

**Questions regarding the Budget Presentation for the  
Economic & Sustainable Development Department 8/27/24  
Director Jane Kupersmith**

**Council Member Isak Asare's Questions**

1. I am not convinced that the amounts allocated per goal are enough, this is especially true of goal 4. Can you provide some reasoning as to why you think these are right sized?
  - a. The AD for Small Business Development's portfolio includes management of the BUEA, which holds about \$2.5 million in assets and programs about \$538,000 annually. This nonprofit supports a geographic footprint from 17th St on the north, to Country Club on the south. Walnut on the east to Adams on the west. Because the BUEA is an independent nonprofit, run as a public-private partnership, their funds are housed separately and their annual budgeting process is managed by their board. This raises the level of support to small businesses by \$250,000.
  - b. The total Small business budget for 2024 is \$884,000. Much of that funding will continue to be spent down over 2025. Given the non-renewing CRED funding, we anticipate returning with a larger ask for 2026.
  - c. Finally, more broadly the greatest stated need for ESD is support implementation of the salary study. Our staff has been burning the candle at both ends to implement the funding that they have—this year is intended to allow us to deploy all of the funding we have accumulated and build critical plans to make sure that we make the best investments for Bloomington. With the exception of our sustainability initiatives, which are in sync with the CAP, as was updated last month at council.
  
2. The budget emphasizes accountability and transparency in economic development efforts. Could you outline the specific metrics or performance indicators that will be used to hold the department accountable for achieving its stated goals? How will these be reported to the public and the Council?
  - a. ESD will rely on outreach events, social media, and email communications to foster transparency. Success of these modes can be measured through event attendance, social media engagement, and email marketing engagement. A goal of all increased communication is increased participation in grantmaking programs, events, and feedback. ESD will rely on surveys and direct outreach to businesses, nonprofits, and other potential partners.

While Sustainability and Arts already exhibit some of these best practices, all of ESD will systematize these practices over the course of 2024–2025.
  
3. Regarding the data presented on wealth inequality and related metrics, could you specify the sources of this data? Additionally, where does Bloomington rank within the state on these metrics?
  - a. Gini index data comes from ACS 5-year data and wage data comes from Indiana Business Research Center analysis, which I think is backed by Bureau of Labor Statistics.

- b. Per the US Census the gini score was .5406 - 5 year average for Bloomington (2018-22) and just for 2022 it was .5583. See [here](#) for Gini index comparison against Indiana cities and national college towns. The third tab includes wage data.
- 4. Food security is mentioned under climate action as a goal. Why is this not its own goal?
  - a. Food security shows up in grantmaking under the Sustainability budget at \$30,000. There is another separate category of “sustainability grants” at \$50,000. BCOS is working on some initiatives that support urban agriculture and composting.
  - b. Food Security can also be addressed as a business challenge: how can we facilitate the purchase of local food by local businesses? And how can we facilitate the selling of local food to wholesalers and direct to businesses (institutional purchases) by local growers?
  - c. ESD will incorporate local food supply chain into its economic development planning work to identify the best opportunities for support.
- 5. Is there a cost associated with moving to EPL?
  - a. The only cost associated with this goal is the staff time associated with migrating our processes and applications to EPL.
- 6. It appears in the proposed budget that a relatively small portion of the Economic & Sustainable Development budget is allocated to the first stated goal. Can you clarify how the resources are being prioritized? Are there additional funds or strategies that will support this goal outside of the primary budget allocation?
  - a. The first stated goal has no cost associated with it. It is included as a budget goal because it is essential in framing ESD’s work going forward. City staff believe that excellent work has been done by local and regional partners in planning—whether BEDC, ROI, or IU’s 2030 plan. Further, CRED funding from the 2024 budget is being used to develop a citywide cultural plan as well as a downtown small business plan (name TBD). These sub-plans of ESD will roll into our broader economic development strategy document.
- 7. The budget outlines a goal of fostering resilience and improving the experience of small businesses in Bloomington. Could you provide specific strategies or programs that will be implemented to achieve this? What metrics will you use to measure improvements in small business resilience and overall experience?
  - a. ESD leverages the work of community partners in lifting up the small business ecosystem. It supports the Small Business Development Center’s activities; it supports programming at the MIII, Develops programs in support with the chamber. Since the Chamber is membership driven (barrier), ESD offers scholarships for certain populations.
  - b. Through the Bloomington Urban Enterprise Association, ESD supports a variety of arts and small business programs, including training scholarships, arts grants for businesses, facade grants, business safety grants, sidewalk and business improvement grants
  - c. ESD is directly programming CRED funding in support of small business resilience: Retail Strategies online training supports entrepreneurs in

continuing education about best business practices. CRED funding is also bringing back ZingTrain, service, operations, and management training in early 2025. This will bring business owners together for shared professional development at no cost. It will have a secondary benefit of improving the network of business owners across the community.

- d. We will measure program participation, feedback from businesses and partners, volume of empty retail. We will track metrics from our program partners, like new business starts and program completion.

8. There seems to be a distinction between the need to improve residents' well-being and the goal of growing the tax base. Could you clarify whether the primary focus is on increasing income levels or expanding the population? How does the budget reflect these priorities?

- a. Primary focus is on wage growth for individuals and diversification of local economy.

#### **Council Member Isabel Piedmont-Smith's Questions**

- 1) In your memo on page 76 of the budget book PDF, under Goal 1, you write about "our gradual population decline since a brief rebound after a major 2020 pandemic dip," and, in regard to a population increase across the state, "none of these residents, however, chose to make Bloomington their home." The ROI housing study update from spring 2024 says Bloomington has an annual growth rate between 1.16% and 1.62%. Where is the data to support your assertion that we've had negative population growth?
  - a) The inclusion of this paragraph in the final memo is an error. I had intentionally edited this out of what I thought was my final submission. With this part removed, I frame my memo around diversification of the economy and wage growth instead of population growth. I was looking at census data for Bloomington.
- 2) In your Outcomes for Goal 4 (pg. 82 of the budget book PDF), you say "The City and local partners will determine the best strategy to address commercial vacancies." I'm pleased this is an expected outcome. How will you partner with P&T and the Council on this, since changes in the UDO may be needed?
  - a) I have already started discussing this issue with commercial real estate agents, businesses, and local economic development partners. Once I have a clear understanding of drivers of cost that we might have influence over, I will be happy to discuss these with council members for feedback. I believe this will require multiple strategies that drive incremental progress rather than a single solution that "fixes" the problem.

#### **Council Member Hopi Stosberg's Questions:**

- 1) Do we have a tree planting plan in terms of the Stay Cool Bloomington program? I believe trees were asked about as part of the heat survey. I had a thought recently on my walk that it would be interesting to have a feedback map where residents would be

able to "plant" street trees in areas where they might be needed as a tool to communicate to city staff areas that lack shade. It occurred to me because there are a few places where trees have been damaged by storms and subsequently removed. They are places that might not show up in a systematic plan, but have situational gaps. Reporting would be kind of like UReport, only for tree gaps, and easy to just put a "suggest tree" pin on a map. Just a thought-not sure if it can go anywhere or not.

- a) Shawn Miya, AD for Sustainability states, "I have a plan for this year's cool corridors grant with Canopy Bloomington. We're focusing on low-income areas that are vulnerable to extreme heat in and surrounding Crestmont and Walnut Woods to increase shade along sidewalks with destinations to places such as Bloomington South High School, Tri-North Middle School, Boys and Girls Club, Opportunity House, bus stops, commercial areas, etc. The heat map should be available at the end of September and will help to inform future planting areas across the city." Tree feedback can be provided through uReport, which has a "miscellaneous" category and a map that allows the user to pinpoint the request.

**Council Member Matt Flaherty's Questions:**

- The portion of the ESD budget funded by ED LIT has grown by almost \$1.5M from 2023 to (proposed) 2025 (pg. 87 of budget book). What are the primary drivers of this increase?
  - b) ESD's portion of ED LIT has grown by \$411,250 or 7% from 2024-2025 proposed. This fund for ESD was flat from 2023-2024. The 2025 increase reflects the shifting of certain programs that were funded by ARPA or CRED to ED-LIT.
  - c) There is a total of new funding of \$673,500 in 2025 and a reduction in programs of \$262,250.
    - i) Added programs included: Arts incubator, Bus Stop Improvements; Business Safety & Security, Buskirk Chumley & Constellation operating support, Earth Day, expanded SEEL program, Stay Cool Bloomington, Tree Trimming / Removal program
    - ii) Reduced/Adjusted programs include: Beat the Heat (expanded under Stay Cool); Community Composting; Decrease of Fleet & Equipment electrification; Hopewell Sustainability (one time consultant fee during development); Multifamily composting; public art maintenance; public housing solar (bundled into expanded SEEL); Urban Forestry Green jobs
- Are any of the former CRED funds proposed in this year's budget? If so, what are the proposed projects or expenditures?
  - iii) ESD received \$700,000 in CRED funding for 2024. It is allocated as follows:
    - (1) 2024 Downtown Activation \$225,000
      - (a) Constellation grant through 2027 \$190,000
      - (b) Arts Incubator 2024 operating expenses \$15,000
      - (c) 2024 Duke Mural Additional expenses \$20,000
    - (2) Downtown Enhancements (PW) \$100,000

(a) BCT operating expenses 25-26	\$50,000
(b) OT 987 final expenses, remainder goes to Cultural Plan	\$50,000
(3) 2024 Job Support & Growth / Economic Development	\$475,000
(a) Music Industry Creatives	\$3,000
(b) Arts Incubator	\$70,000
(c) DT small business plan (Retail Strat)	\$60,000
(d) Outdoor dining grant/admin	\$30,000
(e) STARTedUp Teacher support	\$65,000
(f) Retail Strategies–online modules	\$50,000
(g) Zing Train	\$40,000
(h) Job Activation Program–TBD	\$35,600
(i) Moved to TDM (ARPA funding not available as planned)	\$71,000
(j) Stay Cool Bloomington–additional funds	\$45,000
(k) Downtown Banners	\$5,400

**Questions regarding the Budget Presentation for the  
Parks & Recreation Department 8/27/24  
Director Tim Street**

1. **ASARE:** On page 91, under Goal 2, you mention the need to activate Hopewell Commons and the B-Line Trail. However, the details on how these areas will be activated are unclear. Could you provide more specifics on the strategies you plan to employ and whether any budget allocations are dedicated to these efforts?"

Hopewell Commons will be activated in 2025 with an initial opening event and celebration, and then will be further activated with parks-initiated events throughout the year. We will plan at least two "major" events for the area like concerts, art fairs, or other events, and will also work to hold other events that utilize the space throughout the year. We are also exploring the opportunity to place temporary pickleball courts in the area, which would both help meet a common community request and drive positive use to the area – especially until active development begins. These budget efforts are being housed in the parks non-reverting account for now, as we are working with the Controller, ESD and Legal Departments to explore options for a Park Impact fee for development immediately surrounding Hopewell Commons to fund several years of park operations.

2. **ASARE:** (Urban Greenspace) On page 94, the goal for 2025 is to 'elevate our standards across the board while maintaining our native forward approach.' Given the challenges mentioned earlier in the paragraph, do you envision these challenges being addressed this year to enable the successful achievement of this goal? What specific steps or strategies are in place to overcome these challenges and ensure that the goal can be met?

The main action step is beginning a contract for the care of the planters around the courthouse square and along Kirkwood Avenue. We are already soliciting outside expertise to help us build a successful request for proposals, which will in turn help us contract the care of these downtown planters in a way that maintains the city's commitment to native species but also elevates their appearance. For example, certain cultivar species of natives may be used to control height, which would keep them from growing too tall, in turn blocking sightlines and "flopping" over late in the season. Having a contractor be responsible for the maintenance of these planters will ensure an appropriate standard of care while freeing up more time for urban greenspace staff to focus on their other considerable responsibilities.

3. **ASARE:** Given the significant investments in capital projects like the Hopewell Commons and sports facilities, what monitoring and evaluation mechanisms will be used to track the progress and impact of these projects? How will the success of these initiatives be reported and assessed?

We can derive a lot of our success with parks and programming by simply looking at numbers – if we make a park an attractive and functional place to be through good design and programmatic activation, then we should expect to see usage numbers go up as the community is drawn to it. While I don't expect we will be able to see Hopewell Commons fully activated until development around it is complete and it attracts residents

and businesses, we can track the impact of the park by looking at event attendance in the park, as well as general attendance trends that are available to us by using the city's technology tools like [placer.ai](#), which uses cell phones to track attendance in defined areas. The same concepts for Hopewell Commons generally apply to sports facilities as well – though along with tracking usage, we can also use targeted surveys to determine user satisfaction among those who are using these facilities.

4. **ROSENBERGER:** What is the B-Line South plan?

**FLAHERTY:** Regarding the planned paved path south of Country Club (B-Line South Extension), (1) is this replacing the current crushed gravel trail, or (2) will it be a new paved trail where the gravel access road is—immediately to the east of the existing rail trail? If the former, can the tree canopy that shades the trail be preserved (akin to the Limestone Trail extension to the south)?

The B-Line South plan encompasses the idea of creating a paved connection between the southern terminus of the B-Line at Country Club Drive and the Limestone Greenway and Clear Creek Trail. The Bloomington Rail Trail serves as the current connection, but a paved connection and extension of the B-Line would enhance safety, create better connections to neighborhoods, and also enhance access to via the Rhorer/Gordon multi-use path – including a grocery store, the Southwest Library, and Batchelor Middle School. It will also increase safety by adding lighting to certain sections and by improving crossings (particularly the diagonal crossing of S. Rogers St.). This paved connection would connect City and County trail systems and position Bloomington as the next logical connection for statewide trail efforts like the Monon South.

Regarding the second question – we would preserve the one mile of Rail Trail between Country Club and Gordon as a soft-surface (and very shaded) trail. In that same stretch, the B-Line would be extended along the parallel owned gravel road just to the east. The trees between the two trails would be preserved. South of Gordon, the soft-surface trail would be replaced by pavement.

5. **ROSENBERGER:** Griffy is such an awesome place and so necessary for health! How can we get people to Griffy who do not have cars?

**FLAHERTY:** What is the status of the N. Dunn St. project included in the 2022 Parks GO bonds?

I'm combining these questions because they are directly related. The most direct way to make this happen is to execute the project design included in the 2022 GO Bond – the design of a multi-use path along Dunn St north of 46. While it was funded through the Parks Bond, this is an Engineering project. I checked in with them this week to find out the project status, and Neil Kopper informed me that an RFI is going out in the next few weeks to select a designer, and that the concept calls for a multi-use path on the east side of Dunn to at least Belmont. A new trailhead with a kiosk, bike racks, and potentially a few parking spots could be developed, and Parks would ensure the final location for the trailhead has access to the South Shore Loop Trail.

Loop trail project enhancements to the dam area have also created a new access point to the trails from the Cascades Trail system, and further enhancements to this system



would broaden this access. Bus access could be explored through Bloomington Transit, though I expect the distance and difficulty turning around would make it particularly difficult to get to the boathouse.

6. **ROSENBARGER:** What is Parks doing to get a non-auto option to get to Bloomington North High School? When door knocking in those neighborhoods, many people complained about car backups along Kinser. If people had other safe options to get to and from their neighborhoods and schools, car congestion could be decreased.

The Cascades Trail system as it exists today has been built in four stages. A conceptual Phase IV has not yet been built, but has been conceptualized to connect Bloomington High School North to the existing multi-use path at Club House Drive via the north/east side of Kinser Pike (some design concepts exist; a redesign of at least one golf course hold would be necessitated). This project, as well as a Cascades Trail Phase VI (to connect from the southern terminus of trail along Old 37 to Miller Showers Park) remain on the Parks Capital Improvement Plan. Further discussions on prioritization, methods, and funding – for the Phase VI corridor in particular – are needed with Council, Administration, CBU, Public Works, Planning and Transportation, and other departments.

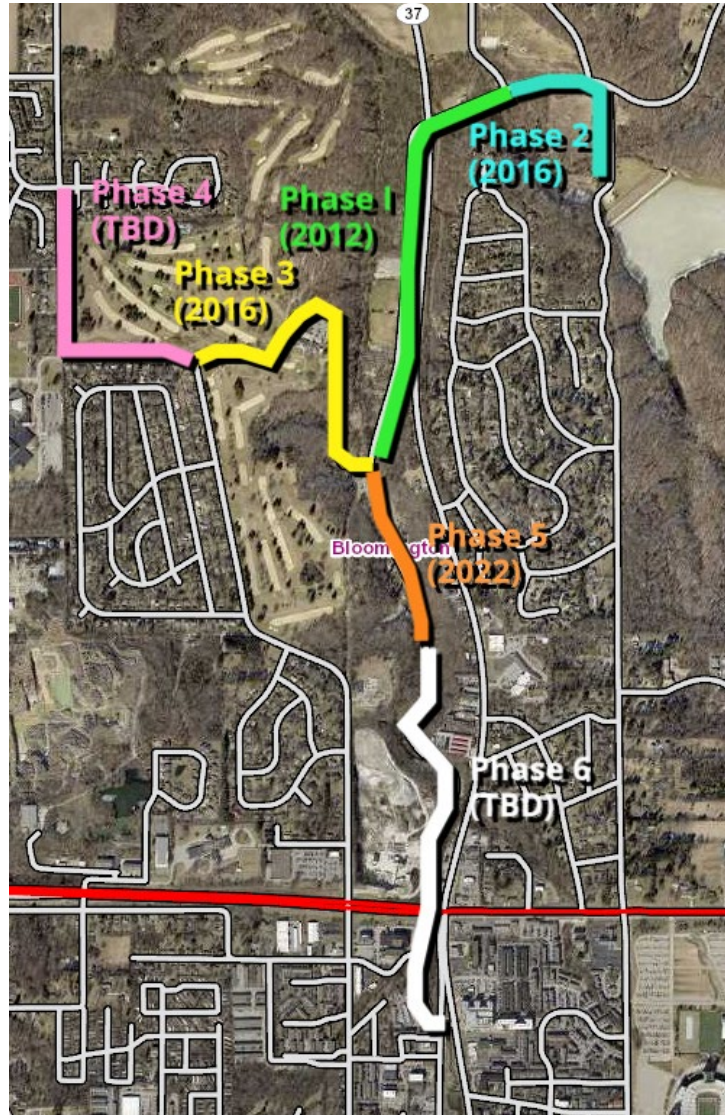


**SMITH:**  
what the  
reverting  
does the  
from?

How much

would like  
overall  
revenues  
each of  
programs:  
Mills Pool,  
Ice Rink,  
Farmer's  
Softball,  
Youth  
Youth  
interest is

how much  
involved in  
areas vs.  
Ideally the  
include  
and  
each of  
and  
numbers



**7. PIEDMONT-**

Please explain  
Parks non-  
account is. Where  
revenue come  
Who approves  
expenditures?  
is in this fund?

**STOSBERG:** I  
to see a chart of  
program  
vs expenses for  
the following  
Bryan Park Pool,  
Frank Southern  
Golf, Twin Lakes,  
Market, Adult  
Adult Tennis,  
Sports Winslow,  
Sports Olcott. My  
in fully  
understanding  
tax support is  
each of those  
self support.  
chart would  
actual revenue  
expenses from  
the last 2-3 years  
projected  
for 2025.

These two questions are related and answers will be included in the linked document below. The Parks non-reverting fund is used for non-tax revenues that are collected from various parks and recreation programs and facilities. The use of non-reverting accounts for this purpose is established by state code [§ 36-10-4-16](#) and local municipal code [§2.20.090](#), which essentially states that admission/entry fees are directed to the general fund, while other non-tax revenues can be directed to this non-reverting fund. The Parks non-reverting budget is approved by the Board of Park Commissioners annually, and is generally used to support the programs and facilities that generate revenue and reduce the burden on the general fund for these programs (for example, in 2024 the replacement of the turf at TLRC was funded by non-reverting funds). [This linked document](#) contains two relevant tables:

- A table showing the target cost recovery for each program area (how much non-tax revenue it brings in versus total related general fund and non-reverting expenditures) and performance for the last three years. Generally, the more broad a community benefit offered, the lower the cost recovery percentage (e.g. a basic public park is a public amenity funded by the taxpayers, but the

Cascades Golf Course is a more individual benefit and has a high cost recovery percentage set accordingly).

- The second table in the document shows which types of revenues are directed toward each account.

The Parks non-reverting account is budgeted for approximately \$2.1 million in revenue and expenditures in 2024.

[Link here](#), with slightly granulated photo below:

BPRD Cost Recovery Report, 2021-2023										
Area	Cost Recovery Goal**	2023 Expenditures	2023 Revenue	2023 Cost Recovery	2022 Expenditures	2022 Revenue	2022 Cost Recovery	2021 Expenditures	2021 Revenue	2021 Cost Recovery
Adult Sports	75%	\$331,801.59	\$98,533.16	29.70%	\$ 400,818.41	\$ 131,448.35	32.79%	\$ 329,909.00	\$ 125,449.00	38.03%
Aquatics - Bryan Park Pool	75%	\$336,513.83	\$226,088.96	67.18%	\$ 322,062.24	\$ 231,826.91	71.98%	\$ 288,220.00	\$ 220,223.00	76.41%
Aquatics - Mills Pool	20%	\$118,889.06	\$33,579.26	28.24%	\$ 99,577.77	\$ 31,026.03	31.16%	\$ 94,049.00	\$ 30,858.00	32.81%
Banneker Community Center	20%	\$378,401.75	\$28,575.27	7.6%	\$ 300,083.07	\$ 31,771.29	10.59%	\$ 347,420.00	\$ 25,360.00	7.30%
Community Events	30%	\$436,383.77	\$100,984.23	23.20%	\$ 407,987.34	\$ 101,372.12	24.90%	\$ 392,724.60	\$ 62,187.21	21.00%
Community Events - Farmers' Market	60%	\$130,482.30	\$60,320.79	46.22%	\$ 170,034.46	\$ 51,536.96	30.31%	\$ 107,624.00	\$ 39,963.00	37.26%
Community Gardens	not set	\$89,254.86	\$15,665.60	17.60%	\$ 72,111.41	\$ 13,557.75	18.80%	\$ 63,408.42	\$ 14,051.00	22.20%
Frank Southern Ice Arena	75%	\$457,364.24	\$312,160.54	68.28%	\$ 435,854.27	\$ 271,462.54	62.28%	\$ 340,622.00	\$ 159,436.00	46.81%
Cascades Golf Course	85%	\$1,076,285.42	\$1,311,225.67	121.82%	\$ 972,231.66	\$ 1,119,205.66	115.11%	\$ 867,644.00	\$ 1,088,813.00	125.49%
Health & Wellness	not set	\$110,403.80	\$30,029.00	27.20%	\$ 78,435.67	\$ 5,677.75	7.24%	\$ 90,080.00	\$ 4,744.00	5.27%
Youth Programs	60%	\$247,091.20	\$176,072.53	71.30%	\$ 221,159.17	\$ 169,251.71	76.60%	\$ 192,521.09	\$ 141,789.00	73.70%
Cemeteries	3%	\$235,083.23	\$49,850.00	21.20%	\$ 347,063.05	\$ 37,750.00	10.90%	\$ 194,503.33	\$ 41,725.00	21.50%
Natural Resources	20%	\$481,754.04	\$78,273.10	16.25%	\$ 415,210.35	\$ 60,529.64	14.58%	\$ 378,693.00	\$ 49,414.00	13.05%
Operations*	5%	\$2,870,507.98	\$795,884.69	27.73%	\$ 1,955,702.15	\$ 350,705.82	17.93%	\$ 1,834,477.00	\$ 131,747.00	7.18%
Switchyard Park	not set	\$719,402.08	\$81,886.39	11.38%	\$ 424,506.99	\$ 69,759.79	16.43%	\$ 448,290.00	\$ 51,346.00	11.45%
Twin Lakes Recreation Center**	100%	\$1,362,609.56	\$829,596.35	60.88%	\$ 1,336,848.33	\$ 770,310.84	57.62%	\$ 1,219,453.00	\$ 497,393.00	40.79%
Youth Sports	40%	\$336,501.93	\$53,993.96	16.05%	\$ 301,150.43	\$ 33,464.14	11.11%	\$ 291,733.00	\$ 40,429.00	13.86%
<b>Budgets used: I Drive -&gt; Common -&gt; Employee Folders -&gt; Active -&gt; Phelps -&gt; Reports -&gt; Cost Recovery</b>					<b>100% of goal</b>	<b>&gt;75% of goal</b>	<b>&lt;75% of goal</b>			
Revenues and expenses are combined General Fund and Non-Reverting totals										
*The Operations Budget cost recovery is fairly volatile due to donation projects being moved through the 9000 account (e.g. Rogers Family Park).										
**Expenses include bond payment. If Bond payment was not included cost recovery for 2023 would be 93.4%										
***Cost recovery goals are approved by the Board of Park Commissioners										
Non-Reverting Revenue Types										
	General Fund Revenues	Non-Reverting Revenues								
Adult Sports	Registrations	Concessions and Rentals								
Admin		Project School Lease								
Aquatics - Bryan Park Pool	Admissions and passes	Concessions, lessons								
Aquatics - Mills Pool	Admissions and passes	Concessions								
Banneker Community Center	Building Rentals	Program fees, sponsorships								
Community Events	A Fair of the Arts and Holiday Market Registration	Registrations, sponsorships, permit fees								
Community Events - Farmers' Market	-	Registrations, Misc (Merch)								
Community Gardens	-	Garden plot rental								
Frank Southern Ice Arena	Admissions, House Hockey	Concessions, Lessons (skate school), Rentals								
Cascades Golf Course	Season passes, Green fees, Cart fee, Gift certificates, Range balls	Concession, Proshop, Golf Camps, Clubhouse rental								
Health & Wellness	-	Registrations								
Youth Programs	-	building & restormentals, Kid City, Lake Monroe Sailing Assoc. program fees,								
Cemeteries	Plots, Burials									
Natural Resources	-	Boathouse revenue								
Operations*	-	Shelter Rentals, Memorial Benches								
Urban Forestry	-	Memorial Trees & Plaques								
Switchyard Park	-	Pavilion rentals, Park permits								
Twin Lakes Recreation Center**	Memberships	Rental, Group Exercise classes, Concessions/other sales, BYB registration								
Youth Sports	- WA	Concessions, Rentals								

- PIEDMONT-SMITH:** On pg. 100 of the budget book PDF, you say you've had trouble hiring temporary staff positions. Have you explored why this is and what can be done to improve recruitment?

Temporary staffing shortages, especially in the Urban Greenspace area, began in earnest during the COVID-19 pandemic and have continued despite the City's strong living wage ordinance. For landscaping jobs, we're learning that many people who work in the industry aren't necessarily attracted to public employment because it's easier to make more money (and have more flexibility) working long seasonal hours on good weather days with private companies. Recruitment and retention can also be difficult

because of the atypical challenges all of our front-line staff face, like vandalism and extra messes that folks in private landscape employment generally wouldn't face. We have converted the budget equivalent of a number of temporary positions into full-time positions to help us have reliable year-round staff, but retention remains difficult.

9. **PIEDMONT-SMITH:** Will building renovations include the installation of gender-neutral restrooms?

This is absolutely something we want to look at with this plan, along with accessibility, energy efficiency, and safety. Because of the years they were built, most sports facilities lack the basic building plan to allow for the creation of individual/gender neutral or family changing rooms. The Frank Southern Center actually struggles to adequately separate into *two* changing rooms and shower facilities given its current configuration.

10. **STOSBERG:** Can you tell me about the following funds and the different programs they support? Natural Resources, Urban Greenspace, and Cemeteries (is there revenue in cemeteries to offset the cost?)

- Natural Resources is primarily responsible for Griffy Lake Nature Preserve (and the operation of the boathouse), Leonard Springs Nature Preserve, Wapehani Mountain Bike Park, and natural areas within our parks. The Natural Resources area also has seasonal staff who work on and maintain Bloomington's soft-surface trails.
- Urban Greenspace is responsible for all landscaping within city parks as well as multiple "other" landscape areas like the College Mall and West 3rd medians and several other odd city-owned properties. This area also houses our Vegetation Management and Outreach teams, who coordinate on the control and removal of invasive species throughout town (including a hefty amount of Weed Wrangle volunteer hours).
- Cemeteries includes Rose Hill and White Oak Cemeteries. While Rose Hill is "sold out" of plots, it is not yet full, and we opened a Scatter Garden in 2023 to act as an ongoing source of revenue. White Oak still has plots available. However, long-term diminishing revenues can be expected while the cost of maintaining the cemeteries remains constant.

11. **STOSBERG:** There are multiple decreases in the marketing budget under postage, printing, advertising. How is the department marketing differently that results in those decreased costs? Are those strategies yielding high program involvement?

Our number one marketing tool is still the program guide, which is delivered to city addresses several times per year. However, more effort has been given to online versus print marketing in recent years. A decrease this year is largely due to discontinuing a targeted physical marketing piece (Kids Craze) to MCCSC students which was not being widely utilized. Program involvement varies from event to event, and our community events staff are always retiring some ideas while trying new ideas to drive engagement.

12. **STOSBERG:** Is there a particular conference being attended that is leading to such an increase in the travel budget? (line 53230)

I'd need to know if there's a more specific budget you're wondering about, but we do attend some conferences on a semi-annual basis. For example, in 2025 two staff will return to the RecTrac conference in Vermont after last attending in 2023. This conference gives us valuable insight into best using this software, which handles all of our various registrations.

13. **FLAHERTY:** Can you share more about the “new pedestrian and cyclist connector path to West 3rd St at the southwest corner of Rose Hill Cemetery.” Will this go through the cemetery? Between the cemetery and Crescent Donut? Somewhere else? Are the Planning & Transportation and Engineering departments involved in planning/designing this transportation infrastructure? (I assume this is in the Parks budget due to Parks’ operation of Rose Hill.)

Members of the Bicycle and Pedestrian Safety Commission and Rose Hill neighbors have commissioned Parks & Rec staff for several years for a “cut-through” between the internal cemetery roads and the sidewalk on the corner of the cemetery near Crescent Donut. In summer 2023, a police chase ended with a vehicle smashed through the limestone perimeter wall of the cemetery in the exact spot conducive to making a connection. Since we were repairing the wall, we repaired it with an opening that would be accessible to walkers and rollers but did not yet have the funds budgeted to complete the asphalt or concrete connection to the sidewalk along W. 3rd. We are discussing with Engineering the exact nature of this connection to be completed in 2025 and if/how/where it can include a curb cut to the adjacent bike lane on the south side of W. 3rd.





14. **DAILY:** I gather that the public bathrooms are not currently kept open 24 hours a day, and of course doing so would be no small undertaking. Are any of the park bathrooms patrolled by security currently? What are the hours that security currently works? (I think you mentioned it in the budget hearing, so I'm sorry to ask again!)

Are any of the bathrooms kept open year-round? I'm suspecting that very few (if any) have heating to keep the pipes from freezing up.

I know this will continue to be a topic moving forward, and it's one I'm happy to continue to discuss with council members and others. Administration has also been soliciting ideas on this topic from service providers and people experiencing homelessness directly.

**Year-Round Outdoor Restroom Facilities**

BPD Substation Restroom at Switchyard	Open by 7am through 11pm
Switchyard Spray Pad Restroom (this restroom utilizes Centerstone employee through our partnership to frequently monitor and clean the restrooms)	10am-8pm May 31-Sept. 30 10am-6pm Oct 1-May 30

The BPD substation restroom was originally intended as a 24/7 restroom, but due to a series of issues with vandalism, destruction, messes, and people locking themselves in the restroom the schedule was shortened. The substation restroom is the first restroom our custodial staff open in the mornings (usually somewhere between 6am and 7am, depending on the season and the level of cleaning/service needed). Both of these restrooms are checked and locked by security staff.

### **Seasonal Outdoor Restroom Facilities (approx. April 1-Oct. 31)**

The restroom facilities below are not winterized and operate seasonally. Parks Custodial staff open the restrooms around 7am, and most restrooms are locked at or after 10pm by MSI security staff doing park patrols.

- Bryan Park (7am-10pm)
- Butler Park (10am-7pm)\*
- Building Trades (10am-7pm)\*
- Griffy Lake Nature Preserve (hours vary seasonally; operated by boathouse staff)
- Olcott Park (7am-10pm)
- Lower Cascades Playground (7am-10pm)
- RCA Community Park (7am-10pm)
- Sycamore Shelter @ Cascades (7am-10pm)
- Winslow Sports Park (7am-10pm)

*\*these two parks have been on shortened hours due to issues that often require extra cleaning. They may revert to the typical schedule soon.*

### **Port-a-let locations**

- Upper Cascades - Skatepark
- Upper Cascades - Lion's Den
- Bryan Park - Woodlawn side
- Winslow Woods
- Ferguson Dog Park
- Wapehani Mountain Bike Park
- Clear Creek Trail (3) - Tapp Rd, That Rd, Church Lane
- RCA Park (November-April)

### **Security Hours**

Our security contractor patrols the B-Line and assigned parks from 7am-2am. One officer patrols assigned parks and trails from 7am to 9pm, and two officers lock restrooms and perform closing patrols together between 9pm and 2am. Switchyard Park maintains a dedicated security presence (one officer) from 5pm to 5am.

**Questions regarding the Budget Presentation for  
Public Works-Administration 8/27/24  
Director Adam Wason**

**Councilmember Isak Asare's Questions**

- 1) On page 117, the goal is to fund a relatively expensive design project for the new Public Works Operations Center. However, I have expressed a concern about inertia—proceeding with a design project without fully committing to the entire project could lead to piecemeal decision-making. Shouldn't the city first agree on moving forward with the entire project before funding the design phase? How will the department address this concern and ensure a comprehensive treatment of all alternatives before proceeding?

This project will require extensive coordination with the Mayor's Office, Controller and a number of other City departments. The Public Works Director will spend a considerable amount of time on this project, throughout the design to construction process. This is simply a placeholder for planning and design dollars as we make decisions more holistically with other City departments.

- 2) What benefits do we gain as a city through the APWA accreditation process?
  - APWA evaluates and formally verifies that your agency is in compliance with national recommended practices.
  - Process improvement - using best management practices and procedures from city and county governments around the nation to make Bloomington's daily public works operations even better.
  - Provides a framework for public agencies to use in determining what operational programs, policies, or procedures need to be addressed based upon a set of best management practices.
  - Establishes a written set of standard operating procedures in a centralized location for all personnel.
  - Succession planning and institutional knowledge retention for improved operational performance.
  - Increased efficiencies and reduced duplication or unused resources.
  - Team building and staff development - established a culture of continuous improvement
  - Brings Bloomington into elite company: Around 200 public works agencies have achieved APWA accreditation and currently only 1 Indiana municipal government is APWA accredited.
  - Potentially can lower insurance premiums and reduce liability.
  - One staff member dedicated to overseeing APWA accreditation (50% of that staff member's staff time).
- 3) On each of your goals, can you estimate what percentage of staff time will be used in pursuit of these goals? On the goal of pursuing ARWA accreditation, can you estimate what percentage of staff time will be used in pursuit of these goals?



- Estimates on staff time percentage allocations are included in each of the above and below responses.
- 4) (minor clarification) On page 120, the budget allocates funds for the replacement of LED streetlights. If these streetlights are leased from Duke Energy, why does the city bear the cost of replacing the bulbs? Could you clarify the terms of the lease agreement and why the city is responsible for these expenses?
- The City leases streetlights from Duke Energy and pays for the ongoing monthly costs with Duke providing the maintenance services.
  - The City does not have the labor force nor the equipment to efficiently maintain all of the streetlights within the public right of way.
  - Converting 30 LED fixtures will reduce 4.5 metric tons of carbon dioxide annually.
  - In layman's terms, leased streetlights are similar to leased vehicles. If a vehicle is at the end of the lease agreement and turned in for a new model, there is a cost associated with leasing a new vehicle that is more efficient and has the latest technology.
  - LED replacements align Bloomington more closely with street lighting policies and practices used in other cities as well as a municipal commitment to energy efficient and environmentally friendly illumination of the public streets and sidewalks for residents.
  - Staff member dedicated to overseeing street light lease program with Duke Energy (50% of that staff member's time)

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#### **Councilmember Hopi Stosberg's Questions**

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- 1) Do I recall hearing past conversations that a site has been chosen for the combined operations center?

Conversations are ongoing on the best possible location in coordination with the Mayor's Office and other City departments.

- 2) How does the improved asset management system overlap with UReport? Or is it UReport?

The new asset management software system (Cityworks) does not overlap with Ureport, but it does directly incorporate UReports that concern Street Division issues or activities (can create work orders that will be addressed by staff).

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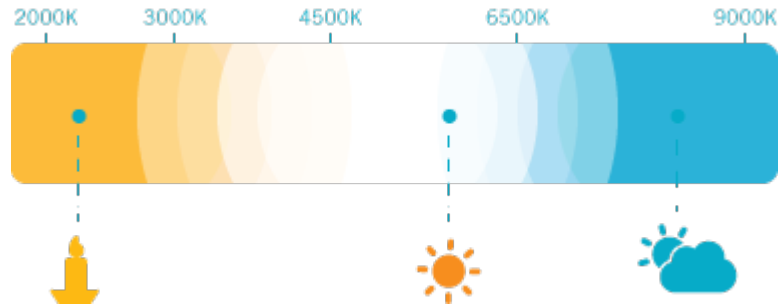
#### **Councilmembers Rollo and Daily Question**

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Additional Information requested about LED Street Light Conversions:

- 13% of our leased street lights have been converted to LED.

- Historically that number has always been dependent upon annual funding allocations. Until 2023, the City paid the upfront equipment costs which limited the total number of lights converted each year. In 2023, Duke Energy changed their rate structure which allowed a larger number of lights each year. Last year we converted 30 lights and this year we expect to convert 40 lights.
- The color appearance of light produced by a light source is measured by the Kelvin Scale (K). Low CCTs have a warm appearance (red, orange, yellow). High CCTs have a cool appearance (blue or blue-white).



- Since 2023, Duke Energy's standard is a 3,000 LED Kelvin (soft yellow illumination).
- In 2014, the DarkSky Approved Lighting program (then known as the Fixture Seal of Approval) updated their certification standard to require that certified lighting have a correlated color temperature (CCT) no higher than 3000 Kelvin.

**Questions regarding the Budget Presentation for  
Public Works-Animal Care & Control 8/27/24  
Director Adam Wason, Virgil Sauder**

**Councilmember Isak Asare's Questions**

- 1) Regarding the pilot program mentioned on page 126 to decrease the length of time for nonurgent veterinary services, could you provide details on its success so far? How has this success been reflected in the 2025 budget, specifically beyond the increase in staff? What evidence supports the continuation or expansion of this initiative?
  - This is a pilot program to begin in 2025.
  
- 2) On page 127, you set a goal to increase volunteer involvement to at least 10,000 hours. The outputs should track more directly to this goal, and it would be beneficial to provide a baseline and target. Is there a more detailed plan in place to ensure these hours are met? Are there pain points that need to be addressed to reach this target, and are these reflected in the budget in any way?
  - Baselines and targets should be shown on the slide presentation. Our deficit in hours provided tends to occur during summer months. Our focus in 2025 will be to work on recruiting for this season when student volunteers leave. Additionally we hope to carve out some of our temporary hours for an intern to assist in program development and recruiting.
  
- 3) The target for increasing the percentage of animals going into foster homes is set at 43%. Can you explain why this specific target was chosen and why it is not set to the more ambitious 50% gold standard you mention? It would be useful to understand how this number was determined and whether it aligns with the needs and capacity of the shelter. Additionally, how do you plan to address the challenges mentioned in the memo, and how are these reflected in the budget?
  - We have competing priorities in 2025 that fall on a few individual staff members. Shelters who hit the 50% or higher mark, have a year round dedicated staff member to oversee the foster program. Currently this falls on the Shelter Manager who will be overseeing both an increase in seasonal staff in 2025 and the new Pilot program for veterinary services. A smaller goal will still move the program forward next year and make the increase in foster homes needed due to intake increase manageable. Our multi-year goal is to move to 50% mark.

**Councilmember Hopi Stosberg's Questions**

- 1) What is our current foster rate for the animal shelter? Where did the 43% goal come from?

Our current mid year rate is 35%. The 43% came from looking at historical achievements and allotment of staff time. In 2025, staff who normally provide essential coordination to the foster program will also be overseeing our contract veterinary program. This will likely effect our ability to hit another year at 45%. The 43% allows for the ability to focus on a new program while continuing to move our foster program to a higher sustainable rate.

2) What are the revenues of the animal shelter?

Donations, Adoption fees, boarding charges, violations, medical reimbursements, and interlocal agreement with Monroe County.

3) How much do tax dollars supplement the shelter expenses?

- Over \$5,000 project line is 100% donation funded.
- Revenues: Interlocal Agreement with Monroe County, Adoption Fees, Impound Fees, Boarding and medical reimbursements, Animal Control Violations
- Revenues can vary from year to year, but on average cover about 30% of General fund expenses.

**Questions regarding the Budget Presentation for  
Public Works-Facilities Maintenance 8/27/24  
Director Adam Wason, JD Boruff**

<b>Councilmember Isak Asare's Questions</b>
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- 1) On page 133, the budget includes funds for implementing the Cityworks asset management software. Could you explain why this particular software was chosen over others? What specific benefits or features does Cityworks offer that make it the best fit for the department's needs? Assuming we move ahead, how will the success of the Cityworks software implementation be measured in terms of improved efficiency and cost savings? Are there specific outcomes or benchmarks that the department aims to achieve with this software?

[Page 133 \(Cityworks\)](#)

-Cityworks has consistently been seen as an industry leader was initially chosen by CBU for their asset management and work order system. Based on their positive experience with the software, after several demos it has since been chosen by Parks & Recreation and Public Works as their asset management system.

-The determining factors for choosing Cityworks were ease of use, availability and satisfaction with customer support, and the integration with the City's GIS mapping system.

-Implementation of the Cityworks system will allow for a full inventory of our assets. A major efficiency will be in reducing the amount of staff time that is involved with scheduling preventative maintenance, generating and distributing work orders, drafting asset performance reports, and drafting capital replacement reports. Once our assets are fully inventoried, these functions can be performed in a few minutes, instead of hours.

-We will also be able to identify problem equipment more easily. Work orders can be tied to individual pieces of equipment. We will have a detailed work history for every furnace, air handler, water heater, etc. A report can be generated automatically that indicates equipment with excessive maintenance costs.

-Details of individual assets can contain information such as the lamp the light fixtures in a facility uses, or the filter that a particular air handler uses. This will allow staff to have the necessary parts on hand before going to the site, reducing the amount of trips made for parts.

-Implementation of this system will allow us to track internal work orders, preventative maintenance work orders, and work performed by contractors.

-Job costs can be tracked with this system. After the initial implementation and completion of the detailed asset inventory, we can begin implementing this function. This includes tracking costs to individual assets.

- 2) Page 135 outlines the plan to implement a web-based HVAC control system for City Hall. While this update is necessary, there are concerns about potential cybersecurity threats, system downtime, and compliance with regulatory standards. What steps are being taken to mitigate these risks? Have alternative systems been considered that might better address these concerns, and how does the department plan to ensure seamless integration with existing systems while managing ongoing costs for maintenance, training, and cybersecurity?

### Page 135 (HVAC Controls)

-The current software that runs most HVAC units at City Hall is antiquated and is no longer supported on the Windows platform.

-We work with the City ITS department on all projects that involve the City network, remote access to the network, or internet based systems. They would need to speak to cyber security measures.

-With the planned upgrades, the entire system will be on the same Honeywell control system. This system was chosen because it is a non proprietary, industry standard system. We currently utilize it to control some portions of the City Hall HVAC system. This integration will simply expand that to the whole system. Since it is non-proprietary, It can be serviced by most HVAC contractors, including HFI, our current selected vendor for HVAC service at City Hall.

-Training for staff is minimal, since we are already using the Honeywell control software for monitoring the cooling tower, controlling the pumps for the water loop, controlling the boiler and 2 large air handlers. Staff are already familiar with the software.

-Currently, we have a lot of downtime due to communication problems. These are problems that have to be resolved with service calls to our vendor. We expect fewer hours of downtime for the system due to eliminating these communication problems and the cost of associated service calls.

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### **Councilmember Isabel Piedmont-Smith's Questions**

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- 1) Under Goal 1 (Facilities Maintenance), you have as an output "uReport interface, created in collaboration with ITS staff." Since the uReport system already exists, what does this output refer to?

The uReport system already exists as a stand alone public-facing entity. We would be creating a way for that existing system to interact with our new internal Work Order system, Cityworks.

This would allow us to turn uReports directly into Work Orders. ITS will help facilitate the communication between the public-facing system and the internal portal.

- 2) Under Goal 3 (Facilities Maintenance), you talk about parking lot improvements at City Hall. You shored up the ADA ramps on the south side of City Hall recently, but they still aren't great. Do you plan to meet or exceed ADA accessibility standards for City Hall in 2025?

The proposed milling and resurfacing of the City Hall parking lot will include improvements to the accessibility ramps on the south side of the building. The milling will adjust the asphalt level to better meet the ADA ramp standards. Any ramps that would not meet ADA requirements after milling and asphalt overlay will be modified or reconstructed before the new asphalt is installed. City Hall is currently in compliance with all applicable ADA standards.

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### **Councilmember Hopi Stosberg - Additional Information**

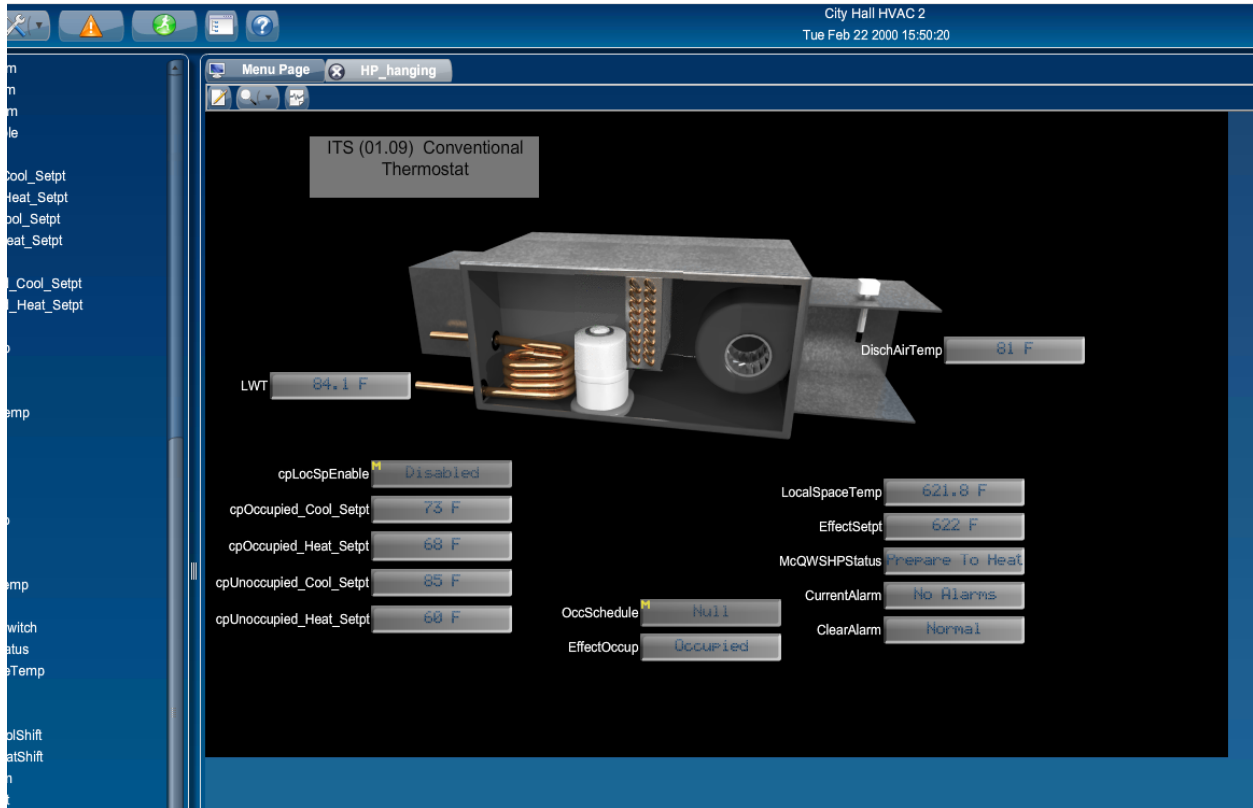
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Why can't temperature settings in City Hall be standardized throughout the entire building?

- Without a unified control system, staff are unable to manage set points for the building as a whole, and units must be set and adjusted individually. Additionally, these set points are constantly being reset for no reason, due to aging software and equipment, and we do not know it until the temperature is felt in a given space.
- Given the unique office layouts and architecture of City Hall, as well as the age of our various HVAC equipment, we must often maintain unique settings for the various units.



- The software we are currently using to set and monitor temperatures, pictured below, is a flash-based program that no longer runs on current Windows systems. We have a special virtual machine that must be maintained just to run the software.



**Questions regarding the Budget Presentation for  
Public Works-Fleet Maintenance 8/27/24  
*Director Adam Wason, Cory Snider***

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**Councilmember Hopi Stosberg's Question**

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How does the new covered facility for the fleet garage connect to the new operations center? Are we really investing \$100,000 in a temporary structure? How long do we expect to use that space?

The temporary structure is highly needed and will assist with on-site storage of tires and small parts for emergency vehicles (mainly police cars). This will expedite repairs and increase staff safety (mechanics currently have to go off site to retrieve tires). The plan would be to purchase a structure that can easily be disassembled and reused.

**Questions regarding the Budget Presentation for  
Public Works-Parking Services 8/27/24  
Director Adam Wason, Michelle Wahl**

**Council Member Isak Asare's Questions**

1. On page 150, the Parking Services Division plans to allocate \$150,000 for a Parking Rate Study and Comprehensive Review. This seems like a significant amount to spend on this seemingly straightforward study. Could you elaborate on why this study is necessary and why it requires such a substantial investment? What specific complexities justify this cost? How will the success of the proposed Parking Rate Study be measured? Are there specific outcomes or decisions that this study is expected to inform, and how will the city ensure that the investment in this study translates into tangible benefits for the community?

**Q1 a.** Until this is formalized in an RFP and put out to bid, we are uncertain of the actual cost given that we will be reviewing all aspects of the Parking Services Division rate structures and technologies.

The Parking Service Division was not established until January 2021 and the prior Bloomington Downtown Parking Study was led by the Planning and Transportation Department in March, 2018 at a cost of \$74,720. While Planning and Transportation oversaw this study the individual units it was not all encompassing to what is now the Parking Services Division

Now that parking operations has had three years to become an all-inclusive Parking Services Division, moved into their new parking offices in May of 2022, and COVID is at bay, it is time to address rates/fines and fees structure compared to other similar municipalities along with a comprehensive review of all parking processes and practices.

**Q1 b.** Parking is extremely complex with many moving parts in each unit oftentimes overlapping. For example: We have downtown special events that affect our street meter parking/lot parking and also our garages. This means more research and more details will have to be discussed so the consultants can provide the correct recommendations for each unit when it pertains to downtown streets meter parking, reserving meters, and garages.

**Q1 c.** Parking will not be able to determine a metric to measure benefits/success until there is an approval on what recommendations will be implemented from this parking study. The focus needs to be able to provide relevant and historical parking usage and occupancy data, engage with the public with focus groups for their feedback and survey information, current technology used, app services used, along with current practices and procedures to the consultants so they can provide us with the best recommendations on improving operations overall.

**Q1 d.** The expectation is to look at the entire parking program (not just downtown) from meters, on and off street kiosk, to garages and neighborhood residential parking permit program, special events, reserved parking, etc. to make sure we have a defensible rate/fee/fine strategy for each parking unit. Increased revenues versus expenses in the

garages will be the easiest to see the financial benefit. It is important to make sure garage revenues meet the need to cover all annual preventative maintenance.

- 2) On page 151, you mention the need to upgrade downtown meters, but beyond replacing outdated technology, what strategic goals do you aim to achieve with this upgrade? For example, are there plans to introduce features like surge pricing or other innovations that the current meters cannot support?

Q2. This goal was removed until the Parking Rate Study and Comprehensive Review is done to provide the City with the necessary recommendations for new rates and new meter technology.

- 3) What specific improvements in user experience or operational efficiency are expected from the upgraded meter technology? How will these outcomes be tracked and reported to ensure that the investment delivers the anticipated benefits?

N/A - see above

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### **Council Member Hopi Stosberg's Questions**

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- 1) What are the revenues for the parking meters and how does that offset what we spend on parking maintenance?

The Parking Meter Fund (revenues of \$2.7M) account for all parking operational expenses. Parking maintenance from this fund is estimated at 16%. Parking garage maintenance is funded from the Parking Facilities Fund (452).

- 2) Can you talk more about why the Transportation Demand Manager is under the Economic and Sustainability Department and whether that placement challenges collaboration and communication with parking division staff?

TDM is based in ESD as it is a collaborative discipline that is public-facing and focuses on behavior change. ESD is well positioned to implement TDM with support from Planning & Transportation and Parking Services. We do not have issues in collaboration and communication.

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### **Council Member Isabel Piedmont-Smith's Questions**

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- 1) Please confirm my understanding of the sources of the funds (Parking Services):
- Parking Facilities (452) - comes from parking garage revenues
  - Alternative Transportation (454) - comes from neighborhood parking program revenues and also pays for two neighborhood parking enforcement officers.
  - Parking Meter Fund (455) - comes from all parking meter revenues; meters, kiosks and pay by phone.
  - Downtown parking citations all go to the General Fund (101-02)

2) How much money is still owed on the bonds that were used to build the parking garages? Please provide details of the bonds: date issued, full amount, annual payment and from what revenues they are paid, specific purpose, date of expiration, etc.

The Controller has shared this with the City Council through the online Gateway information.

**Council Member Matt Flaherty’s Question**

From questions regarding the Controller’s Intro presentation on 8/26/24:

How are CRED funds being used by PW-Parking?

Parking Services Division under fund (452) Parking Facilities received \$2.1M one-time CRED funding for 2024. This detailed chart is tracking the specific projects for garages that are in progress, completed, or starting the bid process to use these funds. Due to COVID and the loss of revenue for parking garages, we had deferred maintenance projects that needed to be addressed. Some of the major projects are elevator replacement for Morton & Walnut totaling \$552,000 and several other items (fire protection, structural, mechanical, electrical and plumbing, assessments) noted as preventative maintenance in the chart below.

CONTRACTOR OR SERVICE/REPAIR NEEDED	PROJECT NEED(S) OR SERVICES REQUIRED	COST/ESTIMATED EXPENSE	STATUS OF PROJECT
KONE ELEVATOR: 4TH STREET GARAGE	BOARD REPLACEMENT	\$10,610	PAID
KONE ELEVATOR: MORTON GARAGE	ELEVATOR REPLACEMENT	\$185,000	STARTING 9/2024
KONE ELEVATOR: WALNUT GARAGE	ELEVATOR REPLACEMENT	\$367,000	STARTING 9/2024
FAST SIGN: MORTON & WALNUT GARAGES	ELEVATOR OUTAGE SIGNAGE	\$3,037	PAID
ANN KRISS, LLC: MORTON TRAILER REMOVAL	STAGING FOR ELEVATOR REPLACEMENT	\$2,800	PAID
PARKS CO: MORTON GARAGE	BARRIER CABLE REPAIR	\$4,200	PAID
EVENSTIME: WALNUT GARAGE	GATEBOX REPLACEMENT (DAMAGE BY VEHICLES)	\$4,920	PAID
PRESIDO: ALL GARAGES	ELEVATOR CAMERAS	est \$7000	PENDING ELEVATOR INSTALL
CE SOLUTIONS: 4TH STREET & MORTON GARAGE	STRUCTURAL ASSESSMENTS	\$16,000	PAID
BROWNING & CHAPMAN: WALNUT GARAGE	STRUCTURAL PREVENTATIVE MAINTENANCE	\$190,000	IN PROGRESS COMPLETION DATE 09/30/2024
ANN KRISS, LLC: WALNUT GARAGE	ALL STORM DRAINS REPLACED	\$24,500	STARTING 09/16/2024
MULTICRAFT FIRE & SECURITY: WALNUT GARAGE	ALL NEW FIRE LINES: SPRINKLER SYSTEM	\$14,800	PENDING START DATE: 10/01/2024
APPLIED ENGINEERING: WALNUT GARAGE	MECHANICAL, ELECTRICAL & PLUMBING ASSESSMENT	\$16,000	PAID
CE SOLUTIONS: WALNUT GARAGE	PREVENTATIVE MAINTENANCE BID PACKAGE	\$55,500	PAID
CREDIT CARD READER UPGRADE: ALL GARAGES	VENDOR NO LONGER COMPLAINT WITH GATE EQUIPMENT	\$38,380	PAID
EVENSTIME: 4TH STREET GARAGE	LOST TICKET FUNCTION ADDED AT GATES INSTALL OVERSIGHT	\$12,300	PAID
SEIRRA & AFFORDABLE ELECTRIC : WALNUT GARAGE	MINI SPLIT INSTALLED FOR HEATING & COOLING OFFICE	\$7,000	PAID
OCCUPANCY SIGNS: FOR ALL GARAGES	OCCUPANCY SIGNS FOR ALL GARAGES	\$35,000	STARTING BID PROCESS
CASSADY ELECTRICAL: WALNUT	NEW EXIT LIGHTS STAIRWELLS AND ROOF TOP LED	\$2,500	COMPLETE WAITING ON INVOICE
PREVENTATIVE MAINTENANCE: MORTON GARAGE	FIRE PROTECTION/PLUMBING/ELECTRICAL/MECHANICAL	\$290,000	STARTING BID PROCESS
OUTSIDE SERVER ROOM: 4TH STREET	WATER INFILTRATION REPAIRS	\$25,000	STARTING OF BID PROCESS
KOORSEN: MORTON & WALNUT	FIRE EXTINGUISHER REPLACEMENT FROM PLASTIC TO METAL	\$15,000	CONTRACTED SERVICE
SKYWALK: ( ATTACHED TO 4TH STREET GARAGE)	NEW HEATING AND COOLING (NOT CURRENTLY AIR FLOW SUFFICIENT/EFFICIENCY)	\$25,000	STARTING BID PROCESS
PAINTING OF STAIRWELLS: WALNUT & MORTON	PREVENTATIVE MAINTENANCE SEALING STAIRWELLS TO PREVENT RUST	\$60,000	STARTING BID PROCESS
PROTECTIVE GLASS STAIRWELL: WALNUT	PREVENTATIVE MAINTENANCE FOR STAIRWELLS	\$150,000	OUT FOR BID BUT WILL NOT BE DONE UNTIL ELEVATOR INSTALL
REPAVE, RESEAL AND RESTRIPE OF LOTS 1, 3, 5, & 6	LOT MAINTENANCE AND BUMPER BLOCK REPLACED	\$250,000	STARTING BID PROCESS
PREVENTATIVE MAINTENANCE: MORTON GARAGE	FIXING SPAWLING, EXTERIOR CRACKS AND FILLING JOINTS ETC...	\$120,000	STARTING BID PROCESS
STORAGE BUILD OUT: MORTON GARAGE	STORAGE FOR JANITORIAL SUPPLIES	\$10,000	STARTING BID PROCESS
CASSADY ELECTRICAL: MORTON GARAGE	SOLAR POWER CONTROL NEED TO BE MOVED TO KNEE WALL	\$5,000	IN PROGRESS COMPLETION DATE 10/31/2024
EV CONNECT: 4TH STREET GARAGE	DISPLAY BROKEN DUE TO VANDALISM	\$2,000	IN PROGRESS COMPLETION 10/31/2024
BIKE STORAGE LOCKER REPLACEMENT: 4TH STREET & TRADES	DUE TO VANDALISM: QUOTED BY TURTLE STORAGE, LTD	\$48,000	STARTING BID PROCESS
CE SOLUTIONS: MORTON GARAGE	BID PACKAGE	\$50,000	CERTIFIED STRUCTURE ENGINEERING FOR CITY
EV CONNECT: WALNUT & MORTON	UPGRADE FROM TYPE I TO TYPE II EV CHARGERS	\$35,000	SOLE SOURCE
	<b>CONTINGENCY COST: \$25,000</b>	<b>\$2,074,547</b>	

**Questions regarding the Budget Presentation for  
Public Works-Sanitation 8/27/24  
Director Adam Wason, Lazarus Sears**

**Councilmember Asare's Questions**

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- 1) Across various goals, such as those on improving route and truck efficiency, the document mentions utilizing systems like Routeware Software and promoting educational outreach. However, it is unclear what the baseline figures are and what specific targets have been set for 2025. Could you clarify what the current baseline is and what the specific targets are for each goal?
  - Truck availability and ages have been an issue, so looking for capital replacements to provide more reliability and efficiency.
  - New trucks would have the latest emission standards and have better fuel economy.
  - We would install Routeware hardware on the new trucks for route optimization and disperse the workload among the Sanitation staff.
  
- 2) The department has chosen the Routeware Software System to improve route efficiency. Could you explain why this particular vendor and system were selected? What criteria were used to determine that this is the best option for the city's needs? Has ITS been consulted?

This vendor was selected because it is a large, nationwide software provider for both private and municipal sanitation providers. The system that was offered to Bloomington had many of the features that fit our needs, such as GPS vehicle monitoring, video, route management optimization, route qualitative analytics and others.

Staff contacted several of Routeware's municipal clients to learn about their experiences. One in particular, the City of Grand Rapids, Michigan, offered us an opportunity to visit them and see their Routeware system in action. A team of Public Works and ITS employees went to Grand Rapids and were satisfied that Routeware would be a good fit for Bloomington's sanitation operations. Additionally, ITS team members were an integral part of the Routeware software implementation process at Sanitation.

- 3) On page 163, the strategy to maintain a higher recycling diversion rate focuses on educational outreach, especially to students. How many individuals or households is this outreach expected to impact, and is this scope sufficient to achieve the desired diversion rate? Additionally, what evidence suggests that information is the primary barrier to better recycling practices? Have other pain points, such as convenience or accessibility, been considered and addressed?

The goal is to reach as many individuals and households in Bloomington as possible. Improved diversion rates almost exclusively rely on education. Learning about the items that are appropriate to recycle (and not to recycle) and how to recycle properly are very important. If people are not recycling correctly, then potentially tons of recyclable material per collected load are contaminated. This causes the recyclable material to instead be sent to the landfill and not be reused. Education and outreach to the community are key factors in avoiding this

scenario and keeping recycling out of the landfill.

- 4) The focus on students as a primary audience for educational outreach raises the question of why this group was singled out. Why are students considered a key demographic in the city's recycling education efforts, and how does this fit within the broader strategy to increase compliance with recycling guidelines? If the initial outreach efforts, such as those targeting students, do not yield the expected increase in recycling rates, is there a plan to adjust strategies? Should we be increasing the budget here to allow for more flexibility?
  - The Indiana University student demographic is such a large part of the Bloomington community, so it is extremely important to conduct educational outreach towards them.
  - Students come from all over the United States and the entire world. Depending on where they are from, they have varied (or no) prior recycling experience because recycling is different around the U.S. and other places (i.e. Bloomington accepts glass item recycling, but many other U.S. municipalities do not).
  - 20,000 new students come to campus every year - once you have them educated on Bloomington's recycling policies, they graduate, new ones arrive and the process starts all over again.
  - Many students living off campus have never had to recycle for a household before - this is a first time for them.
  - Always looking for opportunities to better outreach with IU students and student rental units.
  - ReCollect recycling educational software can target student neighborhoods with low recycling compliance (and is used citywide too).

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### **Councilmember Stosberg's Questions**

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- 1) Has there been any exploration or communication with apartment complexes and encouragement or incentivizing them to participate in recycling services?

The Sanitation Division only services apartment complexes 4 or less units and would rely on partnerships with entities that could include the Economic and Sustainable Development Department, various City and County Boards and Commissions, as well as the Monroe County Solid Waste Management District which is funded largely by the City tax base and who has an educational and outreach program.

- 2) What is the sanitation revenue? How much tax supplement is expected for 2024 and proposed for 2025?

Total revenue for 2024 is budgeted at approximately \$3.2 million (not including General Fund support). For 2024, the Sanitation Division was authorized up to \$1.4 million of General Fund support; in 2025 authorized up to \$800,000.



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## Councilmember Piedmont-Smith's Questions

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- 1) Under Goal 2 (Sanitation), Improve Truck Efficiency, you have capital outlays of \$840K, but your total capital budget in the overview table and on the subsequent budget sheets is only \$130K. Please explain this.

The Sanitation Division has \$130k budgeted for capital for next year. Our plans are to use those funds for purchasing new utility pick-up trucks. We do have substantial needs for capital vehicle replacement and that is why the capital outlay number is much higher. Staff currently are estimating the capital truck replacement costs to be approximately \$840K, but that could change with future availability and pricing. We have an appropriation request coming to the council this fall as well to execute the purchase of sanitation equipment.

- 2) Have there been any technological or systemic advancements that would allow us to enact a "pay as you throw" billing system for trash? Or at least get closer to such a system? There has not been (Sanitation).

The Routware software that the Sanitation Division utilizes is optimized for route management efficiency, and as a customer service platform. Automated Pay-as-you-throw programs are very rare in municipal sanitation operations. Our Routware customer service representative knows of only one community they serve that currently has a pay-as-you-throw program, which requires an additional software system for billing integration. It is very difficult to manage and that community is currently considering eliminating it entirely and moving to a system that is more in line with Bloomington.

- 3) Is the mayor's administration willing to gradually phase out the general fund subsidy of the sanitation services budget?

The hope is for the Sanitation Division to generate as much revenue as possible to cover current expenses and operating costs to not heavily rely on the General Fund. Our goal would be to have this fully eliminated in 7-10 years if that is a priority for a majority of Council members.

**Questions regarding the Budget Presentation for  
Public Works-Street Division 8/27/24  
Director Adam Wason, Joe VanDeventer**

**Councilmember Asare Questions**

- 1) On page 173, under Goal 3, the document outlines plans for a Tactical Winter Weather Response. Can you clarify whether these practices, such as plowing and de-icing, are already in place? If so, how is this year's approach different or improved from previous years?
  - Salt brine treatment will be a major focus for winter weather response in 2025.
  - Salt brine is an excellent pre-treatment for roads and is used by both the Indiana Department of Transportation and Monroe County Highway Department. Street Division plans to expand salt brining pre-treatment to as many roads as possible in 2025 (start with arterials and collectors first).
  - Brining is much more economical for pre-treatment than traditional salt treatment for roads. A ton of salt produces roughly 250 gallons of brine for road treatment.
  
- 2) On page 171, the goal is to seal cracks in at least 10 street lane miles, mill and prepare at least 10 lane miles, and resurface at least 12 lane miles. Why were these specific numbers chosen? Are these targets sufficient to make meaningful progress in improving the Pavement Condition Index (PCI) across the city?
  - Over the years these targets were developed to do as much as possible within the Street Division's budget framework. These improvements are not enough investment to increase the City's overall PCI; substantially more financial investment will be needed to achieve that goal for the City's street network.
  
- 3) The plan on page 172 mentions repairing at least 6,000 linear feet of sidewalks and installing 100 new or upgraded ADA-accessible ramps. How will the department hold itself accountable to these targets? Additionally, what percentage of the total sidewalk repair needs does this represent, and how does the department prioritize which segments to repair?
  - Priority is always given to upgrading and replacing sidewalks and accessible curb ramps in areas that are scheduled for pavement resurfacing. This is a requirement of the Americans with Disabilities Act.
  - The 6,000 linear feet sidewalk goal allows for both City of Bloomington and contractor personnel to improve sidewalks across the city (per City Code, sidewalks are the responsibility of the adjoining property owner, unless there is damage from City street trees). That many linear feet would be too much for Street Division to achieve on their own, so outside capabilities are needed.
  - All sidewalk work is tracked via work orders in the Street Division's asset management software system.
  - The Street Division has funds included in the 2024 adopted budget to conduct a current infrastructure assessment project focused exclusively on sidewalks - more details on the sidewalk network condition will be available after that project is completed. Staff are currently looking for vendors that could complete this project.

4) Given the goals related to street maintenance and sidewalk repairs, what specific outcomes or performance metrics will be used to evaluate the success of these efforts? How will the department ensure that the investments lead to measurable improvements in road and sidewalk conditions?

- All repairs help to improve street and sidewalk infrastructure conditions - targeted improvements and Community Crossing Grants for paving projects in areas that need them.
- INDOT requires that municipal governments assess their street inventory PCI at least every 3 years.
- Plan to update pavement infrastructure condition assessments to comply with INDOT standards so we will have the most accurate picture of current PCI ratings.

5) Regarding compliance with MUTCD code and Title 15 for visibility and traffic control signage (page 175), how many signs are currently compliant, and how many still need to be addressed? Additionally, how far is the department from achieving full compliance, and what is the expected timeline for reaching this goal?

- The City currently has a total of 12,500 signs in its inventory. The last sign condition inspection was conducted six years ago (one was planned for 2022 as part of the pavement condition survey, but was removed due to cost issues). In order to have an accurate picture of sign compliance, a new sign condition assessment survey would need to be conducted - the Street Division plans to do this as part of their 2026 budget request.

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#### **Councilmember Stosberg's Questions**

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1) Are the street repair mileage numbers (pg. 177 of the full .pdf link) about the same every year?

- Yes - over the years these targets were developed to do as much as possible within the Street Division's budget framework

2) Do you have a plan on how to prioritize sidewalk maintenance and repairs?

- Priority is always given to upgrading and replacing sidewalks and accessible curb ramps in areas that are scheduled for pavement resurfacing. This is a requirement of the Americans with Disabilities Act.
- Repairs for sidewalks that have been damaged by City street trees

3) How are street tree needs reported and categorized for trimming/maintenance?

- Street tree reports come via Ureports and phone calls to the Street Division. Additionally, the Parks & Recreation Department's Urban Forester also reports street tree issues to the Street Division. Both departments work closely together to

categorize street tree trimming and maintenance needs. All street tree work is recorded in the asset management software system.

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### **Councilmember Piedmont-Smith's Questions**

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What are your plans for a comprehensive Sidewalk Master Plan so that we can more systematically address inadequate and missing sidewalks (including lighting, accessibility features, and equity considerations)? This was in the Council memo to the mayor of June 18, 2024.

- Yes, this is still a priority across several City departments. The Sidewalk Team that has been discussed before will lead these efforts, and will keep Council apprised of progress as well as seek their input and participation. This master plan will use our updated 2024 sidewalk data that will be incorporated to our asset management system to influence the prioritization language in a master plan.

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### **Councilmember Rosenbarger's Questions**

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How much funding is dedicated to repairing failing sidewalks? Is there a plan for that?

- \$ 1,200,000
- Dedicated to Saw Cutting (Grinding), Repair Contracts (trip hazards, ADA ramp installation) and the Sidewalk Repair Assistance Program.

### **Councilmember Matt Flaherty's Question**

*From questions regarding the Controller's Intro presentation on 8/26/24:*

- How is the money from the former CRED fund (which reverted to the General Fund in 2023) being used?

For the 2024 fiscal year, \$12,075,000 from these former CRED funds were appropriated. Departments with CRED tracking are ESD, Engineering, Planning, HAND, Street and Parking. Departments have until 12/31/2024 to spend all CRED funds or encumber funds with an executed contract for use in 2025. Departments have spent \$3,323,418 to date. No new CRED-specific projects are identified within the 2025 budget proposal because departments with CRED funds intend to spend all their funding in 2024.

Specific project information from PW-Street Division:

2024 Planned DPW Street CRED \$\$ Funded Projects				
Project Name	Project \$\$ Amount	CRED 54510 Project Category Type	STREET PO#	Vendor
MioVision detection for 2 intersections	\$55,600.00	Signal Modernization & Replacement	24-3144	Carrier & Cable
Smart City Project	\$545,211.00	Signal Modernization & Replacement	24-5570	TCC
PED Pushbuttons for Traffic Signals	\$21,600.00	Signal Modernization & Replacement	24-5110	TCC
20-Addendum #1 - 2024 Sidewalk Grinding Contract	\$95,000.00	Sidewalk Trip Hazards - Grinding	24-6233	Precision Concrete
Downtown Paving Project	\$1,417,864.55	Street Pavement	24-7705	Milestone Contractor
Downtown Paving Project - Retainage	\$74,624.45	Street Pavement	24-7708	Milestone Contractor
MioVision detection for 5 intersections	\$130,250.00	Signal Modernization & Replacement	24-7658	Carrier & Cable
Downtown alley resurfacing	\$700,000.00	Street Pavement	Planned	Estimate
Kirkwood Avenue sidewalk repairs	\$500,000.00	Sidewalk Rehabilitation/Trip Hazards	Planned	Estimate
Centrac Traffic signal control system	\$600,000.00	Signal Modernization & Replacement	Planned	Estimate
Pavement Condition Analysis and Traffic Sign Assessment Project	\$300,000.00	Street Pavement	Planned	Estimate
Wave Pushbuttons	\$160,000.00	Signal Modernization & Replacement	Planned	Estimate
MioVision detection for 5 intersections	\$150,000.00	Signal Modernization & Replacement	Planned	Estimate
Sidewalk Grinding	\$200,000.00	Sidewalk Trip Hazards - Grinding	Planned	Estimate
Milling and resurfacing projects at citywide locations	\$583,850.00	Street Pavement	Planned	Estimate
2024 Adopted Budgeted Amounts				
Signal Modernization	\$2,700,000			
Street Pavement for Buses and Bikes	\$2,000,000			
ARPA funds moved to Street CRED (HAND \$\$)	\$834,000.00			
<b>Total 2024 Street CRED Available</b>	<b>\$5,534,000.00</b>			
<b>2024 Spending Totals</b>	<b>Totals</b>			
Total 2024 CRED Signal Modernization & Replacement \$\$ Spent	\$752,661.00			Shaded Orange - Funds Already Spent or Encumbered
Total 2024 CRED Street Pavement for Buses & Bikes \$\$ Spent	\$1,587,489.00			Shaded Light Blue - Projects Still Planned for 2024/ to Encumber for 2025 - Project \$\$ Costs Estimated
<b>TOTAL 2025 CRED Funds SPENT</b>	<b>\$2,340,150.00</b>			
<b>2024 Funds REMAINING funds still Available</b>	<b>Totals</b>			
Total CRED \$\$ for Signal Modernization Available	\$1,947,339.00			
Total CRED \$\$ for Street Pavement for Buses and Bikes Available	\$1,246,511.00			
Total CRED \$\$ Remaining	\$3,193,850.00			
<b>2024 CRED Planned Projects</b>	<b>Totals</b>			
Signal Modernization Projects	\$910,000.00			
Street Pavement for Buses and Bikes Projects	\$2,283,850.00			
Total CRED \$\$ Funds Planned for 2024 (or Encumbered for 2025)	\$3,193,850.00			
Remaining CRED \$\$ Funds after Spent/Planned	\$0.00			