-5 are the following:

29 (1) The total gross weight, with load, in pounds of a vehicle or
30 combination of vehicles may not exceed seventy-three thousand
31 two hundred eighty (73,280) pounds.

32 (2) The total weight concentrated on the roadway surface from
33 a tandem axle group may not exceed sixteen thousand (16,000)
34 pounds for each axle of a tandem assembly.

35 (3) A vehicle may not have a maximum wheel weight, unladen
36 or with load, in excess of eight hundred (800) pounds per inch
37 width of tire, measured between the flanges of the rim, or an axle
38 weight greater than eighteen thousand (18,000) pounds.

39 (d) For purposes of this section, "auxiliary power unit" means an
40 integrated system that:

41 (1) provides heat, air conditioning, engine warming, or
42 electricity to components on a heavy duty vehicle; and



(2) is certified by the administrator of the United States Environmental Protection Agency under 40 CFR 89 as meeting applicable emission standards.

(e) For purposes of this section, "heavy duty vehicle" means a vehicle that:

- (1) has a gross vehicle weight rating greater than eight thousand five hundred (8,500) pounds; and
- (2) is powered by a diesel engine.

← **SECTION 7** [16. 10]. IC 9-20-6-2, AS AMENDED BY P.L.182-2009(ss), SECTION 290, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2026]: Sec. 2. (a) The Indiana department of transportation or local authority that:

- (1) has jurisdiction over a highway or street; and
- (2) is responsible for the repair and maintenance of the highway or street;

may, upon proper application in writing and upon good cause shown, grant a permit for transporting heavy vehicles and loads or other objects not conforming to this article, including a vehicle transporting an ocean going container, if the department or authority finds that other traffic will not be seriously affected and the highway or bridge will not be seriously damaged.

(b) The permit granted under subsection (a) must authorize the operation of a tractor-semitrailer and load that:

(1) exceeds the maximum length limitation under this chapter; and

(2) is subject to regulation under this chapter;

from one-half (1/2) hour before sunrise to one-half (1/2) hour after sunset.

(c) A permit may be issued under this section for the following:

(1) A single trip. A **permit**

valid for five (5) days from

(2) A definite time not ex-

- (3) A ninety (90) day period.
- (4) A one (1) year period.

(d) This subsection applies to the transportation of ocean going

(1) have been sealed at the place of origin and have not been opened except by an agent of the federal government that may

inspect the contents; and

(2) are being transported to or from a distribution facility.
The total gross weight, with load of a vehicle or combination of

vehicles transporting an ocean going container may not exceed

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U.S. GOVERNMENT PRINTING OFFICE: 1913 10-1200

1. *Star* (1990) is a 1990 American science fiction film directed by Steven Spielberg. It is a remake of the 1951 film *It Came from Outer Space*.



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1 ninety-five thousand (95,000) pounds. A permit issued under this
 2 section must be issued on an annual basis. A permit issued under this
 3 subsection may not impose a limit on the number of movements
 4 generated by the applicant or operator of a vehicle granted a permit
 5 under this subsection.

6 ~~SECTION 8~~ [17. 11]. IC 32-19.5 IS ADDED TO THE
 7 INDIANA CODE AS A NEW ARTICLE TO READ AS FOLLOWS
 8 [EFFECTIVE JULY 1, 2026]:

9 **ARTICLE 19.5. DESCRIBING REAL PROPERTY;
 10 INDIANA PLANE COORDINATE SYSTEM**

11 **Chapter 1. Applicability and Definitions**

12 **Sec. 1. Nothing in this article prohibits a person from using:**
 13 **(1) the most recent or a prior version of the SPCS established
 14 by the NGS; or**
 15 **(2) the Indiana Coordinate System of 1983, as provided in
 16 IC 32-19;**

17 **to state the geographic positions or locations of points above, on, or
 18 below the surface of the earth within Indiana.**

19 **Sec. 2. As used in this article, "INPCS" means the Indiana
 20 Plane Coordinate System, as described in IC 32-19.5-2-1.**

21 **Sec. 3. As used in this article, "LDP" means low distortion
 22 map projections and refers to a zone yielding minimized
 23 differences between ground-measured horizontal distances and the
 24 corresponding grid coordinate distances.**

25 **Sec. 4. As used in this article, "NGS" means the National
 26 Geodetic Survey or its successors.**

27 **Sec. 5. As used in this article, "NSRS" means the National
 28 Spatial Reference System or its successors.**

29 **Sec. 6. As used in this article, "SPCS" means the State Plane
 30 Coordinate System or its successors.**

31 **Sec. 7. As used in this article, "zone" means the area
 32 constituted in Indiana to be portrayed by a specified conformal
 33 map projection and its defining parameters.**

34 **Chapter 2. Designation of the Indiana Plane Coordinate
 35 System; Zones**

36 **Sec. 1. The most recent system of plane coordinates established
 37 by the NGS, based on the NSRS, and known as the SPCS, for
 38 defining and stating the geographic positions or locations of points
 39 on the surface of earth within Indiana shall be known as the
 40 "Indiana Plane Coordinate System".**

41 **Sec. 2. (a) For purposes of the use of the INPCS, the state of
 42 Indiana is divided into a statewide zone layer and a multizone**



1 layer.

(b) The statewide zone layer:

(1) consists of a single zone, which is constituted by the total area included in Indiana;

(2) should generally be used for applications such as:

(A) a statewide digital orthoimagery;

(B) a statewide geographic information system; and

(C) emergency management and preparedness mapping;
and

(3) should generally not be used for applications such as:

(A) original, retracement, or route surveys, as described in 865 IAC 1-12;

(B) describing real property; and

(C) the design and construction of large facilities or massive civil infrastructure such as manufacturing plants, bridges, and dams.

(c) The multizone layer:

c) The multizone layer.
(1) consists of multiple LDP zones that are constituted by the areas included in individual counties or specified groups of counties; and

(2) should generally be used for applications such as:

(A) original, retrace, or route surveys, as described in 865 JAC 1-12;

(B) describing real property;

(C) the design and construction of large facilities or massive civil infrastructure such as manufacturing plants, bridges, and dams; and

(D) city or county geographic information systems.

29 Sec. 3. The use of the term "Indiana Plane Coordinate
30 System" or INPCS on any map, report of survey, or other
31 document must be limited to coordinates based on the INPCS as
32 described in this article.

35 Sec. 1. (a) The plane coordinates of a point to be used in
36 expressing the geographic position or location of the point in the
37 appropriate zone of the INPCS must consist of two (2) distances,
38 expressed in feet and decimals of a foot or meters and decimals of
39 a meter. When a value is expressed in feet, it must be expressed in
40 international feet (1 foot = 0.3048 meters).

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1 distance described in subsection (a) that gives the distance north of
 2 the X axis is the "north or y-coordinate".

3 (c) The Y axis of any zone must be parallel with the central
 4 median of that zone. The X axis of any zone must be at right angles
 5 to the central median of that zone.

6 Sec. 2. To locate the position of the coordinate systems on the
 7 surface of the earth within Indiana, the position of the INPCS must
 8 be established by geodetic control points or positioning systems,
 9 such as the Continuously Operating Reference Stations (CORS)
 10 that are part of the National Oceanic and Atmospheric
 11 Administration CORS Network, or similar points and systems
 12 whose positions have been established from those points and
 13 systems.

14 Sec. 3. Coordinates based on the Indiana coordinate system of
 15 1927 (as described in IC 32-19), the Indiana coordinate system of
 16 1983 (as described in IC 32-19), the INPCS, or any other
 17 coordinate system published by an agency of the federal
 18 government or the state, including the Indiana Geospatial
 19 Coordinate System, purporting to define the position of a point on
 20 a land boundary map may not be presented to be recorded in any
 21 public land records or deed records unless the recording document
 22 contains the following:

23 (1) The method used to relate the coordinates to the NSRS.
 24 (2) The name and zone of the coordinate system, including
 25 the following metadata:
 26 (A) Reference frame or datum.
 27 (B) Datum realization.
 28 (C) Epoch.
 29 (D) Units.

30 Sec. 4. The official geodetic datums to which geodetic
 31 coordinates are referenced within Indiana must be as defined for
 32 the NSRS.

33 **Chapter 4. Descriptions of Land Using the Indiana Plane
 34 Coordinate System**

35 Sec. 1. As established for use in any of the zones within the
 36 multizone layer, the INPCS:

37 (1) must be named; and
 38 (2) in any land description in which it is used, must be
 39 designated by the official name promulgated by the National
 40 Oceanic and Atmospheric Administration's NGS.

41 Sec. 2. When a tract of land to be defined by a single
 42 description extends from one (1) zone into other adjacent zones, the



1 **positions of all points on the boundaries of the tract being defined**
 2 **must be referred to by the zone that is specifically named in the**
 3 **description.**

4 **Sec. 3. (a) Descriptions of tracts of land by reference to the**
 5 **United States public land surveys, other original pertinent surveys,**
 6 **or subdivisions are recognized as the basic and prevailing method**
 7 **for describing such tracts.**

8 **(b) If coordinates of the INPCS are used to describe a tract of**
 9 **land that, in the same document, is also described by reference to**
 10 **any subdivision, line, or corner of the United States public land**
 11 **surveys, other original pertinent surveys, or subdivisions:**

12 **(1) the description by coordinates must be construed as**
 13 **supplemental to the basic description of the subdivision, line,**
 14 **or corner contained in the official plats and field notes filed**
 15 **of record; and**

16 **(2) in the event of any conflict, the description by reference**
 17 **to the subdivision, line, or corner of the United States land**
 18 **surveys, other original pertinent surveys, or subdivisions**
 19 **prevails over the description by coordinates.**

20 **← SECTION 9 → [18, 12]. IC 34-30-2.1-87.2 IS ADDED TO THE**
 21 **INDIANA CODE AS A NEW SECTIONLS6725 TO READ AS**
 22 **FOLLOWS [EFFECTIVE JULY 1, 2026]: Sec. 87.2. IC 8-23-2-12.7**
 23 **(Concerning contractors providing construction engineering**
 24 **inspection services to the Indiana department of transportation).**

25 **SECTION 1 ← → [9]. An emergency is declared for this act.**

