



BUILD INDIANA COUNCIL

Infrastructure Media Summary

June 2, 2016

State Redistributes Local Option Income Tax Funds

Inside INdiana Business
Dan McGowan
6/1/16

More than \$500 million in Local Option Income Tax reserves has been redistributed to local governments. Governor Mike Pence says the majority of the funding will be used for local transportation infrastructure maintenance. In all, \$435 million will go toward transportation spending and the remaining \$70 million will be deposited into rainy day funds. The payout marks the final step in a bill signed into law during the most recent legislative session, which authorized a one-time distribution of excess LOIT funding. It money is part of a massive, \$1 billion effort to put more money toward road and bridge repairs statewide and locally. Pence said "early this year, we committed to investing significant new funding in state and local infrastructure maintenance to preserve the Crossroads of America. Today, we make good on that promise with the distribution of funds to local governments to further improve infrastructure and spur economic development and quality of life in communities across Indiana."

<http://www.insideindianabusiness.com/story/32116782/state-redistributes-local-option-income-tax-funds>

INDOT accepting applications for local road and bridge matching grant funds

The Brazil Times
6/1/16

The Indiana Department of Transportation announced today that the agency is accepting applications from cities, towns, and counties across Indiana for matching funds for local road and bridge projects through Community Crossings, the State's local road and bridge matching grant fund. On March 23, Governor Mike Pence signed HEA1001 which created the local road and bridge matching grant program. HEA 1001 provides \$186 million in state reserves for local road and bridge funding over the next two years, and provides \$277 million over the next four years by redirecting an additional 1 and ½ pennies of the gasoline use tax to local roads to be phased in over two years; \$100 million in funding will be available each year going forward providing long-term road funding for locals. Projects that are eligible for funding through Community Crossings include road resurfacing, bridge rehabilitation, road reconstruction, roundabouts, and Americans with Disabilities Act (ADA) compliance in connection with road projects. Material costs for chip sealing and crack filling operations are also eligible for funds. Projects submitted to INDOT for funding will be evaluated based on need, traffic volume, local support, the impact on connectivity and mobility within the community, and regional economic significance. Community Crossings is open to all local government units in the State of Indiana. Cities, towns, and counties awarded grants will receive funding based on a 50/50 match. For example, a county that is awarded a grant for a roundabout project that is estimated to cost \$1 million would receive \$500,000 in

funding from the State with the County providing the other \$500,000.
<http://www.thebraziltimes.com/story/2309840.html>

Tippecanoe County to hold hearing for bridge tax

Journal & Courier
Emma Ea Ambrose
5/31/16

In the next 20 years, at least four major bridges will need replacement or significant refurbishments — cost officials say Tippecanoe County's cumulative bridge fund cannot shoulder. The average cost to replace a major bridge in Indiana is \$4.3 million, according to Opal Kuhl, executive director of the Tippecanoe County Highway Department. The county has 27 major bridges, meaning they are more than 200 feet in length. The county's cumulative bridge fund generates between \$1 million and \$2 million annually but most of that is used to maintain 182 non-major bridges, she said. This discrepancy between available funds and anticipated need is why Kuhl proposed a tax hike to generate capital for a major bridge fund earlier this year. If a county has major bridge crossings, a major bridge fund tax can be passed under Indiana law, Kuhl said. The maximum allowable rate is 3.33 cents to every \$100 of assessed value, but Kuhl said the highway department likely won't propose a rate that high, although the Tippecanoe County Council ultimately sets the tax rate. Kuhl will propose a rate between 1 cent and 1.25 cents. At the 1 cent rate, a resident with a home valued at \$100,000 would owe \$10 annually. The hope is to generate \$682,610, which will get the county close to the \$15 million it will need in the next 20 years for major bridge repairs. Not everyone in Tippecanoe County, however, will see a tax rate increase. <http://www.jconline.com/story/news/local/indiana/2016/05/31/county-hold-hearing-bridge-tax/85194478/>

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