Aspire Johnson County January 25, 2017

Jeff Owen welcomed everyone then asked for round robin introductions.

Barbara wood gave a short intro about FCFCU.

Presentation: Andy Dietrick INDOT and Travis Underhill City of Franklin. How are Indiana roads funded?

Andy: Transportation touches everyone. Andy was at INDOT under Governor Daniels and is back under Governor Holcomb. He worked on the Major Moves initiative under Gov. Daniels. Moving from construction of new roads to preserving new and old roads. He is now at INDOT's Innovate Project Delivery. 3,000 employees at INDOT.

Road funding begins with the gas tax. Currently it is .18 cents per gallon state and 18.4 cents for federal per gallon. The bridge over the Ohio river in Louisville is now a toll bridge. There is no toll booth, the system takes a photo of your license then sends you a bill. If you have a pre-paid account or a transponder, the fee is reduced. The funding budget is more streamlined than 10 years ago, but is still very complicated. See the Indiana road funding graphic in the presentation. Indiana code determines where the money comes from and how it is spent. Issue with a single source of funding like gas tax is that this is a flat or diminishing amount. As cars become more efficient and gas price increases, there is less gas use and gas bought, thus less gas tax received. Cost of maintaining and building infrastructure is not going down, it is increasing.

House bill 1002 is the current bill that is going through the process to increase funding and find better sources. Concerns run from maintaining roads to cutting grass along the right of ways. It costs 4 million to mow all right of ways INDOT is responsible for. This bill will increase user fees gas tax by .10 cents. Last adjustment was in 2003. Index all fuel tax rates annually and transfer the gas tax money that is in the general fund so that it all goes to the roads. Eventually all the tax will go to the road funding and not to the general fund. There will also be an annual statewide infrastructure improvement fee. They will also further study the use of toll roads and submit a waiver to the federal government to toll existing roads. Right now, federal rules will not allow that. Only new roads can be tolled. There is also a push to implement state dollar swaps with federal dollars which are easier to use than federal for the local entities. There will also be an opportunity for the local government to implement funding options such as wheel tax.

Local public agencies receive funding from the state through a specific formula. This is from the state and federal funding. The funding is done partly through the community crossing grant. This was originally a one-time grant program that is now going to be annually. Former Mayor McGuinness is now the state commissioner and understands the constraints on local government. He is dedicated to working to bring better funding to local government.

Innovate project delivery is a program that will change the way projects are created rather than use the traditional procurement method. All elements will be looked at, design through maintenance. The Louisville bridge project was done with this new system. The process will say there is x dollars how much road can you provide. Instead of just going with the lowest bidder. I 69 section 6 will be built using the new system.

Section 6 is going through the environment process right now, this looks at environmental human economic impacts. The final statement should be out mid-year of 2018. Then there will be a final record of decision from the federal government which allows the road to be built. Then the process of funding the road will start, once funding is finalized construction can begin.

Travis: local funding is very competitive. They must compete with many other communities for the dollars they compete through the MPO. There is a membership fee for this. Most communities participate as that is the best way to receive funding. Franklin is the southernmost community in the Indy MPO with the northern being Hamilton county. The municipality submits a project and it gets scored then funded if the scoring is high enough. There were 200 million in projects submitted with 40 million available. The anticipation is that the local dollars will go up more in the next few years. The money is given for a specific year. Most cities and towns are leveraging something to have the match. It is generally 80 federal with 20 match. Some communities use rainy day fund or save for specific funding. Most common is the annual state disbursement from the gas tax or they use TIF funds.

There were general questions from the attendees following the presentation.

Team updates:

Growth and Planning: the team has taken on the trails project and is working with the town of Whiteland to host an active living workshop.

Placemaking: The team is creating a coloring book that will showcase the county and be given to third graders to encourage families to visit more locations in Johnson County.

Talent: the team is working with Central 9 to create the Work Ethic Certification program. More information will be given about this next month.

Bev Martin and Cindy Cook were thanked for serving as co-chairs of the talent and placmaking teams. They are finished with their terms and the new co-chairs are Lisa Lintner and Larry Walls.

Andy Dietrick

INDOT Innovative Project Delivery 317-232-4005 adietrick@indot.in.gov

- Current transportation funding
- Proposed changes
- Local funding sources
- Innovative Project Delivery



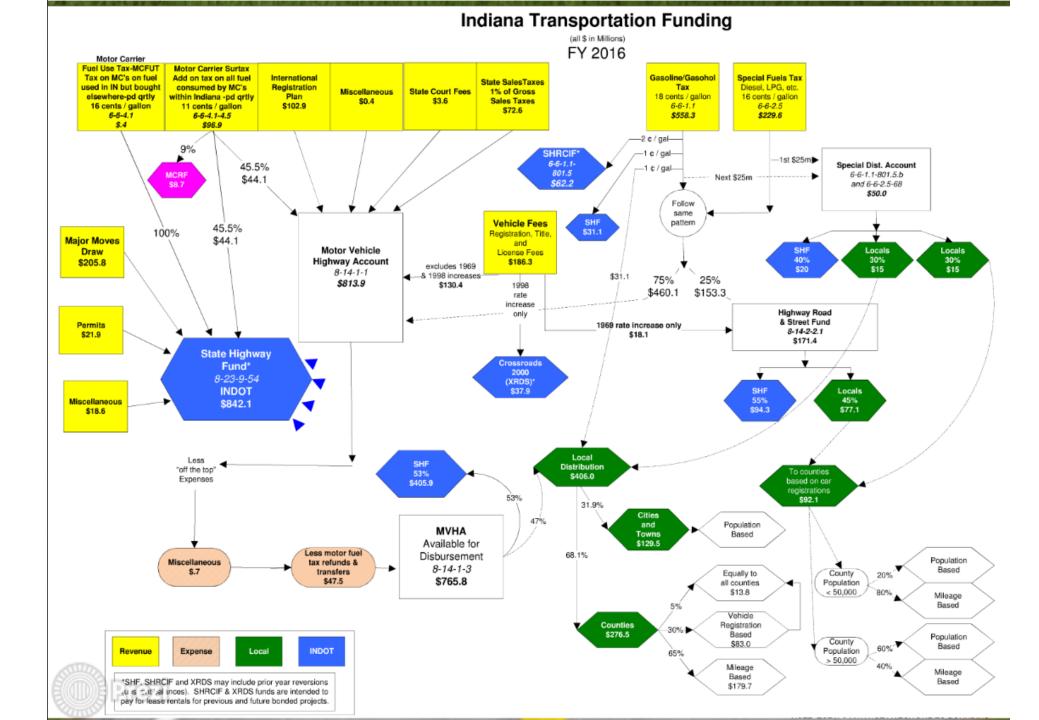




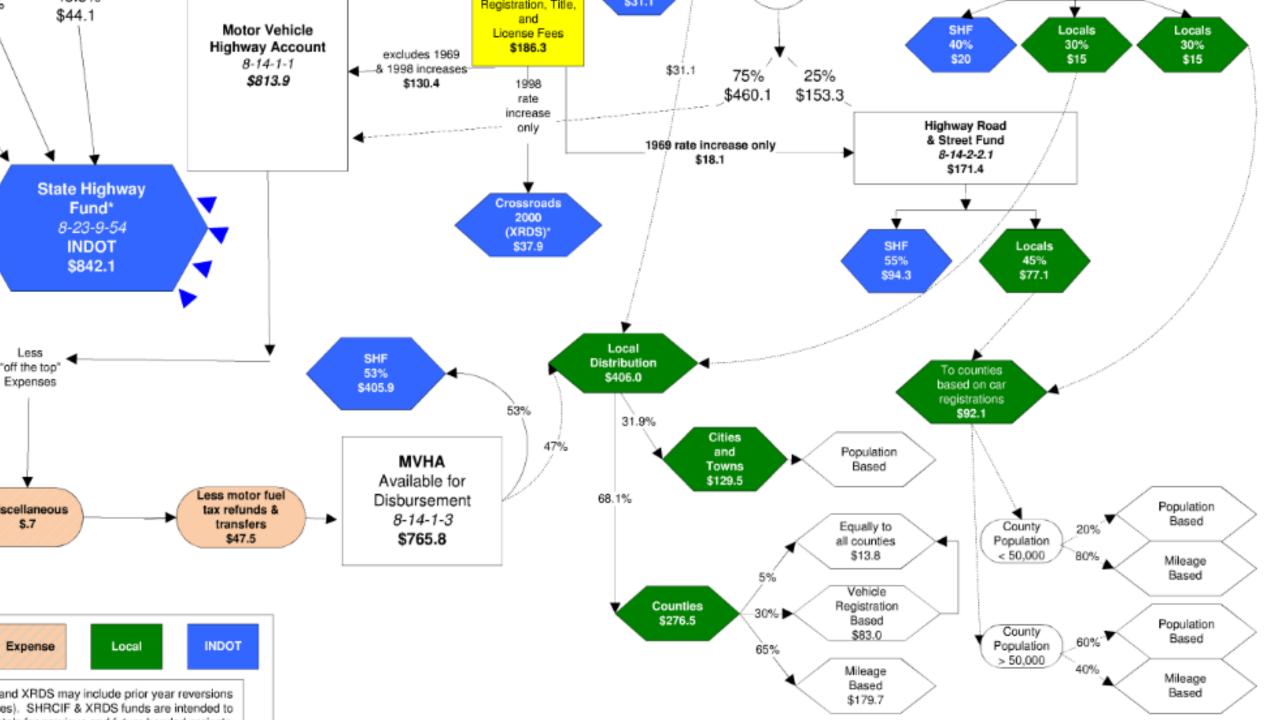


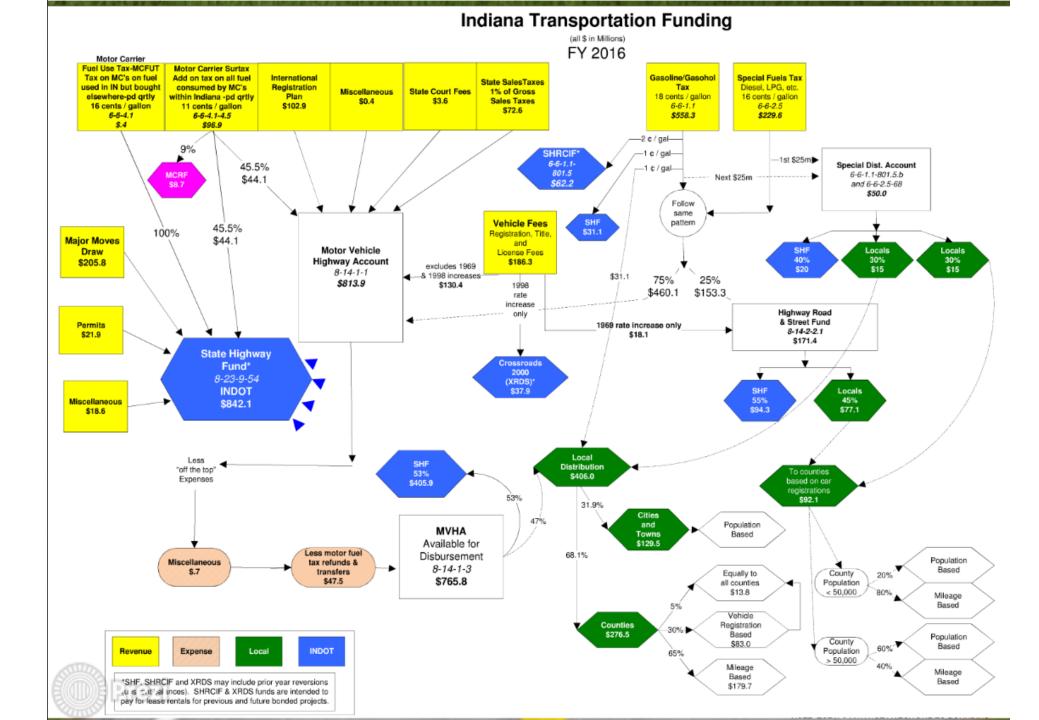


Pretty simple, right?



Indiana Transportation Fu (all \$ in Millions) FY 2016 Motor Carrier Fuel Use Tax-MCFUT Motor Carrier Surtax Tax on MC's on fuel Add on tax on all fuel International Gasoline State SalesTaxes used in IN but bought consumed by MC's Registration Ta Miscellaneous State Court Fees 1% of Gross elsewhere-pd grtly within Indiana -pd grtly Plan 18 cents Sales Taxes \$0.4 \$3.6 16 cents / gallon 11 cents / gallon \$102.9 6-6-\$72.6 6-6-4.1 6-6-4.1-4.5 \$55 \$.4 \$96.9 -2 ¢ / gal-—1 c / gal— SHRCIF* 6-6-1.1-45.5% _1 ¢ / gal_ 801.5 MCRF \$44.1 \$62.2 \$8.7 Fol sar SHF patt Vehicle Fees 45.5% 100% \$31.1 Registration, Title, Major Moves \$44.1 and Motor Vehicle Draw License Fees **Highway Account** \$186.3 \$205.8 excludes 1969 8-14-1-1 4.....& 1998 increases \$31.1 75% \$813.9 \$130.4 1998 \$460.1 rate increase only Permits 1969 rate increase only \$21.9 \$18.1 State Highway Crossroads Fund* 2000 8-23-9-54 (XRDS)* INDOT \$37.9 Miscellaneous \$842.1 \$18.6 Local









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

 Llosser motorist
 - Special fuel tax (Currently, 16 cents and last adjusted in 1988)
 - Motor carrier surcharge tax (Currently, 11 cents and last adjusted in 1988)
- Index all fuel tax rates annually using a formula that incorporates CPI-U (inflation) and Indiana personal income growth
- Transfer, over three fiscal years (FY19-FY21), 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
- 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

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http://indianahouserepublicans. com/clientuploads/PDF/2017/Ro ad 1002.pdf



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Local Public Agency (LPA) Program

- INDOT shares gas tax revenue from the state Motor Vehicle Highway Fund (MVHF) and Local Road and Street Fund (LRSF) with LPAs.
- INDOT also makes available 25 percent of the federal funds apportioned to it under Congressional Highway Authorization Bills.
- The program that administers and oversees the use of these funds is called the INDOT Local Public Agency Program (LPA Program).



INDOT > Doing Business with INDOT > Local Public Agency Programs

DOING BUSINESS WITH INDOT

Request for Information

Request for Qualifications

Request for Proposals

Consultants/Pre-Construction

Contractors/Construction

Standards & Specifications

Contract Letting Information

Indiana Design Manual

Open Roads (Practical Design)

Permits

INDOT University

Economic Opportunity

Title VI Resources

LOCAL PUBLIC AGENCY PROGRAMS

Community Crossings Matching Grant

Community Crossings Matching Grant Next Steps
 Presentation



- Community Crossings Matching Grant Fund Request
- · Community Crossings Matching Grant Fund Completion W
- · Funds Awarded 2016 Call for Projects
 - Northern Indiana
 - Central Indiana
 - Southern Indiana
- Community Crossings Local Road & Bridge Matching Grant Presentation

 □
- Community Crossings Summary
- Community Crossings FAQs

INDOT Technical Application Pathway (ITAP) Login

Kathy L. Eaton-McKalip

LPA/MPO Grant Administrator
Indiana Department of Transportation
100 N. Senate Ave. IGCN 955
Indianapolis, IN 46204
317-234 -5142

kaeaton-McKalip@indot.in.gov





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\$91 million annually

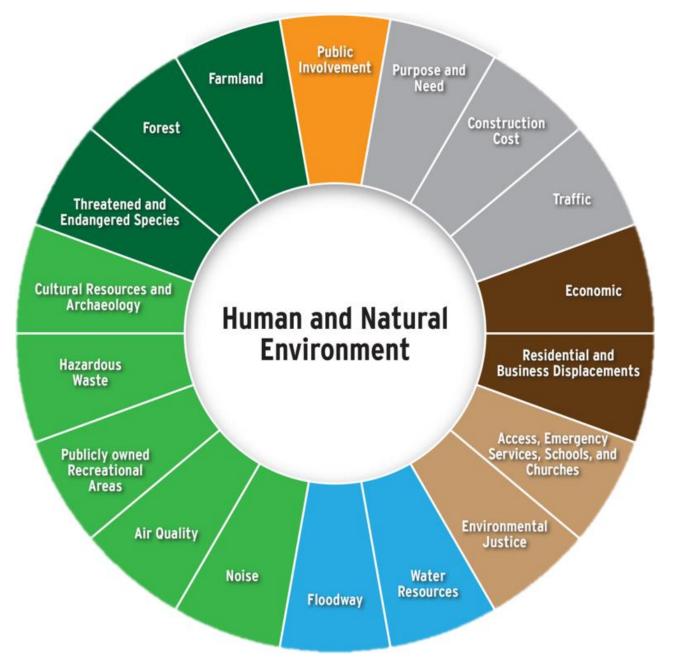
Source: HB 1002 Fiscal Impact Statement

- Traditional project procurement
- Design Low Bid Build
- Always lowest price, but is it the best value for taxpayers?

- We look at all project elements
- Design Build Finance Operate Maintain
- Combination?

- Indiana Toll Road Lease
- Ohio River Bridges
- I-69 Section 5
- I-69 Major Moves 2020 Expansion
- I-65 Northwest Indiana Expansion
- I-65 Southeast Indiana Expansion

- Ohio River Crossing (Evansville)
- I-69 Section 6 (Martinsville to Indy)
- Tolling
- Other non-traditional procurements



I-69 Section 6

- National Environmental Policy Act (NEPA)
- Draft Environmental
 Impact Statement 1st
 quarter of this year
- Public Comment period
- FEIS first half of 2018
- Record of Decision
- Funding & Construction