



I-69 Community Conversation

Underwritten by:

the
ELEVATOR



LEUGERS
INSURANCE GROUP



JOHNSON COUNTY
DEVELOPMENT CORP

ASPIRE

JOHNSON COUNTY

Imagining . Inspiring . Impacting a Great Community



I-69 Community Conversation

Featuring:



Joe McGuinness
INDOT
Commissioner



Andy Dietrick
Public Affairs Manager
INDOT



Chris Hamm
HWC
Senior Planner



Larry DeBoer
Purdue
University



JOHNSON COUNTY I-69 CORRIDOR PLAN ASPIRE JOHNSON COUNTY COMMUNITY CONVERSATION PRESENTATION

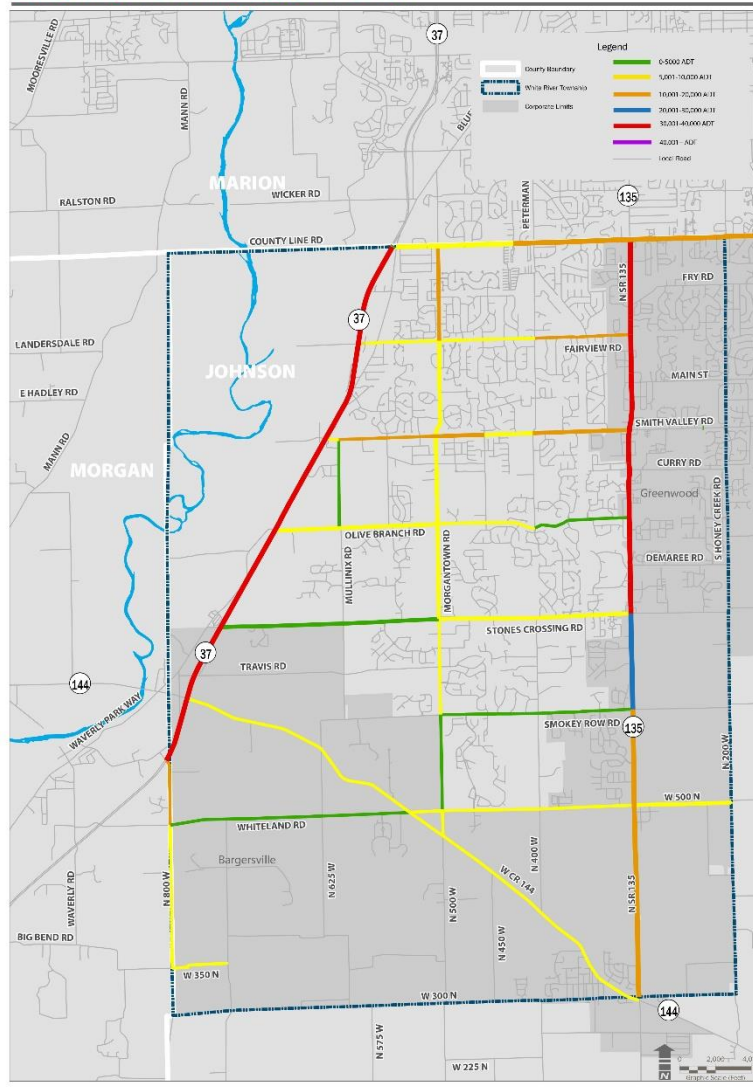
January 16, 2019



Chris Hamm
Senior Planner
HWC Engineering
chamm@hwcengineering.com



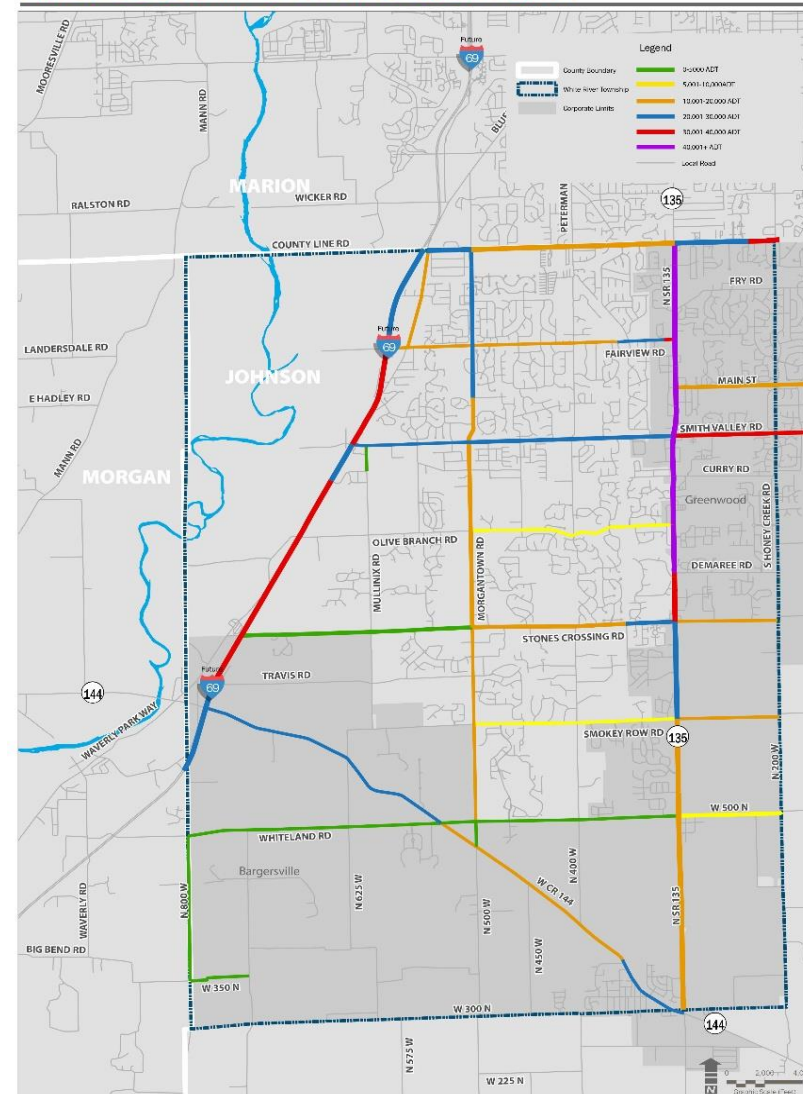
EXISTING TRAFFIC COUNT DATA



Johnson County Corridor Plan
November 2017

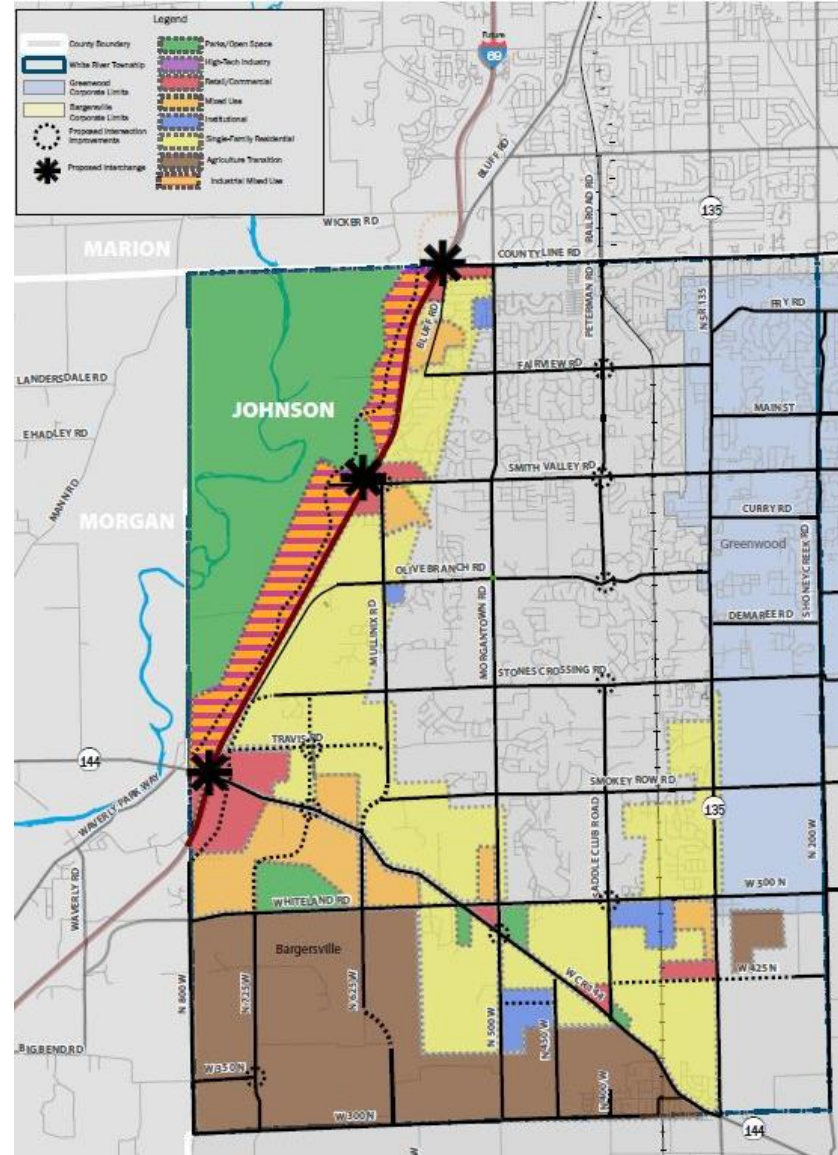


FUTURE 2035 MPO TRAFFIC COUNT DATA



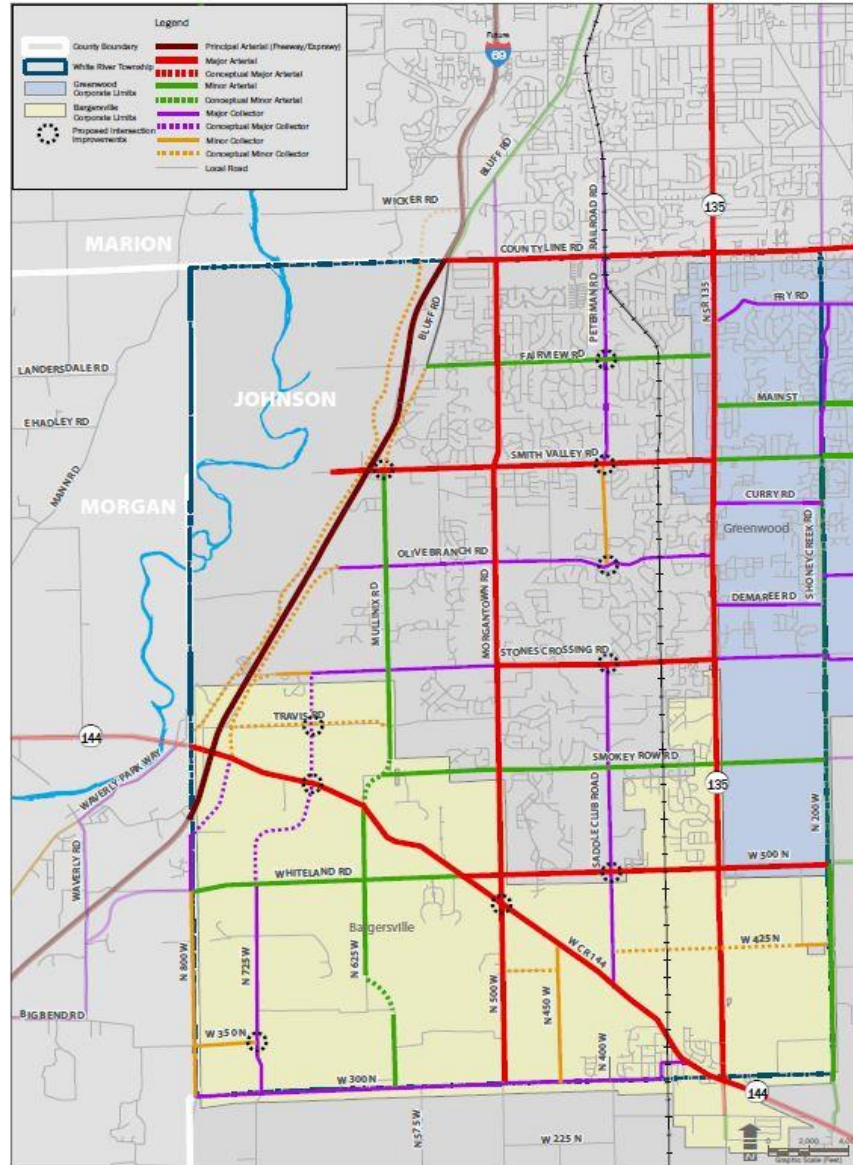
Johnson County Corridor Plan
November 2017

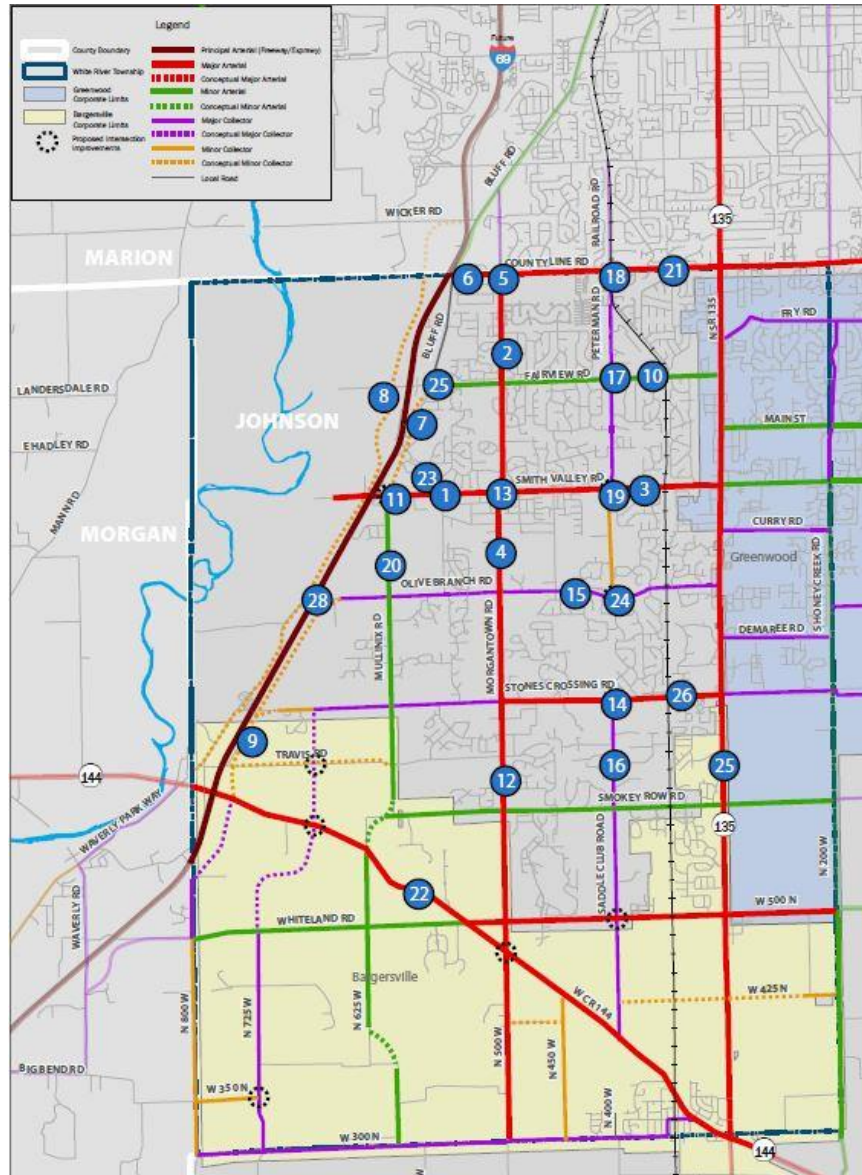






FUTURE THOROUGHFARE MAP





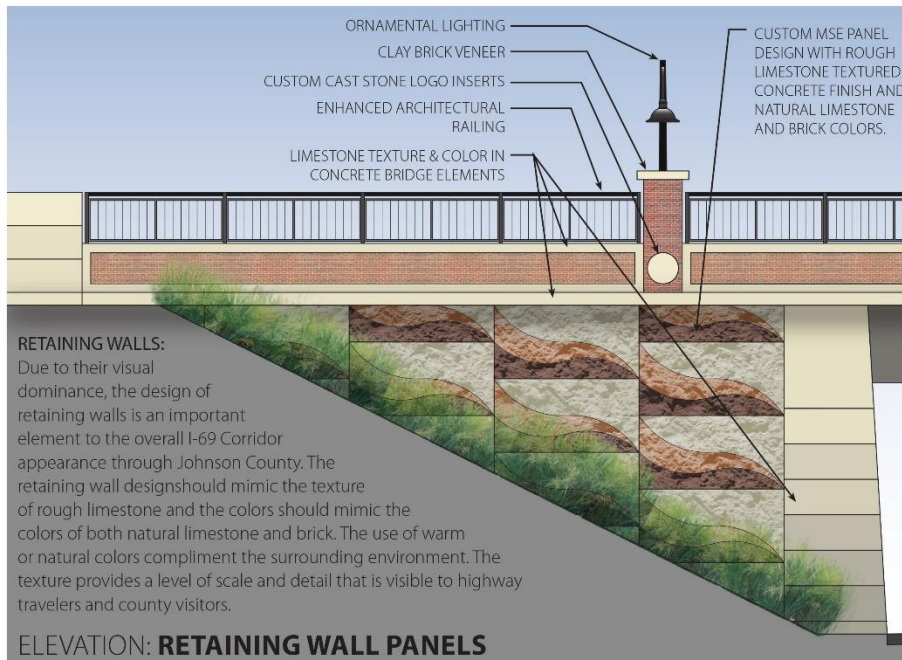
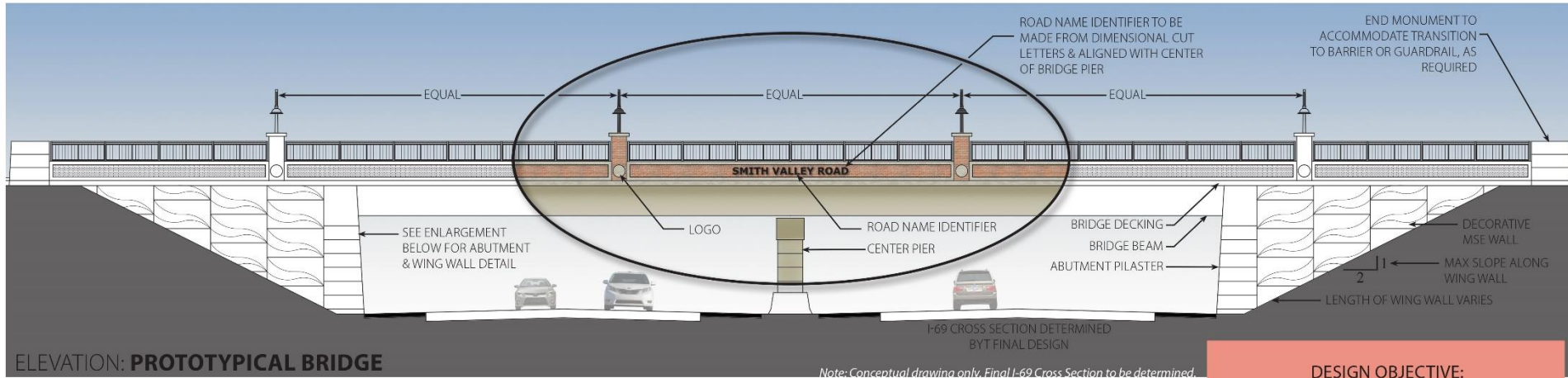
Road Section	Description	Priority
1.) Smith Valley Road from I-69 to Morgantown Road	Widening to 4 to 5 lanes	High
2.) Morgantown Road from County Line Road to Smith Valley	Widening to 4 to 5 lanes	High
3.) Smith Valley Road from Morgantown Road to SR 135	Widening to 4 to 5 lanes	High
4.) Morgantown Road from Smith Valley to Stones Crossing Road	Widening to 4 to 5 lanes	High
5.) Morgantown Road and County Line Road Intersection	Intersection Improvement	High
6.) County Line Road from I-69 to Morgantown Road	Widening to 4 to 5 lanes	High
7.) Bluff Road from Fairview Road to Smith Valley Road	Frontage Road	High
8.) West side frontage Road from County Line to SR 135	Frontage Road	High
9.) Frontage Road from Olive Branch Road to CR 144	Frontage Road	High
10.) Fairview Road from Morgantown Road to SR 135	Widening to 3 to 4 lanes	Medium
11.) Mullinx Road and Smith Valley Road intersection	Intersection Improvement	Medium
12.) Morgantown Road from Stones Crossing Road to CR 144	Widening to 4 to 5 lanes	Medium
13.) Smith Valley Road and Morgantown Road Intersection	Intersection Improvement	Medium
14.) Stones Crossing Road and Saddle Club Road Intersection	Intersection Improvement	Medium
15.) Olive Branch Road from Morgantown Road to SR 135	Widening to 3 to 4 lanes	Medium
16.) Berry Road from Stones Crossing Road to Smokey Row Road	Widening to 3 to 4 lanes	Medium
17.) Peterman Road and Fairview Road Intersection	Intersection Improvement	Medium
18.) Peterman Road and County Line Road Intersection	Intersection Improvement	Medium
19.) Peterman Road and Smith Valley Road Intersection	Intersection Improvement	Medium
20.) Mullinx Road from Smith Valley Road to CR 144	Widening to 3 to 4 lanes	Medium
21.) County Line Road from Morgantown Road to SR 135	Widening to 4 to 5 lanes	Medium
22.) SR 144 from I-69 to Morgantown Road	Widening to 4 to 5 lanes	Medium
23.) Smith Valley Road and Paddock Road Intersection	Intersection Improvement	Medium
24.) Olive Branch Road and Peterman Road Intersection	Intersection Improvement	Low
25.) SR 135 from Smith Valley Road to SCR144	Widening	Low
26.) Stones Crossing Road from Morgantown to SR 135	Widening to 3 to 4 lanes	Low
27.) Fairview and I-69	Future Access	Low
28.) Olive Branch and I-69	Future Access	Low



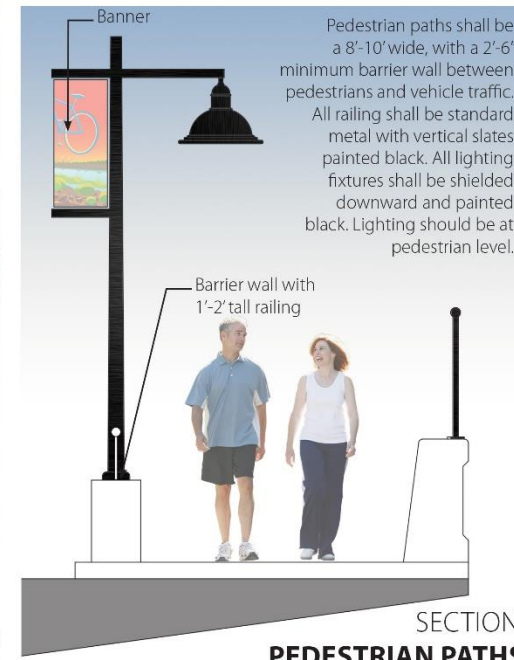
- Implement corridor overlay districts
- Adopt local access management plan for major corridors
- Seek new transportation funding alternatives
- Activate the CR144 interchange with required utilities
- East/west regional corridor discussion
- Ongoing conversations with INDOT:
 - Impacted local road network
 - Frontage roads
 - Special study for SR 135 corridor
 - Coordinate stormwater analysis along I-69 corridor
 - Interchange aesthetics



CONCEPTUAL I-69 INTERCHANGE BRIDGE ENHANCEMENTS



RETAINING WALLS:
Due to their visual dominance, the design of retaining walls is an important element to the overall I-69 Corridor appearance through Johnson County. The retaining wall design should mimic the texture of rough limestone and the colors should mimic the colors of both natural limestone and brick. The use of warm or natural colors compliment the surrounding environment. The texture provides a level of scale and detail that is visible to highway travelers and county visitors.



Pedestrian paths shall be a 8'-10' wide, with a 2'-6" minimum barrier wall between pedestrians and vehicle traffic. All railing shall be standard metal with vertical slates painted black. All lighting fixtures shall be shielded downward and painted black. Lighting should be at pedestrian level.

DESIGN OBJECTIVE:

To incorporate preferred bridge aesthetic treatments into the final design of the following designated overpass bridges throughout the I-69 Corridor in Johnson County:

- SR 144,
- Smith Valley Road and
- County Line Road

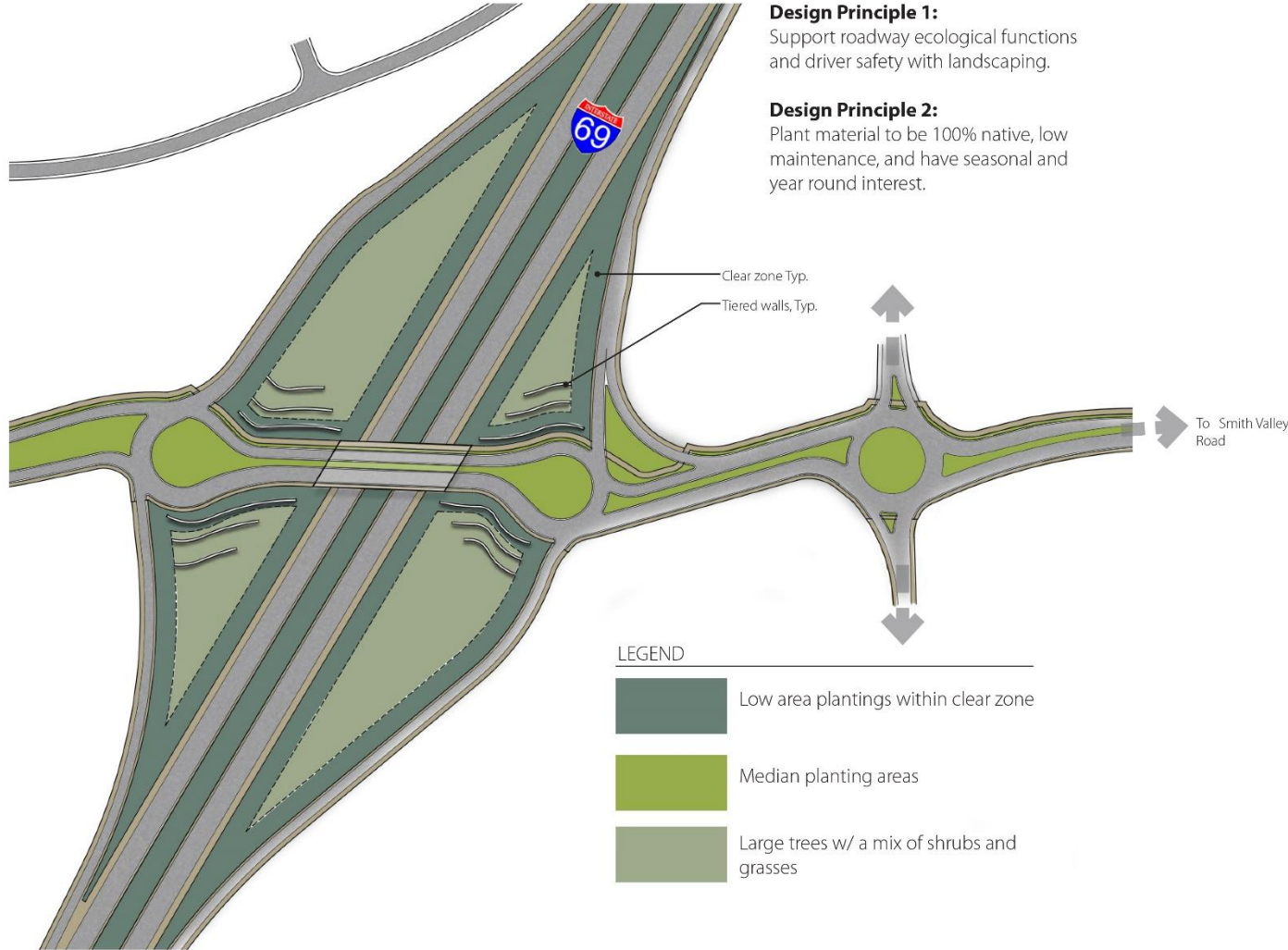
It is proposed that both northern and southern approaches receive preferred design treatment.

These preferred design treatments are intended to guide INDOT on additional enhancements at the time of final design.

Preferred bridge treatments are depicted in the renderings on this page. Preferred corridor landscaping treatment is depicted on the following page. All treatments were selected to help minimize potential maintenance and create unique visual interest along the corridor in Johnson County.



CONCEPTUAL I-69 INTERCHANGE LANDSCAPE PLANS



LANDSCAPE TREATMENT DIAGRAM

DESIGN OBJECTIVE:

To incorporate preferred landscape treatments into the final design of designated overpass bridges throughout the I-69 Corridor in Johnson County.

The landscape treatment will use a mix of native Indiana wild flowers, grasses, shrubs, and trees.

The plant material will be designed in masses, clusters and drifts. As speeds change, so shall the level of detail within the landscape areas. Landscaping adjacent to the high speed mainline will have a simple level of detail so that it can be clearly perceived.

In addition, tiered walls are proposed to add interest and help with the transition of slopes.

These preferred design treatments are intended to guide INDOT on additional enhancements at the time of final design.

PRECEDENT IMAGES





Chris Hamm
Senior Planner
HWC Engineering
chamm@hwcengineering.com

Purdue Cooperative Extension Service

Revenue Options for Indiana Local Governments

Larry DeBoer
Purdue University
January 16, 2019

Property Taxes

- ▶ Most property taxes are subject to the **maximum levy**, which restricts levy growth to a fixed percentage each year
- ▶ So growth in assessed value will not necessarily increase local government revenues
- ▶ Instead, AV growth greater than maximum levy growth reduces property tax rates
- ▶ Debt service taxes to repay bonds are outside the maximum levy
- ▶ Cumulative Capital Development rates are also outside the maximum levy

STATEWIDE UNIT TAX RATE PERCENTILES, 2018

Percentile	All Unit Average	Counties	Cities/ Towns	School Corps.	Library Dists.
10%	1.3676	0.3131	0.2832	0.6978	0.0449
25%	1.7631	0.3862	0.5698	0.8102	0.0671
50% (median)	2.1134	0.5037	0.8649	0.9806	0.1098
75%	2.4480	0.6566	1.3429	1.1985	0.1678
90%	3.0753	0.7724	1.8458	1.5585	0.2068

All Unit Avg. 2.2368
 Johnson County 0.3123
 Bargersville Town 0.5965

Johnson County Population: 1974 67,000 2017 154,000

Alternate Revenue Sources

- ▶ Local Income Taxes (LIT)
 - Economic development expenditure rate, for infrastructure and public facilities
- ▶ Tax Increase Finance (TIF)
 - Divert property taxes from new development to pay for infrastructure that supports that development
- ▶ Impact Fees
 - Assess fees from developers to help pay for infrastructure requirements

Indiana's Local Income Tax (LIT)

LIT Rate	Maximum Rate	Purpose	Distribution
Property tax relief	1.25%	Reduce property taxes with tax bill credits for homesteads, other residential property, farmland, business land, buildings and equipment, or any combination. Credit percentages can vary by property type.	Replaces property tax credits for local units as needed. LIT revenue is treated as if it were property tax revenue.
Expenditures	2.5% (2.75% in Marion)	Added revenue for local government expenditures.	Depends on the purpose of expenditures (see below)
Expenditure, public safety	Under the Expenditure maximum	Added revenue for police and law enforcement, fire protection, corrections, emergency medical, communications and other public safety functions.	Counties, cities and towns, plus other units (e.g. fire protection districts) if included in the ordinance.
Expenditure, economic development	Under the Expenditure maximum	Added revenue for economic development projects to promote employment or retain, expand or attract new business.	Counties, cities and towns. Must have a capital improvement plan to receive revenue.
Expenditure, certified shares	Under the Expenditure maximum	Added revenue for general purposes.	Civil taxing units (all units but school corporations)
Expenditure, county jails	Under the Expenditure maximum	Added revenue for county correctional and rehabilitational facilities	Counties only, distributed to the county before the remainder of the expenditure rate
Special purposes	Set by special legislation	Purpose identified in special legislation by the General Assembly (often for construction of public buildings).	Units identified by legislation.

7. JOHNSON COUNTY LOCAL INCOME TAXES, 2018

	<u>Income Tax Rate</u>	<u>Income Tax Revenue</u>
All Local Income Taxes	1.000%	41,930,020
Expenditure		
Certified Shares	1.000%	41,930,020
Public Safety		
Economic Development		
TOTAL	1.000%	41,930,020

Property Tax Relief

Special Purpose

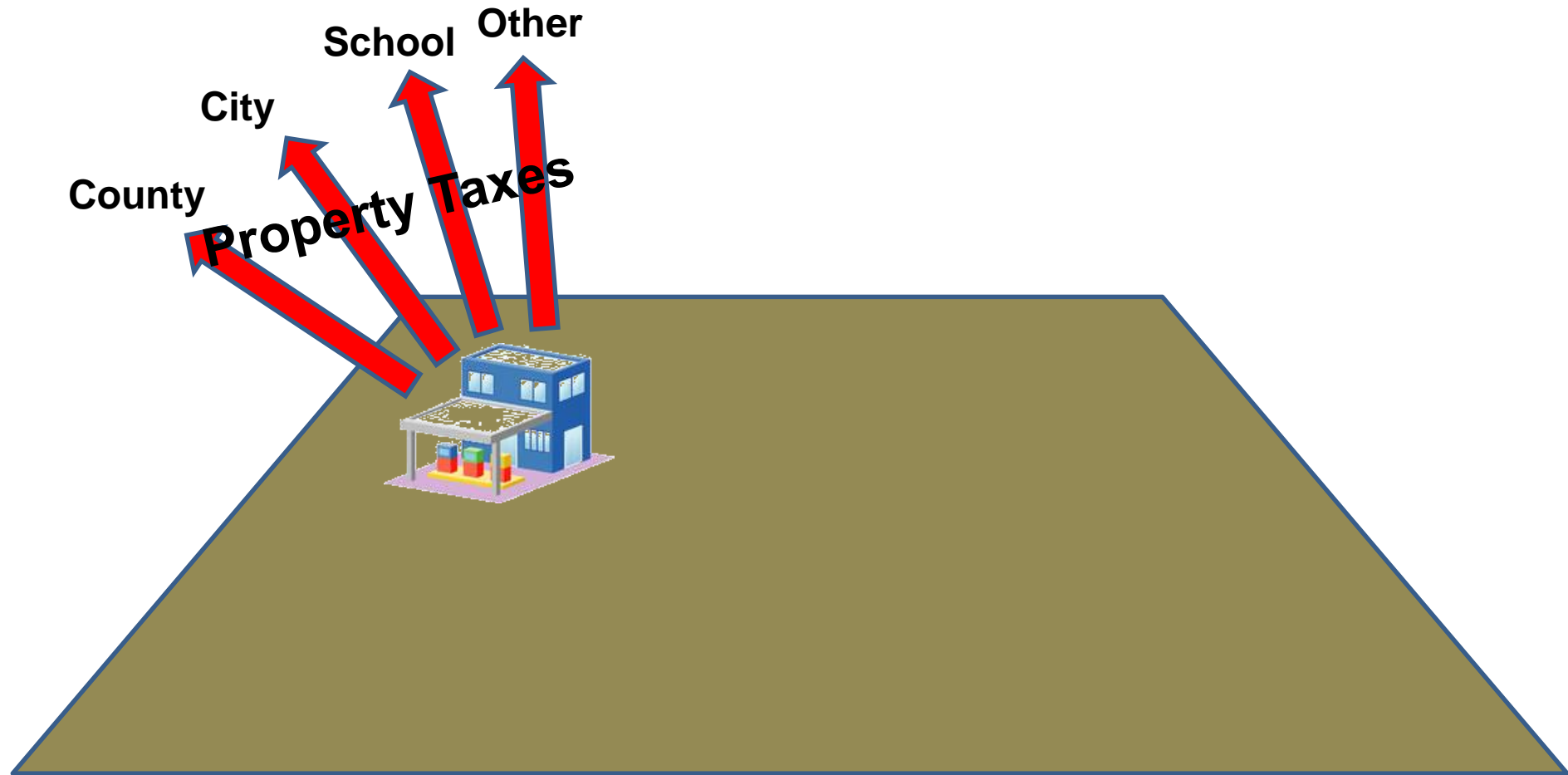
11. STATEWIDE PERCENTILES FOR LOCAL INCOME TAXES, 2018

Local Income Tax Rates, 2018							
Percentile	All Local Income Tax Rates	Certified Shares	Public Safety	Economic Dev.	Total Expenditure	Property Tax Relief	Special Purpose
10%	0.97%	0.45%	0.00%	0.00%	0.82%	0.00%	0.00%
25%	1.25%	0.70%	0.00%	0.20%	1.00%	0.00%	0.00%
50% (median)	1.73%	1.00%	0.25%	0.25%	1.30%	0.14%	0.00%
75%	2.10%	1.00%	0.25%	0.30%	1.58%	0.50%	0.02%
90%	2.50%	1.34%	0.50%	0.50%	1.84%	0.74%	0.25%
Minimum Rate	0.35%	0.00%	0.00%	0.00%	0.35%	0.00%	0.00%
Maximum Rate	3.38%	1.81%	1.00%	0.60%	2.40%	1.18%	0.65%
No. of Counties	92	86	63	74	92	60	23

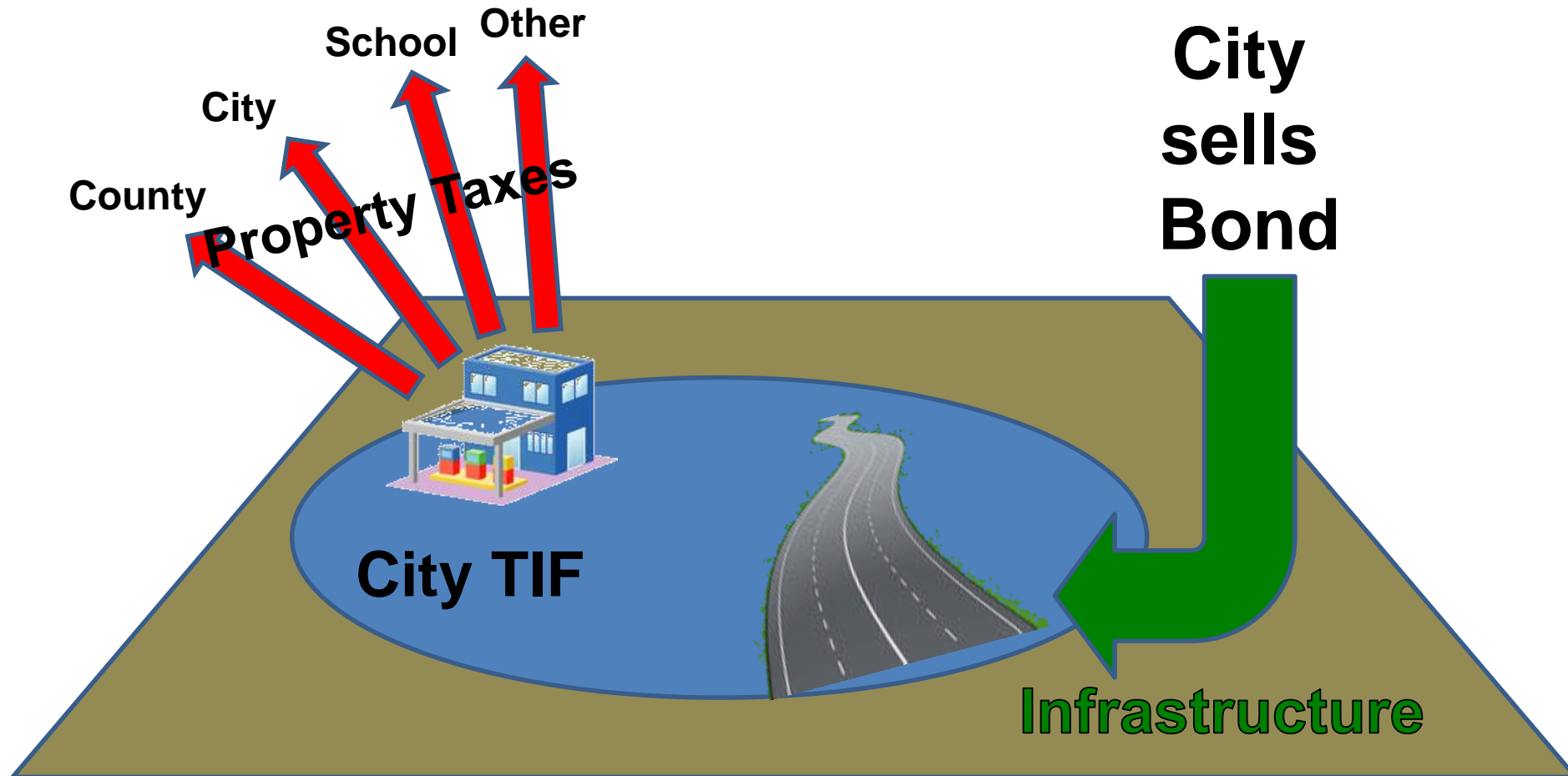
Local Income Tax Distribution, 2018

Unit	LIT Revenue	Percent of Total	LIT Econ Dev
Johnson County	11,853,729	28.3%	41%
Franklin City	6,901,361	16.5%	
Greenwood City	7,663,772	18.3%	
Bargersville Town	1,122,112	2.7%	
Edinburgh Town	1,152,415	2.7%	4%
Clark-Pleasant Schools	1,207,630	2.9%	
Center Grove Schools	1,031,078	2.5%	
Franklin Schools	1,127,665	2.7%	
Johnson County Library	2,125,454	5.1%	
White River Township Fire	2,682,008	6.4%	
Bargersville Fire	1,524,298	3.6%	
All Other Units	3,538,498	8.4%	
Total	41,930,020	100.0%	

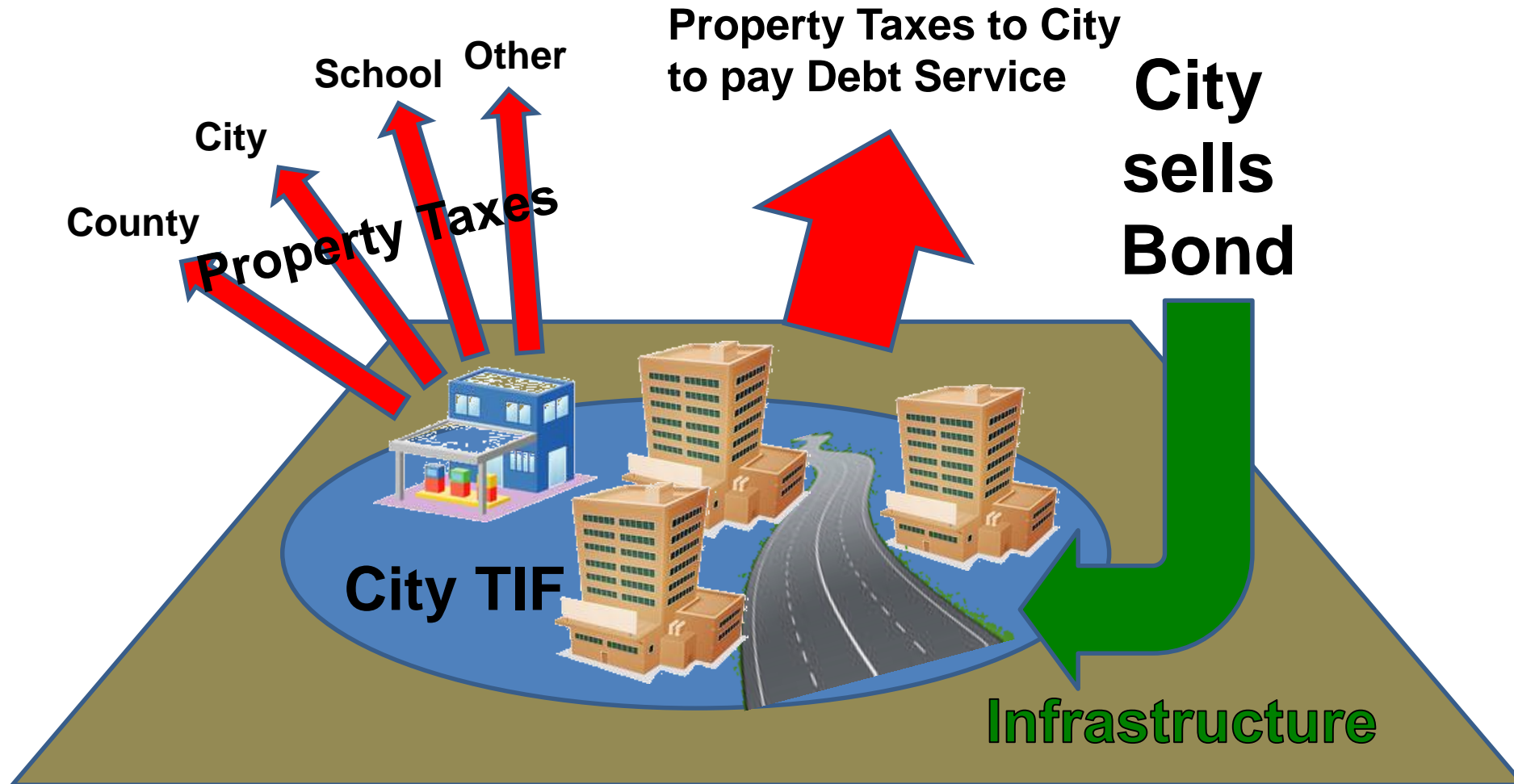
Tax Increment Finance



Tax Increment Finance



Tax Increment Finance



Once bond is repaid all Assessed Value reverts to general taxation

Tax Increment Finance (TIF)

Authorizing Unit	TIF ID#	TIF District	Net Assessed Value	Base Assessed Value	Incremental Assessed Value	Revenues	Expenses
BARGERSVILLE CIVIL TOWN	T41012	Bargersville Industrial Park TIF	2,857,500	1,909,360	948,140	24,397	20,002
BARGERSVILLE CIVIL TOWN	T41015	Whiteland Rd-SR 135	4,707,800	152,250	4,555,550	85,607	20,002
FRANKLIN CIVIL CITY	T41007	Casting Technology	7,897,880	-	7,897,880	271,584	252,678
FRANKLIN CIVIL CITY	T41008	Franklin Eastside	57,179,010	-	57,179,010	2,044,663	1,902,326
FRANKLIN CIVIL CITY	T41009	Franklin Park Amended	15,471,710	-	15,471,710	524,936	488,394
FRANKLIN CIVIL CITY	T41010	Franklin Power Products	7,655,610	4,239,080	3,416,530	124,125	115,484
FRANKLIN CIVIL CITY	T41006	Metro Fibernet	2,911,920	-	2,911,920	87,358	87,358
FRANKLIN CIVIL CITY	T41011	Musicland	19,646,940	-	19,646,940	652,485	607,063
GREENWOOD CIVIL CITY	T41001	Airport Blvd. Allocation (333)	161,500	95,500	66,000	1,919	-
GREENWOOD CIVIL CITY	T41004	Eastside Allocation (334)	528,684,420	260,408,680	268,275,740	6,571,484	5,895,784
GREENWOOD CIVIL CITY	T41002	Eastside Allocation Cabela's (335)	207,000	17,390	189,610	5,671	-
GREENWOOD CIVIL CITY	T41003	Fry Road Allocation (354)	195,932,106	136,108,456	59,823,650	1,100,674	1,100,322
TRAFALGAR CIVIL TOWN	T41013	Trafalgar Economic Development Area #1	3,293,600	-	3,293,600	60,936	89,798
TRAFALGAR CIVIL TOWN	T41014	Trafalgar Economic Development Area #2	916,625	159,025	757,600	14,231	20,972
WHITELAND CIVIL TOWN	T41016	Whiteland Advancement Allocation Area	3,262,907	2,891,977	370,930	14,314	-
Total			850,786,528	405,981,718	444,804,810	11,584,384	10,600,183

Allocate property tax revenue from added assessed value of new development to finance infrastructure needed for that development.

Cities, towns and counties that establish TIF districts must provide evidence that the development would not happen but for the establishment of the TIF district. This “but for” test seeks to ensure that TIF is used to promote development that would not otherwise occur, and is not simply an effort to divert property tax revenue from overlapping units to the unit establishing the TIF district.

Impact Fees (36-7-4-1311)

- ▶ The legislative body of a unit may adopt an ordinance imposing an impact fee on new development in the geographic area over which the unit exercises planning and zoning jurisdiction. The ordinance must aggregate the portions of the impact fee attributable to the infrastructure types covered by the ordinance so that a single and unified impact fee is imposed on each new development.
- ▶ An impact fee on a development may not exceed: (1) impact costs; minus (2) the sum of nonlocal revenues and impact deductions.

Town of Bargersville Fee Schedule: Department of Development

Exhibit A

Ordinance 2017-27, Effective January 1, 2018



Planning and Zoning

Permitting

Permit fees will be doubled if work begins without a permit.

Single-Family Dwelling (includes 4 inspections)

\$350 + \$0.10/square foot

Commercial/Industrial/Institutional Buildings (plus inspections)

Structures, additions, swimming pools, accessory buildings

Includes public buildings and private schools

\$350 + \$0.10/square foot

Local Government Revenues in Johnson County

- ▶ Property Tax unlikely to deliver added revenue to match scale of development
- ▶ Local Income Taxes (LIT)
 - Economic development expenditure rate, for infrastructure and public facilities
- ▶ Tax Increase Finance (TIF)
 - Divert property taxes from new development to pay for infrastructure that supports that development
- ▶ Impact Fees
 - Assess fees from developers to help pay for infrastructure requirements

Purdue Cooperative Extension Service

Revenue Options for Indiana Local Governments

Larry DeBoer
Purdue University
January 16, 2019



I-69 Community Conversation

Underwritten by:

the
ELEVATOR



LEUGERS
INSURANCE GROUP



JOHNSON COUNTY
DEVELOPMENT CORP

ASPIRE

JOHNSON COUNTY

Imagining . Inspiring . Impacting a Great Community