

Study of Demographic Characteristics Important to Planning the Future of the Greensburg Community Schools

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INTRODUCTION

In the fall of 2006 the Board of School Trustees of the Greensburg Community Schools authorized a study to develop a demographic monitoring plan for the school corporation and the Greensburg community. This plan was authorized in response to the potential of population growth within the school corporation and the community as a result of the development of the new Honda Motor Company manufacturing facility locating within the community. It is anticipated that the plant will eventually employ some 2,000 workers and contribute significantly to the economic viability of the community. The specifics of the study were to develop base line demographic data for school corporations contiguous to the Greensburg area and compare Greensburg and Decatur County with other areas of Indiana that have experienced new auto plant development, specifically Southwest Allen County Schools, Ft. Wayne (General Motors truck plant), Tippecanoe County Schools, Lafayette (Subaru Motors) and North Gibson and South Gibson School Corporations, Princeton (Toyota truck plant).

This report draws on some of the demographic and student population projections presented in the earlier report of community demographics, educational space utilization and projected enrollments provided to the Greensburg Community Schools by this researcher. Therefore, that report should be considered along with the information provided in this report for a complete understanding of the data being examined.

This report focuses on population comparisons, worker commuting patterns, labor force statistics, housing characteristics and public school student population. It is believed that these five areas constitute areas of consideration important to understanding what the future of the community might be like in comparison to the present.

Preliminary analysis of the demographic and educational student population impact of the GM plant in Ft. Wayne and the Subaru plant in Lafayette suggests that not much can be learned from those areas in comparison to Decatur County given the

fact that both are located in metropolitan areas of the state that were experiencing significant population growth, and in the case of Lafayette industrial growth as well, prior to the new auto manufacturing facilities. While Ft. Wayne, Allen County and the surrounding Ft. Wayne area have experienced the loss of substantial numbers of manufacturing jobs since the truck plant came on line, the general area is robust enough to maintain a viable economic climate. Thus, demographic comparisons with Decatur County cannot be directly credited to the new plants in those two communities. However, the evolution of the Toyota plant in Gibson County does provide a vast number of meaningful comparisons that can inform the work of this study in terms of a relationship with Decatur County. Thus, the emphasis of this report will be on the two counties of Decatur and Gibson and their surrounding areas.

The following demographic comparisons are based on Decatur County and Gibson County, Indiana. Decatur County includes the Greensburg Community Schools and the Decatur County Schools, while Gibson County includes South Gibson, North Gibson and East Gibson School Corporations. Toyota Motor Manufacturing, Indiana was built in such a location that half of the plant is in the South Gibson School Corporation and half of the plant is in the North Gibson School Corporation. Further, for purposes of this study a “Honda Custom Region” that includes the Indiana counties of Decatur, Bartholomew, Fayette, Franklin, Jennings, Ripley, Rush and Shelby counties, those counties surrounding Decatur County was developed for demographic analysis. That “Honda Custom Region” is compared to a “Toyota Custom Region” developed for this study that includes Gibson, Daviess, Knox, Pike, Posey, Vanderburgh and Warrick counties, those counties surrounding Gibson County. The custom regions were selected as a comparison point along with the individual counties given the commuting patterns of the resident labor force in both areas as they relate to the counties of Decatur and Gibson.

Population Comparisons:

Table 1 presents total population changes in the Honda and Toyota Regions from 1990 to 2005 with estimates of the total populations for 2010. It is noted that the area of the Toyota Region included about 108,175 more people in 1990 than the Honda Region and is projected to have 108,524 more people than the Honda Region

by 2010. Thus, the advent of the Toyota plant that went under construction in 1996 and began production in 1998 has not caused a significant increase in the total population of the general seven-county the area of the Toyota Region. The percentage growth in total population in the Honda Region from 1990 to 2000 was 8.3 percent compared to just 5.2 percent in the Toyota Region. Both regions trailed the population growth rate of the state of Indiana of 9.7 percent. Thus the area of the Honda Region was stronger in population growth than the Toyota Region during this period but not as strong as the statewide growth.

Table 1

Selected Population Comparisons for Honda Custom Region and Toyota Custom Region and the State of Indiana

Demographic Characteristic	Honda Custom Region		Toyota Custom Region		Indiana
	Number	Percent of State	Number	Percent of State	
*Total Population 1990	239,610	4.3	347,785	6.3	5,544,156
*Total Population 2005	264,420	4.2	371,923	5.9	6,266,019
*Total Population 2010 EST.	264,763	4.1	373,287	5.8	6,417,198
*Percentage Change 1990-2000		8.3		5.2	9.7

Table 2 presents population changes for Decatur County and Gibson County from 1970 to 2000 with the estimated populations for 2006. It is noted that both counties had very little growth during the 1970's and each lost population in the 1980's. That was not unusual for rural Indiana counties in the 1980's as the state experienced a deep economic recession and energy crises during the first half of the decade. That caused many Hoosiers to relocate to the south, southwest and western parts of the United States. While both counties recovered somewhat in the 1990's, one might have speculated that Gibson County, with the advent of the Toyota plant in the 1990's, would have shown a greater increase. That didn't happen. The estimate for 2006 total population for Gibson County does not suggest that it is likely happening in the current decade either. Thus, in comparison, the Honda Region and Decatur County have been at least as robust in maintaining and growing its total population during the period examined as the Toyota Region.

Table 2

**Census Data for Decatur and Gibson Counties, Indiana
1970-2000 With U.S Census Bureau Estimate for 2006**

Year	1970	1980	1990	2000	Estimate 2006
Decatur	22,738	23,841	23,645	24,555	24,948
Gibson	30,444	33,156	31,913	32,500	33,396

Some thirty counties of the 92 counties in Indiana are currently losing total population. Three of those counties, Knox and Sullivan counties (just north of Gibson County) and Henry County (north of Decatur County) are losing population both through net out-migration and an imbalance in births compared to deaths within the county population. However, eleven of those thirty counties include cities that were once robust Indiana communities such as: Delaware County-Muncie; Fayette County-Connersville; Grant County-Marion; Henry County-New Castle; Knox County-Vincennes, Madison County-Anderson; Miami County-Peru; Rush County-Rushville; Vigo County-Terre Haute; Wayne County-Richmond; and Wabash County-Wabash. Many of these cities were once relatively major manufacturing communities primarily related to the automobile industry in Indiana. Clearly, the significant loss of manufacturing jobs across Indiana in recent years has had a major impact on the economy of the state as well as the life of many Indiana communities. It is noted that four of these communities are located within acceptable commuting distances to Greensburg: Connersville, New Castle, Rushville, and Richmond.

According to the Indiana Business Research Center, Kelley School of Business, Indiana University, (www.ibrc.indiana.edu): “Population projections are a critical component of forecasting and planning for the site location, capital and policy decisions made by governments and businesses. Often they determine whether hospitals and schools will be built or where shopping centers and homes will be constructed. The shape of our lives tomorrow can be influenced by the projections we have available today.”

Table 3 presents the projected population by age cohort groups for Decatur and Gibson counties from 2005 to 2025. It is noted that Decatur County is projected to grow by 7.2 percent during this period compared to 2.3 percent for Gibson County, while the state of Indiana is projected to grow by 10.4 percent. The preschool and school age

population cohorts for Decatur County are projected to grow by 5.2 and 4.4 percent respectively while the preschool cohort in Gibson County is projected to grow by just 0.7 percent and the school aged population is projected to decline by 6.4 percent during the period. Combine that with the 6.7 percent projected decline in the age 25-44 cohort for Gibson County and 5.5 percent decline in Decatur County and it becomes obvious that major new industry alone does not hold the young and working age populations within the county any better than is projected for all of Indiana. The “brain drain” in Indiana is still alive and well. The factors that contribute to these projections include birth and death rates and historical migration patterns within the counties. Whether the Honda plant will create different population patterns for Decatur County than have been created in Gibson County remains to be seen, but to the extent that Gibson County and its

Table 3

**Projected Population by Age Cohorts, 2005, 2010, 2015, 2020, and 2025
For Decatur County, Indiana**

	Age 0-4	Age 5-19	Age 20-24	Age 25-44	Age 45-64	Age 65+	TOTAL
2005	1,853	5,115	1,466	6,770	5,994	3,321	24,519
2010	1,826	5,164	1,433	6,386	6,512	3,468	24,789
2015	1,851	5,193	1,436	6,285	6,637	3,799	25,201
2020	1,888	5,239	1,460	6,310	6,509	4,297	25,703
2025	1,949	5,340	1,486	6,398	5,264	4,840	26,277
County % Change	5.2%	4.4%	1.4%	-5.5%	4.5%	45.7%	7.2%
State % Change	6.6%	3.1%	1.3%	-1.8%	9.3%	60.5%	10.4%

**Projected Population by Age Cohorts, 2005, 2010, 2015, 2020, and 2025
For Gibson County, Indiana**

YEAR	Age 0-4	Age 5-19	Age 20-24	Age 25-44	Age 45-64	Age 65+	TOTAL
2005	2,037	6,869	1,787	8,520	8,514	4,995	32,722
2010	1,994	6,727	1,794	8,091	9,231	5,067	32,904
2015	2,012	6,523	1,805	8,026	9,237	5,480	33,092
2020	2,045	6,434	1,795	8,000	8,877	6,149	33,300
2025	2,052	6,432	1,777	7,948	8,274	7,000	33,483
County % Change	0.7%	-6.4%	-0.6%	-6.7%	-2.8%	40.1	2.3%
State % Change	6.6%	3.1%	1.3%	-1.8%	9.3%	60.5%	10.4%

surrounding area mirrors Decatur County and its surrounding area, current expectations of population growth should be tempered. However, Decatur County currently has more major manufacturing facilities than does Gibson County. Thus, to the extent that these industries remain robust employers in the future will contribute significantly to the future of the county.

Table 4 presents the current age cohort distributions of the population of the Honda and Toyota custom regions and the state of Indiana in 2005.

Table 4

Selected Population Comparisons by Age Cohort Groups for Honda Custom Region and Toyota Custom Region and the State of Indiana, 2005

Demographic Characteristic	Honda Custom Region		Toyota Custom Region		Indiana
	Number	Percent	Number	Percent	
*Preschool (age 0-4)	17,494	6.6	23,704	6.4	6.9
*School Age (age 5-17)	51,220	19.4	65,971	17.8	18.7
*College Age (age 18-24)	20,741	7.8	37,401	10.1	9.9
*Young Adult (25-44)	72,864	27.6	96,338	25.9	27.6
*Older Adult (age 45-64)	67,181	25.4	95,217	25.6	24.5
*Older (65+)	34,920	13.2	52,776	14.2	12.4

The Toyota Region has approximately 100,000 more people than the Honda Region used in this analysis. That is due in large part to the contribution that Vanderburgh County makes to the total population of the region. However, when a comparison of pre-school and school aged population is examined, the population of the Honda Region is much younger than the Toyota Region. The percent of the total population in the 0-4 and 5-17 pre-school and school age groups in the Honda Region are much higher than they are in the Toyota Region and with respect to the school age cohort larger than the population across Indiana. Regardless of any positive impact of Honda on general population growth within the area, the area currently has the population to support stability to slight growth in student population in the region. As this report annualizes later that is not the case in southwest Indiana.

Commuting Patterns:

Table 5 presents the commuting patterns of the resident labor force of each of the eight counties of the Honda Custom Region for 1997 and 2005. It is noted that 18,353 people worked in Decatur County in 2005 compared to 18,074 in 1997 an increase of just 279 jobs in the nine-year period. In 2005 some 17,604 lived in the county and worked while 14,542 of those lived and worked in the county leaving 3,062 Decatur County workers who commuted out of county to work. This compares to 3,811 workers who commuted into Decatur County to work or 20.8 percent of the county's workforce. Those workers who commuted into Decatur County to work came largely from Ripley (1,153), Franklin (554), Rush (511) and Shelby (307) counties. Thus Decatur County is a net importer of out of county workers and has a history of workers commuting into the county to work.

Table 5
Honda Custom Region and Decatur County, Worker Commuting Comparison
1997 to 2005

2005 Employment Characteristic	Decatur	Shelby	Rush	Fayette	Franklin	Ripley	Jennings	Barth- Olomew	Totals	Differ- ence 1997-2005
Work in County	18,353	25,593	9,399	14,861	9,783	17,343	14,534	56,976	166,842	-4,119
Live in County and Work	17,604	20,050	11,887	16,104	15,361	18,933	18,211	49,454	167,604	-8,364
Live and Work in County	14,542	20,578	7,868	12,773	8,335	13,378	12,846	44,808	135,128	-2,081
Live in County and Work out of County	3,062	8,472	4,019	3,331	7,046	5,555	5,365	4,646	41,496	+7,334
Live out of County Work in Decatur County	3,811	307	511	296	554	1,153	211	222	3,254	+176
Percent of That County's Workforce Commuting to Decatur County	20.8%	1.2%	5.4%	2.0%	5.7%	6.6%	1.5%	0.4%	2.0%	
Live out of County and Work in This County	3,811	5,015	1,531	2,088	1,448	3,965	1,688	12,168	31,714	-2,038
1997										
Employment Characteristic	Decatur	Shelby	Rush	Fayette	Franklin	Ripley	Jennings	Barth- Olomew	Totals	
Work in County	18,074	25,278	9,996	17,272	9,191	20,508	13,600	57,042	170,961	
Live in County and Work	17,366	29,074	12,761	17,369	13,956	20,055	17,411	47,987	175,968	
Live and Work in County	14,548	20,465	8,654	14,472	8,014	15,186	11,968	43,902	137,209	
Live in County and Work out of County	2,732	4,813	3,987	2,811	5,831	4,793	5,299	3,896	34,162	
Live out of County Work in Decatur County	3,526	262	512	195	487	1,231	167	224	3,078	
Live out of County and Work in This County	3,526	4,813	1,342	2,800	1,177	5,322	1,632	13,140	33,752	

The Honda Region had 4,119 less workers in 2005 than in 1997 but increased the number of people who worked out of their county of residency by 7,334. Thus, as employment opportunities decreased in the counties of the region, more people sought employment in counties other than their county of residency but did not move to those counties. In 2005, within the region, 31,714 people lived in one of the counties and commuted to work in another. Bartholomew County imported the most workers in 2005 at 12,168 followed by Shelby (5,015), Ripley (3,965) and Decatur County at 3,811. Thus, commuting out of the county of residency is an increasing characteristic of the region's work force. The mean travel time to work in Gibson County is 23.7 minutes, while the mean travel time to work in Decatur County is 19.9 minutes.

Table 6 presents the commuting patterns of the resident labor force of each of the eight counties of the Toyota Custom Region for 1997 and 2005.

Table 6

**Toyota Custom Region and Gibson County, Worker Commuting Comparison
1997 to 2005**

2005 Employment Characteristic	Gibson	Knox	Pike	Warrick	Vanderburgh	Posey	Daviess	Total	1997-2005 Difference
Work in County	26,916	24,655	6,675	24,282	112,618	18,251	17,406	243,186	+1,864
Live in County and Work	22,549	24,052	8,810	38,704	112,618	18,251	18,518	243,502	+882
Live and Work in County	17,602	21,289	5,355	20,449	104,410	11,775	15,634	196,514	-3,830
Live in County and Work out of County	4,947	2,763	3,455	18,255	8,208	6,476	2,884	46,988	+5,154
Live out of County Work in Gibson County	9,314	263	709	1,285	2,586	399	277	5,519	+4,016
Percent of That County's Workforce Commuting to Gibson County	34.6%	1.1%	10.6%	5.3%	1.9%	2.6%	1.6%	2.2%	
Live out of County and Work in This County	9,314	3,366	1,320	3,833	29,751	3,316	1,772	52,672	+12,134
1997									
Work in County	18,533	24,653	6,950	22,760	131,483	19,312	17,631	241,322	
Live in County and Work	21,725	24,669	9,024	35,108	109,432	23,927	18,735	242,620	
Live and Work in County	16,245	22,372	5,793	19,038	104,045	16,786	16,065	200,344	
Live in County and Work out of County	5,317	2,175	3,179	15,915	5,284	7,355	2,609	41,834	
Live out of County Work in Gibson	2,288	166	302	245	564	184	42	1,503	
Live out of County and Work in This County	2,288	2,054	1,054	3,722	27,328	2,526	1,566	40,538	

It is noted that 26,916 people worked in Gibson County in 2005 compared to 18,533 in 1997 an increase of 8,383 jobs in the nine-year period compared to a 4,119 loss in jobs in the Honda Region during the same period. Toyota Motor Manufacturing, Indiana employed 4,634 people in December 2005 with an annual payroll of \$303.7 million. In 2005 some 22,249 people lived in the county and worked while 17,602 of those lived and worked in Gibson County leaving 4,947 Gibson County workers who commuted out of county to work. In 1997 5,317 commuted out of county to work. Thus, a nearly seven percent decline in commuters out of county to work occurred between 1997 and 2005. This compares to 9,315 workers who commuted into Gibson County to work in 2005 or 34.6 percent of the county's workforce. In 1997 just 2,288 workers commuted into Gibson County. Thus, the increase in commuters into Gibson County was 7,027 workers or an increase of 307 percent from 1997 to 2005. Those workers who commuted into Gibson County to work in 2005 came largely from Vanderburgh (2,586), Warrick (1,285), and Pike (709) counties. Thus, Gibson County is a net importer of out of county workers and has greatly increased this pattern since the advent of the Toyota plant.

The Toyota Region had 1,864 more workers in 2005 than in 1997 and increased the number of people who worked out of their county of residency by 5,154 in the counties in this analysis. Thus, as employment opportunities increased in the counties of the region, more people sought employment in counties other than their county of residency but did not move to those counties. In 2005, within the region, 52,672 people lived in one of the counties and commuted to work in another an increase of 12,134 workers. Vanderburgh County imported the most workers in 2005 at 29,751 followed by Gibson (9,314), Warrick (3,833) and Knox County at 3,366.

Labor Force:

The major employers in the Honda Region are Argosy Casino Hotel, Columbus Regional Hospital, Gecom Corporation, Aisin USA Manufacturing Inc., Valeo Sylvania, Delta Faucet Co., Batesville Casket Company, Belterra Casino and Resort, Wal-Mart, Cosco, Cummins Inc., Grand Victoria Casino and Resort and Seagram's Distillery.

According to the long term projections of the U.S. Bureau of Labor Statistics and the Indiana Department of Workforce Development the following occupations will grow

in the region in the next eight years: Truck drivers, registered nurses, waiters and waitresses, food preparation and serving workers, gaming dealers, teacher assistants, elementary school teachers, packers and packagers, maintenance and repair workers, nursing aides, orderlies and attendants and janitors and cleaners.

Table 7 presents labor force totals for Decatur and Gibson counties from 1990 to 2007 and the unemployment rates for each county over the same period. It is noted that in Decatur County the unemployment rate from 1990 until 2005 was consistently and considerably below the state unemployment rate. However, since 2005 the unemployment rate more nearly mirrors that of the state. Gibson County, on the other hand, exceeded the state unemployment rate significantly and consistently until 2001 and since that time has had an unemployment rate significantly and consistently below the unemployment rate of Indiana. Given the increase in the resident labor force for Gibson County reported above and the advent of the Toyota plant it is safe to conclude that the plant contributed to the improved employment rates in Gibson County.

Table 7

**Labor Force and Unemployment Percentages 1990-2007
Decatur County, Gibson County and Indiana**

Year	Labor Force: Decatur County	Unemployment Rate: Decatur County	Labor Force: Gibson County	Unemployment Rate: Gibson County	Unemployment Rate: Indiana
1990	11,644	5.1	15,888	6.7	5.6
1991	11,695	4.7	15,355	7.7	6.2
1992	12,231	5.1	15,629	6.2	6.5
1993	13,108	4.4	16,265	7.9	6.4
1994	14,537	3.9	16,159	9.2	5.3
1995	15,278	4.0	15,950	6.9	4.6
1996	14,737	4.4	15,533	6.3	5.0
1997	15,546	2.6	15,110	4.9	3.8
1998	15,238	2.7	15,699	4.7	3.5
1999	15,988	2.4	16,251	4.4	3.3
2000	13,084	2.8	16,776	3.7	3.4
2001	12,811	3.4	16,972	3.8	4.1
2002	12,382	4.8	16,898	4.8	6.0
2003	12,452	5.3	17,108	4.7	5.6
2004	12,121	5.5	17,031	4.6	5.8
2005	12,461	6.4	16,990	5.3	6.1
2006	12,492	5.1	17,356	4.7	5.4
2007	12,651	5.7	17,581	5.2	5.8

Table 8 compares the employment characteristics of the work force in the Honda and Toyota custom regions and the state of Indiana. The Honda Region has far more employment involvement in agriculture and manufacturing than does the Toyota Region and the state of Indiana. However, the Toyota Region has a more balanced workforce across employment characteristics than does the Honda Region. Thus, a bigger variety of employment opportunities exist in the Toyota Region. Construction, retail trade, transportation and warehousing as well as government employment closely mirror the Toyota Region and the state of Indiana in terms of percentages.

Table 8

Employment Characteristics for Honda and Toyota Custom Regions and Indiana

Employment Characteristic	Honda Custom Region		Toyota Custom Region		Indiana
	Number	Percent of Region	Number	Percent of Region	
Farm	6,054	4.1	4,493	2.0	1.9
Non-farm	140,878	95.9	219,769	96.0	98.1
Private	123,592	84.1	196,622	87.7	85.9
Accommodation, Food Service	5,659	3.9	15,149	6.8	6.7
Arts, Entertainment, Recreation	1,012	0.7	3,906	1.7	1.9
Construction	8,451	5.8	14,739	6.6	6.0
Health Care, Social Service	9,148	6.2	23,980	10.7	9.8
Information	1,166	0.8	3,317	1.5	1.3
Manufacturing	35,369	24.1	32,575	14.5	16.0
Professional, Tech Services	3,121	2.1	7,825	3.5	4.1
Retail Trade	15,551	10.6	26,283	11.7	11.5
Transportation, Warehousing	5,936	4.0	9,848	4.4	3.7
Wholesale Trade	3,132	2.1	7,730	3.4	3.5
Other (Includes Government)	30,797	27.8	68,981	30.7	33.5

Table 9 presents income and welfare comparisons across the two regions and the state of Indiana. Clearly the per capita income in the Honda Region is much below that of the Toyota Region and the state of Indiana. However, the percent of welfare families, food stamp recipients and free and reduced lunch students in the Honda Region is far less than it is in the Toyota Region. While not shown in Table 9 it is noted that the Median Household Income in Decatur County in 2004 was \$42,959 or just \$364 less than the state Median Household Income of \$43,323 but \$1,793 less than the \$44,752 Median Household Income for Gibson County.

Table 9

Per Capita Income and Poverty Measures for Honda and Toyota Regions and State of Indiana, 2004

Demographic Characteristic	Honda Custom Region		Toyota Custom Region		Indiana
	Number	Percent of State	Number	Percent of State	
*Per capita income (2004)	\$28,782	95.3	\$30,849	102.1	\$30,204
*Welfare Families in 2004	1,255	2.3	2,872	5.6	51,479
*Food Stamp Recipients in 2004	18,504	3.6	33,148	6.0	550,416
*Free and Reduced Lunch 2006	14,687	3.9	20,359	5.4	374,221

Housing Characteristics:

Tables 10, 11 and 12 present building permit totals for the two regions for 2005 and for Decatur and Gibson counties for the period 1990-2005. It is noted that the Toyota Region was much more robust in total permits than the Honda Region. In addition, the Toyota Region had nearly 28 percent of its permits issued for multi family units for five or more families. This is likely due in large measure to the urban area of Evansville and the presence of the University of Southern Indiana, University of Evansville and Vincennes University in the region. In Decatur County 25.2 percent of the households were in rental units, while in Gibson County 20.1 percent of the households were in rental units.

Table 10

Residential Building Permit Data for Honda and Toyota Regions and the State of Indiana, 2005

Demographic Characteristic	Honda Custom Region		Toyota Custom Region		Indiana
	Number Of Permits	Percent of Region	Number Of Permits	Percent of Region	
*Residential bldg permits, (2005)	1,165		2,080		
*Single Family	1,081	92.8	1,436	69.0	83.5
*Two Family	12	1.0	16	0.8	2.7
*Three & Four Family	21	1.8	47	2.3	1.8
*Five Families or More	51	4.4	581	27.9	12.1

Table 11 presents the number of single-family new homes constructed and their average cost in Decatur County and Greensburg city from 2000 to 2005.

Table 11

Number of Building Permits for Single Family Homes and Average Cost of Home for Decatur and Gibson County, 2000 - 2004

Year of Building Permit	Decatur County Building Permits	Average Cost	Greensburg City Building Permits	Average Cost
2000	100	\$108,900	20	\$107,700
2001	100	\$134,500	31	\$150,700
2002	102	\$123,500	26	\$127,500
2003	91	\$131,200	22	\$123,900
2004	98	\$116,400	30	\$119,600
2005	Not Available		43	\$121,700

In 2005 the median monthly housing costs for mortgaged owners was \$1,031 in Indiana. For non-mortgaged owners it was \$332, and for renters \$615. Twenty-six percent of owners with mortgages, 13 percent of owners without mortgages, and 43 percent of renters in Indiana spent 30 percent or more of household income on housing in 2005. Renters spent nearly 43 percent of income for housing. Seventy-two percent of

Table 12

Residential Building Permit Data for Decatur and Gibson Counties, 1990-2005

Year	Total Building Permits: Decatur County	Single Family Decatur	Multiple Family Decatur	Total Building Permits: Gibson County	Single Family Gibson	Multiple Family Gibson
1990	152	59	93	8	6	2
1991	73	62	11	8	8	0
1992	105	101	4	13	7	6
1993	91	75	16	11	5	6
1994	237	122	115	14	12	2
1995	256	95	161	16	14	2
1996	118	86	32	47	29	18
1997	103	71	32	35	17	18
1998	114	112	2	169	17	152
1999	130	102	28	240	18	222
2000	100	100	0	179	18	161
2001	134	100	34	35	35	0
2002	222	102	120	34	34	0
2003	127	91	36	46	44	2
2004	110	98	12	225	202	23
2005	90	88	2	133	118	15

the homes in Indiana were owner occupied and 28 percent renter occupied. In 2005 Indiana had a total of 2.7 million housing units, 10 percent of which were vacant. Of the total housing units, 75 percent were in single-unit structures, 19 percent were in multi-unit structures, and 6 percent were mobile homes. Twenty-four percent of the housing units were built since 1990.

A considerable increase in the number of building permits beginning in 1998 is noted for Gibson County with a spike in multiple family units in 1998, 1999 and 2000. With the exception of 1994, 1995 and 2002 Decatur County building permits have held fairly constant between 100 and 125. Only in 2002 were a large number of multi-family units (120) built in Decatur County.

According to the U.S. Census Bureau's Factfinder Report, in 2005 84 percent of the people living in Indiana were living in the same residence as one year earlier; 10 percent had moved during the past year from another residence in the same county, 3 percent from another county in Indiana; 2 percent from another state, and less than 0.5 percent from abroad.

Predicting the number of school aged children that might be generated by a new housing development can prove highly speculative and often the results are not consistent with conventional thinking. For example, it is generally assumed that the higher the price of a new home, the less school aged children will live in that home. Further, it is generally believed that the secondary housing market (existing homes) will produce more school aged children than new homes. Greensburg has the potential for both new housing developments and a robust secondary housing market. Regardless of how quickly a new housing market develops, it should be remembered that often this creates a shuffling of existing population throughout the community more than increasing total population, at least in the early years of development. Those communities in the Indianapolis metropolitan area that are experiencing explosive general population growth have generally seen an average of approximately 0.2 of one student for each new home constructed over a period of eight to ten years with wide variations from year to year. Again, this is true for communities whose new home construction is across the board in

terms of costs ranging from the low \$100,000's to several hundreds of thousands of dollars.

One aspect of the housing market that has played an important role in the area of the Toyota plant is the availability of up-scale housing for management personnel who transfer within the company to the new plant. They generally need to find higher priced housing to avoid paying capital gain tax on the sale of their existing property. A good percentage of the Toyota management personnel, for example, settled in the Warrick County area for this reason, while the counties around the Subaru plant and the GM truck plant saw little, if any, general population growth as a result of the new plant.

Table 13 presents the assessed value (net taxable wealth for property tax purposes) for the Honda and Toyota Regions for 2005. The distribution of taxable wealth within the Toyota Region is more heavily concentrated in the commercial and industrial sectors than is true of the Honda Region.

Table 13
Assessed Value by Property Class for Honda and Toyota Regions and the State of Indiana, 2004

Demographic Characteristic	Honda Custom Region		Toyota Custom Region		Indiana
	Assessed Value in Dollars	Percent Of Total	Assessed Value in Dollars	Percent Of Total	
*Assessed Value by Property Class	\$2,562,255,430		\$3,613,634,260		
*Commercial & Industrial	\$1,015,580,600	39.6	\$1,557,991,410	43.1	43.2
*Residential	\$937,326,720	36.6	\$1,319,463,100	36.5	41.5
*Agricultural	\$506,633,400	19.8	\$400,808,490	11.1	9.6
*Utilities	\$102,714,720	4.0	\$335,371,260	9.3	5.6

The residential percentages are about the same while the Honda Region is more heavily concentrated in agriculture values than is the Toyota Region. Thus, there is considerably more commercial and industrial taxable value to bring to the financial support of human services in the southwestern area of Indiana compared to the Honda Region.

Public School Student Population:

Table 13 presents a comparison of student population for fifty-one school corporations within a forty-mile radius of Greensburg Community Schools for 1991

through 2006, rank ordered by percentage change. Twenty-eight of the 51 have shown student population growth from 1991 to 2006, while 23 have shown student population decline. Greensburg Community Schools has lost 37 students during this period for a minus 1.7 percent, while the Decatur County Community Schools has lost 154 students or 6.3 percent. Most of the robust student population growth is in the Indianapolis Metropolitan Area along with the area just west of Cincinnati. The largest number loss is found in Richmond Community Schools, Fayette County Schools and the New Castle Community School Corporation. Both Greensburg and Decatur County schools have shown increases over the latest five years but not enough to off set the loss over the fifteen year period examined.

Table 1

A Comparison Of Student Population For Fifty-one School Corporations Within A Forty-Mile Radius of Greensburg Community Schools, 1991-2006, Rank Ordered By Percentage Change

	School Year				Number Change	Percentage Change
	1991-1992	1996-1997	2001-2002	2006-2007		
GROWING SCHOOL CORPORATIONS:						
Clark-Pleasant CSC	2,449	2,855	3,659	5,169	2,720	111.1
Southern Hancock CSC	2,121	2,597	2,745	3,385	1,264	59.6
Greenfield-Central CS	3,532	3,622	3,922	4,655	1,123	52.9
Franklin CSC	3,406	3,700	4,347	4,913	1,507	44.2
Sunman-Dearborn CSC	3,260	3,869	4,219	4,422	1,162	35.6
Mt Vernon CSC	2,382	2,431	2,700	3,483	1,101	31.1
Center Grove CSC	5,631	6,274	6,902	7,361	1,730	30.7
Batesville CSC	1,595	1,746	1,867	1,987	392	24.6
Jennings County S	4,259	4,736	5,157	5,289	1,030	24.2
Greenwood CSC	3,180	3,555	3,780	3,880	700	22.0
Milan CS	1,074	1,151	1,256	1,290	216	20.1
Shenandoah SC	1,305	1,368	1,406	1,476	171	13.1
Medora CSC	310	284	287	270	-40	12.9
Nineveh-Hensley-Jackson	1,650	1,722	1,816	1,854	204	12.4
Bartholomew CSC	9,882	10,589	10,532	11,098	1,216	12.3
Union Co/Clg Corner	1,512	1,593	1,641	1,651	161	10.6
Flat Rock/Haw Creek	1,012	1,087	1,145	1,103	91	9.0
Jac-Cen-Del CSC	913	995	988	988	75	8.2
Seymour CS	3,749	3,753	3,768	4,025	276	7.4
Scott County 2	2,738	2,755	2,717	2,926	188	6.9
Scott County 1	1,362	1,358	1,421	1,451	89	6.5
Brownstown Central CSC	1,748	1,902	1,763	1,836	88	5.0

Switzerland County SC	1,512	1,622	1,613	1,592	72	4.8
CA Beard Memorial SC	1,315	1,449	1,440	1,369	54	4.1
Franklin County CSC	2,991	2,825	2,998	3,065	74	2.5
Madison CS	3,395	3,438	3,483	3,474	79	2.3
Northwestern Shelby	1,556	1,600	1,568	1,571	26	1.7
Shelbyville Central	3,668	3,565	3,781	3,858	58	1.6
DECLINING SCHOOL CORPORATIONS:						
Southwestern Jefferson	1,463	1,531	1,494	1,442	-21	1.4
Nettle Creek SC	1,240	1,267	1,304	1,264	16	1.3
Western Wayne S	1,187	1,209	1,220	1,218	-8	-0.7
Brown County SC	2,317	2,517	2,318	2,295	-22	-0.9
Lawrenceburg CSC	1,642	1,659	1,567	1,628	-14	-0.9
Centerville Abington	1,726	1,772	1,667	1,698	-25	-1.4
Greensburg CS	2,206	2,045	1,982	2,169	-37	-1.7
South Dearborn CSC	3,040	3,126	3,091	2,984	-56	-1.8
Rising Sun-Ohio County	973	1,023	982	953	-20	-2.1
Eastern Hancock CSC	1,149	1,158	1,131	1,116	-33	-2.9
Southwestern Shelby	772	760	763	779	-27	-3.5
Northeastern Wayne S	1,177	1,265	1,150	1,101	-48	-4.1
South Ripley CSC	1,383	1,373	1,461	1,308	-75	-5.4
Blue River Valley S	863	847	847	815	-48	-5.6
Decatur County CS	2,447	2,333	2,231	2,293	-154	-6.3
Rush County S	2,889	2,909	2,646	2,656	-233	-8.1
South Henry SC	907	877	860	826	-81	-8.9
New Castle CSC	4,427	4,172	3,994	4,017	-410	-9.3
Shelby Eastern S	1,763	1,857	1,701	1,570	-165	-9.4
Edinburgh CSC	990	992	968	871	-119	-12.0
Fayette County SC	4,914	4,423	4,190	4,187	-727	-14.8
Crothersville CS	689	652	573	564	-125	-18.1
Richmond CS	7,222	6,710	6,206	5,725	-1,520	-21.0
Totals	122,488	126,664	127,537	134,177	11,689	9.5
State of Indiana	955,676	983,168	995,438	1,034,727	79,051	8.3

Table 14 presents a comparison of student population changes for nineteen school corporations within a forty-mile radius of Gibson County, Indiana from 1991 to 2006, ranked ordered by percent of student population change. Seven of the 19 have shown student population growth lead by South Gibson and Greater Jasper Consolidated Schools, while 12 of the corporations have shown student population decline lead by East Gibson, North Knox and Vincennes Community School Corporation. North Gibson, Princeton, Indiana has lost 199 students or 8.6 percent since 1991 but has grown a bit in the last five years from earlier lows. School officials in the South Gibson School Corporation report that much of their growth is related to the exodus from Vanderburgh County but isn't necessarily related to the Toyota plant employees.

Table 14

A Comparison Of Student Population For Nineteen School Corporations Within A Forty Mile Radius of Gibson County Indiana, 1991-2006, Rank Ordered By Percent of Student Population Change

School Corporation	School Year				Number Change	Percentage Change
	1991-1992	1996-1997	2001-2002	2006-2007		
GROWING SCHOOL CORPORATIONS:						
South Gibson School Corp	1,625	1,841	1,856	1,971	346	21.3
Greater Jasper Cons S	2,681	2,907	3,063	3,183	502	18.7
Barr-Reeve Comm School	650	723	777	743	93	14.3
Southwest Dubois CSC	1,678	1,763	1,837	1,839	161	9.6
Warrick County S C	8,844	9,001	9,031	9,590	746	8.4
Southeast Dubois CSC	1,400	1,511	1,542	1,498	98	7.0
South Knox School Corp	1,129	1,145	1,089	1,170	41	3.6
DECLINING SCHOOL CORPORATIONS:						
Pike County S C	2,116	2,181	2,181	2,106	-10	-0.5
Washington Comm School	2,463	2,566	2,551	2,433	-30	-1.2
Evansville-Vanderburgh	23,392	23,763	22,936	22,190	-1,202	-5.1
Northeast Dubois CSC	1,035	1,033	976	979	-56	-5.4
North Gibson School Corp	2,324	2,202	2,067	2,125	-199	-8.6
MSD Mt Vernon	2,794	2,868	2,828	2,546	-248	-8.9
MSD North Posey County	1,646	1,722	1,621	1,465	-181	-11.0
North Daviess C S	1,285	1,253	1,154	1,137	-148	-11.5
New Harmony Township	245	268	215	206	-39	-15.9
Vincennes Comm S C	3,433	3,370	3,099	2,794	-639	-18.6
North Knox School Corp	1,805	1,819	1,612	1,449	-356	-19.7
East Gibson School Corp	1,292	1,245	1,074	1,024	-268	-20.7
Totals	61,846	63,181	61,509	60,448	-1,398	-2.3
State of Indiana	955,676	983,168	995,438	1,045,702	90,026	9.4

Conclusions:

The demographic comparisons for Decatur County and the Honda Custom Region and those for the Gibson County and Toyota Custom Region reveal a number of interesting observations. First of all, Gibson County’s total population has not seen a marked increase in total population. In comparison, the total population growth in Decatur County, pre-Honda, has been at a rate nearly the same as Gibson County, post-Toyota, and that growth has been minimal in both counties. Given the declining population in many of the counties in southwestern Indiana, specifically Posey and Knox counties and the stability in most of the remainder of the counties in region, the Toyota plant can be said to have, “stemmed the tide of decline” over the past decade. It is clear

from the population projections for the short-term future that general population growth isn't to be expected and that a decline in school age population is likely in Gibson County. The most significant projection for both areas might well be the fact that the age 25-44 age cohort group is expected to decline in both counties and accounts for a precipitous increase in the median age for both populations.

An exceptional increase in work force commuting into Gibson County is apparent from the data. While the decrease in the unemployment rate in Gibson County is clear since the Toyota plant went online and the increase in income levels in the county is evident, a pattern of importing workers rather than residents has been accelerated. Decatur County has a historical pattern of net import of its work force. Further, the loss of the total number of jobs, especially manufacturing jobs in the Decatur County area, may well produce increased worker commutes into Decatur County when the Honda plant goes on line.

Since the Toyota plant went on line an increase in the number of building permits is evident in the county. The first wave appeared to be in multi-family units followed a few years later by single-family units. It appears, however, that the new housing caused more of a shuffling of population within the county than an attraction of new population to the county. New housing starts for both Greensburg city and Decatur County have been fairly steady and consistent on a year-to-year basis since the early 1990's in terms of both numbers and dollar values.

Lastly, there is little current evidence to suggest a large increase in student population for the Greensburg Community Schools at this time. It didn't happen in the Gibson County school corporations and is not projected for the Greensburg Community Schools.

It is most encouraging to note that since 1996 Toyota Motor Manufacturing, Indiana has donated more than \$9 million to the local community in areas of youth and education, health and human services, diversity, environment, civic and community and arts and culture. They have set a high standard for good community citizenship.