

## MAYORAL CANDIDATES

### 1. TIF Districts are used extensively in other communities to attract new business. Is Tax Increment Financing (TIF) a good tool for economic development and can you tell me how it works?

**Mayor Shannon Buskirk (R):** *Tax Increment Financing is a good tool for economic development. Tax Increment Financing is used to publicly finance needed structural improvements and enhance infrastructure. The cost of improvements to the area is repaid by the contribution of future tax revenues by each taxing unit that levies taxes against the property. The additional tax revenue received from the affected properties is referred to as the tax increment. Each taxing unit determines what percentage of its tax increment, if any, it will commit to repayment of the cost of financing the public improvements.*

**Phil Deckard I (R):** *Yes, it is a good tool for economic development. TIF districts are normally implemented in problem areas, lower rent areas, areas without good water & sewer service, blighted areas etc. When a municipality decides to accomplish a major project in one of these areas, i.e., new water & sewer lines provided, new streets and sidewalks, removal of vacant and run-down properties, etc., the area then becomes more attractive to new businesses, investors, landlords, etc., and the value of adjoining properties in the affected area becomes more valuable and, as a result, higher and more taxes are generated by the improvements. The increased tax revenues are the "tax increment" and the increase in tax receipts may be used to pay for the original improvements in the area. Municipalities may use TIF to finance sewer expansion, street construction, water supply, land acquisition, planning costs, storm drainage and a host of other needed improvements.*

**Danny Stewart (R):** *Yes, T. I. F. districts are an extremely good tool for economic development. They are used primarily for the development of a specific area. The funding from these districts is also used to enhance any and all infrastructure needs for the area being developed. i.e. water and sewer lines, as well as fire stations.*

**Darrin Maxwell (D – Unopposed):** *TIF District is one of many tools available to the City of Martinsville to generate economic development, TIF's District have been used in other areas to generate economic development, as Martinsville looks to generate economic development I think that TIF district is one option that we can use.*

*TIF districts, following the creation of a redevelopment commission. The commission must develop a plan for redevelopment and adopt a declaratory resolution; following that process the local plan commission and city council must approve the plan and declaratory resolution. The redevelopment commission must then have a public hearing on the plan and declaratory resolution, and then adopt a confirmatory resolution to establish the designation of the area; this process can take two months to complete.*

*Any tax generated by new construction in the designated area is applied to the redevelopment and not to government units. TIF's generated monies can be applied to finance public infrastructure, land acquisition, site improvements, and other public improvements, revenue can also be applied payments of bonds or lease rental obligations issued or incurred to finance such projects.*

*Offering tax abatements to companies in the TIF district reduces the TIF revenues, which in turn reduces the TIF bond proceeds that can be generated for the projects. So while the TIF district is an available tool it is not the only tool to use.*

### 2. While manufacturing jobs are being added in the region, we are losing jobs. How would you go about improving the industrial base for Martinsville?

**Mayor Shannon Buskirk (R):** *It is critical that the City continue with renovations to the water and waste water treatment systems as has been done over the past two years that will guarantee infrastructure to support new industry. The construction of a Water Filtration Plant has enabled us to again put into use Well #3. Plans are proceeding for the addition of a new water tank which will guarantee ample water supply and improve water pressure throughout the City. All are a must to be able to support new industry.*

**Phil Deckard I (R):** *Until the recent announcement by Harman-Becker, Martinsville had not been troubled with losing manufacturing jobs but, rather, Martinsville residents had a problem of manufacturing jobs being available! To improve the industrial base in Martinsville, a Mayor must work closely with existing industries to see what areas of new*

manufacturing could complement their product, and investigate methods to attract these companies to our area. I would work closely with the local Chamber of Commerce as well as the Economic Development Committees to explore all avenues pertaining to new industry. A city (and mayor) must have a designated plan of action including, land availability and adequate infra-structure to provide services needed by many industries today.

**Danny Stewart (R):** Offer incentives such as tax abatements to companies. We need to go out and look for companies that are looking for new places of business, not sit and wait to see if they will come to us. Advertise heavily that we are welcoming new business to our community and that we are willing to work with them.

**Darrin Maxwell (D-Unopposed):** While I believe that the Morgan County Economic Development is doing the best it can, I believe that we as a city need to look at a local office of economic development, with a concentrated effort on Martinsville, this office has been a part of past administrations. According to the U.S. Bureau of Labor Statistics Indiana lost 7,400 jobs in February and over the past year Indiana has lost jobs, not added jobs.

### **3. With the industrial park on State Road 37 virtually filled, where in Martinsville would you like to see a new industrial park developed? How would you go about financing that?**

**Mayor Shannon Buskirk (R):** A.) To the south and east of State Highway 37 in the vicinity of Legendary Hills. B.) Possibly from River Boat monies.

**Phil Deckard I (R):** Having served as Mayor of Martinsville, previously, I am well aware that available land for an industrial park is not an easy option. Large parcels of acreage join our city limits on the southeast and northern boundaries; however, most of this acreage is presently being farmed and owned by the same family members for past generations who are not interested in selling. An industrial park must have easy access to local highways and rail when available. Therefore, in my opinion, farm land on the southeast side of Martinsville would be most acceptable and offer more possibilities for a wider variety of manufacturing companies. Another possibility, should the 39 Corridor become a reality, would be to develop the 39 bypass acreage once it became buffered by a levy and taken out of the flood plain. Financing could be provided through a bond issue or, utilization of the Tax Increment Financing (TIF).

**Danny Stewart (R):** I believe the fields behind Wal-mart are a good area for development. This area has easy access to 37 from two directions. I also believe the area along N. Park Ave. would be a good area. We could try to get federal funds for developing these areas or we could rezone them into TIF Districts as well.

**Darrin Maxwell (D-Unopposed):** I think the City of Martinsville needs to look at a master plan for the city, it has been some time since the city has completed a master plan, with I-69 in our future; it is time to start planning future development around I-69. I believe there are several areas around Martinsville that would be ideal for future development, but it would have to fit within the master plan and that is a process in which the citizens need to be an active partner.

I believe we also need to look at a technology park, to attract high tech jobs; the fiber board in 2002 was looking at a technology park in the City of Martinsville. They were looking at examples of other communities that have all ready developed technology parks, and are attracting businesses looking to relocate to smaller communities.

### **4. What types of industry would you like to see targeted for Martinsville as the city moves forward in its effort to attract new industry?**

**Mayor Shannon Buskirk (R):** I would like to see several smaller manufacturing businesses locate to the area to increase the City's tax base, keeping residential tax rates low. Martinsville is an ideal location for Life Sciences, as it is situated between Indianapolis and Bloomington.

**Phil Deckard I (R):** I believe with the "coming of age" and staying abreast of the latest technology, medicine and medical equipment industries and manufacturing companies are experiencing phenomenal growth, with no signs of slowing down for years to come. Because of this growth pattern, many universities are involved with experimentations, as well as partners in developing new medicines and medical equipment, and offer many forms of assistance and grants for new start-up of such manufacturing companies. I would search and seek grant monies to aid in development of manufacturing companies in the medical field and work closely with neighboring Indiana and Purdue Universities in an

effort to partner in such undertakings. I believe this would not only offer more job possibilities for our citizens, but also offer more higher paying positions to keep our younger generation at home.

**Danny Stewart (R):** I believe that Martinsville would be best served with light manufacturing, warehousing, transportation, life sciences or some sort of technological based industry. I would like to see more N.A.S.A. based employment such as Twiggs.

**Darrin Maxwell (D-Unopposed):** I believe as a nature fit Martinsville needs to look to the life sciences, as Central Indiana develops the life sciences; we sit in the prefect location to attract those jobs. The back bone of the life sciences corridor is the fiber optic line that connects IU, Purdue, and IUPUI it runs along State Road 37 through Martinsville. I believe that along with attracting new jobs we need to work with the community college network to develop continuing education and the opportunity to get an education here in Martinsville while working and supporting a family.

## 5. How do you see I-69 impacting the future growth of industry in Martinsville?

**Mayor Shannon Buskirk (R):** I69 will provide significant economic growth, as products can be moved in and out of the area easily which makes Martinsville more attractive to industry and manufacturing.

**Phil Deckard I (R):** First of all, there are so many “unknowns” and no definite plans for the final location of I-69, I hesitate to comment on something that, at this time, is not sure. However, whether we like it or not, should I-69 come through Martinsville it would make more land available for industrial development by possibly splitting some farm land, making it less desirable/profitable to farm, and enticing industries who desire the close proximity to major airports and interstate highways. Reports generated by the State Chamber of Commerce and Economic Development, indicate manufacturing companies traditionally locate near interstate highways.

**Danny Stewart (R):** I see I-69 enhancing industry growth to our community as this will allow easy non-stop access to Martinsville.

**Darrin Maxwell (D-Unopposed):** I believe if we get proactive about our planning and begin looking towards what looks like will be a new interstate running through or along the City of Martinsville, the project is set to start in Evansville and work towards Martinsville. We have time to complete a master plan, look at emergency routes, and have some input where intersections will be located.

## 6. Do you believe that rerouting the 39 bypass would open up more development ground for the city? How can we dry out the area between State Road 67 and State Road 37 along the 39 bypass?

**Mayor Shannon Buskirk (R):** Yes. The City would need to proceed cautiously, as parts of the area between State Roads 67 and 37 along the 39 Bypass are considered wetlands subject to specific state requirements. However, if the state would proceed with my suggestion to relocate the new 39 Bypass to the west of the existing Bypass nearer to White River, this would alleviate the water problems in this area.

**Phil Deckard I (R):** Yes, rerouting the 39 bypass would open up more development possibilities for the city. To reroute the 39 bypass across the White River would require a new bridge, as well as building a new levy along the east side of the river. It is my understanding this procedure would take the area along the present 39 bypass out of the “flood plain” that now exists. If that were to happen, it would open a whole new area subject to be developed by manufacturing companies. Also, the new levy would not allow flooding as now happens from the river.

**Danny Stewart (R):** No, as I believe this would pull business away from local businesses. I also do not believe that we should drain our wet lands. We should work with D.N.R. to see if we could develop this area in a wetland park or nature preserve.

**Darrin Maxwell (D-Unopposed):** I believe there are plenty of opportunities around the City of Martinsville for development. I believe development needs to fit within the master plan and allow public input to that development. We would have to work with the DNR and the local engineers for drying out that area, and decide if it is cost effective.

## 7. What are your feelings on tax abatement as an incentive to attract new jobs?

**Mayor Shannon Buskirk (R):** *Tax abatements are appropriate to attract new industry that will supply jobs locally. However, I do not think it wise to allow tax abatements for new retail sales businesses that would be in direct competition with businesses who have been a part of our community for many years.*

**Phil Deckard I (R):** *I think we only have to look to the areas of Plainfield, Mooresville, Fishers, Bloomington, Decatur Township, etc. to see the benefits of tax abatement and how it can attract companies to locate in your area and attract new jobs. Naturally, when these companies locate in your city you automatically increase your job work force. With the addition of more companies comes salary competition, better benefits, etc. and the opportunity for the city to eventually collect more taxes from the industries, as well as new taxes from increased housing developments.*

**Danny Stewart (R):** *While some are skeptical about using tax abatements to bring in new jobs, I believe that they are a very good tool for job development. I also believe that at this time job development is a top priority for our community.*

**Darrin Maxwell (D-Unopposed):** *I believe there are several tools for economic development, tax abatement being one tool in the tool box. I don't believe that tax abatements should create an unfair playing field for existing businesses in Martinsville. Tax abatement needs to be a win for the city and a win for the business.*

## 8. What tools might you provide for the support and retention of existing businesses?

**Mayor Shannon Buskirk (R):** *The best way to support our businesses is to shop locally and to meet their day-to-day business needs in maintaining appropriate street lighting and enhancing City rights-of-ways that surround the businesses with trash removal, proper weed control, street sweeping, snow removal, and alley maintenance where applicable. Retaining local businesses is a priority. Currently, I am working with state officials to review and discuss plans for the 39 Bypass Project in hopes of relocating the project to the west to ensure customer parking to existing businesses along this corridor are not compromised. The Ohio Street Project will enhance the area between State Highway 37 and Poston Road and make it more attractive to retain Harman-Becker. Water and sewer expansions will also benefit business.*

**Phil Deckard I (R):** *I believe a Mayor must be in constant contact with existing businesses within the community to know of their desires, problems and needs that affect their day-to-day operation. Listen! Promote! Act!*

**Danny Stewart (R):** *This would depend greatly on each individual situation as each company will have different needs.*

**Darrin Maxwell (D-Unopposed):** *I am planning to meet with local business leaders this summer to get their input on this topic. I believe that by working together and having an open door policy in city hall that we can attract new business and new customers to Martinsville.*

## 9. What activities do you envision to make Martinsville a true destination, rather than just a “gateway”?

**Mayor Shannon Buskirk (R):** *Grants to enhance structures in the Historic District would attract historians and those with architectural interests to Martinsville. In the past, the City has worked with Joanne Stuttgen of the Morgan County Historic Preservation Society and was successful in obtaining a signage grant for the Historic District. The City owns 31 acres of property to the southwest of the City which would be ideal for soccer fields and a skateboard park that would attract several communities to this area.*

**Phil Deckard I (R):** *Talk is Cheap! I would be actively involved with community leaders, business owners, churches and schools to insure that Martinsville remained a safe place to live and raise a family; strive for a wide variety of home styles; better schools and shopping; more recreational facilities for all ages; affordable housing for the young marrieds to senior citizens; cleaner streets and neighborhoods; and, always strive to foster a caring Christian attitude throughout the community.*

**Danny Stewart (R):** *Possibly organize one or two more festivals during the year. I of my goals is to bring in businesses oriented towards family entertainment, such a go cart track, putt- putt golf course, skating rink, and an a skateboard park. I would also like to organize a competitive skateboard league. We must recognize the fact that not every kid will be interest in the local organized sports activities that we currently have. By offering them more opportunities at other activities, they are less likely to turn to drugs or crime. I also feel that we should do more to promote home tours of our historic homes.*

**Darrin Maxwell (D-Unopposed):** *Working together as a community we can make Martinsville a destination, we just need to let people know the positives of Martinsville, no one will market Martinsville for us. WE have to Market Martinsville as a destination, not just a place you past on the way to Southern Indiana. I believe that we have a great opportunity to redevelop the downtown area into niche retail center. We have a heritage to celebrate, and not destroy by tearing down historic building and homes.*

**10. How might you address downtown issues such as: beautification & cleanliness of entire downtown area, poor street lighting, lack of parking for retail customers, and public transportation from one city destination to another?**

**Mayor Shannon Buskirk (R):** *Phase I and II of the Morgan Street Project addressed beautification issues with new landscaping, infrastructure, and streets. City crews routinely collect trash, sweep streets, and provide snow removal, weed control, and alley maintenance. Street lighting is regularly maintained. With regard to parking, the Plan Commission is currently looking at ways to revise the Planning and Zoning Ordinance that would allow the downtown area to thrive. The City made every effort to work with Greyhound to provide bus transportation to and from Martinsville. Unfortunately, it was not economically feasible for them to continue the Martinsville route.*

**Phil Deckard I (R):** *When I first assumed my role as Mayor of Martinsville, in 1988, I met with the Chamber of Commerce and Martinsville Merchants and pledged to make my first project a “Downtown Renovation” for Martinsville. I kept that pledge. I obtained the first grant for the city of Martinsville to completely renovate the downtown area that included new streets, sidewalks, landscaping, street lights and paving Morgan Street from the West to the East, ending at the Morgan County YMCA. As a former businessman, and past president of the Martinsville Merchants Association, I have always had a love for the downtown area. As in the past, I would work in close harmony with the local merchants on the parking problems and always be open to their ideas and suggestions. As for public transportation, I would support free enterprise and encourage private ownership of a taxi service, as well as seek possible grant monies for a city owned transportation service if possible.*

**Danny Stewart (R):** *Provide incentives to businesses to locate downtown. Encourage all merchants and building owners to place awnings or canopies over every doorway. Encourage building owners whose buildings are empty to remove material from their buildings that could be construed as an eye sore. Plant trees such as dogwoods, Bradford pears or cherry tress. These trees provide blossoms in the spring and I believe they would also help to enhance the public square greatly. We should also designate parking for our merchants and their employees either behind their buildings or to the sides of the square to free up space for customers. We would also need to enforce the downtown parking regulations and restrict parking for the court house inside the inner square or other areas as needed off of the main public square. The best situation, I believe, is to give the square a garden or village appeal. We could also use this appeal to better promote tourism to our community.*

**Darrin Maxwell (D-Unopposed):** *I think this question show the communication trouble the current administration has with the business leaders of Martinsville. I think that this question address simple communications difficulty between the city, the county and the downtown businesses. I will have an open door policy, the mayor should be available to the people, I think that customer service has suffered with the current administration. People should feel that their government is working for them.*

*The downtown area of any town should appear clean; it is the showcase of the town. I think that regular sweeping schedules and trash removal happen. If the lighting is not sufficient that should be address. I think that it is not just the downtown area, but city wide the street light have not been maintained. Like any car there is routine maintenance that should be preformed, that has been negated by the current administration.*

*Downtown parking has been an issue as long as I can remember; I think the simple solution is that the county and city work to provides alternate parking for county employees. Most businesses do not allow workers to park in the prime*

parking spots; those spots are reserved for customers. I think that a solution can be worked out, but there has to be communication between the city and the county.

"High on his priority list for the next four years....public transit for residents as the city expands outward toward Ind. 37." By Amy Hillenburg Hoosier Times Sunday November 9, 2003

Public transportation is one of the issues that the current administration listed as "High on his priority list", but in the last four years I have not heard one study, any discussion reported during the city council meetings. A search of the [www.reporter-times.com](http://www.reporter-times.com) does not have one story that mentions public transportation during City Council meetings. High Priority?

Public transportation is an important resource as the city grows it is important that the public have an opportunity to access services spread across the city. The license branch, FSSA, Unemployment office, these offices are spread across the city and there is not a system to allows access.

## **11. Do you have any plans to foster continuing education for our current workforce to prevent wholesale layoffs?**

**Mayor Shannon Buskirk (R):** Currently, the MSD of Martinsville has a GED program available. IUPUI has a reading development program for pre-school through high school children at the Prince of Peace Lutheran Church. I am currently researching the possibility of bringing Ivy Tech continuing education classes to Martinsville.

**Phil Deckard I (R):** I would support any educational programs available to municipalities for this purpose. I am a firm believer in continuing education for any profession.

**Danny Stewart (R):** I believe that while local government has no authority over our school system, we should work with the school system and current and new local business to enhance our own education system for the benefit of our children and our community. This would include developing programs to encourage our children to graduate from school letting them know that a diploma is far more valuable than a g.e.d. or dropping out. This would also encourage our businesses to hire our children rather than going elsewhere for employees.

**Darrin Maxwell (D-Unopposed):** I would like to work to develop opportunities for local workers to further the education locally. A well educated workforce will also help attract new businesses that are looking to relocate or expand.

## **12. What infrastructure improvements should be a priority in order to foster economic growth?**

**Mayor Shannon Buskirk (R):** It is imperative that renovations to the water and waste water treatment systems be continued. Street paving should also remain a priority.

**Phil Deckard I (R):** Constant improvements to the water and sanitary sewer supply and continuation of street maintenance.

**Danny Stewart (R):** As our image is a big influence to attract new business, I believe that we should repair or replace sidewalks near our schools. How we treat our areas near our schools is a big indication of how we treat and care about our community. I also believe that we should drill at least one or two more wells to ensure adequate water supply. It is far better to have too much water than not enough. We should also extend our water and sewer lines on our own to areas targeted for development. This is also another incentive for new business. We should also build roadways that are durable enough to withstand heavy traffic over an extended period of time. Once I-69 begins to move through our area, we will need a new fire station on the south side of town. I believe it would also be a big incentive to new business if we already had one in place before they located here as they will see that we are ready for an emergency should one arise.

**Darrin Maxwell (D-Unopposed):** Infrastructure is important to the economic growth, while good quality water is a priority. Infrastructure is the backbone to future economic development. Streets, sidewalks, sanitary sewer, storm sewer, and water need maintained routinely, not just prior to an election year. In addition to infrastructure police, fire and emergency medical services are also important to future economic development, which I would like to expand and improve these services. Planning for new growth needs to include all of the services listed above, so that when the growth happens we are not struggling to support that growth.

### **Summary provided:**

**Danny Stewart (R):** *The goal I believe that we should be striving for is to enhance our quality of life as well as preserve our way of life. If we do it the right way, we can do both at the same time. I also believe that part of doing that is by adding more and different types of trees. We could also look into adding fountains in the Doris Daily park or the victory park. As these would be pleasing to the eye, they work to enhance our quality of life. But most importantly, we should develop our town into a place that everyone here can and would be proud to call home. A place we visitors will look around and say WOW this is a beautiful town and they would want to come back and visit us again. I sincerely believe that the biggest incentive that we can offer anyone is the image of the way our town looks, how clean it is and the pride and self respect we have in making our town as pleasing to the eye as possible. The better we take care of our community, the better we will feel about it and ourselves. Those that visit our community will notice it also. In return, we will instill the idea in our children that you must always strive to improve ones self.*

## **CITY COUNCIL CANDIDATES**

### **1. TIF Districts are used extensively in other communities to attract new business. Is Tax Increment Financing (TIF) a good tool for economic development and can you tell me how it works?**

**Doug Arthur (R - At-Large)** *When a town or city wants to improve an impoverished area , finance a public works project or improve a site for industry, it can increase property values in either the entire boundaries it controls or select an area within and make it a district. This of course increases property taxes All monies raised by this tax (above the normal taxes) is dedicated solely to that project. It can be used to help a developer attract potential business by increasing the value of his property, be it infrastructure, improving the area around it. I'm not very impressed with this kind of taxation.*

**Dave Barger (R – District 4)** *This proposal allows the city's legislative body to establish a TIF allocation area in the blighted area to capture the property taxes paid on the incremental assessed value in the area. The incremental value includes real property assessments, but may not include assessments on residential property. The commission may also capture the increment on a designated taxpayer's business personal property assessment if the property consists mainly of industrial, manufacturing, warehousing, research and development, processing, distribution, or transportation related projects. The TIF area may not exist for more than 30 years. However, the allocation area may not be dissolved if there are bonds outstanding. The taxes that are collected on the incremental assessed value may be used to repay obligations, add to a debt service reserve, reimburse the city for local public improvements, or to pay for employee training.*

*Taxpayers in the TIF district would receive a percentage credit on property taxes equal to the percentage of state property replacement credits in the taxing district that contains the TIF district. The credit reduces the proceeds available to the redevelopment district. The excluded city's legislative body would have the authority to decrease the percentage or totally eliminate the credit if allowance of the credit would jeopardize the repayment of obligations.*

*The use of TIF funding is not made without a lot of public input and fact finding meetings to determine what the blighted area limits is and what the expected revenue will be over a number of years.*

*Very complicated to administer and use and even harder to understand. Works well in some situations and in others, like Greensburg, where a multi-million dollar error was made it leads to trouble. I see it as a last resort tool only.*

**Eric Bowlen (R – At-Large)** *Yes! As stated, TIF Districts are used extensively in other communities, and every time we ignore these kinds of tools, we give other communities a competitive advantage in recruiting business. TIF's are a creative financing and incentive tool that can be selectively employed to encourage new business startups. The increased valuation of the improved property is utilized to further enhance the site, or pay down related bond issues.*

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** *It is my understanding that in a TIF District, businesses will start out paying a lesser amount of taxes and they would increase over time.*

*I am not against anything that would bring industry to our city. However, I do not believe that tools such as tax abatements should be offered to retail businesses. I would prefer to save those for businesses of the industrial type*

**Terry Buster (R – District 1)** *It is one tool that requires very careful review of the impacts on the area. It might be good to look at partial Tax Increment Financing (as in only half of the tax generated would go to bonding for infrastructure and the remainder to the usual taxing districts) that way everyone shares in the growth benefits. It might be good to look at banning the extension & increase of the bonded amount so that it gets paid off as soon as possible. It is a tool, but how it is structured determines if it is good. Tax Increment Financing can go very wrong. (See example below)*

*How it works: A developer pays taxes on the improvements to a special fund set up by the city. The taxes on the property before improvements go toward city services, until the cost of infrastructures are paid for. Example: A developer of an industrial park comes to the city and says – If you build the infrastructure for me, I will be able to build a beautiful industrial park that will create X number of jobs, paying \$Y per year salary and paying \$Z a year in taxes. The city designates the TIF district separately from any increase in the assessed value on that land after that date. All property taxes due on the prior assessed value continue to be paid to the city service or school district they normally went to. The property taxes due on any increased assessed value are diverted to a special fund.*

*In addition: When the city sets up the TIF districts, they will take out bonds to pay for the new roads and sewer lines that are being installed for the industrial park. They have to put up collateral for those bonds (meaning some guaranteed tax stream). The good faith of the taxpayers of the city is involved and the bonds are a debt they must repay. IF the industrial park grows quickly and generates the anticipated tax increases, all is well and the TIF is beneficial to the community.*

*Example of TIF gone wrong: Most notably, the United airline deal that set up TIF districts in areas all over Marion County, that had nothing to do with the airport, in order to pay back bonds. United is long gone and the bonds remain and must be paid off.*

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** *Establishing TIF Districts is a good way of financing land acquisition & improvements to infrastructure.*

*Assessed value of all real estate in a TIF District is frozen and the taxing body continues to receive the same amount of property tax revenue. As the assessed value of the property increases do to the improvements the increased value is used to pay for the improvements.*

**Scott Manley (R – At-Large)** *TIF Districts are a good tool for economic development, for the most part. TIF provides the temporary allocation to redevelopment districts. TIF permits cities to use increased tax revenues stimulated by redevelopment to pay for the capital improvements (infrastructure etc.) to induce the redevelopment. TIF laws currently exist in more than 30 states, including Indiana and as close as Mooresville, Indiana.*

**J. David Trout (R-District 4)** *Yes, TIF districts do and have worked in many communities. TIF Districts are set up to help specified areas to redevelop or develop new infrastructure or business areas.*

**2. While manufacturing jobs are being added in the region, we are losing jobs. How would you go about improving the industrial base for Martinsville?**

**Doug Arthur (R - At-Large)** *I believe education in job skills is very important. I think the local government should work more with business and the school system to set such an agenda. The local government should be more active in recruiting economic growth to our community. My observation is this; we (city government) rely on one entity or another to promote and see what can be done. City Hall should partner actively with all groups that are involved with economic growth. My personal opinion is that, City Hall, the Chamber and Economic development should all be in the same building.*

**Dave Barger (R – District 4)** *The solution to this problem has been one of many steps that we are close to finally having the answer for. Problem one has been having water pressure and capacity to handle any large industrial needs. We will have that problem fixed in two years as two new water tanks and larger lines are installed. Problem two was the wastewater treatment plant was at capacity. As of March 17, 2007, that problem is now solved. Problem three is that most large buildings look at your capacity of public safety (police, fire). We solved that problem with the new aerial*

ladder truck a few years ago. Now, the biggest problem is where to locate the industrial base. The answer is in the question below.

**Eric Bowlen (R – At-Large)** Like any other city council, ours has the power granted by Indiana code to form a Department of Economic Development. We have a good Morgan County Economic Development team; however, we need a group of individuals actively recruiting new businesses to Martinsville, all while researching best policy practices that make our community an incubator for new business and a friend to established businesses. This group will work with the county to give the county team something to sell. Furthermore, this department would work with prospective businesses on issues such as tax incentives and site selection. It would also work with existing businesses for things like grant writing and tax incentives for hiring new employees or capital investments. The department would be responsible for identifying future employment modes and target emerging or niche sectors of the economy. Life sciences and advanced manufacturing are two areas of interest that merit scrutiny.

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** The key to being able to gain manufacturing jobs is infrastructure and land. The city has plans and is currently in the process of improving our water and sewage capabilities. Once these are completed we need to find land. Two possibilities would be [1] 39 bypass if the State builds a NEW 39 By Pass. This would make the area across from the jail buildable. The other possibility would be to go South of Martinsville on Highway 37 and try to buy land.

**Terry Buster (R – District 1)** You must look at industrial AND high tech opportunities. Warehousing for logistics provides fewer jobs per square feet, but warehousing seems to be what is locating in Indianapolis area industrial parks. We need to seek sound advice on how to invigorate the entrepreneurial sector for long-term success and job growth for Martinsville. It seems to me that Martinsville should be able to use its location between Bloomington and Indianapolis and its quality of life to attract high tech jobs. Companies look for positive quality of life areas to locate. No one wants to live and work in a polluted, crime infested area. With careful planning and keen marketing, Martinsville can become a highly sought, living and working destination community.

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** The first step is to establish an industrial park and make all utilities available.

**Scott Manley (R – At-Large)** First of all we would need to develop industrial areas to accommodate any industry. We need to work more closely with the Economic Development people and promote our city in a positive way. We are located in an area that should be ideal, due to the fact we are located between Indianapolis and Bloomington. Again if we could develop industrial areas – if you build it they will come.

**J. David Trout (R-District 4)** A couple of ways would include developing new areas for business growth and applying for redevelopment grants or job training grants to improve our local employees.

**3. With the industrial park on State Road 37 virtually filled, where in Martinsville would you like to see a new industrial park developed? How would you go about financing that?**

**Doug Arthur (R - At-Large)** Along 37 (South) just outside of the City limits is about the only place to grow. The patch of land along the 39 bypass could be filled and developed. One way to finance it would to be put back money gathered from the EDIT tax. I think our legislators should give local government more freedom on funding themselves; any USER tax could also supplement the EDIT money.

**Dave Barger (R – District 4)** I would like to see the state move the 39 bypass to the southwest of its location. Starting at the 37-39 south going across to meet at the end of dual lane 67 with West Morgan St. extended out west to meet this new highway at a cloverleaf exit. This road would be located about one half mile southwest of the present 39 location.

I have had talks with INDOT engineers who are in favor of doing this. As part of the road, they would have the Corps of Engineers extend the levee from the current bridge south to the point where the new 39 bridge meets south 67. I want to place the new Industrial Park location across from the jail to the south in the area formed by the new bypass and

levee. At this location we will have access to all utilities in the capacity needed and also a new future well location of 31 acres is within this area.

This area also has easy access to all major highways and railroad. Plus keep in mind that the current bridge over the river will no longer be there. Paying for the land will be a big problem. In the current park, the city bought the land and gave the lots away to the factory owners. We will be forced to do a similar thing and that is where we would need to use EDIT funds and bonding to pay for the property. This is where TIF funding may be required.

**Eric Bowlen (R – At-Large)** No one can answer that definitively, they can only speculate, which is why we need a Department of Economic Development. However, selecting a site, going through the permit process, and filling the industrial park, can be managed by resources already available that we have yet to tap in to. The IEDC, Indiana Economic Development Corporation, has a “Shovel Ready Site” program which works with the Fast Access Site Team, (FASTeam). It streamlines and aids in the process of both preparing industrial parks and marketing those parks to businesses at no cost to Martinsville

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** See answer to #2. Financing would have to be obtained and we certainly would approach the State and the State Department of Commerce.

**Terry Buster (R – District 1)** Unfortunately, we have not attempted to improve or expand our small airport area. In general, close proximity to even a small working airport is attractive to industrial new growth. Other general locations for industrial parks are normally in close proximity to already established industrial parks, which allows for synergy and nearby support functions. Our previous city planners did not consider this when they allowed housing development to locate in such close proximity to our current industrial park. The reality is that we have very limited space in Martinsville for a new industrial park. The geographical makeup of our city, located in a valley, surrounded by flood plains and wetland, provides limited space. It is critical that the location of the next industrial park be chosen wisely as we do not have any more land/space to waste.

Question #3 – part 2: I would let the market finance it. I would let them approach the city for assistance on a project-by-project basis.

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** Two areas come to mind. One is south of Martinsville on Hwy 37 (I69). The other is north of Douglas Street which is along the rail road and has a spur. At this time TIF might be a good choice.

**Scott Manley (R – At-Large)** Two areas come to mind the river bottom farm fields around the Morgan County Jail and across State Rd. 39 Bypass or south of Martinsville on State Rd. 37. TIF districts could greatly help in creating new industrial areas. I believe there would be grants and not-for-profit organizations and other organizations that may be a source of financing.

**J. David Trout (R-District 4)** I would like to see the area on the south side of Martinsville developed for industry. Also, the area northeast of the current hospital could be developed into medical research and development businesses.

#### **4. What types of industry would you like to see targeted for Martinsville as the city moves forward in its effort to attract new industry?**

**Doug Arthur (R - At-Large)** Life Sciences is a big issue right now and rightfully so. I don't believe it would tax our natural resources as much as large industry. If we can slow the exodus to Mexico, I believe small support industry would work well here.

**Dave Barger (R – District 4)** Light industries, distribution centers and computer based employment centers.

**Eric Bowlen (R – At-Large)** Life science and related advanced manufacturing are emerging industries of the new Indiana economy. We need to focus our efforts on how we can plan and utilize existing and future resources to evolve our existing economic base beyond low pay retail. We need to concentrate on these particular industries because there is already millions of dollars available to Martinsville in the form of grants (like the IEDC's new regional grant which

has made press releases this past week), tax incentives, free assistance etc. from organizations such as the IEDC, CICP, the Indy Partnership, etc.

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** I would prefer to see industry that would be similar to that in the Mooresville area. I would like for us to get a “supply” plant for the new Honda plant being built in Greensburg. It would be my hope to have a plant that would employ 500+ employees.

**Terry Buster (R – District 1)** I would seek and enlist independent, industry logistic experts to come and work with the community in order to better develop the strengths of the community as far as what kinds of industry could be attracted and desirable. First, the type of industries that can be supportive of and be supported by the community must be listed. After that preliminary discovery, the specifics regarding how to attract them can be planned. I would make sure it engaged the community in a true public process, as it is in everyone's future best interest.

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** My first choice would be ‘Life Sciences’ because of our location between Bloomington & Indianapolis. Another might be a ‘support company’ for a large factory like Honda in Greensburg.

**Scott Manley (R – At-Large)** It would be nice to have industry that would enable more people to live and work in Martinsville, jobs that pay well and have good benefits. Also, industry that would attract other industry such as a supplier or a related field. Tax abatements and incentives, for industry, are a good tool to lure new industry to locate here.

**J. David Trout (R-District 4)** I would like to see a group of mixed businesses like light manufacturing – maybe auto based. Also, light warehousing, shipping/receiving, distribution and medical research based businesses.

## **5. How do you see I-69 impacting the future growth of industry in Martinsville?**

**Doug Arthur (R - At-Large)** I honestly believe the way the State has it routed and building it according to their plans (the ones I’ve seen), it will be devastating to Martinsville. We won’t even be a bathroom break on a vacation trip.

**Dave Barger (R – District 4)** As I-69 was originally presented to us, we were assured that no changes would happen along the Martinsville area and I saw a chance to grow, but as the project grew in size I saw that any chance of increasing industry was getting smaller by the meeting. I see lots of logistic problems with the path planned. I see a bigger advantage on the new 39 area I have been referring to.

I-69 is going to be a big challenge with exits and keeping access to industries and retail business located along the 37-I-69 path and I see a loss of current jobs possible in the auto sales and fast food places. If you can not get to it, you will not buy from it. And I believe that any business owner who has sat in meetings with the state will agree with me.

**Eric Bowlen (R – At-Large)** The key to capitalizing on any new transportation initiative is to ensure that we have a seat at the table and are actually involved in any planning process. Planning and balance are vital in order to enable us to key in on advantages, and mitigate disadvantages. We must forge a community vision. Development will come whether we like it or not, but if we do not plan for it, it will be marked only by fast food restaurants and empty buildings. I think we need to bring our issues to the table. Furthermore, while discussing the highway we need to discuss the feasibility of establishing a light rail mass transit system between Indianapolis and Bloomington. The Indiana House and Senate have passed their own versions of the study and we need to make sure our interests are being represented at the table.

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** I believe I-69 will impact Martinsville significantly. First, let me say that I am a believer in spending our energy on trying to control the Zoning and Growth anticipated by the highway rather than

fighting the existence of it. We have already been told that I-69 is a “done deal.” We need to work with the proper officials and be sure that we make the best out of the situation.

**Terry Buster (R – District 1)** Badly - to no impact. It is up to the community with or without I-69 to pull in industry. Martinsville is unique in the fact that it does already have good transportation access to Indianapolis and surrounding interstate systems via existing highways 37 and 67. Improving those highways are all that is needed.

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** In one case it would allow us to meet the ‘one hour’ time limit to reach the new Honda plant at Greensburg and maybe other plants.

**Scott Manley (R – At-Large)** I-69 on the proposed path would at first be devastating to the city. I have attended several meetings with INDOT and HNTB on the proposal. I understand several businesses, homes, churches, and farms would be directly in the way of the project. In the long run, if we could develop an industrial area, we would benefit from I-69. It would take a group effort and planning.

**J. David Trout (R-District 4)** I do not agree with the route of I69 going down 37 South – splitting Martinsville in half. I would like to see I69 go approximately  $\frac{3}{4}$  mile to the east of 37 South, approximate Cramertown Loop area, which would open up several hundred acres for business and industrial development.

## **6. Do you believe that rerouting the 39 bypass would open up more development ground for the city? How can we dry out the area between State Road 67 and State Road 37 along the 39 bypass?**

**Doug Arthur (R - At-Large)** Yes, we could fill it in just as Mooresville filled in the Southbridge project.

**Dave Barger (R – District 4)** Yes, I do. Talks between the city and the state have been looking promising in this occurring, because a new bridge over White River has to happen within the next three years and the state feels it is going to be cost effective to build a new road instead of buying out the merchants along the current 39 in an effort to make the road 5 lanes. The river can be held back with a new levee and I see the only problem is the DNR relocating a wetland habitat in the planned area and as I have said place industrial in the area west and the south east end around Wayman’s could develop as a retail shopping area very easy.

**Eric Bowlen (R – At-Large)** It could, and I emphasize could create a natural levee drying out the area between SR 67 and SR 37, giving more usable land.

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** See answer #3.

**Terry Buster (R – District 1)** Part 1: Possibly.

Part 2: The area south of the 39 bypass between State Road 37 and State Road 67 is a natural wet land that provides a valuable function by helping buffer the city from unnecessary flooding and acts as natural water filtration. This area could possibly be filled and dried, but this is initially expensive as well as expensive to maintain and it would still be susceptible to flooding. However, doing so would ultimately create a flood problem elsewhere, downstream. Wetlands soak up excess water, help filter pollutants and are valuable for wildlife. This area I feel is better suited for farming and possibly to develop in a limited manner for recreation such as better access for boating, fishing and wildlife viewing. The river is a natural draw and making positive use of our natural resources is a better plan than trying to get rid of them and then suffering all of the negative consequences. With the river to our west, we should look to the east for expansion. Also, I feel we should take a hard look at already developed properties within the city that are vacant or underutilized.

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** There are a lot of factors to consider. Rerouting of 39 bypass would provide a natural levy but that levy would have to attach to the present levy. This would not correct the total problem of the water table causing a water problem.

**Scott Manley (R – At-Large)** Yes, rerouting 39 bypass would open up more development ground. I believe that the ground would have to be raised by fill in order to develop the area. The city, years ago, allowed Arby's to be built in an area known to flood and the city had to build a wall around the business to become compliant – this would be something to explore before any developing occurs.

**J. David Trout (R-District 4)** I think this would open up development of gravel pit and industrial support like trucking/concrete production/asphalt production. I would like to work with a gravel company to redevelop the used ground into a park and wetland reclamation area.

## **7. What are your feelings on tax abatement as an incentive to attract new jobs?**

**Doug Arthur (R - At-Large)** I am not against tax abatements. It depends upon each request and its benefits. I'm not totally against abatements for retail business either. It all depends on their merits. Having explained my stance on abatements I will be glad to explain my vote on Lowes upon request.

**Dave Barger (R – District 4)** My feeling is that I will use them to attract industry or help local factories expand. I will not use them for any retail merchants, retail merchant being defined as one that collects Indiana sales tax and has a retail business license. My reasoning is that I will not help a new business compete with others who are already selling similar products by giving them a unfair advantage on taxes for several years to come.

**Eric Bowlen (R – At-Large)** The city needs to arm itself with all of the tools necessary to attract new jobs - from future or existing employers. As with TIF's, tax abatements can be selectively and creatively used to grow the job base. Taxes deferred on the front and are recouped toward the end of the abatement period. Any tool used by other communities and ignored by us, gives those other communities a competitive advantage in recruiting new development. I also think we need a representative from our community who has relationships with individuals in organizations such as Techpoint, the IEDC, CICP, the Indy Partnership, etc. If we don't bring our issues to the table, if we remain unrepresented among these massive existing economic development initiatives, we will be left out.

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** Tax abatements are good for manufacturing/industrial jobs. I do not think they should be used for retail businesses.

**Terry Buster (R – District 1)** Abatements are necessary evils. Again, it would be beneficial to get advice from independent experts who will not make money from the process. The advice we would look at: What are the current terms that would work best for Martinsville? How can you minimize the impacts on schools and services?

Claw-back provisions are a MUST. As short a term as possible is a MUST. Community input per project would be wise. It is important to coordinate as much as you can with nearby cities and counties so you are not just bidding against each other to the detriment of the taxpayers everywhere.

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** I am very much in favor of tax abatement. I think we made a mistake by not allowing tax abatement to Lowes considering the amount of investment (\$15 million) and the number of jobs (a total of 100). Keep in mind that tax abatement is not normally offered to retail in Martinsville.

**Scott Manley (R – At-Large)** As a rule and as I understand tax abatements have only been offered to non-retail business in Martinsville. This may be something that needs to be discussed by the council, chamber of commerce and EDC. There must be group involvement to attract new jobs.

**J. David Trout (R-District 4)** Tax abatement and negotiations are a part of today's business world, not only to attract new jobs but also to retain existing jobs.

## 8. What tools might you provide for the support and retention of existing businesses?

**Doug Arthur (R - At-Large)** *I would have to talk to the existing businesses to have a honest answer. Not being in business for myself, I'd have to research this more.*

**Dave Barger (R – District 4)** *I have a reputation of being bold and I am not afraid to take on the county, state or federal government if they are wrong and I offer a voice that can explain the concerns that we are facing in the next few years. I would like to offer this idea, the Morgan County Economic Development Commission is not helping Martinsville at all, we have paid \$200,00 to them as of this year and they tell me that retaining existing businesses are not their problem. I say that its every bodies problem and I would like to withdraw from that commission and use the money to help the Chamber create our own Martinsville EDC and fight along with me to retain, retrain and attract our own industry and businesses using every method, direction and idea possible.*

**Eric Bowlen (R – At-Large)** *The city should be aggressively examining programs at the state and federal levels, and also non profit organizations already working for us in this area that provide for small business assistance. The city, by way of its policies, should be an enabler to help business succeed. Public-Private partnerships are the most important tool. A city Department of Economic Development could assist merchants in grant writings or consulting them on tax incentives, free of cost, to both support business and foster new growth.*

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** *I would like to see the City help with signage especially to the downtown area. I would like to figure out a way to make the property owners along the entrances to our city clean up their properties [as well as, some of the owners of buildings on the square].*

*The city has a responsibility to keep the roads and streets in as good a shape as possible. Also, by promoting the image of Martinsville and encouraging people going down the highway to visit our town we could help businesses increase their traffic.*

*However, let me say that each individual business owner is ultimately responsible for advertising and marketing their own store. Many seem to think that just having a store open is enough. For example, if 70% +/- of our citizens leave town every day to go to work, then it stands to reason that businesses need to open later in the morning and stay open later in the evening and not for just a month or two trial period.*

**Terry Buster (R – District 1)** *Abatements for significant expansions as discussed in question 7. Also, businesses tend to be very much attracted to communities with a high quality of life, especially if there is an educated workforce (see answer to question number 11). Safe, attractive places to live are highly desirable as well as communities that can offer recreational, artistic and cultural events. Martinsville, being located between Bloomington and Indianapolis, should gain benefits from both areas. A fast means of transportation between these cities such as rail could be a great benefit to Martinsville for commuting workers as well as accessibility to major cultural and sporting events.*

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** *I think TIF could be a good tool.*

**Scott Manley (R – At-Large)** *One good example is to shop locally. I support our local businesses, I support our downtown and smaller businesses. I would like to see our local businesses promoted. I'm sure there are lots of people who don't know the number of small businesses and the goods and services they provide. I support local and small businesses in Martinsville. We could do a lot with a little on this subject.*

**J. David Trout (R-District 4)** *Grants, grants, grants! Redevelopment grants and training grants.*

## 9. What activities do you envision to make Martinsville a true destination, rather than just a “gateway”?

**Doug Arthur (R - At-Large)** *We have a downtown that is built for entertaining. You name it...it can be done downtown. There is a NATIONAL car show in Indianapolis every year. What do we do to bring some of that*

to our City? When you see these old movies and they 'cruise' doesn't it look like Martinsville somewhat? I have had clubs from Indy mention car shows and a weekend cruise in. Farmers Markets, outdoor plays on the square, music in the evenings... It is endless.

**Dave Barger (R – District 4)** I do not believe we can make this city a destination, but, I do believe we can use the gateway to our advantage as I will address in the next question.

**Eric Bowlen (R – At-Large)** A resolution just passed both chambers of the state house calling for a study on mass transit for Morgan County and Bloomington, among other areas. This might mean Martinsville could become an incubator for industry supportive of life science or advanced manufacturing---but only if our issues are represented in discussions; something we need to work on.

Also, we need to capitalize on the new park south of town by the well fields, as well as the new Morgan-Monroe Forestry. Imagine if a family could make a day of visiting the merchants on the square before hopping on a train at the old depot and spending the day at the forestry listening to bands at the grandstand and grabbing a hot dog from the concession.

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** I would like to see the City help with signage especially to the downtown area. I would like to figure out a way to make the property owners along the entrances to our city clean up their properties [as well as, some of the owners of buildings on the square].

The city has a responsibility to keep the roads and streets in as good a shape as possible. Also, by promoting the image of Martinsville and encouraging people going down the highway to visit our town we could help businesses increase their traffic.

However, let me say that each individual business owner is ultimately responsible for advertising and marketing their own store. Many seem to think that just having a store open is enough. For example, if 70% +/- of our citizens leave town every day to go to work, then it stands to reason that businesses need to open later in the morning and stay open later in the evening and not for just a month or two trial period.

**Terry Buster (R – District 1)** Martinsville would benefit, if it has not already done so, from a public process to examine what folks want for Martinsville. A 'true destination' suggests attracting residential growth. Do we want to be a bedroom community or a city with its own direction, or a small town that remains so? The Fall Foliage Festival, as well as our county fair, has been a destination for many people for many years. Our public school system, minimal crime rate and our rural setting have also made Martinsville a destination for families to locate here. I think we can build on these positives to continue to attract people. However, as previously stated, we as a community need to examine what direction we want to go.

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed) Pass**

**Scott Manley (R – At-Large)** Promoting our city – as I've stated elsewhere in this questionnaire we need to promote our city in a positive way. We have three hotels which are good clean places to stay – along with 2 motels. We have friendly residences – places to shop and eat and events such as Fall Foliage Festival, the 4<sup>th</sup> of July Fireworks Celebration, and other events that are equal to big city events or better.

**J. David Trout (R-District 4)** I would like to see Martinsville develop a theme for our downtown. I would also like to see Martinsville develop a sports museum for John R. Wooden.

**10. How might you address downtown issues such as: beautification & cleanliness of entire downtown area, poor street lighting, lack of parking for retail customers, and public transportation from one city destination to another?**

**Doug Arthur (R - At-Large)** *The City has ordinances addressing buildings and cleanliness of our streets. We just need to enforce them. I believe we do our sidewalks in the least effective way. Throw the list away and start downtown and work our way out as I've suggested. The City Plan Commission has a committee for downtown. It hasn't reported for awhile. The lighting on the square is atrocious. It needs replaced. NOW. I believe public transportation is a great idea. A study into funding should be a priority. Martinsville is big enough for it and small enough to be cost effective.*

**Dave Barger (R – District 4)** *Later this year we will be awarding bids for the reconstruction of south Ohio St. making it similar to the work done on Morgan St. This will be paid for by a 80% federal grant and 20% from funds the city has already collected in EDIT funds. We have planned route improvements from Ohio and 69 to the downtown to help capture more visits by people on 69. We are making a major improvement to the downtown with a new fire station on west Morgan St. and Marion St.*

*In 1991 we were planning the redesign of the square and a citizens committee decided to recapture a 1930 look to the square to kind of recapture the way most people remembered the city. The lights were designed from a copy of one in a old photo and lights in the 1930s was not very bright, but they brought out a perfect image of the period. The hope was that because Martinsville has such a perfect old fashioned square with all of the original buildings that business owners would take pride and replace the faces of the buildings and many of them did.*

*But the job is still not done and as Chairman of the Plan Commission, I have had three of our members chair a sub-committee to resolve those problems you refer to. They have held meetings for three years and nobody can agree what to do with the problems. We, at the Plan Commission level, will be holding one more public input meeting this summer and we will make a determination about the downtown zoning changes.*

*We also have been receiving input from other cities at meetings every month as to what they have done to resolve similar problems. That series concludes in June with a meeting of the Planning, Zoning, City Council, and interested public on ideas then we will submit our findings and recommendations to the City Council. Fixing the downtown is not a easy problem, but we finding out about grants from the state to help the owners improve the looks of the buildings.*

*Transportation between other cities is not a problem that the city can resolve. That would require more money with less return in improving the city.*

**Eric Bowlen (R – At-Large)** *We need to finally include our local merchants in the process. Many would love to help if we only asked. We need to partner together to develop programs to plant flowers, clean up, fix sidewalks, etc. But aesthetics aside, I find it very interesting how Bedford, IN applied for a \$120,000 grant and split it among its town square merchants to pay to beautify their building facades. We can do the same.*

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** *A.) Replace rocks in corners of courthouse square with live plants. Perhaps, with the help of service clubs. B.) Having seasonal banners on some or all of light poles. C.) It is my understanding the city might be looking into different tops for the downtown lights. We can no longer buy parts for the ones we have. I would like to see us go to a brighter bulb than the ones we currently have. D.) Parking: If all of the storeowners would park off the square by 2 blocks or so, then I believe there would be ample parking. It would be nice if the County Administration would give back half or more of the parking around the courthouse to be used for customer parking. As long as merchants want to park in front of their own business and do not want any kind of parking regulations to be implemented it won't get much better than it is. E.) I would like for the city to investigate the implementing of a city bus system. I would like to find out if there is grant money from the Federal or State governments to help with this.*

**Terry Buster (R – District 1)** *The city needs to develop a comprehensive plan that includes infrastructure, beatification, cleanliness, lighting, and parking for residential, industrial and commercial areas. The city of Martinsville needs a plan for the future, but first must decide what the focus will be. I think the plan needs to be developed with the input of local politicians (both city and county), educators, businesses, and the public. Public transportation will require tax money in addition to fares -- all successful ones do. So, again, a public process to determine what the community wants and will therefore support is a must. A good interurban transportation system would benefit everyone and is probably economically feasible at this time. Every form of transportation is subsidized in one way, or another, and highways may be the most highest subsidized of all. There is current State legislature that will allow the study of light rail, mass transit between all of the counties surrounding Marion County, which includes, Morgan and Monroe counties. Such transportation options would not only encourage safer, faster travel between communities but also aid in the reduction of pollution and parking problems.*

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** *That is a lot for one question! First of all I think grants should be considered. I believe the street lighting can be fixed if the problem is identified.*

**Scott Manley (R – At-Large)** *I believe our downtown is beautiful. We have one of the most beautiful and honorable memorials to our service men and women around. Parking is a problem – if we could get some of the business employees to park and walk a short distance this would help a lot. Some businesses already do this. It would be nice to have a bus service or taxi service to assist with local transportation, maybe a city owned small bus system would work; this is good information and needs exploration.*

**J. David Trout (R-District 4)** *I think a downtown TIF district would need to be researched. Also, I would encourage private investment and work directly with the Historic Preservation Society to preserve the downtown area.*

**11. Do you have any plans to foster continuing education for our current workforce to prevent wholesale layoffs?**

**Doug Arthur (R - At-Large)** *I am one member of a 7 member board. My suggestions, to be effective must pass that board and be implemented by the City's Executive Officer, the Mayor. I do not want to wear people out with board and committees. But I strongly believe the City should have an education committee and a work force retention committee. We (the City) do not use the resources available to us.*

**Dave Barger (R – District 4)** *Yes, as I have said, we need to cancel the agreement with the Morgan County Economic Development and turn that money, \$50,000 dollars a year over to the chamber to use in holding job fairs and developing somebody who is interested in serving as Martinsville Economic Director and will fight for us instead of Northern Morgan County. This would have to be a full time job.*

*The things that are happening like at Harman are just a cycle of business. As world competition improves, it makes operation of a factory across the county not such a profit maker when manufacturers outbid each other for pennies on a part. In my life, I have seen three different industries operate out of that building and I know we will see more. We as a city have done everything we could to keep the plant operational with tax incentives and improvement of infrastructure of water and streets but it comes down in the end to where the parts can be made cheaper and not the training and ability of the workforce.*

**Eric Bowlen (R – At-Large)** *There are many options available to local businesses that no one knows about. For example, there are tax credits for employee training. There are also grants available to pay for said training. We need to start considering the resources already available to us. Furthermore, we can invite area universities to partner with us in creating continuing education opportunities for our citizens. We did this with Ivy Tech and Martinsville East Middle School and Martinsville High School last year.*

**Gordon Burgin (R – District 2 Unopposed) NO RESPONSE**

**Sheldon Buskirk (R – District 1)** *Not at this time. However, as a retired teacher who taught Marketing, Retailing and Sales for over 25 years, I believe there is a significant need to continue to train our sales and service staffs in customer relations. I have often thought about trying to put together a workshop or seminar, which would help with this need.*

**Terry Buster (R – District 1)** *I am not sure how these two connect -- layoffs are not usually due to an uneducated workforce. However, the education and skill level of a workforce is essential in attracting new businesses and jobs. But, more generally -- a culture of continuing education is a positive community culture that can be promoted by joint effort of the school district, business, and civic leadership. Such a culture would also help attract the jobs of the future -- high tech and entrepreneurial. Partnering with Ivy-Tech and IUPUI to bring educational opportunities to our area I feel would be very beneficial.*

**Phil Deckard II (R- District 5; Unopposed) NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** *I think an effort should be made to bring an Ivy Tech campus to our City.*

**Scott Manley (R – At-Large)** *No current plans but before my time on the city council I remember talk of Ivy Tech locating in Martinsville. I'm not sure what happened with these plans but that would have a good impact on our economy if we could get them or related options to locate here.*

**J. David Trout (R-District 4)** *Training grants and redevelopment grants.*

## **12. What infrastructure improvements should be a priority in order to foster economic growth?**

**Doug Arthur (R - At-Large)** *Land*

*Water*

*Sanitary sewer improvements*

*Streets/storm sewer improvements*

**Dave Barger (R – District 4)** *That is already underway. The new water distribution tanks will be done in two years and the water purification system went on line last year and as much as I had no faith in it, I was pleased to see it actually work and now our water is bottled water quality. On March 17, 2007 the new wastewater transfer station went on line with room for more capacity and use.*

*We suffered a several year setback in our water system when Masterwear dumped dry cleaning fluid in our water aquifer and we have had several years of lawsuits against the company and building owner and that is about to come to an end with a settlement for Martinsville that will help pay for the damage done and let us get the improvements underway.*

**Eric Bowlen (R – At-Large)** *Before we can compete for business, we need to vigorously engage in a process to determine what we want to be as a community by, say, 2020, and then plan accordingly. If we had a group of individuals, like a Department of Economic Development, they could research and make strategic plans to determine exactly where our resources should be spent to ensure they're not wasted. Our efforts will involve local initiatives as well as regional projects, all of which can be helped along by state programs and incentives offered by public-private partnerships.*

**Gordon Burgin (R – District 2 Unopposed)** **NO RESPONSE**

**Sheldon Buskirk (R – District 1)** *Infrastructure Improvements needed are:*

*Water – currently underway*

*Sewer – currently underway*

*Redesign of Ohio Street entrance—currently underway*

*Continued Storm Water additions and repairs*

*Continued grinding and paving of our streets*

**Terry Buster (R – District 1)** *We MUST have experts develop an open and honest list of what is needed, what is possible, and what each would cost. We cannot make an informed decision without this. We might need impact fees from newly planned development to fund infrastructure improvements to attract future planned development that would then pay impact fees for other future improvement, and so on. I should think there would be a relationship between the type of businesses that wish to locate in our area and what improvements they would need. It would be great to find that we have excess money to spend on general infrastructure improvements, but that rarely happens. Maybe we could target our roads money, etc. to specific areas of Martinsville that we hope to open up for new development.*

*As stated in the answer to question 10, we should have a comprehensive plan targeting the future location of different kinds of uses -- residential areas vs. industrial areas vs. commercial areas.*

**Phil Deckard II (R- District 5; Unopposed)** **NO RESPONSE**

**Gary Lester (R – District 3; Unopposed)** *The City is working on three major projects: WATER – SEWER – and a new fire station.*

**Scott Manley (R – At-Large)** *Water and sewer both sanitary and storm water are the main priority. There are plans in the works for those improvements and they will enable the city to provide better services to both existing homes and businesses, as well as any future growth.*

**J. David Trout (R-District 4)** *#1 – Water and sanitary sewer; #2 – Land development*

**Some Summaries provided:**

**Dave Barger (R – District 4)** *I am proud of my record as a city councilman and I have a lot of work to complete before I am finished. I have faith that the voters can see what we have done to improve the city and will reward me with another term to continue the progress. I have a cup on my desk that I received from Chevrolet in 1991, with the motto on it “Doing the right thing” and that has always been my thought in any motion or vote I have made.*

*Thank you for allowing me to spend this time with you and my chance to explain my vision of the Martinsville to come.*

**Sheldon Buskirk (R – District 1)** *I have been on the city council for almost 16 years. During the past 12 years there has been SIGNIFICANT improvement to our infrastructure, to our city equipment and to the quality of life in Martinsville all together. I am proud to have been a part of these successes. It is important to always look at the “big picture” and not get lost in the “small stuff.” With every improvement that is made, however, the reality is that there are many, many more. We need to somehow get people to be proud of where we live so they will feel the need to keep their property looking good and they will chip in and help their neighbors.*

*Also, I would like to see a Community Calendar established that everyone could look at to help avoid conflicts so that the largest number of people can attend as many events as possible. I would like to see our downtown look even better for the FFF and especially at Christmas. The City, County, Chamber and the Merchants need to work together to accomplish these goals. I know there are some businesses in town that could help financially if they chose to do so. Working together is going to be even more important in the future than it was in the past.*