



State Road 37: Preparing for Growth, Maximizing Benefits, Minimizing Impacts

Questions for Larry DeBoer, Purdue University Professor of Agricultural Economics

1. With our low debt it would appear that funding improvements to our roads and infrastructure with bonds is a viable option, true?
 - a. Viable in the sense that Johnson County governments do not appear to be overburdened with debt. Cities and towns can use property tax financed bonds for roads; counties cannot.
2. What factors will have the greatest impact on the debt that Johnson County will have to issue? How does the route affect potential debt?
 - a. The total amount borrowed has the greatest effect on debt (a bigger effect than variations in the interest rate). I'm not an expert on transportation planning, but cost must be one of the considerations in planning the route (along with engineering, environmental, safety, historical considerations, etc.).
3. Could you repeat the data that Dr. DeBoer showed on referendums for all of Indiana with regard to the passing rate?
 - a. Of all the capital projects referenda in the whole state of Indiana since November 2008, 44% have passed.
4. How many referendums has Johnson County had since 2008?
 - a. As far as I can tell, 4 have gone to the voters and one was withdrawn.

Johnson County Referenda, 2008–2012

April 2009	Nineveh–Hensley–Jackson Schools	Elementary school	Defeated
May 2010	Johnson County	Jail expansion	Defeated
Nov. 2010	Center Grove Schools	Tax Referendum	Defeated
Nov. 2011	Greenwood City	Aquatics center	Withdrawn
Nov. 2012	Johnson County Library Dist.	Library branches	Defeated

5. How do we get the infrastructure needed for development along SR37?
What are the best options for the county to finance and pay for it? Same applies to portion that runs through Bargersville

- a. There are a number of options for finance—bonds with property taxes, local option income taxes (just reformed in this past legislative session), wheel tax and motor vehicle excise surtax, general road and street distributions from the state, revenue saved over the years in the cumulative funds, plus possible state and federal dollars. The local officials, bond attorneys and financial planners will have to decide the best ways to pay for development, and judge whether the benefits are worth the costs.

Question for Mayor Greg Goodnight, City of Kokomo

1. What is Kokomo's plan to develop the area around the US 31 by-pass?
 - a. Our first obligation is to protect the investments that have already been made on the original 31, now 931. This includes our largest employers and hundreds of millions of dollars in commercial property. Our goal is to prohibit a transfer of investment from 931 to the new 31 that equates to zero real growth for our city. We will be consider all new development that is substantial in scope and does not compete with existing investments, but only compliments existing investments.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

April 23, 2015 ASPIRE Johnson County Meeting – Q & A

- 1. When will I-69 be complete to Martinsville?**
 - a. Sections 1-3 are currently open to traffic. Section 4, which travels from U.S. 231 near Crane Naval Surface Warfare Center to SR37, south of Bloomington, is anticipated to be open to traffic at the end of 2015. Section 5, which travels from SR37 south of Bloomington to just south of the SR39 interchange in Martinsville, is anticipated to be open to traffic at the end of 2016. Please visit www.i69indyevn.org for updates on each section.
- 2. What type of companies might be involved in a Public-Private partnership for the project?**
 - a. INDOT has not yet determined whether a Public-Private partnership will be used for Section 6. INDOT will evaluate the best delivery method once an alternative has been selected and approved. Public-Private partnerships can include providers of design, construction, and financial services. For more information on Public-Private partnerships, please visit <http://www.in.gov/indot/3186.htm>.
- 3. If I-69 does not follow SR 37 what will be done to allow it to handle the increased traffic?**
 - a. The Environmental Impact Statement (EIS) will examine both current and future traffic on existing SR37 in combination with a range of alternatives. The results of the traffic investigations and potential related improvements to SR37 will be identified in the draft and final EIS.
- 4. What is the best way for community members to influence the route of I-69?**
 - a. INDOT encourages all stakeholders to stay informed, stay engaged, and submit comments. Comments can always be submitted through the project website (www.i69indyevn.org), at public meetings, and at the I-69 Section 6 project office. The project office, located at 7847 Waverly Road, Martinsville, IN 46151, is open Monday-Friday from 9am-4pm, with the exception of state holidays.
- 5. What can local government do to lessen the impact should I-69 come through Johnson County?**



- a. Input from local government officials is very important during EIS process. Their input will be taken into consideration during the decision-making process. In addition, two Community Advisory Committees (CACs) and a Stakeholder Working Group (SWG) have been established for this project. Johnson County is represented on both the CAC and SWG. CAC and SWG members will be providing INDOT staff information and recommendations throughout the study process.

6. What determines where sound barriers are built?

- a. INDOT will assess the existing and future noise levels along alternatives identified in the Draft EIS. Once an alternative is selected and approved, designers will determine where noise mitigation is both reasonable and feasible. Those results will then be provided to the public and adjacent property owners for their review and approval. Please visit [http://www.in.gov/indot/files/INDOTNoisePolicy\(1\).pdf](http://www.in.gov/indot/files/INDOTNoisePolicy(1).pdf) for more information on INDOT's Noise Policy.

7. How do we find out if our residential road (Stones Crossing) will connect to I-69?

- a. At this time, specific access is not known. However, as the EIS progresses, proposed access will be presented for public review and comment.

8. Regardless of I-69's route, I understand traffic on SR 37 will increase. What are the predictions?

- a. Traffic impacts on existing SR 37 have not yet been determined. However, once the results are complete, the findings will be published in the Draft EIS and circulated for review and comment.

9. Can special attention be paid to where I-69/SR 37 meet at I-465? It is a complete train wreck from 4-6 pm on weekdays.

- a. The EIS will identify the need for improvements along the length of the alternatives. Considerations at the existing I-465/SR37 interchange will be investigated and the findings will be documented in the draft and final EIS.



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

April 23, 2015 ASPIRE Johnson County Meeting – Q & A

10. **Does the 2005 plan for Section 6 have I-69 connecting to I-465 at SR 37? I was told it would connect west of there with a new interchange?**
 - a. In 2005, some of the preliminary alternatives considered the I-465/I-69 interchange just to the west (approximately 1,000 feet) of the existing location. However, as the EIS continues, potential locations of the connection to I-465 is being evaluated. The results may or may not be similar to the preliminary 2005 findings.
11. **How will this impact property taxes and home values? Who could tell me more about that specifically for my home?**
 - a. Although impacts to specific properties are unknown at this time, economic impacts to local areas will be considered and reported in the draft and final EIS. Project office staff can assist and provide the most up to date information. Project office staff can be reached at 317-881-6408.
12. **Are service roads included in the budget for the Interstate Highway or do they have to be locally funded?**
 - a. As part of the study, INDOT will evaluate both current and future access to residences, commercial properties, and local roads. The construction of necessary local access roads will be part of the Section 6 project budget.
13. **How do we get the Feds or the State to pay for this expansion?**
 - a. A variety of funding options will be evaluated as part of this project. Funding options may include federal, state, or private investment.