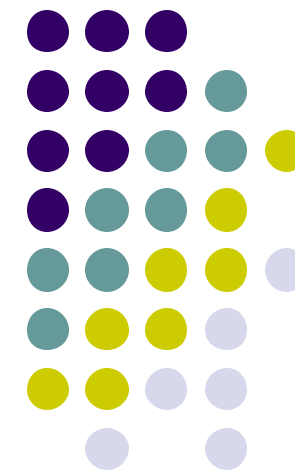
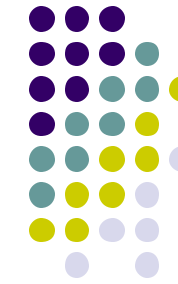


# ACHD

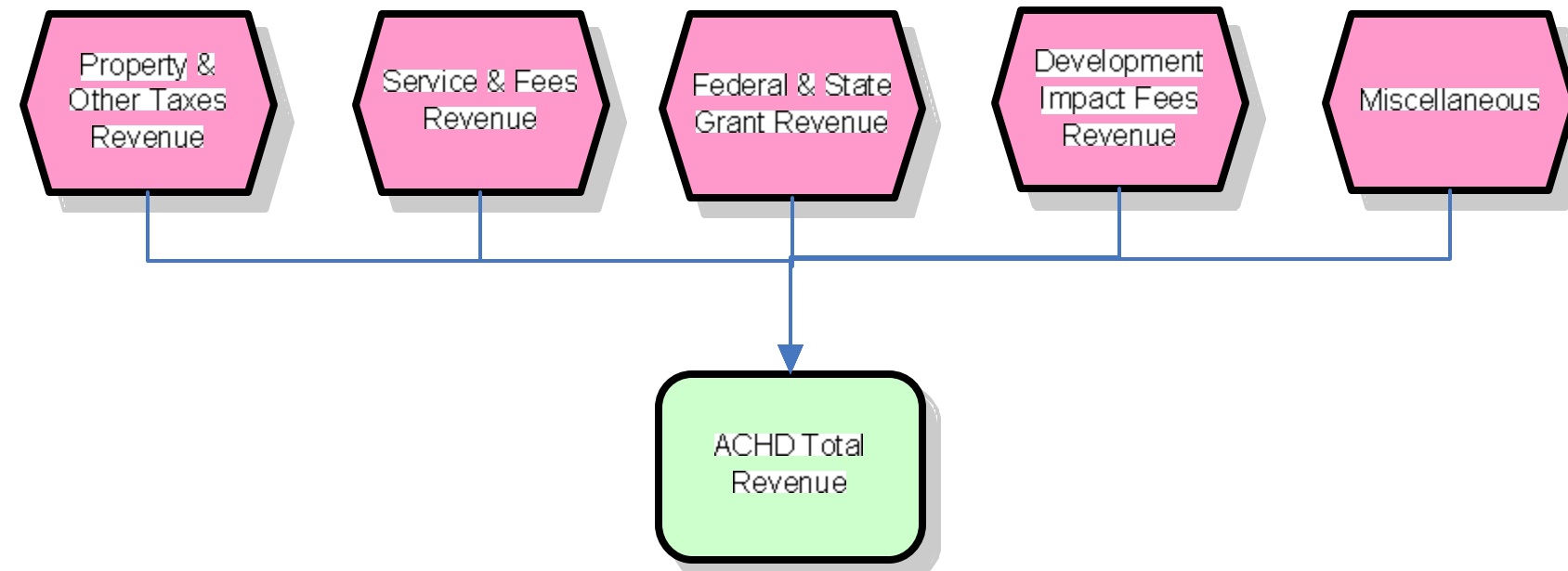
## Transportation Funding



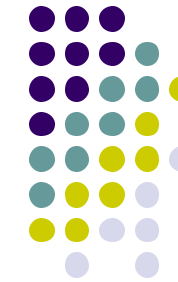
# ACHD Revenue Development



The Highway District's revenue comes from multiple sources.



# ACHD Revenue Sources

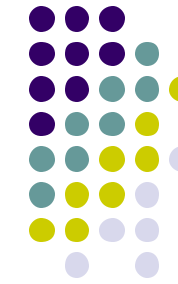


The following categories represent the FY 2005 budget.

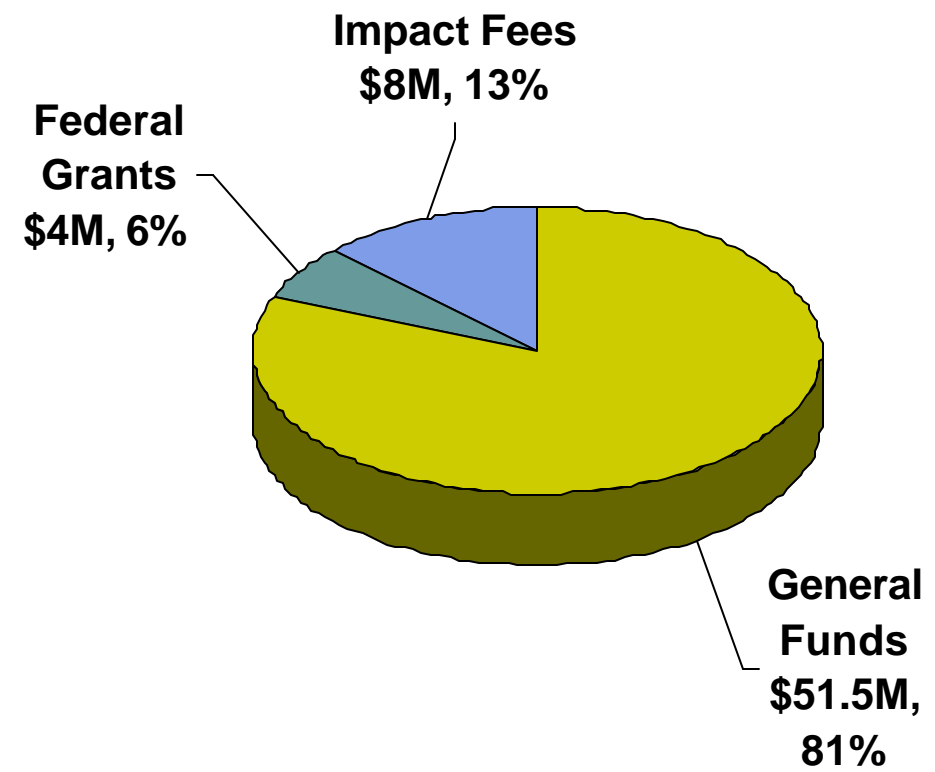
- **General Funds**
  - Property Tax \$22.6M
  - Vehicle / Gas Tax \$22.6M
  - Services & Fees \$ 2.7M
  - Other Revenue \$ 3.6M
  
- **Federal Grants**
  - State Trans Program \$ 3.4M
  - Federal Transit Program \$ 0.6M
  
- **Development Impact Fees**
  - Impact Fees \$ 8.0M

2005 Fiscal Year ends September 30<sup>th</sup>, 2005.

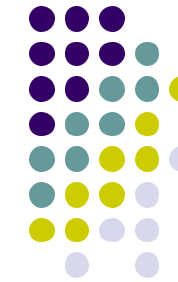
# ACHD Revenue Source Chart



- Another way to visualize the revenue



# Revenue Information

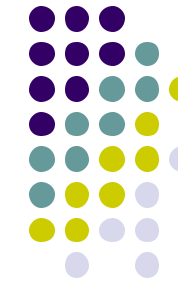


Property taxes, Vehicle (Gas) tax and Development Impact Fee revenues are all based on complex economic factors that include:

- Property Tax Valuation
- New Construction Values
- Vehicle Registration Fees
- Vehicle Miles Traveled
- Peak Hours
- Trip Adjustment Factors
- Average Trip Length
- Road Improvement Mileage
- Tax Credits



# Total Revenue



For simplicity, the following shows how we report the compilation of all of those funds

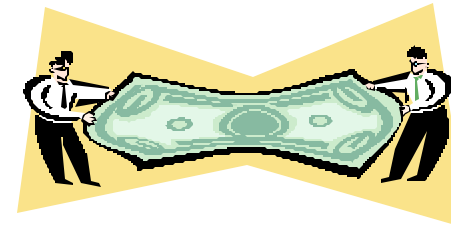
<u>Fund</u>	<u>2005 Budget</u>	<u>Federal Grant Amount</u>
General Fund	\$ 61,475,000	\$ 3,439,000
Commuteride	\$ 1,975,000	\$ 608,000
Total	\$ 67,200,000	\$ 4,047,000

Note: The FY 2006 budget public hearing is scheduled for August 24, 2005.

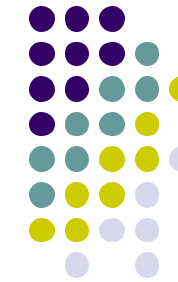
# Where funding goes

ACHD uses the revenue in the following way

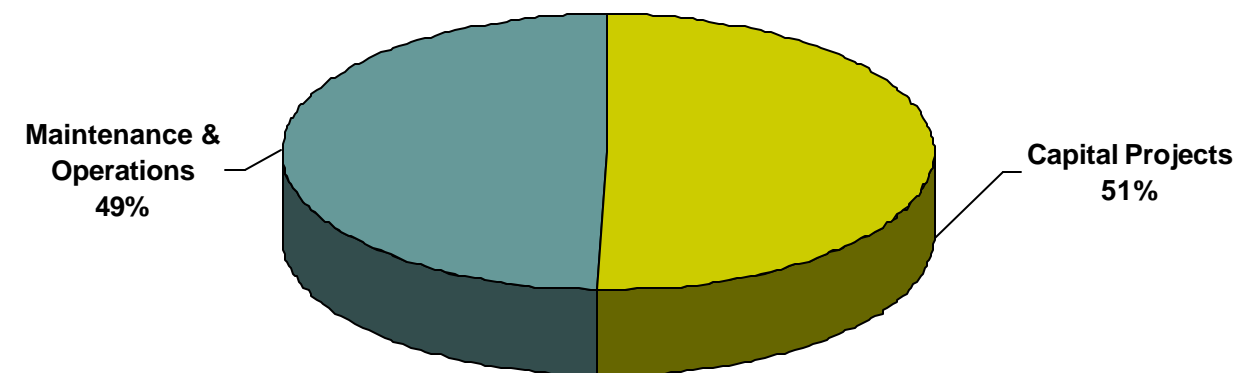
- Capital Projects
  - Roadways, both new and rebuild
  - Bridges
  - Community projects (curb, gutter and sidewalks)
  - Traffic signals, Intersections
  - Vehicle Purchases
  - New Facilities
- Maintenance & Operations
  - Chip sealing
  - De-icing
  - street sweeping
  - Signal Timing
  - Striping
  - Materials (Traffic signs, chemicals, liquid asphalt)
  - Day-to-day operational expenses (supplies, network (phones/computers, building maintenance))



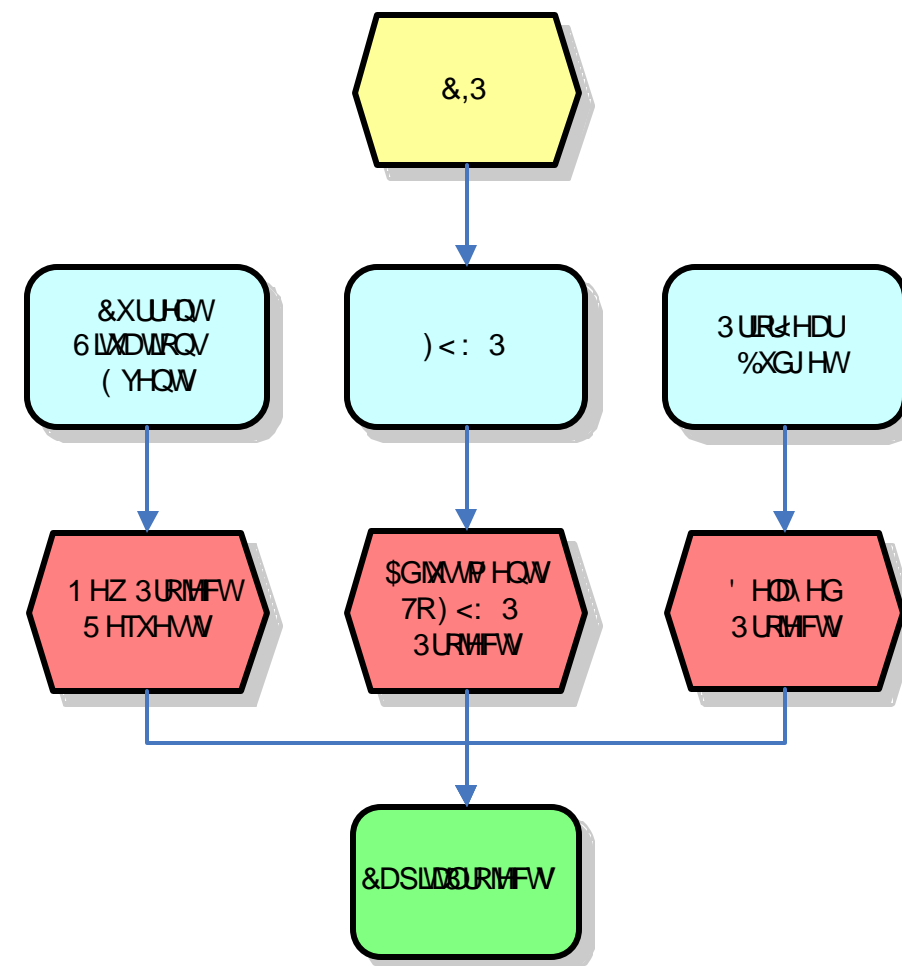
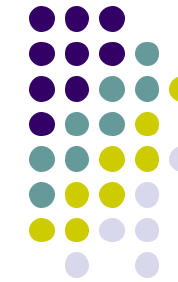
# Spending Split



- We try to keep as close to a 50% / 50% split for Capital versus Maintenance & Operations
- Labor costs are allocated across the board to both categories

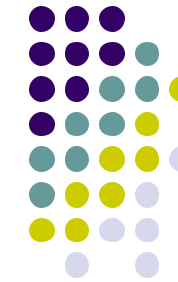


# Capital Project Development



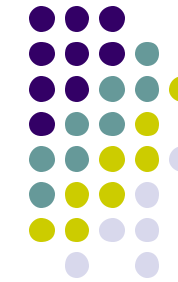
- The Capital Projects are derived from several sources
  - Capital Improvement Plan
  - FYWP
  - Current Situations / Events
  - Prior Year Projects

# Prioritization Process



- ACHD prioritizes requests from cities & counties in the various categories (roadways, intersections, bridges) on an annual basis for inclusion in the FYWP
  - Roadways are ranked based on 14 factors in a quantitative process
  - Intersections are prioritized based on technical methods such as accident rates, traffic volumes and signal warrants
  - Community Programs: Curb, gutter and sidewalk projects are prioritized based on 11 factors including traffic volumes, proximity to schools and funding partnerships

# Earmark Funds



Some of ACHD's revenue is earmarked for specific uses per Federal or State regulations

- Development Impacts Fees are used for Capacity Enhancement projects specified in the Capital Improvement Plan
- Highway Users Fund is dedicated to roadway uses
- Services & Fees revenue is reimbursement to ACHD for services performed (Inspections, Development reviews)
- Commuteride revenue, which comes from vanpool fares, ACHD general fund and federal grants, is tracked separately

# ACHD Budget Statutes



- ACHD's budget is based on a fiscal year starting in October, per IC40-330
- The budget must be finalized by the Tuesday following the 1st Monday in September per IC40-1329

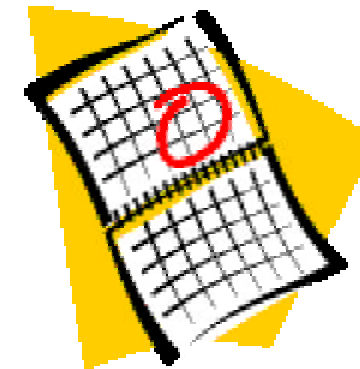


# Budget Calendar FY 2006



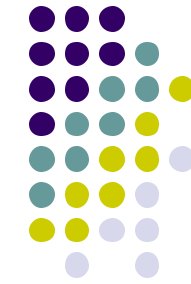
Annually the District sets it's Budget as specified by State Statutes

- April
  - Notification of Budget Public Hearing per IC40-1326
- May
  - Budget Process Begins
- June and July
  - Review of Budget with Director & Commissioners
- August
  - Public Inspection of Budget
  - Public Hearing of Budget
  - Ad Valorem Tax Certification



# Trends & Future

- ACHD's budget will **not** meet the future needs
- Right-of-Way and Construction costs continue to escalate and will make projects more costly
- Land Values may make necessary improvements cost prohibitive
- Maintenance costs have risen an average of 5% in the last 10 years
- Normal annual revenue increases (6%) will be spent on maintenance of current roads versus new construction (47 miles of new roads added every year)



# Comments

