

Bloomington Common Council Regular Session Packet Addendum #2

Wednesday, June 10, 2026, at 6:30 p.m.

Council Chambers, City Hall, 401 North Morton Street, Bloomington, IN 47404

The meeting may also be accessed [remotely](#)¹.

1. Amendment 1 to Ordinance 2026-12 To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" to Create a Chapter for Streets and Alleys that are Closed to Vehicular Traffic
2. Presentation for Ordinance 2026-12
3. Amendment 1 to Ordinance 2026-13 To Amendment Title 2 Regarding Loans Between Utilities

Bloomington City Council meetings can be watched on the following websites:

- [Community Access Television Services \(CATS\)](#)²
- [City's YouTube Channel](#)³

[Materials for this meeting](#)⁴ are available on Council's website.

¹ <https://bloomington.zoom.us/j/84187908050?pwd=iR8unTAq48xdfR18lzNOEobb2INBBB.1> Meeting ID: 841 8790 8050 Passcode: 103783

² <https://catstv.net/>

³ <https://www.youtube.com/@citybloomington>

⁴ <https://bloomington.in.gov/council/meetings/2026>

Amendment

Legislation: Ordinance 2026-12
Amendment: No. 1
Submitted by: CMs Daily and Rosenbarger
Date: June 10, 2026

Proposed Amendments:

1. The Preamble should be amended to delete the fourth whereas clause in its entirety and add the following two clauses:

Whereas, in the Common Council Budget Priorities sent by the Council on April, 1, 2026, the Council stated in Priority No. 10 its desire to create vibrant third places to activate spaces and invest in ensuring public spaces are high quality, engaging, and active;

Whereas, the City of Bloomington's Climate Action Plan, which was unanimously adopted on April 21, 2021, includes Action TL1-A-5 for Transportation and Land Use Goal 1: the city would "[d]etermine appropriate locations for car-free pedestrian zones in high-density areas," including supporting periods of time when Kirkwood would be closed to vehicular traffic;

2. Section 1 of the Ordinance should be amended to delete the following section, including Schedule Y:

Upon those alleys and parts of alleys described in Schedule Y, attached hereto and made a part hereof, motor vehicular traffic shall be prohibited on such dates as are indicated therein. In case of emergency, or other practical difficulties, the City Engineer may temporarily restore motor vehicle traffic as authorized in 15.08.040 - Temporary, experimental or emergency traffic regulations. If the City Engineer proposes to restore motor vehicular traffic for more than 90 days (consecutive days, or cumulative over the span of the annual closure), the restoration must be approved by the City Council.

SCHEDULE Y

Restricted Alleys

Alley-Between	From	To	Closure Period
E Kirkwood Ave and E 4th St.	S Walnut St	~100' east of S Walnut St	Annual

3. Add to the Ordinance the following Sections 2 and 3:

Section 2. Severability

If any section, sentence or provision of this legislation, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this legislation which can be given effect without the invalid provision or application, and to this end the provisions of this legislation are declared to be severable.

Section 3. Effective Date

This Ordinance shall have an effective date of April 21, 2027.

Synopsis:

This amendment updates proposed Ordinance 2026-12 to update portions of the preamble to reflect stated goals and outcomes of the Common Council, to remove references to any alley closures, and to add severability and effective date Sections.

06/10/2026 Regular Session Action: Pending

Redline markup showing the proposed changes by Amendment 1 (deleted text in red strikethrough: ~~example 1~~; added text in red: ~~example 2~~):

Bloomington Common Council Ordinance No. 2026-12 - To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" to Create a Chapter for Streets and Alleys that are Closed to Vehicular Traffic

Preamble

Whereas, the City of Bloomington originally implemented the seasonal conversion of certain blocks of Kirkwood Avenue to a carless street to support local businesses, enhance pedestrian safety, and foster community vibrancy; and

Whereas, the Common Council, in Resolution 2025-05, signaled a commitment to a predictable seasonal schedule, and still seeks to provide long-term certainty to businesses, residents, and visitors regarding the summer street closure, allowing them to plan, adapt, and invest with confidence; and

Whereas, the Common Council recognizes that while daily visit rates may fluctuate due to construction or weather, the documented increase in "dwell time" suggests that a pedestrian-oriented Kirkwood Avenue creates a higher quality of engagement and a more meaningful "third space" for the community; and

~~Whereas, this Ordinance seeks to harmonize the administration's goal of a "comprehensive vision" with the public's desire for a car-less Kirkwood, ensuring that the street remains a safe, inclusive, and vibrant destination during the peak visitor months of April through November; and~~

~~Whereas, in the Common Council Budget Priorities sent by the Council on April, 1, 2026, the Council stated in Priority No. 10 its desire to create vibrant third places to activate spaces and invest in ensuring public spaces are high quality, engaging, and active;~~

~~Whereas, the City of Bloomington's Climate Action Plan, which was unanimously adopted on April 21, 2021, includes Action TL1-A-5 for Transportation and Land Use Goal 1: the city would "[d]etermine appropriate locations for car-free pedestrian zones in high-density areas," including supporting periods of time when Kirkwood would be closed to vehicular traffic;~~

Whereas, by formalizing this closure within Title 15, the City establishes a transparent framework for governance, allowing the of the City Engineer to manage emergencies while maintaining a consistent and predictable standard for the public; and

Whereas, the City Council is committed to activating Kirkwood Avenue as a premier destination for commerce, pedestrians, civic engagement, and community life, fostering economic vitality and social interaction; and

Whereas, this ordinance does not preclude the City of Bloomington from advancing additional investments in Kirkwood Avenue as outlined in the Transportation Plan and Safe Streets for All Plan, ensuring future improvements align with the city’s vision for a vibrant, accessible, and multimodal corridor.

Be It Ordained by the Common Council of the City of Bloomington, Monroe County, Indiana, That:

Section 1.

Title 15, entitled “Vehicles and Traffic,” is amended to add the following chapter:

15.65 – STREETS AND ALLEYS CLOSED TO VEHICULAR TRAVEL.

Upon those streets and parts of streets described in Schedule X, attached hereto and made a part hereof, motor vehicular traffic shall be prohibited on such dates as are indicated therein. In case of emergency, the City Engineer may temporarily restore motor vehicle traffic as authorized in 15.08.040 - Temporary, experimental or emergency traffic regulations. If the City Engineer proposes to restore motor vehicular traffic for more than 90 days (consecutive days, or cumulative over the span of the annual closure), the restoration must be approved by the City Council.

SCHEDULE X

Restricted Streets

Street	From	To	Closure Period
E Kirkwood Ave.	S Walnut St.	S Washington St.	April 1 to November 15, annually
E Kirkwood Ave.	S Washington St.	S Lincoln St.	April 1 to November 15, annually
E Kirkwood Ave.	S Lincoln St.	S Grant St.	April 1 to November 15, annually

E Kirkwood Ave.	S Grant St.	S Dunn St.	April 1 to November 15, annually
E Kirkwood Ave.	S Dunn St.	S Indiana Ave.	April 1 to November 15, annually

~~Upon those alleys and parts of alleys described in Schedule Y, attached hereto and made a part hereof, motor vehicular traffic shall be prohibited on such dates as are indicated therein. In case of emergency, or other practical difficulties, the City Engineer may temporarily restore motor vehicle traffic as authorized in 15.08.040 - Temporary, experimental or emergency traffic regulations. If the City Engineer proposes to restore motor vehicular traffic for more than 90 days (consecutive days, or cumulative over the span of the annual closure), the restoration must be approved by the City Council.~~

SCHEDULE Y

Restricted Alleys

Alley-Between	From	To	Closure-Period
E Kirkwood Ave. and E 4th St.	S Walnut St	~100' east of S Walnut St.	Annually

Section 2. Severability

If any section, sentence or provision of this legislation, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this legislation which can be given effect without the invalid provision or application, and to this end the provisions of this legislation are declared to be severable.

Section 3. Effective Date

This Ordinance shall have an effective date of April 21, 2027.

Passed

Passed by the Common Council of the City of Bloomington, Monroe County, Indiana, upon the ___ day of _____, 2026.

Isak Nti Asare
 President, Bloomington Common Council

Attestation of Bloomington City Clerk:

Nicole Bolden
Clerk, City of Bloomington

Presentation by Bloomington City Clerk:

Presented by me to the Mayor of Bloomington, Monroe County, Indiana, upon this ___ day of _____, 2026:

Nicole Bolden
Clerk, City of Bloomington

Approval by Mayor

Signed and approved by me upon this upon the ___ day of _____, 2026:

Kerry Thomson
Mayor, City of Bloomington

Synopsis

This ordinance seeks to codify streets and alleys in Bloomington that disallow vehicular traffic. Specifically, this ordinance codifies the seasonal carless schedule of specific blocks of Kirkwood Avenue. With this ordinance, businesses and residents can expect a permanent seasonal carless Kirkwood, allowing businesses the predictability to invest in outdoor infrastructure for guests. The City Administration has provided valuable operational feedback in its 2026 memorandum, identifying important challenges regarding infrastructure, sanitation, public safety, and accessibility that naturally arise as temporary programs transition toward permanent city fixtures. With that, this ordinance aims to provide the necessary legal and budgetary certainty for the City to move beyond "incomplete solutions" and invest in more permanent infrastructure, such as more ADA-compliant features and high-quality seating, recommended by staff.

Kirkwood Avenue

Seasonal Conversion



2027

Road Map for Discussion

- **Where are we now:**
 - Process to date
 - Ordinance 25-02: To create a car-free Kirkwood, **currently codifying a seasonal, annual Kirkwood conversion**
- **What are we fixing?**
 - Adding language to Title 15 - Vehicles and Traffic to create a chapter for vehicle-free streets and alleys
 - Further clarifying intent of City Council, to have certain blocks of Kirkwood Ave. car-free, except in an emergency
- **Real world examples, data from nearby, and Bloomington goals and plans**

Process and discussion so far

February 2026: ESD and Engineering decided the outdoor dining program would be postponed for 2026 due to lack of participation and budget.

March: CM Rosenbarger worked on initial draft

April 10: Draft emailed to council members, Directors of Planning, Engineering, and ESD, and the Deputy Mayor, asking for feedback and collaboration.

April 28: CM Rosenbarger met with Director Kupersmith

May: CM Daily has spoken with the mayor, Director Kupersmith + Director Cibor, , with with Director Wason, emailed with members of the CCA and with Director Hittle.

May 20 and June 4: Ordinance discussed at 2 council meetings, notes for amendments.

Clarifying City Council Intent: Changes from 2025 to 2026

25-02: In cases of emergency, lack of participation, or any other reason that may render the Program impractical, the Common Council authorizes the City Engineer to permanently or temporarily suspend the Program, in part or in whole.

26-12: In cases of emergency, the City Engineer may temporarily restore motor vehicle traffic as authorized in 15.08.040 - Temporary, experimental or emergency traffic regulations. If the City Engineer proposes to restore motor vehicular traffic for more than 90 days (consecutive days, or cumulative over the span of the annual closure), the restoration must be approved by the City Council.

Criteria 1: Consistent with City Goals and Plans Transportation Plan (Codification vs. Redesign)

Redesign Kirkwood Avenue as a shared street **with focus on pedestrians** (SS-1)

<p>Codify to disallow vehicles during certain months and hours</p>	<p>Design charrette to gather input and ideas of residents, IU, and business owners and to continue to work with CCA.</p>
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In order to implement the shared street recommendation on Kirkwood Avenue, from Indiana Avenue to Walnut Street, the City should first pursue a design charrette to gather input and ideas of business owners, residents, Indiana University, and other stakeholders. The design charrette would help to establish the vision for the street based on input, identify design elements that are important to stakeholders, and chart a clear path forward.

Comprehensive Plan: Transportation

Goal 6.1: Increase Sustainability

6.1.2 Balance economic, environmental, accessibility, and equity issues in local transportation decisions.

6.1.5 Encourage the concept of streets as not merely for transportation, but as important public spaces where community thrives.

Goal 6.3: Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.

6.3.1: Prioritize pedestrian and bicycle infrastructure within Bloomington and to connect with surrounding communities.

6.3.3: Enhance the pedestrian and bicycle network with benches, pedestrian-scaled lighting, bicycle parking, street trees and landscaping, interpretive stations, public art, and/or other features to further improve the physical conditions that support walking and biking.

Goal 6.4 Prioritize Non-Automotive Modes: Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.

6.4.1: Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities.

Comprehensive Plan: Downtown

Goal 4.3 Promote Walking, Biking and Public Transit: Promote walking, biking and public transit for all ages and abilities by integrating housing, and employment, with entertainment, shopping and other forms of commerce.

4.3.1: Create opportunities for an enhanced residential, retail, and restaurant presence within Downtown that caters to a diverse range of residents and visitors.

Goal 4.5: Promote a Sustainable Downtown: Seek to establish Downtown as a model of sustainability, with special attention to inclusivity and safety.

4.5.1: Pursue sustainability projects that can serve as models for private residents, non-profits, and businesses throughout the community.

4.5.2: Collaborate with public safety and social services professionals, as well as residents, merchants and landowners, to work toward an environment where everyone feels safe and welcome.

Comprehensive Plan: Culture & Identity

Goal 2.1 Public Space for Culture: Support cultural spaces in all areas of Bloomington, especially Urban Village Centers (see Chapter 7), Downtown, and around the Indiana University campus, where they are publicly accessible to a broad and diverse range of people (ages, incomes, backgrounds, and races) and can help activate the public realm. These cultural spaces should be collaborative, whenever possible, and incorporate or represent a broad range of art types, art forms, and artists.

2.1.1: Place an emphasis on public space design within the private development realm – including, but not limited to, the pedestrian and active transportation environments

2.1.3: Encourage partnerships with Indiana University and Ivy Tech, and the public, private, and nonprofit sectors, to engage in creative placemaking projects

Goal 2.3 Resilient Public Spaces: Ensure public spaces are of high quality, engaging, and active.

2.3.2: Ensure public spaces are accessible to all ages and abilities and serve to connect all generations.

Climate Action Plan

Transportation and Land Use

TL 1A-5: Determine appropriate locations for car-free pedestrian zones in high-density areas. Establish implementation based on Kirkwood pilot project observations and recommendations. Evaluate feasibility of limiting vehicles on certain days of the week and implementing congestion parking pricing, where appropriate.

The goal of the Bloomington Climate Action plan is to reduce greenhouse gas emissions by 25% (below 2018 emissions levels) by 2030 and achieve carbon neutrality by 2050.

Third Places: Public Spaces

Robust social networks [improve a person's mental and physical health](#) and their access to resources that can empower them [toward economic and social prosperity](#). **Public [third places](#) are important venues for facilitating social connections in cities, but a lack of sustainable funding, modernization, and upkeep threatens their existence.**

As hallmarks of thriving cities, third places are **shared public spaces** (other than home and work) that **host casual hangouts, foster chance encounters, and bring families together. Historically, publicly owned third places have also been free.**

The [decline of third places in recent years](#) has also coincided with [rising loneliness in US cities](#) and a weakened sense of [well-being in communities](#). Without these crucial gathering spots, people have fewer opportunities to feel valued in their communities, participate in civic engagement, and access or engage in other [activities strongly linked with long-term prosperity](#).

As local leaders, including urban planning agencies and local placemaking organizations, are charged with improving the vitality of cities, developing and preserving public third places and ensuring equitable access to them will be essential first steps.

Kirkwood Community Association is in support of the seasonal, annual conversion, citing Third Places as a priority.

Bloomington

Population
85,000*

Median Income
\$50,465

Per Capita
\$35,299

Iowa City

Population
75,000*

Median Income
\$58,546

Per Capita
\$37,842

State College, PA

Population
91,000*

Median Income
\$45,424

Per Capita
\$39,689

Burlington

Population
45,000*

Median Income
\$71,109

Per Capita
\$40,192

Iowa City, Iowa

Scale: It consists of a couple of tightly integrated blocks right where the campus edge meets the civic downtown core, very similar to the relationship between Indiana University's Sample Gates and Kirkwood Avenue.

Funding & Management: Rather than the city shoulders 100% of the operational burden, Iowa City relies on a Downtown District (a Business Improvement District model) to handle daily activation, programming, and clean-up.

Actionable Takeaway: It proves a city of 75,000 can successfully maintain a permanent, brick-and-mortar pedestrian zone year-round. It works because it serves as a dual-purpose space: a playground for families by day, and an active nightlife/dining hub by night.

Navigating Public Safety & ADA Code

- **Safety:** When Iowa City codified their permanent pedestrian zone, they didn't just put up bollards. The entire right-of-way was engineered to support a **20-foot wide unobstructed fire lane** straight down the center of the brick pavers.
- **Design:** The "third space" activations (benches, planters, public art, and playground equipment) are legally restricted to the "outer zones" closest to the building faces. To the untrained eye, it looks like a unified park; to the Fire Chief, the center is an engineered, unobstructed highway capable of supporting a 40-ton ladder truck.
- **For Bloomington: Consider micro-transit** for getting people onto Kirkwood blocks, with micro-autos (seen on the B-Line), BT access golf carts, or pedicabs.

This addresses safety concerns by demonstrating that codifying a space doesn't necessarily mean blocking emergency services; it means engineering the safety layout permanently so you don't have to guess during a seasonal rollout.

State College, Pennsylvania

For decades, State College debated permanently closing a block of Allen Street (their equivalent of Kirkwood) to build a pedestrian mall. Local political hesitation, business pushback regarding parking, and the pandemic repeatedly stalled it.

The Pivot to a Pilot: To bypass the gridlock of a permanent million-dollar infrastructure overhaul, the borough partnered with a local improvement district to launch a **seasonal pocket park/pedestrian mall** on a downtown side block.

Funding: This project was funded in part by a targeted state authority grant rather than pulling entirely from the general fund capital budget. It utilizes temporary overhead lighting, flexible seating, public art, and planters.

Actionable Takeaway: It allows local leaders to gather hard data on foot traffic, sales tax impact, and community reception before committing to permanent concrete changes.

The "Corridor Study First" Compromise

- **How they bypassed the delay:** Rather than letting a multi-year corridor study stall all momentum, the borough used a "**Pilot-to-Study**" **feedback loop**. They implemented their "East End Social" pilot *simultaneously* with their urban design studies.
- **Data-Driven Codification:** They used the pilot to gather real-world data on the exact questions the administration was asking?
- **For Bloomington:** State College provides a precedent for writing the study *into* the legislative mandate, using a seasonal codification as the living laboratory that feeds data directly into the administration's 2027 corridor goals.

Burlington, Vermont

Governance: Church Street is unique because it is a department of the City of Burlington, but it operates under a charter that sets up a dedicated commission. It is largely self-sustaining through a combination of common area fees paid by downtown property owners, vendor cart fees, and event revenues.

The Micro-Retail Strategy: Because small cities can't always rely on massive corporate retail anchors to fill space, Burlington activates its pedestrian mall by issuing permits to more than 20 food/retail cart vendors and hundreds of street performers annually. This keeps the space dynamic without requiring brick-and-mortar build outs.

Actionable Takeaway: It shows how a smaller municipality can use a dedicated commission and fees to ensure a pedestrian zone pays for its own maintenance and programming, minimizing the draw on the city's general fund.

Overcoming the "Logistical/Delivery" Hurdle

- **The Operational Compromise:** Burlington codified a "**Timed Access**" window. Between the hours of 6:00 AM and 10:00 AM, the pedestrian mall automatically converts into a managed loading zone. Removable or automated bollards allow heavy delivery trucks to drive directly onto the mall to service retail and restaurants.
- **The Hard Cut-Off:** At precisely 10:00 AM, all vehicles must clear the space, bollards are secured, and the space transitions entirely to a pedestrian third space for the remainder of the day and night.
- **For Bloomington:** This is a direct compromise for the pushback from local businesses and logistics managers noted in the memo. It proves you can have a dedicated pedestrian corridor without cutting off the logistical lifeblood of independent retailers.

Fresno Study

Counter points:

Cited: Pedestrian malls in the United States have an 89% rate of failure. Most have been removed or repurposed. Only 11% have been successful.

Left Out:

- Of the 11% successful pedestrian malls, 80% are in areas with populations under 100,000.
- Certain indicators need to be present for a pedestrian mall to be successful in the United States: near or attached to a major anchor such as a university, situated in close proximity to a beach, designed to be a short length in terms of blocks, in a town/city with a population under 100,000, and/or located in a major tourist location such as Las Vegas or New Orleans.
- This study is from 2015. A LOT had changed in the world since then.

Economic Development increases when walking and biking opportunities increase

Impulse spending: Bicyclists and pedestrians make more frequent trips and find it easier to make impulse stops.

Higher monthly spend: Over a month, customers arriving by bike or foot often spend the same or more than those arriving by car.

Retail revitalization: Data from NYC showed the Ninth Avenue redesign has a 49% surge in retail sales following the installation of protected bikeways.

Destination tourism for all modes of travel

Nearby Studies: Midwest States (and Vermont)

In Wisconsin, a 2010 study found that bicycle recreation and tourism contributed \$924 million to the state's economy and estimates that "the potential value of health benefits from reducing short car trips and increasing bicycling total \$409 million"

In Iowa, a 2011 study found that recreational riders generated \$364 million in economic activity, with a health savings of \$74 million

In Minnesota, a 2009 study found that value of all goods and services produced in the state attributed to bicycle riders' spending came to \$261 million, supported more than 5,000 jobs, and helped generate \$35 million in taxes

In Vermont, a 2009 study showed that biking and walking created at least 1,400 jobs, \$41 million in wages and \$83 million in revenue

Chicago and Montreal

Montreal: Annual Pedestrian Zones (along 10 streets)

- 90% approval rating from visitors and residents
- 60% of local businesses approved of the pedestrian street
- 17-86% increase in foot traffic

Chicago: Sundays on State

- More than 1 million attendees in 2023
- Two events had an economic impact over \$7.8 million
- Because of this success, Chicago looks to permanently bring back pedestrian streets.

Snapshot on job creation

According to a study by the Policy Economy Research Institute, bicycle projects create 11.4 jobs for every \$1 million invested — 46% more than car-only road projects. Job creation potential decreased as infrastructure dedicated to automobiles increased: Pedestrian-only projects create an average of about 10 jobs per \$1 million, and multi-use trails create nearly as many, at 9.6 jobs per \$1 million. Infrastructure that combines road construction with pedestrian and bicycle facilities creates slightly fewer jobs for the same amount of spending, and road-only projects create the least, with a total of 7.8 jobs per \$1 million.

-Smarthgrowth America

Amendments & Actions

- Amendment: Removing alleys from ordinance
 - Amendment: Effective start date of April 2027
 - Amendment: Whereas clause to include council 2027 budget priority of “activating public spaces” and Climate Action Plan goal for ped-only streets
 - Consider: Permanent change
-
1. Council: Codify blocks of Kirkwood that will disallow cars in April 2027
 2. Council: Resolution requesting funding for Kirkwood redesign in
 3. Planning Dept & Council: Deliberation sessions/design charrettes for design
 4. Redesign
 5. Open in April as shared street seasonally, annually.

Amendment

Legislation: Ordinance: 2026-13
Amendment: No. 1
Submitted by: CM Stosberg
Date: June 10, 2026

Proposed Amendment:

Section 1 of proposed Ordinance 2026-13 shall be amended to read as follows:

2.24.091 - ADMINISTRATION OF UTILITY MONEYS; CASH RESERVE FUND; LOANS BETWEEN UTILITIES.

The money belonging to each city owned utility shall be kept by the city controller through the assistant director of finance for the Utilities Service Department as separate funds as required by any bond ordinance or accounting procedures established by the state's Board of Accounts. A Cash Reserve Fund is hereby created for each city owned utility. Each of the City's utilities is authorized to transfer surplus earnings each month hereafter to their respective Cash Reserve Fund created in this Section and pursuant to Indiana Code. The Cash Reserve Fund of one city owned utility may be used to make loans to another city owned utility for periods not to exceed five years, at any interest rate, subject to required approvals, if any, by the Indiana Utility Regulatory Commission. The repayment of the loan and any interest shall be returned to the Cash Reserve Fund.

Synopsis:

This amendment updates Section 1 to clarify language on establishing Cash Reserve Fund and City utilities ability to make monthly deposits of surplus earnings.

06/10/2026 Regular Session Action: Pending

Redline markup showing the proposed changes to Section 1 (deleted text in red strikethrough: ~~example 1~~; added text in red: ~~example 2~~):

Section 1: Section 2.24.091 shall be added to the Bloomington Municipal Code as a new section and shall read as follows:

The money belonging to each city owned utility shall be kept by the city controller, through the assistant director of finance for the Utilities Service Department, as separate funds as required by any bond ordinance or accounting procedures established by the Indiana State Board of Accounts. A Cash Reserve Fund is hereby created for each city owned utility. ~~Each of the City's utilities is authorized to transfer surplus earnings each month hereafter to their respective Cash Reserve Fund created in this Section and pursuant to Indiana Code. , and the Utilities Service Department, by its Bloomington Utilities Service Board, shall hereafter carry the same on the records of each city owned utility by providing for monthly contributions or transfers to the Cash Reserve Fund of surplus earnings of each utility.~~ The Cash Reserve Fund of one city owned utility may be used to make loans to another city owned utility for periods not to exceed five years, at any interest rate, subject to required approvals, if any, by the Indiana Utility Regulatory Commission. The repayment of the loan and ~~any~~ interest shall be returned to the Cash Reserve Fund.