

**Questions regarding the Budget Presentation for
Bloomington Housing Authority 8/28/24
Director Kate Gazunis**

Councilmember Isak Asare's Questions

1. On page 188, regarding the number of housing units or vouchers, could you specify the target number for 2025? Additionally, what is the **baseline** you are using to measure progress towards these goals?

The BHA is unfamiliar with the term "baseline" in this context. That is not a term we use with our vouchers for the annual and five-year plans we submit to HUD. HUD has awarded us 1696 vouchers and expects us to fill 98% of these. The only way the BHA can increase this number is if we apply for "special" vouchers when they are awarded via a NOFA, which we see in the Federal Register.

2. On page 191, the document outlines several goals for the Bloomington Housing Authority. How are these goals specifically reflected in the budget allocations? Could you provide a breakdown showing how each goal is funded?

This is not an exercise that the BHA is required to provide to HUD for our vouchers. Our other sources of revenue are the fees we are paid for managing the vouchers, for managing the RAD properties, rents paid to us from tenants and HUD, and grants. The five-year plan is currently being advertised for a public hearing on September 20th, after which it will be adopted by the Board of Commissioners and submitted to HUD.

The City of Bloomington has given the BHA many grants over the years, each with its own specific goals and budget reports. We enter into contractual agreements or MOUs with the city for these grants, and each comes with its performance standards.

3. On page 200, you mention several ongoing programs. Is there evidence that these programs have been successful to date? How is this success measured, and is the current budget allocation sufficient to maintain or expand these programs?

As the BHA has never seen the City's Budget Book, and to my knowledge has never been included in it before, I am unsure as how to answer this question. The BHA does not use the same programs to write or track its goals as the City.

4. Given the significant needs outlined, the current budget requests seem modest. Can you explain why you believe these requests are appropriately sized? Additionally, could you provide evidence that continuing programs have delivered the intended outcomes and are worth the continued investment?

The City of Bloomington does not fund any portion of the Housing Authority's budget, and therefore, there must be some misunderstanding... the BHA is not requesting any funds from the City's budget. As stated earlier, our funding comes from three sources: HUD, fees for the management of the RAD properties from the property owners, rents which are paid by tenants and HUD, and grants (most of which come from the city.) The BHA is not a city department, and no funds from the City are anticipated in our presentation.

I would be happy to provide an estimate of the revenue we anticipate for next year when we finish a draft of the BHA budget in October for the Board of Commissioner's review. The final budget is scheduled to be adopted in November.

Councilmember Isabel Piedmont-Smith's Questions

1. Related to Goal 2: Since the SHCDC has been using ARPA money from the city for the landlords' "insurance guarantee" to increase the number of units actually available to voucher recipients, what's going to become of this program after ARPA funds run out. Do you have plans for this?

We will continue to look for grant funding for the insurance portion of the Landlord Risk Mitigation program. We will absorb the staffing costs for teaching "hard-to-house" individuals and families in our voucher program administration fees.

We will discontinue the "insurance" portion of the program if we do not secure additional funding.

2. Under Goal 3: You say the BHA must "transform the internal Human Resources structure" to continue to be a "high performer" in the eyes of HUD. What's wrong with your current HR structure, and how do you plan to reform it?

The Current HR program consist of part-time administration by the Executive Director, with payroll and benefits being managed by the Finance department. Last year, the BHA spent substantial money to train the Administrative Assistant to attend professional HR classes, but that person could not pass the exams. Therefore, for 2025, the BHA is looking to hire an HR or contract out its HR management. With the amount of development the ED has been tasked with, it has been challenging to update the Employee Handbook and commission a new salary study. The Board of Commissioners has not made a decision which approach they prefer, so staff is exploring both options and will present its recommendations to the Board at the same time it presents the budget to the BOC.

3. Under Goal 3: You also mention incorporating DEI principles to meet HUD guidelines for the "high performer" status. How do you intend to do this?

To be recognized as a "High Performer" agency by the Department of Housing and Urban Development (HUD), a Public Housing Agency (PHA) must meet the following criteria:

- Score at least 90%: Section Eight Management Assessment Program (SEMAP) assessments. (This standard applies only to managing the voucher program since the BHA no longer has public housing.)
- Meet performance standards: A PHA must meet basic performance standards and demonstrate competency in program administration.
- Comply with regulations: A PHA must demonstrate compliance with HUD regulations.
- Use resources efficiently: A PHA must efficiently use funding and resources.

- Serve the most needy: A PHA must serve the greatest number of needy residents. (75% or more of the vouchers are issued to households who earn < 30% AMI.)
- Pass audits: A PHA must pass HUD audits and inquiries.

The DEI portion of the BHA's "High Performer" goals is to be in alignment with Executive Order 14035 to help build a diverse, equitable, inclusive, and accessible workforce that represents all individuals and cultures, all while complying with merit principles and applicable Federal laws.

Currently, the BHA staff consists of the following:

White 90%,

Black/African American 7%

MENA 3%

37% male

63% female

BHA Interns

White 60%

Hispanic or Latino 40%

Affirmatively Furthering Fair Housing means that the BHA needs to do more marketing and outreach to the Hispanic and Asian communities to reflect the Bloomington community more closely.

Voucher holders are currently:

White 80% (of which 3% are Hispanic/Latino)

Black/African American 20%

Asian .5%

**Questions regarding the Budget Presentation for
Housing & Neighborhood Development 8/28/24
Director Anna Killion-Hanson**

Councilmember Isak Asare's Questions

1. On page 195, regarding the goal to improve access to affordable housing, what is the current baseline and the target for this year? How do you plan to measure progress towards this goal?

This year is a tough year to have as a measuring stick. We have so much more money in ARPA funds, CRED, ED LIT so we are able to do more. Measuring this year and next is not apples to apples. Progress and success will be the ability to help and not turn away residents in desperate situations. Progress will be more market turnover. Progress will be new unit production. Progress will be keeping people housed. Progress will be a long term plan.

2. Several budget requests are listed on page 196, but it's not always clear what specific needs these funds are intended to address. For instance, when referring to increasing capacity and efficiency, what specific needs are increasing, and what do you mean by improving efficiency? Could you provide more detail on these points?

I will go over some of this tonight. However, in regards to capacity we simply do not have enough capacity in our rental program or with our HUD programs. We need man power. In regards to efficiency, I want to implement technology and tools to improve our ability to respond. Currently our inspection reports are being written in the office in MS Word without photos of conditions. This is confusing for report recipients. Report writing software can be used to write reports in the field. This means we can quickly release reports. Efficiency can be improved with technology.

There are also a number of tools that we need for the inspectors that they do not carry such as moisture meters.

3. Given that multiple departments and programs, such as CFRD grants, Jack Hopkins, and HAND, are involved in addressing homelessness and housing needs, do you think there's an opportunity to consolidate these efforts for greater impact? How would you propose this be done, if at all?

I do believe there should be a more concerted effort to collaborate. However, HAND deals with HUD and that is highly regulated. HUD encourages collaboration. I would encourage us all to keep a log of funding requests and community needs. We typically have more than double the funding requests than we are able to fill with CDBG funds. Projects that do not get filled should be, in my opinion, considered for Jack Hopkins or others. I also think that we should be analyzing some of these projects similarly. For instance, we have a scoring tool for CDBG. We also have a rubric for analyzing new housing projects. Working together is always better for further reach!

4. The budget requests seem to indicate a need for more funding that requested, particularly in continuing existing programs. Can you explain why you believe these requests are right-sized? Additionally, could you provide evidence that these ongoing programs have been successful and are worth continuing?

I would like to continue the down payment and closing cost program. We currently have \$500k in our ED LIT line for this shared equity program. This provides up to \$50k for down payments. To date we have done 5 this year. \$500k could mean only helping 10 purchases. Since 2021 we've had 14 total shared equity down payments.

5. It appears that bolstering Section 8 de-risking is not included in the budget requests. Given the importance of efforts around section 8 vouchers in addressing homelessness, might this be an area where additional funding should be requested? What are your thoughts on this?

I need more clarification on this question. The TBRA and Eviction Prevention I have proposed all help mitigate section 8 de-risking but are not completely tied to section 8 recipients but rather our entire community. TBRA could be used for applications, deposits, utilities and supplementation on unaffordable rents. TBRA can help keep those most at risk of becoming unhoused, housed. I will go over some of this tonight.
(TBRA = Tenant-Based Rental Assistance)

Councilmember Hopi Stosberg's Questions

1) I would be interested in seeing a chart of how AMI has changed in Bloomington over the last 5 years. Choosing any one or two of the family size categories would satisfy my interest in understanding the rate of increase.

Please see the HUD charts below. I also included a HUD estimate of median family income.

1 Person Family			
Year/AMI	30%	50%	80%
2015	\$13,150.00	\$21,900.00	\$35,000.00
2019	\$15,550.00	\$25,850.00	\$41,350.00
2024	\$20,900.00	\$34,800.00	\$55,650.00
2 Person Family			
Year/AMI	30%	50%	80%
2015	\$15,930.00	\$25,000.00	\$40,000.00
2019	\$17,750.00	\$29,550.00	\$47,250.00
2024	\$23,850.00	\$39,750.00	\$63,550.00
4 Person Family			
Year/AMI	30%	50%	80%
2015	\$24,250.00	\$31,250.00	\$50,000.00

2019	\$25,750.00	\$36,900.00	\$59,050.00
2024	\$31,200.00	\$49,650.00	\$79,450.00

Year	Median Family Income
2015	\$62,500.00
2019	\$73,800.00
2024	\$106,100.00

2) Is the tenant-based rental assistance and other HDF funding programs going to be administered by the new Grant Compliance Specialist?

No. Currently we have a lot of rental deposit requests coming in but they are not enough to cover the needs. I will go over some of this tonight.

This shouldn't necessarily increase workload since we are providing deposits, counseling already. This is just increasing what we are able to provide.

While programmatic details have not been sussed out yet I think we may also consider providing some of these funds to other agencies to administer.

3) Since 70% of evictions are fee related, should more money be dedicated to eviction prevention?

It is possible that more is needed. I don't have a clear idea of how much will be enough. If we are able to address the need along with TBRA -we may be able to stretch the dollar.

4) Can you explain what line #539010 "Inter-Fund Transfers" means?

This is actually not a request from HAND. This is placed in our budget by the Controller's office. Alas, it is Jack Hopkins which while council decides this funding HAND facilitates. We do not take any admin money from this line at all if that question comes up.

5) Is there a specific program or position that the ED Lit money gets allocated to?

There are several! The Affordable Housing program manager is paid through ED LIT. There are several programs including the shared equity downpayment and closing cost program, additional neighborhood improvement grants, historic preservation collaboration, ongoing maintenance at evergreen village, staff training and CDFI support.

Councilmember Isabel Piedmont-Smith's Questions

1) Part of the mission statement of HAND is "to preserve community character." What do you, as director of this department, understand to be "community character"?

That is a loaded question! By definition, community character is the distinct identity of a place or the impression it makes on its residents and visitors. Our impressions are formed by our own unique experiences. We are heavily engaged with our residents through boards and commissions, community organizations, community outreach programs and numerous programs. These engagement opportunities help us form our collective definition of community character. Community character changes over time and it is important that we listen to our community residents regularly.

- 2) How are applications for support from the Housing Development Fund evaluated, and by whom? Could we please get a list of which organizations were supported by the HDF, and for which projects, in 2023 and 2024?

There are several differences from 2023 to 2024 with the evaluation of Housing Development Fund applications and administration.

Previously, applications were received on paper forms but are now being transitioned into our shiny, new online platform.

In 2024, HAND implemented a rubric for grading housing development fund requests. This can be found [here](#). Applications in 2024 are evaluated using the rubric by the HAND Director and Affordable Housing Program Manager, discussed in multi department meetings and approved by OOTM.

In 2023, applications were evaluated by the HAND Director and Affordable Housing Program Manager but taken to a monthly Affordable Housing team meeting with ESD, Planning, HAND and OOTM for evaluation.

2023 HDF Projects that I am aware of include:

- Funding to Bloomington Cooperative Living for 410 W. Kirkwood Avenue
- 5 Downpayment and Closing Cost Assistance for Homebuyers

2024 HDF Projects Include:

- Rescue an affordable rental complex for veterans that receive VASH vouchers to preserve 6 units at 40% AMI located at 522 W. Davis. Award was \$95,000 in the form of a grant.
- Support development of an affordable housing project using a group-equity cooperative rental housing model. Avalon Community Land Trust was awarded \$140,000 for the construction of affordable housing (80% AMI or less) using a group-equity cooperative rental housing model that will provide 7 bedrooms located at 1500 W. 8th Street. The funding is in the form of a 0% deferred mortgage.

- Activate 15 (Middle Way House) bedrooms for a vulnerable population at risk of homelessness that are otherwise uninhabitable. Award will be \$100,000 in the form of a 0% forgivable loan.

Councilmember Matt Flaherty's Questions:

- 1) The Housing Trust Fund Board is included in the City organizational chart (pg. 3 of the budget book). Is the Housing Trust Fund Board functional? I don't recall hearing anything about it previously (though I'm of course aware of the fund), and the [City's HTFB webpage](#) is largely devoid of content (no members noted, no documents posted); a regular meeting time is noted here (first Tuesday, 3:30pm), but does not appear on the [city calendar](#). If the board is not functional, when/how did that change come into effect and how is the fund managed now?

The HTFB is not in place. I had flagged this issue for OOTM when I saw it in the Budget Book. The HTFB has not been in place for quite some time.

- 2) 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?

Specific project information for HAND:

Board of Public Works Department requested HAND to trade \$834,000 of their \$1M 2024 CRED allocation with BPW's ARPA allocation. BPW was unable to qualify sidewalk projects with ARPA funds and thus HAND agreed to trade BPW since there were a number of projects that HAND was working on that would qualify for ARPA.

In 2021, HAND provided the Bloomington Housing Authority with funding for a Landlord Risk Mitigation Fund with ARPA dollars. The Landlord Risk Mitigation Fund (LRMF) is a special program of the BHA that offers financial incentive & on-going support to landlords who provide housing opportunities to renters with housing barriers (credit issues, past eviction, legal challenges) or who want to explore renting to residents with Section 8 vouchers. Participating landlords receive a \$2000 safety endorsement for reimbursement for any damages (including unpaid rent) beyond the initial deposit. Unfortunately, it was discovered that the \$2000/unit safety endorsement, which was being held in an account, was an ineligible expense for ARPA. The ineligible amount that was provided to BHA, in total, was \$166,000. It was necessary to reimburse the ARPA fund for that ineligible expense, which HAND used CRED for in 2024. The remaining \$864,000 CRED was traded with Board of Public Works.

**Questions regarding the Budget Presentation for
Planning & Transportation Department 8/28/24
Director David Hittle**

Councilmember Asare's Questions

- 1) On page 214, the goal mentions improving customer service as part of optimizing work processes. Could you clarify what specific aspects of customer service are currently lacking? What outcomes are expected from these improvements, and how will they be measured?

Customer Service and Process-Optimization

The focus for process optimization is presently primarily related to EPL, as it is the platform through which all our work processes flow. P&T staff have regularly-scheduled meetings with ITS staff to rebuild our various workflows, one by one. I'm assured by ITS that EPL can accommodate our needs, and, to their credit, P&T staff participate in these re-build sessions willingly and actively, despite long-simmering misgivings. The same is true for ITS staff, who have been terrifically helpful and are exploring EPL with limited support from its maker. The plan is to work in good faith toward the optimization of EPL.

Where our customer service lacks, it's primarily because our heretofore difficult marriage with EPL results in longer-than-desired permit processing times and compromised communication with applicants and the Monroe County Building Department. Beyond EPL, though, we would benefit from shoring up customer service metrics in a general sense. I outlined a basic set of such potential metrics on page 217 of the budget packet, but I want to work yet this year with staff to arrive at a concrete, more comprehensive and more fully-informed set of measurable expectations with respect to customer service.

- 2) On page 216, you mention optimizing work processes through training, particularly in the EPL system. Is the focus solely on training in EPL, or are there broader strategies for process optimization? How will this training improve efficiency, and are there any plans to reassess the processes supported by EPL?
- 3) I am intrigued by this proposal of using a digital twin for the downtown area. What are your plans for this? I can think of a bunch of things we could do, such as simulating different urban development scenarios to optimize traffic flow and infrastructure, assessing environmental impacts of new projects, and engaging the community through interactive visualizations of proposed changes. We could also monitor infrastructure health in real-time, plan for disaster resilience, and model energy efficiency to ensure sustainable development. Additionally, digital twins could help us analyze economic impacts, optimize resource management, and test new policies before implementation. This technology has the potential to greatly enhance our urban planning and decision-making processes. So what are your plans? And why just downtown? Who will do this? Can I help? How much will this cost?

Digital Twin/3D Modeling

Our more GIS-savvy staff have been engaged in conversation this past year with ITS GIS Manager Meghan Blair about the potential utility of initiating a 3D modeling tool... likely, initially for the downtown area, but eventually to account for the whole city. We've had specific conversations about its potential utility as a sort of pilot project in the College / Walnut Study to allow, as you note in your comments, for clear visualization of re-configured streetscapes, traffic/bike/ped flow, intersection functioning, etc. You also point out many of the other myriad potential uses of 3D modeling.

ITS GIS indicated that they'd bear the cost burden for these initial steps in 2025, but it would make sense for P&T to contribute to the effort in 2026 and beyond. It's really not a question of *if*, but *when*, so far as the establishment of a robust 3D modeling system for Bloomington goes.

- 4) I am intrigued by the possibility of moving towards a form-based code in the future. Could you elaborate on the timeline and the potential costs associated with this shift? How will this transition improve housing development outcomes?

Form-Based Codes

A transition to a true (post-Euclidean) form-based code would require a full overhaul of the UDO. That would involve a relatively specialized ordinance re-write (\$300-500k is a rough estimate) and a timeline of approximately 12-24 months. Prior to (and after) initiation, we'd need to ensure there's an appetite for and an understanding of form-based codes among the council, administration, and in many, many other corners... this would involve a Herculean level of public/stakeholder outreach and education.

Generally changes to zoning code should be contemplated within and called for by the comprehensive plan. Arguably, the current comprehensive plan does call for the incorporation into the UDO of form-based code elements, though it may stop short of providing a clear mandate for an overhaul. So, as part of the process, we'd want to re-visit the comp plan to determine if the direction it provides still accurately reflects the goals of the city.

Form-based codes, where they have been applied, improve housing and other development outcomes by removing risk and increasing predictability for the development community, and by letting the ordinance do the heavy lifting, rather than a long series of approval hearings, for ensuring that what gets built is what the city wants.

I stop short of placing the initiation of form-based codes on the department's plate as a 2025 goal because the preliminary conversation truly does need to be robust.

Councilmember Stosberg's Questions:

- 1) You referenced development of a "digital twin model for the downtown area". What is that?

We actually took this out of our budget for 2025, as ITS's GIS program is going to bear the cost burden for this initial foray into digital twin (3D modeling) in 2025. I'll write more about 3D modeling once I get the full set of CM questions... but for now it's worth noting that State College, PA is a leader in using it for civic purposes, and it is the model for Meghan Blair's (GIS Manager) work. Here's a [nice summary](#).

2) Can you go into more detail regarding the types of interventions/redesign that are included in the SS4A Plan Implementation (goal 2)? For example, are neighborhood greenways captured under this category?

Yes, neighborhood greenways would be included in that category, to the extent they demonstrate improvement to safety along a roadway. The SS4A Action Plan, once adopted, will establish clear criteria for prioritizing transportation improvement projects, with the foremost goal of improving safety. It would be applied to all transportation improvement projects... greenways included.

3) Under Goal 3, you mentioned Monroe County's Value-to-Income Ratio. Can you talk more about this metric? What it means, how it's calculated, what a "good" ratio would be?

Value-to-Income is essentially:

median home value / median household income

The stats I used are from the 2024 update to ROI's [Uplands Housing Study](#), which provides more insight on VIR and its use (page 120). In a nutshell, a community with a VIR of 2 to 3 is healthy and sustainable, and a VIR of over 3 is unaffordable. Monroe County's VIR is 3.74, and Bloomington's VIR is actually over 5, which is high even among peer Big Ten cities.

4) Budget line #53990 "other services and charges" shows a large increase. What is this for?

I'll be talking about that tonight, and will actually be paring that number down significantly for the final budget hearing. I programmed significant headroom into that figure when submitting budget numbers because we expected the linkage study mentioned in the memo to cost upwards of \$250,000, but we learned subsequently that it actually costs half that. Also, two other big ticket items (corridor studies) are both subject to 80% federal matching funds, so they'll cost a lot less than it initially appears.

5) Is there any money budgeted, in any planning/transportation line item, to fund implementation of Safe Streets for All trial infrastructure? (referring to the slides you showed shortening crossing distances with paint, planters, and pole type barriers, temporarily installed little round-a-bouts, etc.)

Yes, we're proposing \$75,000 to be used for trial/demo/pilot infrastructure projects through our 2025 SS4A Demonstration application. \$20,000 of that amount would go toward our local 20% match for the maximum \$100,000 award. So, we'd have \$55,000 left to additionally put toward demo projects.

Councilmember Piedmont-Smith's Questions

- 1) One of your 2025 goals is to commission a linkage fee study, as called for by the UDO, to address affordable housing demand induced by large-scale market-rate projects. Please give an example of how a market-rate project fiscally impacts the housing market such that a fee would be fair and logical. I don't understand the connection.

The linkage fee study would identify the need for affordable housing induced by a specific nonresidential major project. It would come into play when a developer wishes to utilize the UDO's affordable housing incentives (allowing for increased building bulk and height). The idea is that a new major nonresidential project (say, for example, a hotel) would produce a certain number of new jobs, which would in turn exacerbate demand for affordable housing. So, the linkage fee would in effect function as a "voluntary" impact fee to mitigate that induced demand. Per the UDO, the developer would choose to 1) build the amount of affordable housing identified in the linkage study, 2) buy existing market-rate housing and convert it to affordable, or 3) pay an equivalent fee-in-lieu to the city's affordable housing fund.

The linkage study would 1) demonstrate a specific nexus between a major nonresidential project and the corresponding induced need for affordable housing, 2) establish maximum supportable fees for different types nonresidential development, and 3) produce a financial feasibility analysis to demonstrate that fees would not create impediments for new development. Substantial outreach to the development community and key stakeholders would be incorporated into the project, too.

- 2) The Council budget priority memo of June 18th called for a Sidewalk Master Plan. Is this something your department plans to develop in 2025 (in collaboration with other departments)? If so, do you need funding for it - how much?

A "sidewalk team" was assembled across multiple city departments earlier in the year to inform the Public Works Department's current project inventorying and gauging the condition of the city's sidewalk network. That team will be tasked with guiding development of a "sidewalk master plan" (or its equivalent... should trails, paths and other non-sidewalk pedestrian facilities be included? Should there be any intersection with bicycle planning? What's the scale and ultimate purpose of the plan?) Depending on the answers to these questions, the sidewalk plan may be created in-house, or may be commissioned to an external firm. In the event of the latter, Public Works and P&T have consultancy funds available.

Councilmember Flaherty's Questions:

- 1) It seems strange that the Indiana Avenue Safety Improvements project has moved through a public outreach and design stage when it is not funded in either the 2024 or 2025 budgets. Does this reflect a change of some kind and what is the rationale? In other words, when the project planning was given the green light earlier this year, was the plan *at that time* to fund project implementation (and in what year and with what funds)? (Same asked to Engineering since this is a cross-department collaboration.)

P&T will be applying for an SS4A Implementation grant to fully fund the Indiana Ave project. We anticipate a May 2025 Notice of Funding Opportunity, and an approximate \$1.7M total cost (including design). With the 80/20 match, the city's stake of \$340,000 could come from P&T's unused CRED funds. Alternatively, the project may be a candidate for GO Bond funding via the Engineering Dept. There remains an outside chance that Indiana University may share costs for the certain project elements they favor, but as of this writing they remain project-skeptical.

- 2) My understanding from the budget book and Q&A during the budget hearings is that there is *not* currently a plan or funding to develop a Sidewalk Master Plan that would be (1) led by the Planning & Transportation department, and (2) integrated with / adopted as part of the Transportation Plan (and thus Comprehensive Plan). However, in an email from the mayor, she noted that "the Sidewalk Master Plan will be implemented." Perhaps this is a reference to operations & maintenance planning underway in Public Works—which is of course distinct from (albeit relevant for planning considerations) a transportation *planning* document.. Can you please clarify?

After talking with Director Wason, it seems likely that the mayor's email referencing a "Sidewalk Master Plan" is referring to the Public Works Department project, currently underway, which is inventorying and evaluating the condition of the city's existing sidewalk system.

A "sidewalk team" was assembled across multiple city departments earlier in the year to inform that project, and will be tasked with guiding development of a "sidewalk master plan" (or its equivalent... should trails, paths and other non-sidewalk pedestrian facilities be included? Should there be any intersection with bicycle planning? What's the scale and ultimate purpose of the plan?) Depending on the answers to these questions, the sidewalk plan may be created in-house, or may be commissioned to an external firm. In the event of the latter, Public Works and P&T have consultancy funds available.

- 3) In your professional opinion as a planner, do neighborhood greenways and traffic calming measures increase safety for all street users?

Rightly applied, yes.

- 4) Why is the College & Walnut corridor study only funded to 30% design? (Also asked of Engineering)

The 30% design will produce two “preferred alternative” design scenarios, which differ chiefly in that one scenario would maintain College and Walnut’s paired one-way configuration, while the other would revert both streets back to their original two-way orientation. We anticipate receiving those two preferred alternative design scenarios from our consultant imminently, at which point we’ll bring them to the steering committee, stakeholders and the public for consideration and feedback. That process will yield a final preferred alternative. To get to this stage, only a 30% design is needed. Looking forward, the final preferred alternative will inform our pursuit of funding.

- 5) One of the goals for Planning & Transportation is to “Begin Implementation of Safe Streets For All (SS4A) Plan,” which will be adopted in 2024. The budget book also notes: “In the Plan’s initial years, there will be a focus on quick-build, low-cost, big ‘bang-for-your-buck’ projects.”

- In the context of this goal, what does implementation mean to you?
Here, “begin implementation of the plan” would have the same meaning as “begin carrying the plan out”, “begin realizing the plan’s goals”, “begin putting the plan’s recommendations in place”...
- What are the planned funding sources for implementation?
We’ll be applying for SS4A Demonstration funds in tandem with our application for SS4A Implementation funds (for the Indiana Ave project). We’ve budgeted \$75,000 for this purpose, only \$20,000 of which would be necessary for the 80/20 match for the maximum \$100,000 total project funding level. The remaining \$55,000 could fund additional demo/pilot projects.

- 6) 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?

P&T has \$2M in CRED funds, \$445,436 of which is encumbered with the Downtown Street Maintenance Project. The remaining, unused, unencumbered approximate \$1.55M will revert to the general fund in 2025. It is P&T’s intention to pull from that CRED funding as needed in 2025 to accommodate the projects identified here and others as they may arise.

**Questions regarding the Budget Presentation for
Engineering Department 8/28/24
Director Andrew Cibor**

Councilmember Asare's Questions

- 1) In Goal 3, you mention leveraging funding sources, ongoing initiatives, and external investments to make progress on the City's vision for a safe, accessible, and efficient multimodal transportation system. Can you specify the key outcomes that will be used to measure the effectiveness of this resource utilization? Additionally, how will these outcomes be monitored and reported to ensure that the resources are being used optimally and are directly contributing to the intended transportation system improvements? What specific metrics will be in place to assess the impact of these investments on public safety, accessibility, and efficiency? How does the department plan to adjust its strategies if the desired outcomes are not being met?

Great questions and a lot to unpack. We can count or measure many things but the challenge is finding metrics that meaningfully capture the intent of the City's transportation goals and a desire to efficiently achieve them. I'd be happy to work with Council members on framing potential goals on this topic.

- a) *How to measure effective resource utilization?* Engineering can track capital project schedules and costs/change orders/contract amendments; however, that misses the significant infrastructure investments made by others that the Department is involved in and which consumes significant staff time. Prioritization of capital projects is a key part of this goal as well but can be subjective and difficult to quantify.
 - b) *What metrics to track safety, accessibility, and efficiency?* Safety - The goal is Vision Zero by 2039 but that goal extends well beyond a single city department. Accessibility - The City can track curb ramps, new sidewalk, parking spaces, etc., but numbers don't necessarily mean something is being done 'well'. Efficiency - Is something strived for but the City does not yet have a specific target to assess.
- 2) What would it cost to address the implementation timeline gap mentioned on page 230 from the 2019 transportation plan?
A ballpark cost estimate is \$20,000,000.

Councilmember Stosberg's Questions:

- 1) What does "improvements other than building" mean? Budget line 54310
The values in this account number are generally utilized for capital project expenses (e.g., design, construction engineering, and construction).
- 2) How much money is devoted to staff led greenways/neighborhood traffic calming?
Nothing is in the budget proposal for neighborhood greenway projects or staff led traffic calming projects in 2025; however, a possibility is to place \$1,000,000 in a G.O. Bond for

two transportation plan priority projects (e.g., neighborhood greenways). In 2024 there is \$1,200,000 budgeted in CRED funds for neighborhood greenway projects.

Resident led greenways/traffic calming?

\$50,000 is in the proposed budget for the resident led traffic calming program. In recent years this program has been funded with Council Sidewalk resources (it was not in Engineering's budget).

- 3) Is there any money budgeted, in any engineering line item, to fund implementation of Safe Streets for All trial infrastructure? (referring to the slides David Hittle showed shortening crossing distances with paint, planters, and pole type barriers, temporarily installed little round-a-bouts, etc.)

P&T has \$75,000 budgeted for a program like this in 2025 and intends to apply for future SS4A Demonstration Grants to further the program.

Councilmember Piedmont-Smith's Questions:

- 1) In your budget memo, under the "budget impacts" for Goal 3, it says "The city funding on three projects included in the 2025 annual budget proposal will help leverage the use of at least \$940,000 in federal safety improvement funding to primarily improve pedestrian safety and accessibility." You elaborated during the budget hearing that these projects were for downtown curb ramps and crosswalk safety improvements. Could you please say more about these projects, how they are funded, and the federal fund leveraging?

Yes - this funding request is tied to 3 specific projects with programmed federal funding:

- a) [Downtown Curb Ramps Phase 4](#) - The proposed budget includes funding for construction engineering on this project. This project currently has \$133,293 in federal safety funding for the design phase and the Department is targeting an upcoming INDOT call for projects where the Engineering Department intends to apply for additional federal safety improvement program funds that will be available to spend in the next one to two years for the construction phase.
- b) [Downtown Curb Ramps Phase 5](#) (no project website yet as the project will start in 2025) - The proposed budget includes funding for the design of this project. \$241,560 of the funds allocated to this phase of the project will be reimbursed with federal safety funds. Engineering will be seeking additional funding to support the construction phase of the project through the recently advertised MPO Transportation Improvement Program (TIP) call for projects.
- c) [Crosswalk Safety Improvements Project Phase 2](#) - The proposed budget for this project is our estimated local match for construction (\$140,000). Construction is expected in 2025 and the local match corresponds with \$566,753 in federal safety construction funding. The project is currently also utilizing over \$100,000 in federal funding reimbursement for the design phase of the project.

Councilmember Flaherty's Questions:

- 1) It seems strange that the Indiana Avenue Safety Improvements project has moved through a public outreach and design stage when it is not funded in either the 2024 or 2025 budgets. Does this reflect a change of some kind and what is the rationale? In other words, when the project planning was given the green light earlier this year, was the plan *at that time* to fund project implementation (and in what year and with what funds)? (Same asked to P&T since this is a cross-department collaboration.)

This project was identified by P&T as some of the early findings from the SS4A action plan project became available given Indiana Ave was identified as a high risk corridor. Additionally, Engineering is initiating a curb ramp project on the corridor with 2022 PW GO Bond funds and we wanted to be strategic in assuring those curb ramp improvements were consistent with the vision for the corridor. P&T was hoping to utilize 2024 funding for SS4A for implementation of this Indiana Ave project; however, staff capacity and the time associated with the public outreach process made the original timeline impractical. It is likely this project will be targeted with a 2025 federal funding application through SS4A and it has been identified as a candidate for GO Bond funding consideration.

- 2) In your professional opinion as an engineer, do neighborhood greenways and traffic calming measures increase safety for all street users?

Neighborhood greenways and traffic calming measures slow traffic which improves safety for street users when done appropriately. These projects need to be coordinated with other safety/emergency service providers as slower response times can have other safety impacts, and certain devices can also impact key stakeholders like Transit. It's also important to note that things like safety and accessibility are different (e.g., a neighborhood greenway may not address accessibility so these facilities may not serve all users well).

- 3) Why is the College & Walnut corridor study only funded to 30% design? (Also asked of P&T)

Upon further discussion with P&T the corridor study doesn't take the entire corridor to a 30% engineered design but it will develop concept designs at a handful of locations along the corridor. At this point design funding is not being sought for two primary reasons. 1) The study is underway and there is a range of possible concepts that may be selected as the adopted plan for the corridor. This makes developing a cost estimate extremely challenging. 2) The City does not yet have a developed funding strategy which has significant impacts on possible phasing, construction timing, etc. For example, if the MPO TIP is identified as a funding source this project could potentially require multiple phases to implement and the earliest construction funding would be available is 2029. It would be premature to start the design of a project so far in advance knowing the 'existing conditions' are changing on these corridors and the resulting design plans would be out of date if the City starts too soon.

- 4) Is there currently a plan to bond for the projects we have not yet implemented from the Transportation Plan's High-Priority Bicycle Network buildout (which is actually a pedestrian *and* bicycle network)? If so, can you share it please?
(I am answering this question assuming it is directed towards unfunded/unprogrammed projects rather than not yet implemented projects.) Engineering provided some ideas for consideration in a G.O. Bond. One idea is \$1,000,000 for transportation plan priority projects (e.g., two neighborhood greenways). Another idea is for \$1,400,000 for the Indiana Ave project. The Indiana Ave project is not a priority project in the Transportation Plan but is being identified as a priority project as the SS4A Action Plan is being developed. While additional projects may be desired, staff capacity becomes a limiting factor.
- 5) The budget book notes that the capital budget includes some money for *community*-led traffic calming projects. How much capital is available, and how does this compare to the amount of funding annually for the past several years?
\$50,000 is proposed in the 2025 budget. Going by memory, I believe this is a consistent value with what the Council Sidewalk Committee has allocated to the program over recent years.
- 6) Does the 2025 budget include funds for *staff*-initiated traffic calming & greenway projects?
The proposed 2025 annual budget does not include these funds but staff provided a proposal to fund greenway projects with a G.O. Bond.
- If so, how much and what projects are planned at this time? Or if not, why not?
I assume the budget does not include these projects because the proposed 2025 annual budget has ~\$10,000,000 more in expenses than revenues.
 - How much have we budgeted annually for these staff-led projects in the past several years?
 - 2024 = \$1,200,000 in CRED
 - 2023 = \$858,000 in ARPA and \$377,000 in CCD (\$1,235,000 total)
 - 2022 = \$550,000 in ARPA
 - 2021 = \$405,000 in Alt Trans
 - If we don't fund these projects directly, are there other sources (e.g., MPO, federal grants) through which we reasonably expect to access funding in 2025?
Due to their nature and scale, traffic calming and neighborhood greenway projects are not the best candidates for typical federal funding opportunities (e.g., MPO). There may be some overlap between this question and the \$75,000 P&T has budgeted for a program to implement low cost/trial infrastructure in which P&T also intends to apply for SS4A Demonstration Grants to further that new program.

- 7) From 2020 - 2024 (including projections through the end of this year)—i.e., during the first five years of the High-Priority Network buildout:

If necessary, we can research and pull this data but it would be time consuming and I don't have the ability to do it within our time constraints to answer questions. Some costs may be difficult to answer given not all projects were City managed (e.g., Fee Lane north of 17th was a project completed by IU). Happy to discuss further.

- What was the total capital outlay
- How much of that was a direct city contribution (whether annual budget, GO bond, TIF bond, etc.)?
- (Note: $2 / (1+2)$ should give us our leverage ratio for accessing state, federal, or private funding.)

For reference below are priority road segments that utilized at least some funds that were not direct city contributions:

- B-Line Connection to 17th (MPO)
- High Street, Winslow to Arden (MPO)
- 17th Street, I-69 to Eagleson (State, MPO, IU)
- Fee Lane, 17th to Bypass (IU)

- 8) What is the approximate total capital outlay to *finish* the buildout of the High-Priority Network? (I'm assuming this would take multiple years given the current status of ~2/3 "completion" (built or funded) and the inherent limitations of what can be accomplished in one year.) Feel free to give low, medium, and high estimates or otherwise add caveats/assumptions in making these high-level projections.

To continue implementing projects as the City has, the total cost estimate is approximately \$20,000,000. However, if the City was to construct all the identified improvements on the priority corridors the cost estimate would be closer to \$40,000,000.

- 9) Given our historical ability to leverage external funds (identified above over the first five-year period of buildout), approximately what amount of *direct city contribution* (whether budgeted or bonded) would be needed to reach the *total capital* required to build out the final ~1/3 of the High-Priority Network?

Great question with what I believe is a complicated answer that depends on the City's desired timeline and priorities. For example, if the goal is buildout in the next few years it is likely it will need to be funded primarily/entirely with direct city contributions (we'd also need to think carefully about staff capacity). If the time horizon is longer, it opens the door to more outside funding opportunities but then the following question also needs to be answered: How does the City prioritize between the 'priority bicycle facilities network', projects focused on the high injury network, a possible sidewalk master plan, infrastructure maintenance, etc.?

- 10) Zooming out, based on our adopted Transportation Plan and goals, the forthcoming SS4A Action Plan, and a goal of zero deaths *and* zero serious injuries by 2039 (noting 14 deaths and 739 serious injuries from 2018-2022), what is your professional opinion

about the level of city funding (especially capital expenditures) needed annually for these purposes—taking into account the fact we will of course leverage as much external funding as possible? (Note: I'm not asking what has currently been made available or where such funding would come from; rather, I'm simply trying to understand, based on your best professional judgment, what would be needed to meet our goals.)

Generally speaking it's clear that additional funding will be required to achieve this goal but I am not in a position to estimate how much additional funding may be needed at this time. I asked the team (Toole) working on the SS4A Action Plan to develop an estimate of what resources the City may need to realize this goal both with funding for projects and potential staff resourcing so those critical details can be discussed and considered as the plan moves forward towards adoption.

11) 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?

Specific to Engineering, the Department has \$1,200,000 of CRED budgeted in our accounts. These funds have yet to be spent/encumbered but will be utilized to fund the construction of the [Longview](#) and [Thornton](#) neighborhood greenway projects currently in development. If there are surplus funds after those contracts are awarded, it is likely they will be encumbered to fund the design of a future greenway project.

Engineering is also coordinating with PW/Street given \$200,000 of what is in their account is intended to fund the design phase of two traffic signal modernization projects.

Engineering is also managing the [downtown street maintenance project](#) which utilizes some PW/Street CRED funds for the roadway maintenance, some P&T CRED funds for the safety improvement, and some Parking funds (not CRED) for the parking maintenance and ADA parking space components of the project. At this point we have a known contract price but final project costs and breakdowns won't be known until project completion.

**Questions regarding the Budget Presentation for
Bloomington Transportation Corporation 8/28/24
Director John Connell, Controller Christa Browning**

Councilmember Asare’s Questions

Downtown circulator? How can we get this in the budget?

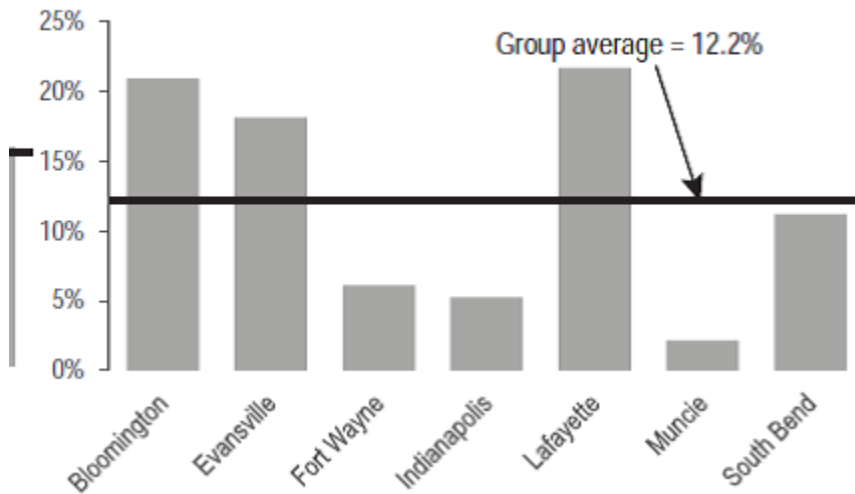
Phase II of the BRT Green Line study, which is currently underway, includes the market analysis of a downtown circulator route and its impact on the proposed Green Line.

Councilmember Stosberg’s Questions

- 1) Is it typical for public transit to be heavily subsidized?

Mr. Connell answered this question with a page from the 2023 Indiana Public Transit Annual Report.

Group One: Fare Recovery Ratio



System	Total Ridership			Total Vehicle Miles		
	2022	2023	Percent Change	2022	2023	Percent Change
Bloomington	1,973,733	2,523,068	27.83%	1,013,796	1,101,757	8.68%
Evansville	823,586	906,183	10.03%	1,247,951	1,255,255	0.59%
Fort Wayne	1,242,583	1,561,932	25.70%	1,811,283	1,882,821	3.95%
Indianapolis	5,552,608	6,889,357	24.07%	9,458,394	9,685,006	2.40%
Lafayette	3,619,901	4,448,266	22.88%	1,911,648	1,864,546	-2.46%
Muncie	838,726	919,135	9.59%	870,714	916,932	5.31%
South Bend	1,145,820	1,255,253	9.55%	1,539,511	1,711,934	11.20%
Total	15,196,957	18,503,194	21.76%	17,853,297	18,418,251	3.16%

- 2) What are the most recent ridership numbers, including any microtransit zone breakdowns you might have?

Year to Date 2024 BT Ridership: 1,314,220 Fixed Route, 19,085 Access, (through July)

Micro Transit launch July 15th, has not been aggressively advertised due to a driver shortage. Ridership since the launch averages 1-4 trips per day.

Councilmember Piedmont-Smith’s Question

- 1) The projects in your memo that are funded by ED-LIT add up to \$4,877,746. The city commitment is to transfer \$3,806,100 to BT each year. So can we assume \$2,494,746 of the \$4,877,746 total is from 2024 ED-LIT funds? Then that means only \$2,383,000 in 2025 ED-LIT funds are budgeted. There is \$1,423,100 in 2025 ED-LIT commitment remaining - how will that be spent? Or am I misunderstanding the numbers?

Carryover ED-LIT funds will be used for a portion of local matching funds for the New Administration, Operations and Maintenance Complex. BPTC plans to apply for \$35,000,000 in discretionary federal funding and will need \$8,750,000 in local matching funds. Project Funding Details Below:

FINANCIAL PLAN FOR NEW BPTC ADMINISTRATION, OPERATIONS AND MAINTENANCE COMPLEX

Project Components			Cost Estimate:
1. Property Acquisition Consultant Services (Local Funding in Obligated)			\$250,000
Consultant under contract to identify suitable and viable potential sites in accordance with the standards established in the Final Report of the Wendel/WilburSmith Facility Expansion Feasibility Study. Consultant given Notice to proceed with NEPA study on top ranked parcel.			
2. Land Purchase (Local and Federal Funds Accrued)			\$10,000,000
STP Flex Funds	FY2022	\$69,575	
	FY2023	\$3,978,983	
FTA 5307	FY2021	\$701,497	
	FY2023	\$3,249,945	
Total Federal		\$8,000,000	
Local Funds		\$2,000,000	
Total		\$10,000,000	
3. Preliminary A & E, Site Plan			\$600,000
Local Funds Accrued	FY2024 ED-LIT		\$600,000

4. Final Design and Construction		\$43,750,000
FTA 2024 5339(b) Bus & Bus Facilities Competitive Program		
	\$35,000,000*	
Local, State PMTF, ED- LIT	\$8,750,000	
Total	\$43,750,000	

**Questions regarding the Budget Presentation for
City of Bloomington Utilities 8/28/24
Director Katherine Zaiger**

Councilmember Stosberg's Question

- 1) To follow up on Isabel's inquiry about shut offs, are shut offs happening to the same customers repeatedly, or are these shut offs of 9000 unique customers? Are there seasons where there tend to be more shut offs?

The 9000 shut off requests that were referenced in the budget memo are not all unique customers. Additionally, it should be noted that these shut off requests occur when a customer is delinquent on their account and a request is made by customer service staff to have our field staff shut off the water. Often when a request is made, the customer will pay before the actual shut off occurs. This means that the number of these requests that result in physical shut-offs is lower. This is the first year that we have been able to collect data through Cityworks on these work orders so we should have year to year data on these physical shut offs by the end of next year. Shut-offs are done on a weekly basis and we did not identify that the shut offs were happening with any seasonality.