

**Town of Georgetown
Regular Meeting
October 20, 2025
At 6:30 P.M.**

Pledge of Allegiance

Roll Call:

Council members present: Chris Loop, Brandon Hopf, Doug Wacker, and Matt Nolan.

Also attending: Julia Keibler, Haley James, Bob Woosley, Reny Keener, and Travis Speece.

Members not present: Jason Parrish and Kristi Fox.

Doug Wacker made a motion to add Adam Stone to old business. Seconded by Matt Nolan and approved 4-0.

Approval of Minutes

Matt Nolan made a motion to approve the regular Town Council Meeting Minutes from September 15, 2025. Seconded by Chris Loop and approved 4-0.

Agenda Items

Adam Stone – PILOT Program – Virtual Meet via Teams

Adam Stone wanted to talk through the Utility PILOT and will show us a work paper. PILOT stands for Payment-In-Lieu-Of-Tax. What is calculated for us is if we charged the PILOT on our own municipally owned utilities. The focus is on wastewater.

Changes to the property tax picture have taken place. There is a new credit to taxpayers that starts in 2026. This will reduce the amount of revenue due to the town by an estimated amount of \$34,000.00. The PILOT will provide an option to replace the revenue lost without having to reduce services.

The PILOT can take effect once it is passed and essentially try to make whole taxes that would have otherwise be collected on utility assets if it was a private utility. Those monies administratively would be expensed to the utility and receipted to the town. Each year the calculation should be done.

The 2024 fixed assets that were reported in the Annual Financial Report with the State Board of Accounts were used to calculate the asset value. That asset value less the accumulated

depreciation gives an estimated net assessed value of the sewer utility. When this is multiplied by the tax rate the PILOT expense conservatively could create \$33,721.00 to \$67,397.00. Adam Stone feels that the \$33,721.00 is very consistent and fully replaces the revenue lost from the new homestead credit.

Traditionally this is a budgeted item with its own ordinance or resolution. It can be adopted at any time. This can be taken under advisement and adopted in the early part of 2026. If it passes, then it is intended to be an equitable tax rate that we would have received. The tax bills will not be finalized until the spring of next year.

This is not a significant move to the taxpayers, and it would be within the budget of the utility. This does not seem to necessitate rate adjustments on its own.

Clerk Treasurer - Julia Keibler

Pay App #2 for Libs Paving

This Pay Application #2 from Libs Paving will allow us to close out our CCMG grant. We will probably owe a small amount of money back to them because we were under budget. Once we receive the cancelled check the grant will be closed out.

Brandon Hopf made a motion to approve paying Pay App #2 to Libs Paving for \$108,949.10. Seconded by Chris Loop and approved 4-0.

There is an agreement between C & R Construction and the Town for sidewalks. Chris Loop needs to sign the agreement. No motion is needed.

Travis Speece – Chief of Police

All our officers have completed their mandatory training for the year.

Town Manager - Reny Keener

Town Intern

Last month the Council approved hiring a Prosser landscaping intern until November 7, 2025. Prosser reached out to Reny Keener and asked if the Town would like to extend the internship until December 5, 2025. This would add an additional \$720.00.

Chris Loop made a motion to approve extending the Prosser Intern until December 5, 2025. Seconded by Matt Nolan and approved 4-0.

Duke Energy – Light Poles/ Banners

Duke Energy has informed Reny Keener that banners can be placed no higher than 16' on all poles. Reny Keener will have to take some measurements to see if the Town can get a consistent height throughout town. The banner costs should be less than \$5,000.00.

New Truck for Public Works

Reny Keener has gathered three quotes for a new public works truck. This was included in the 2026 budget. It needs to be ordered now so that it will be ready in January.

John Jones- Ram 1500 :	\$56,047.50
John Jones- 26' Silverado 1500:	\$58,135.20
• Leer color matched fiberglass cap with keyless entry - \$4,350.00	
• Window tint, 4 corner strobes, center console safe - \$1,650.00	
Bachman:	\$58,940.00

Doug Wacker made a motion to approve the low quote of \$56,047.50 for John Jones in Corydon. Seconded by Brandon Hopf and approved 4-0.

Water Fountain

Edwardsville Water Company donated \$2,513.00 for a new water fountain at Ashley Mariah Park. Reny Keener has provided a couple of options for the Council to choose from.

Brandon Hopf made a motion to approve purchasing The Oasis Outdoor Vandal water fountain for \$2,446.89 and for this to be paid from the Capital Improvement Fund #4650. Seconded by Chris Loop and approved 4-0.

Gov Deals

We have sold multiple items on Govdeals.com recently. We have sold the International Dump Truck, bush hog, Bobcat welder, and three brother printers. We sold the Billy Goat mower, but the buyer failed to pick it up so we will list it again. There are also two more items Reny Keener would like to bring back in November with an updated resolution.

Trunk or Treat 2025

This year's Trunk or Treat will be on Saturday, October 25th, 2025 from 6:00 - 9:00 P.M. Reny Keener presented a map of the stations that will be setup for this year's Trunk or Treat. We are expecting over 1,000 kids. We will have 22 booths handing out candy and a few food trucks. We will also have some bounce houses, a photo booth, and a haunted shelter house.

Eyewash Stations

Cintas is raising their rates for eye washing stations. We currently have three stations, one at the utility shop, one at the East Lift Station, and one at the West Lift Station. We currently pay \$950.00 (\$3,800.00 yearly) every three months for all three stations. They are raising their rates to \$990.00 every three months or \$330.00 each month. Reny Keener will check to see if we are in a contract and bring this back to the November meeting.

Church Items at 1618 Canal Lane

The Church has asked if the Town would like to purchase any of the items or furniture that they have available. Reny Keener and the Council think their prices are too high and will accept any items they want to donate to the Town. The Town does not plan on purchasing any items or equipment from them.

Town Attorney- Kristi Fox

Nothing to report.

Town Engineer - Bob Woolsey

9210 State Road 64 – Drainage Improvements

Bob Woosley has received four quotes for this project. This project includes installing a vertical curb on the back side of the concrete gutter. Future work will include milling the roadway to remove asphalt from concrete gutter line and this work will be eligible to be included in the future Community Crossing Matching Grant.

Temple & Temple	\$14,700.00
C&R Construction	\$15,375.00
Riley's	\$19,850.00
TRC	\$22,200.00

Chris Loop made a motion to approve Temple & Temple's quote for \$14,700.00 for drainage improvements at 9120 State Road 64 and for this to be paid from the LRS Fund #2202. Seconded by Brandon Hopf and approved 4-0.

7005 Windsong Court – Drainage Project

Brandon Hopf made a motion to approve paying for the 7005 Windsong Court drainage improvement project for \$73,460.00 and for this to be paid from the LRS #2202 Fund. Seconded by Doug Wacker and approved 4-0.

One of the property owners has requested a guard be installed on the upstream end of the proposed 30" storm pipe for this project. The Council does not want to move forward with installing the guard.

CCMG 2025

We are eligible to submit documents for the next Community Crossing Matching Grant. Applications are due by October 31, 2025. We should look at Rainelle Woods, Autumn Drive, Canal Lane, Windsong Court and a piece of Georgetown Lanesville Road.

Brandon Hopf made a motion to allow Bob Woosley to submit documents for the next Community Crossing Matching Grant and to allow Chris Loop to sign documents outside of a meeting. Seconded by Doug Wacker and approved 4-0.

East Lift Station – Control Panel Issues

We have experienced some issues lately at the East Lift Station. We discovered deterioration of the panel and controls have occurred due to hydrogen sulfides. A transducer chord was sucked up by Pump 1. The low-level float was missing, and pumps were allowed to continue to run at low level without shutting off. The station is currently operating with only one pump in service (Pump #2). Pump #1 is being pulled to access if any damage has occurred. Bob Woosley is working with TNT Technologies to secure a quote for repairs. Steve Toliver with AUS is taking the lead on this issue.

Plan Commission

The Plan Commission met last week to talk about some changes in the Zoning Code. This board plans to meet in January to hopefully adopt the new code.

Redevelopment Commission

The RDC approved three façade grant applications.

Old Business

IT/Cyber Security

Reny Keener reached out to ABS about lowering the costs of their services. ABS cannot change any prices.

Chris Loop made a motion to accept the proposal from C3 Tech for \$1,910.00 a month and start this in November contingent upon the Town Attorney's review and approval and to allow Chris Loop to sign any documents outside of the meeting. Seconded by Matt Nolan and approved 4-0.

Agenda Items/New Business

2026 Budget Ordinance – G-25-09, An Ordinance for Appropriations and Tax Rates

First Reading G-25-09, An Ordinance for Appropriations and Tax Rates

Brandon Hopf made a motion to approve G-25-09, An Ordinance for Appropriations and Tax Rates. Seconded by Doug Wacker and approved 4-0.

Second Reading G-25-09, An Ordinance for Appropriations and Tax Rates

Chris Loop made a motion to approve G-25-09, An Ordinance for Appropriations and Tax Rates. Seconded by Matt Nolan and approved 4-0.

Removing NSF Fee at 8125 Autumn Drive

This item is tabled. The party did not show.

Wheatley Group- Waterfront District Update/ Ordinance G-25-10, An Ordinance Authorizing and Establishing the Boundaries of a Municipal Riverfront Development District.

First Reading G-25-10, An Ordinance Authorizing and Establishing the Boundaries of a Municipal Riverfront Development District.

Brandon Hopf made a motion to approve G-25-10, An Ordinance Authorizing and Establishing the Boundaries of a Municipal Riverfront Development District. Seconded by Matt Nolan and approved 4-0.

Second Reading G-25-10, An Ordinance Authorizing and Establishing the Boundaries of a Municipal Riverfront Development District.

Chris Loop made a motion to approve G-25-10, An Ordinance Authorizing and Establishing the Boundaries of a Municipal Riverfront Development District. Seconded by Doug Wacker and approved 4-0.

New Computers

Haley James and Reny Keener have been working on getting new computers for the Clerk's office to make sure they are all up to date on Windows 11. We will need three new laptops for the office and one new laptop for Jamie Schilmiller. Haley James has provided two different laptops to choose from, a Lenovo and a Dell. Haley James prefers Lenovo laptops for the clerks and a Dell for Jamie Schilmiller since he does not use them as often.

Doug Wacker made a motion to approve purchasing three Lenovo laptops for the Clerk's office for \$990.00 each and 1 Dell laptop for Jamie Schilmiller for \$540.00 and for this to be paid from the General Fund. Seconded by Chris Loop and approved 4-0.

Claims Docket

Matt Nolan made a motion to approve the claims docket. Seconded by Brandon Hopf and approved 4-0.

Miscellaneous Business

Cara Schroeder -Destination Georgetown

Cara Schroeder would like to use the old retaining wall limestone pieces at the Old Fire House and at the Welcome to Georgetown sign located on the east side of Town.

Brandon Hopf made a motion to allow Destination Georgetown to use the old retaining wall limestone pieces for landscape projects at the Old Fire House and the East Town sign. Seconded by Doug Wacker and approved 4-0.

John Beams will be stepping down as the Executive Director at the end of this year. Cara Schroeder will be presenting the new Executive Director and Board Members at the next meeting. They are working on their budget for next year.

Julia Keibler – Salary Ordinance

Julia Keibler will bring the 2026 salary ordinance to the November meeting for approval.

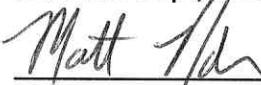
Adjournment

Doug Wacker made a motion to adjourn the meeting. Seconded by Matt Nolan and approved 4-0.

Minutes approved by:


Christopher Loop, President


Brandon Hopf, Vice President


Matt Nolan

Doug Wacker
Doug Wacker

Jason Parrish
Jason Parrish

Attest:
Julia Keibler
Julia Keibler, Clerk Treasurer

Town of Georgetown, Indiana
 2026 Budget Workpaper
 PILOT ANALYSIS BY UTILITY

	Note	Wastewater	Stormwater	Trash
Operating Revenues	<i>1</i>	\$1,547,330	\$16,789	\$382,385
Operating Expenses:				
Salaries and Benefits	<i>1</i>	\$308,201	\$12,841	\$75,172
Services and Charges	<i>1</i>	60,503	864	297,454
Operations	<i>1</i>	794,863	7,617	5,193
Other Disbursements	<i>1</i>	15,487	0	4,361
Operating Expenses	-	\$1,179,054	\$21,322	\$382,179
Net Operating Income	-	\$368,276	-\$4,533	\$206
Asset Value	<i>1 & 2</i>	\$24,543,783	\$889,443	\$0
Less Accumulated Depreciation	<i>1 & 2</i>	-12,263,777	-841,220	0
Net Assets	<i>1 & 2</i>	\$12,280,006	\$48,223	\$0
Estimated Equivalent Net Assessed Value of Private Utility	<i>3</i>	\$12,280,006	\$48,223	\$0
Applicable Tax Rates: (Per \$100)				
Town of Georgetown Tax Rate	<i>4</i>	\$0.2746	\$0.2746	\$0.2746
General Fund Only	<i>4</i>	\$0.2746	\$0.2746	\$0.2746
Calculated Payment-In-Lieu-of-Tax ("PILOT") Expense	<i>5</i>	\$33,721	\$132	\$0
<i>Calculated Maximum Payment-In-Lieu-of-Tax ("PILOT") Gross Asset Value</i>		<i>\$67,397</i>	<i>\$2,442</i>	<i>\$0</i>
Percent of operating revenues	<i>6</i>	2%	1%	0%
Percent of net operating income	-	9%	-3%	0%

Notes:

1.) Town of Georgetown, Indiana Annual Financial Report for year ended December 31, 2024.

2.) The PILOT contributions for each utility were calculated based on the net asset value after depreciation. This approach aligns with property tax equivalency principles, as it reflects the current, depreciated value of the utility assets. This method ensures that the PILOT is fair and proportionate, representing what the utilities might contribute if subject to the town's General Fund tax rate. Net asset values were used as the basis for the PILOT calculations to capture a comprehensive assessment of tangible utility assets, ensuring contributions are aligned with their real and depreciated worth. This approach provides a realistic measure similar to property assessments for tax purposes.

3.) The estimated equivalent net assessed value represents the current, depreciated value of the utility's tangible assets. This figure was derived by calculating the net book value of assets after accounting for accumulated depreciation, as reported in the Town of Georgetown financial statements. This approach aligns with property tax assessment practices, where the assessed value reflects the depreciated worth of real and personal property. By using this value, the PILOT calculation ensures a fair and proportionate contribution that mirrors what would be expected if the utilities were subject to local property taxes.

4.) Department of Local Government Finance Budget Order, Pay 2025.

5.) Indiana Code 36-3-2-10 provides the framework for PILOT agreements in consolidated city-county structures, the Town of Georgetown may adopt this model under local ordinance provisions. The PILOT amounts calculated here are consistent with state guidelines and reflect local tax practices. Consultation with legal counsel is recommended to confirm compliance with any specific requirements for Georgetown PILOT ordinance.

6.) The calculated PILOT amounts represent approximately 2% of operating revenues and varying percentages of net operating income for each utility. This ratio provides insight into the proportional impact of the PILOT on each utility's financials, ensuring transparency and fairness in the contribution methodology.

Disclaimer:

This document is for informational purposes and should not be used as a substitute for legal advice.



STONE
MUNICIPAL
GROUP

May 9, 2025

SB1 Budget Mastery: Leveraging New Legislation for Municipal Growth

Overview

Senate Bill 1 (“SB1”) represents a substantial overhaul of Indiana’s local government finance framework. The bill introduces major changes to residential property tax deductions, property tax rates, Local Income Tax (“LIT”) restructuring, and public budgetary procedures. These modifications are poised to reshape long-term financial planning, revenue forecasting, and local government budgeting strategies. This document provides a comprehensive analysis of the implications of SB1 for budget managers, with a focus on effective adaptation strategies and forward-looking fiscal planning.

Welcome to the LIT Era!

SB1 makes it very clear that Local Income Taxes are the way of the future. At the local budgeting level, that means looking at the budget allocation as a means to drive economic well-being within the community. How can we fund new programs to stimulate job creation? How can we generate more income density per acre? How can we leverage our existing LIT revenues to fund our major capital projects?

Hire a Good Municipal Advisor

Just kidding, you already have one!

We appreciate the opportunity to serve on important financial planning matters and look forward to helping you navigate preparation for the 2026 Budget in light of these changes. We remain available to support and help you advise within these new parameters. With a well-thought-out strategy and careful planning, we can put these new tools into practice.

Sincerely,

Adam Stone, CPA | Stone Municipal Group

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Adam@stonemunicipal.com

Legislative Changes Impacting Municipal Budgets

SB1 enacts significant adjustments to property tax deductions, levy growth restrictions, and the LIT structure. These changes are structured to phase in gradually, impacting budgetary forecasts over multiple budget years. A detailed exploration of these adjustments follows below.

Residential Property Assessment Overhaul

One of the cornerstone changes under SB1 is the phased adjustment of homestead and non-homestead property deductions. Beginning in 2026, the standard homestead deduction, which has traditionally capped at \$48,000 or 60% of assessed value (AV), will be phased out entirely by 2030. It will be replaced by an increased supplemental homestead deduction structured as follows:

- In 2026, the supplemental homestead deduction increases to 40% of AV.
- In 2027, this deduction rises to 46% of AV.
- In 2028, the deduction is elevated to 52% of AV.
- In 2029, it advances to 57% of AV.
- In 2030, the deduction reaches 62% of AV.
- Finally, by 2031 and onward, the deduction caps at 66.7% of AV.

Example Impact on Net Assessed Value - Assuming \$200,000¹ Gross Assessed Homestead Property

Property Assessment Deductions	2025	2026	2027	2028	2029	2030	2031+
Supplemental Homestead Credit	\$48,000	\$40,000	\$30,000	\$10,000	\$10,000	\$0	\$0
Supplemental Homestead Deduction	37.5%	40.0%	46.0%	52.0%	57.0%	62.0%	66.7%
Calculations							
Example Gross AV Homestead	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Deduction- Prior Law	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000
Deduction- New Law	\$105,000	\$108,800	\$113,600	\$118,400	\$122,600	\$127,800	\$133,400
Change in Net Assessed Value	\$0	-\$3,800	-\$8,600	-\$13,400	-\$17,600	-\$22,800	-\$28,400
Percentage Change on Net Assessed Value	0.0%	-4.0%	-9.1%	-14.1%	-18.5%	-24.0%	-29.9%

¹ According to the latest US Census data, the median value of owner occupied housing units in Indiana is presently \$201,600. Individual property and community differences will change the impacts from this simple example.

Residential Property Tax Credit Program

In addition to the change in property assessment deductions, SB1 also established new tax credits to be applied on the net tax bill. This approach acts similarly to the existing circuit break credit which is a dollar for dollar reduction on the taxes paid. In other words, regardless of what occurs on the property tax value for a specific project, these savings will be immediately available beginning with taxes paid in 2026. The impact of this will be a new reduction measure to the Certified Levy's units adopted.

Tax Bill Credits	2025	2026	2027	2028	2029	2030	2031
Supplemental Homestead Credit		Lesser of \$300 or 10% of net property tax bill	Lesser of \$300 or 10% of net property tax bill	Lesser of \$300 or 10% of net property tax bill	Lesser of \$300 or 10% of net property tax bill	Lesser of \$300 or 10% of net property tax bill	Lesser of \$300 or 10% of net property tax bill
Qualification Based Credits							
65 & Over	\$0	\$150	\$150	\$150	\$150	\$150	\$150
Disabled Home Owner	\$0	\$125	\$125	\$125	\$125	\$125	\$125
Disabled Veteran	\$0	\$250	\$250	\$250	\$250	\$250	\$250
Qualification Based Deductions							
Disabled Veteran	\$0	\$24,960	\$24,960	\$24,960	\$24,960	\$24,960	\$24,960

Concurrently, non-homestead residential and commercial properties classified under the two-percent (2%) tax category will see a progressive increase in property tax deductions as follows:

- In 2026, a 6% deduction is applied to non-homestead properties.
- In 2027, this deduction increases to 12%.
- In 2028, the deduction grows to 19%.
- In 2029, the deduction expands to 25%.
- In 2030, the deduction rises further to 30%.
- By 2031, the deduction reaches its final phase of 33.4%.

These deductions and credits, while providing relief to property owners, result in a reduced taxable AV for local government revenue calculations. For budget managers, this phased reduction in AV necessitates a recalibration of budget forecasts, particularly for tax rate planning, debt service coverage, debt issuance timing, anticipated circuit breaker losses, local income tax revenue, and net available general property tax revenue. Longer term policy decisions are also impacts, such as affordable housing, residential rental programs, and property tax base diversification. (e.g. residential vs commercial)

Max Levy Growth Quotient (MLGQ) Caps

Under SB1, strict caps were discussed but ultimately amended out of the final bill. The resulting limit for Pay 2026 remains the same based on the previous legislation limiting its growth to 4.00%.

- In 2026, the MLGQ is capped at 4%, effectively leaving that unchanged.
- From 2027+, the MLGQ cap will proceed with the historical calculation.

Business Personal Property Tax Adjustments

The Business Personal Property Tax (“BPPT”) exemption is significantly enhanced under SB1, reflecting a continued shift from legislatures aimed at reducing the taxable base for business equipment. Beginning in 2026, the de minimis exemption for BPPT increases from the current \$80,000 in 2025 to \$2 million, marking a large adjustment to previous thresholds. This change is coupled with the elimination of the 30% depreciation floor for all new equipment placed into service after January 1, 2025.

This modification enables equipment-heavy operations to benefit from accelerated depreciation, thereby lowering their overall tax burden. However, the reduction in taxable assessed value (AV) from this exemption and depreciation floor removal is expected to compress the local tax base.

The impact will be upward pressure on tax rates unless neutralization mechanisms or compensatory adjustments are implemented. These adjustments will affect communities differently depending on their reliance on business personal property for AV stabilization, with those more dependent likely to experience more significant impacts.

Importantly, SB1 includes a protective carve-out for TIF districts established prior to July 1, 2025. Business personal property located within these existing TIF areas retains the 30% depreciation floor for the life of the TIF district. This measure is explicitly designed to protect bond obligations, ensuring that revenue streams tied to TIF-backed financing remain predictable.

BPPT Changes	De Minimis Limit	Subject to 30% Floor	Effective Date (Installed By)
2025	\$80,000	Yes	Prior
2026 and beyond	\$2,000,000	Yes (life of TIF)	1/1/2025

Budget Adoption Process Amendments

Another key change is that the budget adoption process will also need to include a statement to the effect that the Council is approving an increase in the tax levy and tax rate. The specific amount and percentage need to be included in the decision. This new requirement begins with the 2028 Budget, or for budgets adopted in fall 2027. We are tracking this aspect and will be prepared to administer as additional guidance is provided. For the 2026 and 2027 Budgets, the process remains the same.

Local Income Tax (LIT) Restructuring

SB1 implements a significant restructuring of Local Income Tax (LIT) mechanisms. The expenditure rate cap is increased to 2.9%, distributed across specific government services:

- 1.2% for county services
- 0.4% for fire protection and EMS
- 0.2% for nonmunicipal units, including libraries and conservancy districts
- 1.2% for general-purpose revenue in municipalities over 3,500 in population ²

The restructuring also eliminates the Property Tax Relief Credit (PTRC), which has historically been used to offset property tax liabilities. This elimination shifts more of the revenue replacement burden to LIT adjustments, compelling local governments to evaluate rate adjustments to bridge fiscal gaps.

Debt and Excess Levy Appeals Restrictions

SB1 introduces new limitations on debt issuance and levy appeals. Excess levy growth appeals, a critical mechanism for fast-growing communities to adjust levies in response to service demands, are eliminated under this new legislation. Additionally, short-term debt issuances shorter than five years now require a one-year cooling-off period post-expiration, which will impact multi-year capital improvement projects. Communities that have benefited from shorter term rolling debt programs will need to consider this timing adjustment.

² First eligible year 2028, should be considered in fall 2027. Counties can adopt up to 1.2% for municipalities under 3,500 population, while those over 3,500 are adopted by the City or Town Council.

2026 Budgeting Best Practices

The above summarized changes impact nearly every tax parcel across the state one way or another. Either through lower net assessments, new tax credits, or the potential for high tax rates. Much has and will be shared on the law changes, but we are now mainly concentrating on what happens next.

To effectively navigate these legislative changes, budget managers should undertake the following strategic adjustments:

1. Recalculate Long-term Budget Projections in Light of Legislation Changes
2. Engage in Early LIT Strategy Discussions
3. Prepare for Enhanced Transparency Requirements
4. Debt Service Strategy Reassessment
5. Review and Consider Budget Best Practices (included below)

The following menu of options is designed to provide councils with actionable paths to financial stability and enhanced fiscal capacity beyond a pre-SB1 state. We would also highlight timing and cause and effect considerations around the bill passing and when these measures could be implemented. For example, while Municipal LIT isn't possible to go into effect until 2028, some may find advanced approvals beneficial to close the time gap between legislative cause and local tax rate increase effect.

Potential High Impact Options

Prioritizing Cash-Producing Capital Assets - Paid Park Amenities

Emphasis on capital projects, regardless of financial source towards those that generate new revenue sources or immediate known cost reductions, such as new park amenities can provide a new or broader revenue stream for the General Fund beyond property taxes. Parks equipped with paid access points, event spaces, and concession operations can generate consistent cash inflows. The strategic use of GO bonds allows for upfront capital investment, with debt service comfortably managed by the revenue generated. This mechanism not only improves public amenities but also creates a long-term, self-sustaining revenue source.

Municipal Wheel Tax Consideration

The introduction or adjustment of a Municipal Wheel Tax provides a dedicated revenue stream to fund road maintenance and improvements. Given SB1's limitations on property tax growth, municipalities can leverage this user-based tax to support infrastructure projects without impacting the General Fund. This user-based tax spreads the cost of maintenance across local residents and commercial users, directly funding road and bridge upkeep.

Reestablishing CCD and Special Cumulative Fire Rates

Reestablishing Cumulative Capital Development ("CCD") and Special Cumulative Fire Rates provides a mechanism for municipalities to fund critical infrastructure and fire protection enhancements above the constraints of property tax levy. These dedicated funds ensure that capital improvements and fire safety investments continue without additional pressure on the General Fund. This also provides flexibility in financing major capital outlays.

PILOT Assessments on Municipal Utilities and Utility Rate Studies

Municipal utilities often operate outside of the conventional tax structure, yet they utilize public infrastructure and benefit from municipal services. Implementing Payment in-Lieu-of Taxes (“PILOT”) agreements ensures these entities contribute fairly to the General Fund. Additionally, conducting routine Utility Cost of Service Rate Studies helps confirm that rates are not only covering total operational and administrative costs but are also contributing a reasonable return, typically between 1% to 3%, to the General Fund. This strategic alignment can free up significant revenue for core services. Cost studies should look at all revenue types and ensure that cost shares are complete and updated regularly.

Municipal Local Income Tax (LIT) Adoption and Adjustment

The municipal portion of Local Income Tax (“LIT”) is capped at 1.2% under SB1 and would need to be adopted in 2027 to take effect. Increasing the municipal LIT rate provides a sustainable revenue stream that directly supports General Fund operations. Early adoption discussions and strategic planning can help mitigate the revenue losses expected from SB1's AV reductions.

Collaborating with County (LIT) Adoption for Fire and EMS

In addition to the 1.2% Municipal and County LIT, the county can also adopt a .4% LIT rate for Fire/EMS which will benefit any community providing these services, as that rate is split based on population served and square miles covered, regardless of whether the municipality has adopted a LIT. Units should be working with county stakeholders to not only communicate their plans on Municipal LIT, but advocate for the Fire and EMS LIT rate be passed as well.

Annexation Appeals and Strategic Growth Initiatives

Under SB1, levy growth is restricted, but Annexation Appeals provide a strategic pathway to adjust the maximum levy in line with population and service demand increases. Targeted annexation in high-growth areas can expand the tax base while justifying levy adjustments. More importantly, annexation-driven growth brings both residential and commercial development under municipal oversight, stabilizing the General Fund while expanding Local Income Tax (LIT) collections.

Leveraging Debt Levies and Lease Financing for Equipment

With SB1 capping levy growth, the strategic use of debt levies becomes even more important. Municipalities should evaluate the option of issuing Lease Financing for major capital equipment purchases. This allows cities and towns to avoid large upfront costs, spreading payments over multiple years without increasing pressure on the debt service levy. These are backed by appropriations and do not create new levy. With that said, these create another financing vehicle to navigate the new debt rate and short-term limits.

Local Government Technology Audits

Technology, and more specifically, subscription-based technology has become much more common. Implementing a Local Government Technology Audit focused on departmental spending, process optimization, and confirmation of the number of paid license agreements can surface opportunities for immediate savings.

Medium or Longer-Term Impact

Economic Development Project Scoring for LIT Density and Commercial/Retail Importance

Introducing Economic Development Project Scoring tied to LIT Density and the heightened importance of Commercial and Retail Development allows municipalities to prioritize projects that deliver the highest returns in Local Income Tax generation. Projects that contribute substantially to LIT growth and bolster commercial activity should be elevated in priority, ensuring that strategic developments are aligned with long-term General Fund stability.

Resetting Personnel Budgets to Actual Pay

Personnel budgets are often overestimated to account for potential raises or additional hiring. Resetting these budgets to reflect actual pay rates and current staffing levels can create immediate budget relief. This adjustment allows for more precise forecasting and reduces unnecessary encumbrances on the General Fund. Typically, 70% of the budget is related to pay, benefits, and retirement contributions this strategy is very effective at ensuring the budget reflects actual need.

Considering Higher Insurance Deductibles

Increasing insurance deductibles for property, liability, and workers' compensation policies can substantially reduce premium costs. This strategy retains manageable risk while freeing up budget capacity for essential services and General Fund contributions. High-deductible plans can also incentivize better risk management practices, reducing claim frequency over time.

Review Employee Benefits

Employee benefits, especially health insurance, is typically the second largest expenditure preceded only by employee salary. As such, a periodical review of the program, benefits, and structures is recommended. Due to the complexity and nuanced nature of healthcare, we recommend a periodic shopping of the current benefits offered, or even reduction of benefits. (i.e. eliminate longevity pay for new employees so that the annual cost of longevity will go down as employees retire.) A review of increasing employee paid share of health insurance and/or moving away from the traditional PPO model for health insurance should be explored every so often.

Self-Insuring for Unemployment and Workers' Compensation

Municipalities can explore self-insurance options for unemployment and workers' compensation to reduce annual premium costs. This approach allows for risk management at the local level, providing immediate savings and increasing flexibility in claims administration. Over time, self-insuring can lead to substantial cost avoidance, contributing to General Fund stability. Risk pools exist as well for smaller units or those who are not comfortable with full self-insurance risks.

Consider Deploying a 2026 Hybrid Zero-Based Budget Methodology

Municipal budgets are typically incremental in nature. Over time, line items and accounts can grow stale easily with this approach. Additionally, it is common that most actual expenditures come in 5-10% under budget. This can be seen in the growth in cash balances over time. While not recommended each year due to its added effort, resetting the base budgets down to actual expense levels and/or justify legacy line

items used for capital expenditures and miscellaneous one-time expenditures are prudent to be done in periods of revenue uncertainty.

Strategic Use of Cash Reserves

Municipalities can bolster their General Fund by strategically deploying cash reserves during periods of revenue shortfall. While this should be managed with long-term sustainability in mind, reserves can act as a stabilizing force during transitional budget years post-SB1 implementation.

Auditing Property and Liability Insurance

A comprehensive audit of property and liability insurance policies can identify areas of overpayment, redundant coverage, or outdated policy terms. By conducting regular reviews and seeking competitive bids, municipalities can reduce premiums and optimize coverage, generating savings that directly benefit the General Fund.

Consider Allocation Area Expiration's Impact on Assessed Value

The earliest and largest set of Indiana TIF Districts are nearing expiration between 2027-2030. The prior TIF phase-out strategy was to time the pass-through with AV growth appeals to recapture the lost tax rate. That strategy is no longer possible, but the TIFs will continue to pass through the previously captured assess value to the base. This will help restore some of the lost AV from the new deductions and will provide certain units a stabilizing effect.

Updated Development Fees and Cost Association with New Construction

If the lifetime tax revenue of new construction is reduced, one option to restore the lost revenue is to restore with adequate upfront charges and fees. Examples include Park Impact Fees, Road Impact Fees, Building Permits, Inspection Fees, Plan Review, etc. At a minimum, these fees should at least fully recover the cost of internal/external review. Items such as impact fees rather, should be periodically reset to ensure the full impact to service levels is represented in the fee.

Abatements and TIF Remain Valid Under SB1

Despite SB1's adjustments to property tax calculations, Tax Increment Financing (TIF) and property tax abatements remain viable tools for incentivizing development. Targeted abatements in high-growth areas can still drive investment without immediate tax liabilities, preserving the General Fund during the development phase. Meanwhile, TIF districts can capture incremental AV to fund infrastructure and capital improvements, keeping General Fund expenditures stable while promoting economic expansion. Income density and commercial assessed values become more important in light of these changes.

Economic Development PILOTs and Restricted Donations

Development-driven Payment-in-Lieu-of-Taxes (PILOT) agreements and strategic use of restricted donations can supplement General Fund revenues by offsetting the reduced AV capture under SB1. PILOTs allow municipalities to receive compensatory payments from tax-exempt or abated developments, while restricted donations free up general revenues for broader municipal use.

Creating a Municipal Foundation for Donations and Grants

Establishing a Municipal Foundation allows for targeted fundraising and grant applications for capital projects. These funds can be used for community development projects, infrastructure repairs, and beautification efforts without tapping into the General Fund.

End of Document



Libs Paving Co. Inc.
6931 Atkins Road
Floyds Knobs IN
47119
United States

Invoice
INV-14123
9/22/2025

Bill To

City of Georgetown
9111 STATE ROAD 64
GEORGETOWN IN 47122-8978
United States

Terms	Due Date	PO #	Sales Rep
Net 10	10/2/2025	Pay App #2	Luke Hildenbrand

Description	Amount
Job: Georgetown CCMG 2025	
Lois Lane	\$103,249.10
Frank Ott	\$5,700.00
Total	\$108,949.10

Thank you for your Business



INV-14123

ITEM	UNIT PRICE	UNIT	1	2	3	4	5	WILDFLOWER DRIVE	CHURCH STREET	WOLF CEMETERY ROAD	6	7	8	9	10
			LOIS LANE	CIRCLE DRIVE						BROOKHILL COURT	SARALANE	HENRIOFT	FRANCOTT RD		BROOKSTONE COURT
1 Clean Surface & Track Coat	\$ 0.30	ST	\$ 55,00	\$ 650				\$ 2800		\$ 647		\$ 553	\$ 2000	\$ 1775	
2 Surface Asphalt	\$ 55,00	TON	\$ 69,46		324			2385,67		302		464,04	356,53	270,17	
3 Asphalt Milling & Edge Rose With	\$ 1.25	ST													
4 Excavation of Roadway, Brush, Etc.	\$ 40,000.00	LS		1				2500		1120					
5 Blasting (includes curbing, stone base, under restoration)	\$ 8,000.00	LS													
6 Installation of Stone Base	\$ 40,000	TON													
7 Border 3IN	\$ 55,00	TON													
8 Vertical Curb and Gutter	\$ 30,00	LF													
9 9 IN Sidewalk	\$ 30,00	LF		283											
10 12" RCP	\$ 60,00	LF		145											
11 Catch Basin	\$ 5,000.00	EA		2											
12 Catch Inlet	\$ 5,000.00	EA		2											
13 Headwall	\$ 1,200.00	EA		2											
15 Measuring on Frank Cn (due to poor shoulder condition)	\$ 5,100.00	LS													
TOTAL	\$ 137,084.55	\$	23,400.00	\$	27,311.85	\$	7,291.00	\$	38,150.05	\$	44,400.00	\$	27,773.85	\$	23,139.35
(Ineligible CCGN Items (Additional Work Outside of Scope))															
Undercutting poor casting along Lois lane	\$ 19,300.00	LS	\$ 35,360.00												
Spaced Hump Installation - Lois Lane	\$ 12,400.00	LS	\$ 12,400.00												
Spaced Hump Installation - Henry Clinton Hwy	\$ 2,800.00	LS	\$ 3,960.00												
TOTAL DUE	\$ 172,584.55	\$	23,400.00	\$	27,311.85	\$	7,291.00	\$	38,150.05	\$	44,400.00	\$	27,773.85	\$	23,139.35
Paid Previously	\$ 69,305.85	\$	23,400.00	\$	27,311.85	\$	7,291.00	\$	38,150.05	\$	44,400.00	\$	27,773.85	\$	10,270.00
Pay After Application	\$ 203,249.30	\$													
TOTAL TO DATE	\$														
Paid Previously	\$														
PAY ESTIMATE TOTAL	\$														

**AGREEMENT
BETWEEN OWNER AND CONTRACTOR
FOR CONSTRUCTION CONTRACT (STIPULATED PRICE)**

THIS AGREEMENT is by and between Town of Georgetown ("Owner") and
C & R Construction ("Contractor").

Owner and Contractor hereby agree as follows:

ARTICLE 1 – WORK

1.01 Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

ARTICLE 2 – THE PROJECT

2.01 The Project, of which the Work under the Contract Documents is a part, is generally described as follows: Georgetown Sidewalk Improvements Phases III & IV Project (Phase IV is the only phase being completed at this time.)

ARTICLE 3 – ENGINEER

3.01 The part of the Project that pertains to the Work has been designed by Heritage Engineering.
3.02 The Owner has retained Heritage Engineering ("Engineer") to act as Owner's representative, assume all duties and responsibilities, and have the rights and authority assigned to Engineer in the Contract Documents in connection with the completion of the Work in accordance with the Contract Documents.

ARTICLE 4 – CONTRACT TIMES

4.01 *Time of the Essence*

A. All time limits for Milestones, if any, Substantial Completion, and completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

4.02 *Contract Times: Dates*

A. All work must be completed within 250 days of Notice to Proceed. The Work will be substantially completed on or before 05/15/26, and completed and ready for final payment on or before 06/01/26.

4.03 *Liquidated Damages*

A. Contractor and Owner recognize that time is of the essence as stated in Paragraph 4.01 above and that Owner will suffer financial and other losses if the Work is not completed and Milestones not achieved within the times specified in Paragraph 4.02 above, plus any extensions thereof allowed in accordance with the Contract. The parties also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty):

1. Substantial Completion: Contractor shall pay Owner \$ N/A for each day that expires after the time (as duly adjusted pursuant to the Contract) specified in Paragraph 4.02.A above for Substantial Completion until the Work is substantially complete.
2. Completion of Remaining Work: After Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the Contract Times (as duly adjusted pursuant to the Contract) for completion and readiness for final payment, Contractor shall pay Owner \$ N/A for each day that expires after such time until the Work is completed and ready for final payment.
3. Liquidated damages for failing to timely attain Substantial Completion and final completion are not additive and will not be imposed concurrently.
4. Milestones: Contractor shall pay Owner \$ N/A for each day that expires after the time (as duly adjusted pursuant to the Contract) specified above for achievement of Milestone 1, until Milestone 1 is achieved.

4.04 *Special Damages*

- A. In addition to the amount provided for liquidated damages, Contractor shall reimburse Owner (1) for any fines or penalties imposed on Owner as a direct result of the Contractor's failure to attain Substantial Completion according to the Contract Times, and (2) for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in Paragraph 4.02 for Substantial Completion (as duly adjusted pursuant to the Contract), until the Work is substantially complete.
- B. After Contractor achieves Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the Contract Times, Contractor shall reimburse Owner for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in Paragraph 4.02 for Work to be completed and ready for final payment (as duly adjusted pursuant to the Contract), until the Work is completed and ready for final payment.

ARTICLE 5 – CONTRACT PRICE

5.01 Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents the amounts that follow, subject to adjustment under the Contract:

- A. Total of Lump Sum Amount and Unit Price Work (subject to final Unit Price adjustment) \$255,900.00.
- B. For all Work, at the prices stated in Contractor's Bid, attached hereto as an exhibit.

ARTICLE 6 – PAYMENT PROCEDURES

6.01 *Submittal and Processing of Payments*

- A. Contractor shall submit Applications for Payment. Applications for Payment will be processed by Engineer.

6.02 *Progress Payments; Retainage*

- A. Owner shall make progress payments on account of the Contract Price on the basis of Contractor's Applications for Payment on or about the **15th** day of each month during performance of the Work as provided in Paragraph 6.02.A.1 below, provided that such Applications for Payment have been submitted in a timely manner and otherwise meet the requirements of the Contract. All such payments will be measured by the Schedule of Values established as provided in the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no Schedule of Values, as provided elsewhere in the Contract.
 1. Prior to Substantial Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as Owner may withhold, including but not limited to liquidated damages, in accordance with the Contract
 - a. **100** percent of Work completed (with the balance being retainage). If the Work has been 50 percent completed as determined by Engineer, and if the character and progress of the Work have been satisfactory to Owner and Engineer, then as long as the character and progress of the Work remain satisfactory to Owner and Engineer, there will be no additional retainage; and
 - b. **90** percent of cost of materials and equipment not incorporated in the Work (with the balance being retainage).
- B. Upon Substantial Completion, Owner shall pay an amount sufficient to increase total payments to Contractor to **100** percent of the Work completed.

6.03 *Final Payment*

- A. Upon final completion and acceptance of the Work, Owner shall pay the remainder of the Contract Price as recommended by Engineer.

ARTICLE 7 – INTEREST

- 7.01 All amounts not paid when due shall bear interest at the rate of **N/A** percent per annum.

ARTICLE 8 – CONTRACTOR'S REPRESENTATIONS

- 8.01 In order to induce Owner to enter into this Contract, Contractor makes the following representations:
 - A. Contractor has examined and carefully studied the Contract Documents, and any data and reference items identified in the Contract Documents.
 - B. Contractor has visited the Site, conducted a thorough, alert visual examination of the Site and adjacent areas, and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
 - C. Contractor is familiar with and is satisfied as to all Laws and Regulations that may affect cost, progress, and performance of the Work.
 - D. Contractor has considered the information known to Contractor itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Contract Documents; and the Site-related reports and drawings identified in the Contract Documents, with respect to the effect of

such information, observations, and documents on (1) the cost, progress, and performance of the Work; (2) the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor; and (3) Contractor's safety precautions and programs.

- E. Based on the information and observations referred to in the preceding paragraph, Contractor agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract.
- F. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.
- G. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.
- H. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.
- I. Contractor's entry into this Contract constitutes an incontrovertible representation by Contractor that without exception all prices in the Agreement are premised upon performing and furnishing the Work required by the Contract Documents.

ARTICLE 9 – CONTRACT DOCUMENTS

9.01 *Contents*

- A. The Contract Documents consist of the following:
 - 1. This Agreement (pages 1 to 7 inclusive).
 - 2. Performance bond (pages to inclusive).
 - 3. Payment bond (pages to inclusive).
 - 4. Drawings (not attached but incorporated by reference) consisting of Sheets 1 - 10 with each sheet bearing the following general title: Georgetown Sidewalk Improvements Phases III & IV Project
 - 5. Exhibits to this Agreement (enumerated as follows):
 - a. Contractor's Bid (pages 1 to 1 inclusive).
 - 6. The following which may be delivered or issued on or after the Effective Date of the Contract and are not attached hereto:
 - a. Notice to Proceed.
 - b. Work Change Directives.
 - c. Change Orders.
 - d. Field Orders.
- B. The documents listed in Paragraph 9.01.A are attached to this Agreement (except as expressly noted otherwise above).
- C. There are no Contract Documents other than those listed above in this Article 9.

D. The Contract Documents may only be amended, modified, or supplemented as provided in the General Conditions.

ARTICLE 10 – MISCELLANEOUS

10.01 *Terms*

A. Terms used in this Agreement will have the meanings stated in the General Conditions and the Supplementary Conditions.

10.02 *Assignment of Contract*

A. Unless expressly agreed to elsewhere in the Contract, no assignment by a party hereto of any rights under or interests in the Contract will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, money that may become due and money that is due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

10.03 *Successors and Assigns*

A. Owner and Contractor each binds itself, its successors, assigns, and legal representatives to the other party hereto, its successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

10.04 *Severability*

A. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

10.05 *Contractor's Certifications*

A. Contractor certifies that it has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for or in executing the Contract. For the purposes of this Paragraph 10.05:

1. “corrupt practice” means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process or in the Contract execution;
2. “fraudulent practice” means an intentional misrepresentation of facts made (a) to influence the bidding process or the execution of the Contract to the detriment of Owner, (b) to establish Bid or Contract prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;
3. “collusive practice” means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish Bid prices at artificial, non-competitive levels; and

4. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

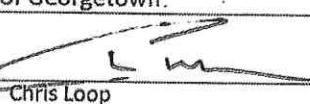
IN WITNESS WHEREOF, Owner and Contractor have signed this Agreement.

This Agreement will be effective on 09/23/2025 (which is the Effective Date of the Contract).

OWNER:

Town of Georgetown

By:

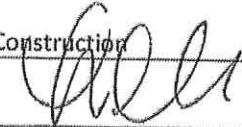


Title: Town Council President

CONTRACTOR:

C & R Construction

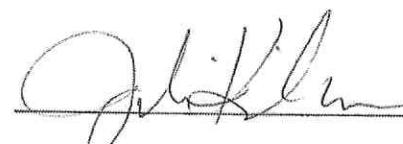
By:



Name

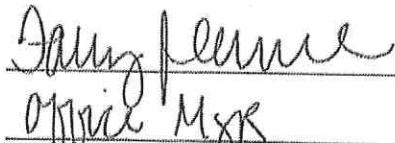
Title: CEO

Attest:



Title: Clerk Treasurer

Attest:



Title:

Address for giving notices:

Town of Georgetown

P.O. Box 127

Georgetown, IN 47122

Address for giving notices:

C&R Construction & Consulting LLC

598 Schwartz Road NW

Corydon, IN 47112

License No.:

(where applicable)



Town of Georgetown

09/16/2025

Thank you for allowing John Jones to offer you our quote for the Town of Georgetown

Pricing is per specs and all title/documentation fees. Any state or local taxes not considered (Municipalities such as the Town of Georgetown should be tax exempt)

This quote is good for 45 days and is subject to inventory or order availability. To award, secure, or execute this quote, please have a representative from the awarding party notify us in writing, digital email, or other means, in addition to verbal notification.

- 2026 RAM 1500 Crew Cab 1500 (Order)	\$50,047.50
- 2026 Silverado Crew Cab 1500 (Order)	\$52,135.50
○ Leer Color Matched Fiberglass Cap with keyless entry	\$4,350.00
○ Window Tint, 4 Corner strobes, Center console Safe	\$1,650.00

*We can also facilitate most additional upfit options including Truck lettering/Graphics, radio equipment, additional lighting, strobes, racks, bed lining, and others, to assist in equipping trucks to your needs. Price quotes for other upfits available on all accepted units.

Please feel free to give me a call, at, if you have any questions.

Thank you, again.

A handwritten signature in black ink, appearing to read "Tyler Wiseman".

Tyler Wiseman

John Jones Auto Group

Fleet Commercial Sales

812-883-7282

BACHMAN AUTO GROUP OF SOUTHERN INDIANA, LLC

630 BROADWAY STREET
JEFFERSONVILLE, IN 47130

TO: TOWN OF GEORGETOWN
9111 STATE ROAD 64
GEORGETOWN, IN 47122

DATE:
10/07/2025

QUOTE

SALESPERSON	MASTER AGREEMENT (KY ONLY)	PO	INVOICE
MINDY HECKER 502-548-2550	MA 758 2300000797	NA	QUOTE

QTY	DESCRIPTION	UNIT PRICE	LINE TOTAL
PER UNIT	2026 RAM 1500 BIGHORN 3.0L I6 HURRICANE SO TWIN TURBO SEE ATTACHED SPECS COLOR: GRANITE CRYSTAL MET	\$54,313.00	\$54,313.00
PER UNIT	MEYER TRUCK EQUIPMENT UPFIT SEE ATTACHED SPECS	\$4,627.00	\$4,627.00

INCLUDES DELIVERY

TO BE ORDERED

SUBTOTAL	\$58,940.00
SALES TAX	NA
TOTAL	\$58,940.00

MAKE ALL CHECKS PAYABLE TO BACHMAN AUTO GROUP
Thank you for your business!

Bachman Chrysler Dodge Jeep RAM
630 BROADWAY ST
JEFFERSONVILLE, IN 471303526

Configuration Preview

Date Printed:	2025-10-07 10:03 AM	VIN:	Quantity:	1
Estimated Ship Date:		VON:	Status:	BA - Pending order
			FAN 1:	00KYP Town of Georgetown IN
			FAN 2:	
			Client Code:	
			Bid Number:	TB6064
Sold to:		Ship to:		PO Number:
Bachman Chrysler Dodge Jeep RAM (60727) 630 BROADWAY ST JEFFERSONVILLE, IN 471303526		Bachman Chrysler Dodge Jeep RAM (60727) 630 BROADWAY ST JEFFERSONVILLE, IN 471303526		
Vehicle:	2026 1500 BIGHORN/LONESTAR CREW 4X4 (153.5 in WB 6 ft 4 in Box) (DT6H91)			
	Sales Code	Description	MSRP(USD)	
Model:	DT6H91	1500 BIGHORN/LONESTAR CREW 4X4 (153.5 in WB 6 ft 4 in Box)	55,270	
Package:	21Z	Customer Preferred Package 21Z	0	
	EFH	3.0L I6 Hurricane SO Twin Turbo ESS	0	
	DFR	8-Spd Auto 8HP75 Trans	0	
Paint/Seat/Trim:	PAU	Granite Crystal Met. Clear Coat	295	
	APA	Monotone Paint	0	
	*T9	Deluxe Cloth Bucket Seat	0	
	-X9	Black	0	
Options:	MDA	Front License Plate Bracket	0	
	CUE	Rear Underseal Compartment Storage	125	
	XAK	Surround View Camera System	495	
	AAN	Towing Technology Group	595	
	AWL	Off Road Group	1,245	
	4DH	Prepaid Holdback	0	
	AAR	Trailer Tow Group II	1,095	
	4ES	Delivery Allowance Credit	0	
	A63	Big Horn Level 2 Equipment Group	2,770	
	MAF	Fleet Purchase Incentive	0	
	XHC	Trailer Brake Control	0	
	PGP	Black Trailer Tow Power Mirrors	245	
	XWX	RAM Tow Assist Kit	195	
	DMH	3.92 Rear Axle Ratio	195	
	5N6	Easy Order	0	
	4FM	Fleet Option Editor	0	
	4FT	Fleet Sales Order	0	
	142	Zone 42-Detroit	0	
	4EA	Sold Vehicle	0	
Non Equipment:	4FA	Special Bid-Ineligible For Incentive	0	
Bid Number:	TB6064	Government Incentives	0	
Discounts:	YGE	5 Additional Gallons of Gas	0	
Destination Fees:			2,095	

Total Price: 64,620

Order Type:	Fleet	PSP Month/Week:	
Scheduling Priority:	1-Sold Order	Build Priority:	99

Note: This is not an invoice. The prices and equipment shown on this priced order confirmation are tentative and subject to change or correction without prior notice. No claims against the content listed or prices quoted will be accepted. Refer to the vehicle invoice for final vehicle content and pricing. Orders are accepted only when the vehicle is shipped by the factory.



WE MAKE YOUR TRUCK WORK FOR YOU 1932

QUOTE

Quote ID: LOQ10573

Quote Date: 10/7/2025

Quote Valid Until: See Below

Page 1 of 1

Customer: Bachman Commercial
9802 Bluegrass Pkwy
Louisville KY 40299

Contact:

Phone: (502) 719-7270

Email:

Salesperson: Mike McCluskey

Part Number	Qty	Description	Unit Price	Amount
QUOTE	1 EA	2026 Ram 1500 4 corner strobes amber/clear \$750.00 LEER 100XR topper with keyless entry on rear door \$3308.00 Tuffy console safe \$320.00 Tinted glass 20% all sides and rear \$249.00 Total \$4627.00	\$4,627.00	\$4,627.00

Sub Total:	\$4,627.00
Discount:	
Sales Tax:	\$0.00
Grand Total:	\$4,627.00

Customer must fill out the information below before the order can be processed...

Accepted by:	
Date:	
P.O. Number:	

* Terms are Due Upon Receipt unless prior credit arrangements are made at the time of order.

** Please note pricing could be valid for up to 30 days but may change due to fluctuations in economic factors. We appreciate your understanding and continued support. Please call your sales person for clarification if needed.

*Paying with a credit card for charges of more than \$3,000 may be subject to an additional 5% charge.

Notes:

STANDARD BIG HORN SPECS

Standard Features - DT6H91-1500 BIGHORN/LONESTAR CREW 4X4 (153.5 in WB 6 ft 4 in Box)

Code	Description
MS2	"1500" Badge
ME4	"RAM" Door Badges
MZZ	"RAM" Grille Badge - Chrome
JCB	120 MPH Primary Speedometer
JJJ	12V Auxiliary Power Outlet
W1C	18" Full Size Steel Spare Wheel
WBB	18x8.0 Cast-Aluminum Painted Wheels
DJG	216MM Front Axle
BAM	230 Amp Alternator
DRN	235MM REAR AXLE
TUM	275/65R18 BSW AS LRR Tire
EFH	3.0L I6 Hurricane SO Twin Turbo ESS
DMD	3.55 Rear Axle Ratio
NFF	33 Gallon Fuel Tank
CDP	4 Way Front Headrests
RTO	4G LTE Wi-Fi Hot Spot
MUS	4X4 Badge
NAS	50 State Emissions
RCG	6 Speakers
XFK	7 Pin Wiring Harness
BCV	700 Amp Maintenance Free Battery
DFR	8-Spd Auto 8HP75 Trans
RFL	8.4" Touchscreen Display
RD3	Accent Color Shark Fin Antenna
GAQ	Acoustic Front Door Glass
MXB	Active Front Air Dams
MDX	Active Grille Shutters
XNW	Active Lane Management System
JLW	Active Noise Control System
NHZ	Adaptive Cruise Control w/Stop & Go
BGG	Advanced Brake Assist
CG3	Advanced Multistage Front Air Bags
HAA	Air Conditioning
BRT	Anti-Lock 4-Wheel Disc Brakes
RFP	Apple CarPlay
RSU	Audio Jack Input for Mobile Devices
LMS	Auto High Beam Headlamp Control
LMG	Automatic Headlamps
BC1	Aux Battery
A6A	Base Equipment Group
MPA	Base Tailgate
MYF	Big Horn Badge
GT6	Black Bass Power Mirrors

Standard Features - DT6H91-1500 BIGHORN/LONESTAR CREW 4X4 (153.5 in WB 6 ft 4 in Box)

Code	Description
MMR	Black Day Light Opening Moldings
MNA	Black Door Handles
LE4	Black Exterior Mirrors
XAN	Blind Spot and Cross Path Detection
RTE	Bluetooth Handsfree Phone and Audio
X8X	Brake & Knuckle Parts Module
BGE	Brake Assist
MCT	Bright Front Bumper
MBF	Bright Rear Bumper
CAC	Bucket Seats
XJM	Capless Fuel Fill
LPE	Cargo and CHMSL Lamp
CKT	Cargo Tie Down Loops
CKE	Carpet Floor Covering
X8S	Center Console Parts Module
WMJ	Center Hub
CGU	CHILDREN-AV NO ISO NO TT/AR 2ISO+2TT
MFP	Chrome Headlamp Bezels
XPH	Class IV Receiver Hitch
*C5	Cloth Bucket Seats
JAK	Cluster 3.5" TFT Color Display
XCT	Coat Hooks
RTM	Connectivity - US/Canada
DS8	Conventional Differential Rear Axle
LES	Convex Wide-Angle Ext Mirror Insert
MWD	Dampened Tailgate
HGB	Dash Liner Insulation
LM1	Daytime Running Headlamps, Low Beam
GEG	Deep Tint Sunscreen Glass
X82	Door Parts Module
CLP	Door Sill Scuff Pads
XBJ	Door Trim Panel Module
CB2	Door Trim Panel w/Map Pocket
JVA	Driver Seat - Manual Adjust 4-Way
CSP	Driver/Passenger Assist Handles
JJB	DUAL NOTE ELECTROMECHANICAL HORMS
NER	Dual Rear Exhaust w/Bright Tips
DH8	Elec Shift On Demand Transfer Case
XC4	Electric Park Brake
SBL	Electric Power Steering
DI14	Electronic Range Select
BNS	Electronic Roll Mitigation
XXU	Electronic Shift

Standard Features - DT6H91-1500 BIGHORN/LONESTAR CREW 4X4 (153.5 in WB 6 ft 4 in Box)		Description
Code		
NHJ	Exterior Mirrors w/Heating Element	
MXA	Fixed Front Air Dams	
LBB	Footwell Courtesy Lamp	
X9E	For Details, Visit DriveUconnect.com	
CLE	Front & Rear Floor Mats	
X75	Front Bumper Module	
CVH	Front Center Seal Cushion Storage	
X83	Front End Parts Module	
X8W	Front Fascias Parts Module	
SFB	Front Heavy Duty Shock Absorbers	
CGD	Front Height Adjust Shoulder Belts	
LNV	Front LED Fog Lamps	
LAX	Front Passenger Seat Belt Alert	
SHA	Front Stabilizer Bar	
X89	Front Suspension Damper Parts Module	
MHR	Front Wheel Well Liners	
XGA	Front/Rear Climate Control Outlets	
JWA	Frt Pass Seat - Manual Adjust 4-Way	
CLF	Full Length Floor Console	
TBS	Full Size Temporary Use Spare Tire	
LSU	Full Speed Fwd Collision Warn Plus	
X8M	Glass Module	
RDG	Global Telematics Box Module (TBM)	
TZA	Goodyear Brand Tires	
RF5	Google Android Auto	
JLP	GPS Antenna Input	
X79	Grille Module	
X8E	Grille Module II	
MAF	Grille-Surr 1 Chrome Texture 1 Black	
Z6D	GVW Rating - 7100#	
LHD	Headlamp Off Time Delay	
X8H	Headlamp Parts Module	
X8Y	Headliner Parts Module	
BNG	Hill Start Assist	
LAC	Illuminated Entry	
LA6	Incandescent Taillamps	
JY1	Instrument Cluster Theme 1 (Base)	
X8I	Instrument Panel Parts Module	
RTF	Integrated Center Stack Radio	
XRB	Integrated Voice Command w/Bluetooth	
CEV	Key Fob - Satin Chrome	
LNK	LED Hitch Lamp In Tailgate Handle	
LM3	LED Low/High Reflector Headlamps	

Standard Features - DT6H91-1500 BIGHORN/LONESTAR CREW 4X4 (153.5 in WB 6 ft 4 in Box)		Description
Code		
AJ1	Level 1 Safety Group	
JKA	Locking Glove Box	
XJJ	Locking Tailgate	
LFD	Manual Folding Exterior Mirrors	
LBA	Map/Courtesy Lamp	
RSF	Media Hub-2 USB, Full Funct, Aux	
APA	Monotone Paint	
JMD	N95+Bio HVAC Cabin Filter	
XA8	Non Adjustable Pedals	
XCA	Occupant Classification System	
CUN	Overhead Console	
LBT	Overhead Cupholder Lamp	
XH4	ParkSense FR/RR Park Assist w/Stop	
XAC	ParkView Rear Back-up Camera	
GNE	Passenger Side Sun Visor w/Mirror	
LST	Pedestrian Emergency Braking	
XBS	Pickup Box	
JKY	Power Accessory Delay	
X87	Power Train Parts Module	
GX4	Pushbutton Start	
JP3	Pwr Front Windows, 1-Touch,Up & Down	
MWU	R. A. M Tailgate Nameplate	
X8R	Rear Brake & Knuckle Parts Module	
X71	Rear Bumper Module	
LCH	Rear Dome Lamp	
GJD	Rear Fixed Window	
CFM	Rear Folding Seat	
SGB	Rear Heavy Duty Shock Absorbers	
LPB	Rear License Plate w/Lamp Bracket	
XGR	Rear Seat Heat Ducts	
JFB	Rear Seat Reminder Alert	
SHF	Rear Stabilizer Bar	
X91	Rear Suspension Damper Parts Module	
GNA	Rear View Day/Night Mirror	
GXM	Remote Keyless Entry	
XBM	Remote Start System	
RSX	Remote USB Port	
RS3	Remote USB Port - Charge Only	
C1G	Rotary Shifter-Black	
X8Z	Seat Parts Module	
GXX	Sentry Key Theft Deterrent System	
JPH	Speed Sensitive Power Locks	
BNB	STABILITY CONTROL-WITH	

Standard Features - DT6H91-1500 BIGHORN/LONESTAR CREW 4X4 (153.5 in WB 6 ft 4 in Box)

Code	Description
XZM	Standard Ride Height
X8P	Steering Column Cover Parts Module
SCA	Steering Wheel
XHZ	Stop-Start Dual Battery System
CJ2	Supp. Side Curtain Frt/Rr Air Bags
CJ1	Supplemental Frt Seat Side Air Bags
CGS	Supplemental Side Air Bags
XZ6	Supplier Part Tracking (J-1)
LAN	Tailgate Ajar Warning Lamp
HF1	Tailgate Handle - MIC Black
CSH	Three Rear Seat Head Restraints
SUD	Tilt/Telescope Steering Column
GAC	Tinted Glass Windows
X88	Tire & Wheel Parts Module
TBM	Tire Carrier Winch
LAW	Tire Fill Alert
XGM	Tire Pressure Monitoring Display
BNM	Traction Control
BNT	Trailer Sway Damping
UBE	Uconnect 5 w 8.4" Display (USA)
RF7	USB Host Port
JHA	Var Intermittent Windshield Wipers
LAZ	Vehicle Information Center