



**Notes:**

- Includes Toll Lease Amendment Proceeds; does not include Next Level Connections – Trails, Broadband, Flights, & Commuter Rail
- FY09-24 are obligated amounts
- FY25-29 are planned/estimated funding amounts (Subject to Change)



# FIRSST Task Force

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- Met three times during summer of 2023 and once during 2024 to discuss challenges to current funding policy
- Continue to focus on funding impacts and challenges
- INDOT released 2024 Revenue Study
  - Shared 16 potential funding options
- Final task force meeting and committee report on 12/18

New Revenue Options	Revenue Potential	Revenue Reliability	Ease of Implementation
1. Increase existing transportation taxes and fees	●	●	●
2. Reallocate EV and HV fees	●	●	●
3. Registration fees based on fuel efficiency or age	●	●	●
4. Passenger road user charge	●	●	○
5. Freight road user charge	●	●	●
6. Tolling	●	●	●
7. EV charging tax (per use)	●	●	○
8. For-hire ride service fee (fee per trip)	●	●	●
9. Parcel delivery fee (fee per delivery or per parcel)	●	●	●
10. Tax on shipping costs	●	●	●
11. Dedicated sales tax	●	●	●
12. Reallocate sales tax on vehicles	●	●	●
13. Dedicated personal income tax	●	●	●
14. Dedicated corporate income tax	●	○	●
15. Tax increment financing (TIF)	●	●	●
16. State infrastructure bank	●	●	●

# Long Term Funding Options

Legend (high is always positive)

● High    ● Medium    ○ Low



# 2025 Legislative Session

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- Budget session begins January 8<sup>th</sup>, finishes mid-May
- Biennial budget bill
  - Federal stimulus funds depleted
- Medicaid shortfall
- \$2-3B annual statewide road and bridge infrastructure need
- K-12 funding needs
- Higher Education funding needs
- Property taxes
- New Governor, 80 new legislators since 2017



# Road Funding Conversation

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- State and Local funding needs
- State and Local resources
- Community Crossings
- Local MVH allowable uses
- Local excess funds
- Expansion of current funding mechanisms

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# Questions

