



City of Bloomington Common Council

Legislative Packet

Containing legislation and materials related to:

Wednesday, 07 June 2023

Regular Session at 6:30pm followed by
Committee of the Whole at 8:00pm



CITY OF BLOOMINGTON COMMON COUNCIL

AGENDA AND NOTICE:
REGULAR SESSION FOLLOWED BY
COMMITTEE OF THE WHOLE
WEDNESDAY | 6:30 PM
07 JUNE 2023

*Council Chambers (#115), Showers Building, 401 N. Morton Street
The meeting may also be accessed at the following link:*

<https://bloomington.zoom.us/j/89360064111?pwd=Q1VkdnloelhCYi9MNHJNNi93RERlQT09>

- I. ROLL CALL
- II. AGENDA SUMMATION
- III. APPROVAL OF MINUTES:
 - A. June 1, 2022 – Regular Session
- IV. REPORTS *(A maximum of twenty minutes is set aside for each part of this section.)*
 - A. Councilmembers
 - B. The Mayor and City Offices
 - i. Report on Sibling City Relationship with Palo Alto, CA
 - ii. Human Rights Commission Annual Award Presentation
 - iii. Pavement and Sidewalk/Sidepath Conditions Report
 - C. Council Committees
 - D. Public*
- V. APPOINTMENTS TO BOARDS AND COMMISSIONS
- VI. LEGISLATION FOR SECOND READINGS AND RESOLUTIONS
 - A. Resolution 23-09 -- A Resolution of the Common Council of the City Of Bloomington, Indiana, Endorsing and Urging Passage of Indiana Legislation Establishing a Driver Card for Undocumented Indiana Residents
- VII. LEGISLATION FOR FIRST READINGS
 - A. Ordinance 23-12 – An Ordinance To Amend Ordinance 22-26, Previously Amended By Ordinance 22-40, Which Fixed the Salaries of Appointed Officers, Non-Union, and A.F.S.C.M.E. Employees for All the Departments of the City of Bloomington, Monroe County, Indiana for the Year 2023 – Re: To Reflect Updates Needing Implementation in 2023

(over)

*Members of the public may speak on matters of community concern not listed on the agenda at one of the two public comment opportunities. Individuals may speak at one of these periods, but not both. Speakers are allowed five minutes; this time allotment may be reduced by the presiding officer if numerous people wish to speak.

To request an accommodation or for inquiries about accessibility, please call (812) 349-3409 or e-mail council@bloomington.in.gov.

Posted: 02 June 2023

- B. Ordinance 23-13 – An Ordinance to Amend Ordinance 22-25, Which Fixed the Salaries of Officers of the Police and Fire Departments for the City of Bloomington, Indiana for the Year 2023 - Re: To Reflect Increases in Compensation to Certain Firefighters

VIII. ADDITIONAL PUBLIC COMMENT *

(A maximum of twenty-five minutes is set aside for this section.)

IX. COUNCIL SCHEDULE

X. ADJOURNMENT

followed by a meeting of the:

**COMMITTEE OF THE WHOLE
Wednesday, 07 June 2023 at 8:00 PM**

Chair: Steve Volan

1. Ordinance 23-11 – To Amend Title 6 of the Bloomington Municipal Code Entitled "Health And Sanitation"- Re: Updating And Increasing Fees For Service And Harmonizing Chapters 4 And 5 Of Title 6 Of The Bloomington Municipal Code

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Posted: 02 June 2023



**City of Bloomington
Office of the Common Council**

Minutes for Approval

01 June 2022

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, June 01, 2022 at 6:30pm, Council President Susan Sandberg presided over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
June 1, 2022

Councilmembers present: Matt Flaherty, Isabel Piedmont-Smith, Kate Rosenbarger, Susan Sandberg, Sue Sgambelluri, Jim Sims, Ron Smith, Stephen Volan (arrived at 6:37pm)
Councilmembers present via Zoom: Dave Rollo
Councilmembers absent: none

ROLL CALL [6:36pm]

Council President Susan Sandberg summarized the agenda.

AGENDA SUMMATION [6:37pm]

Rollo moved and it was seconded that the council suspend the rules to allow the council to consider the approval of minutes on the night's agenda in the ordinary course of business. The motion received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

APPROVAL OF MINUTES [6:39pm]

Rollo moved and it was seconded to approve the minutes of October 16, October 22, October 23, October 30, November 13, November 14, November 19, November 20, December 03, December 10, and December 18 of 2019. The motion received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

October 16, 2019 (Regular Session)
October 22, 2019 (Special Session)
October 23, 2019 (Special Session)
October 30, 2019 (Special Session)
November 13, 2019 (Special Session)
November 14, 2019 (Special Session)
November 19, 2019 (Special Session)
November 20, 2019 (Special Session)
December 03, 2019 (Special Session)
December 10, 2019 (Special Session)
December 18, 2019 (Special Session)

Volan reported on the population of Bloomington and its growth, and that the census was the lowest in 2020 and was inaccurate. The COVID-19 pandemic caused many students to return home prior to the census count, resulting in fewer federal dollars for Bloomington and Monroe County. Volan provided additional details on student housing, residence hall census blocks at Indiana University (IU), data from the 2010 census, and the idea that students should be counted where they lived.

REPORTS

- COUNCIL MEMBERS
[6:41pm]

Sims congratulated Sandy Kellar on the 2022 Human Rights Award. He mentioned the various topics that would better the community. Sims spoke about the increase in gun violence nearing endemic levels. He commented on the Future of Policing task force and the Citizens' Advisory on Public Safety commission (CAPS) and urged those groups to work towards a solution.

Sgambelluri extended an invitation to her upcoming constituent meeting.

Ryne Shadday, Chair of the Human Rights Commission, noted that it was the first day of Pride Month. He presented the recipient of the 2022 Human Rights Award, Sandy Kellar, Founder and Executive Director of My Sister's Closet. Shadday discussed the history of My Sister's Closet, as well as its goals, operations, and more. He noted that the authors of Kellar's nomination letter wished to remain anonymous, but that they were comprised of employees and volunteers of the organization. He read the nomination letter. He thanked Kellar for her tireless work in the community.

- The MAYOR AND CITY
OFFICES [6:54pm]

Sandy Kellar said that she lived in an amazing community that allowed her to help others. She spoke about the many messages women receive in their life including negative ones, and her efforts, along with all the volunteers and employees of My Sister's Closet, in making a small difference in women's lives. Kellar noted that the small differences made women feel like they mattered and were

able to make improvements in their lives and their children’s lives. She said that the hopes and dreams of the women that wore the clothes and were now given to other women, passed along those hopes and dreams.

There were no council committee reports.

Marc Haggerty commented on the basketball goals at Switchyard park and some improvements that had been done, but also issues that still needed to be addressed. He spoke about the danger of the bolts on the poles that held the goals. He also commented on gun violence, especially as a threat to women.

Daryl Ruble spoke about potholes. He also spoke about his daughter, Sarah Elizabeth Ruble, who had passed away the previous year, and asked for a moment of silence. He commented on his disdain for traffic-calming structures around town, drugs, issues “at the border,” and other concerns about some community members.

Greg Alexander spoke about the B-Line near the Johnson Creamery, new traffic signals and procedural concerns, engineering design, and the closure of sidewalks during construction. He also commented on the Manual on Uniform Traffic Control Devices.

There were no appointments to boards or commissions.

Rollo moved and it was seconded that Ordinance 22-15 be introduced and read by title and synopsis only. The motion received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0. Deputy Clerk Jennifer Crossley read the legislation by title and synopsis giving the do-pass recommendation of Ayes: 0, Nays: 2, Abstain: 3.

Rollo moved and it was seconded that Ordinance 22-15 be adopted.

Eric Greulich, Senior Zoning Planner, presented Ordinance 22-15 and explained the alley vacation request. He highlighted the concerns regarding the smokestack, overall site plan, proposed rendering of the multifamily building, and the Plan Commission’s approval which included three conditions.

Beth Cate, Corporation Counsel, urged council to seek public benefit in exchange for the right of way vacation. She said that the administration recommended between \$250,000-300,000 to celebrate the historic district of the Johnson Creamery smokestack, as well as an easement for the installation, and a donation of bricks. She described the mechanism for the agreement between the petitioner and city and noted that Peerless had not responded to outreach from staff regarding the request and said that an additional week would be ideal for the negotiation. Cate provided reasons warranting the request to Peerless Development since the vacation provided substantial commercial benefit to them while relinquishing a public asset. She spoke about the permissibility of the request and referenced some goals and policies within the 2018 Comprehensive Plan. Cate stated that staff had been in contact with

- The MAYOR AND CITY OFFICES (*cont’d*)
- COUNCIL COMMITTEES [7:10pm]
- PUBLIC [7:10pm]

APPOINTMENTS TO BOARDS AND COMMISSIONS [7:23pm]

LEGISLATION FOR SECOND READING AND RESOLUTIONS [7:23pm]

Ordinance 22-15 - To Vacate a Public Parcel – Re: A 12-Foot Wide Alley Segment Running East/West between the B-Line Trail and the First Alley to the West, North of 7th Street and the South of 8th Street (Peerless Development, Petitioner)

Peerless regarding the proposed request for public benefit for a long time, though the exact dollar amount was new. Ordinance 22-15 (cont'd)

Michael Cordaro, Peerless Development (Peerless), had been corresponding with the title company because they had not been told of the alley when they purchased the property. They had a claim with the title company and could not enter into an agreement with the city. Peerless was requesting additional time in order to obtain feedback from the title company to then negotiate with staff. He noted the need for additional housing and stated that was a public benefit, as well as tax revenue for the city.

Sims asked whose responsibility it was to research the right of way. Council questions:

Cate stated that it was the purchaser's responsibility.

Sims asked for clarification on how the purchaser, such as Peerless, was not told about the alley.

Cate responded that it was possible that Peerless was relying on an agent that was supposed to diligently research the property, and that Peerless could be a victim in that case. That did not imply that the city was responsible and that Peerless could not negotiate with the city regarding the public benefit request.

Sims asked for staff to weigh in on the proposed postponement.

Cate said staff preferred one week instead of two. She reiterated that staff did not want the dollar amount that Peerless would donate for public benefit to be based on the claim to the title company. Those were two separate items and council should dictate the dollar amount requested of Peerless.

Piedmont-Smith stated that alley vacations were normally judged on their own merit and if the right of way might be needed for public good in the future. She was concerned about putting a dollar figure on the alley vacation, possibly as a quid pro quo.

Cate said that there were a number of things to consider like public benefit and future use of the right of way. She said that case law discussions on right of way vacations included public benefit as well as how the legislative body evaluated a vacation request in exchange for a public asset. A private company was asking council to give up a public asset and council needed to consider the historic district and a proposed brand new, luxury building.

Piedmont-Smith noted that Peerless had stated they would install a plaque honoring the historic district. She acknowledged that it was a problem that the title company did not know of the alley. She asked if they would have adjusted the budget if they had known.

Cate stated that Peerless had been very reluctant in doing anything to honor the historic district, and that the suggestion of a plaque was new. She reiterated that the city had been reaching out many times to Peerless without a response and that the public benefit request was not a surprise. Staff had shown examples of other public benefit artwork with very little interest from Peerless, who made it clear that they would not be increasing their budget.

Flaherty asked if the recent Graduate Hotel public art installation was similar, in that it was in exchange for a right of way vacation.

Alex Crowley, Director of Economic and Sustainable Development (ESD) department, stated that there was not a right of way vacation, but that the scale of the project was large enough that the Graduate Hotel and the city agreed that a contribution to public art would help with the development. He clarified that the commitment had been \$300,000.

Flaherty said that there needed to be a logical and reasonable nexus for a vacation and public benefit request. He asked about the history of the city's vacations.

Cate stated that since she was new to the administration, she was not an expert. She understood that there were not many right of way vacation requests and referenced the consideration of another alley vacation that evening. Cate noted that the goal was to commemorate and celebrate the historic district and commented on the process and discussions. The proposal was of public concern in connection with a project that had a footprint containing a historic district. She did not see a concern with nexus since the request was for the location where the smokestack stood, with significant private benefit.

Flaherty commented on the other proposed right of way discussion which included a better and stronger connection. His concern was with connecting a public benefit with a right of way vacation that could otherwise not occur. He did not see the vacation of the right of way as dependent on the contribution of the public good. He discussed other right of ways and public benefits.

Cate responded that state code did not place a restraint on the right of way and public good, so it was council's discretion. She explained that council could read the guidelines and determine what would be commensurate with the city's values and plans. She said that based on the conversations with Peerless, there was not another way.

Volan commented on alleys and the possibility of adding the alleys to the Hopewell petition. He asked staff about the impact on the building if the alley was not vacated.

Greulich explained that the building would be shortened and provided additional details on the footprint.

Volan asked when Peerless was first made aware of the alley.

Cordaro said it was when they first presented the proposal to the Plan Commission, with the presumption that the alley had already been vacated. He said that Peerless was first made aware that there was not a vacation in October 2021, and explained the process from Peerless's point of view regarding the contribution for public good.

Volan asked when the title company would have an answer for Peerless.

Cordaro said it would be by the end of the following week.

Volan asked Cate if staff objected to postponing the discussion to the next regular session.

Cate said that would be fine.

Sgambelluri appreciated the discussion and asked Cordaro if the units would be market rate and none would be affordable.

Cordaro confirmed that was correct.

Sgambelluri asked Cate if she was aware of the timeline Cordaro described regarding the alley.

Cate stated that she did not have a reason to question the timeline, but that she may not be the best person to answer. She described her interaction with Peerless since her time with the city.

Sgambelluri said that the alley vacation and the public good request were two separate items, but that Peerless appeared to view the items as one. She asked what would occur in the event of a delay.

Cate said that it would delay the entire process. She provided information as to why the two items were separate and options on the table.

Cordaro stated that Peerless could not agree to something with Bloomington without finishing the claim with the title company.

Sgambelluri asked what happened if the title company rejected the claim.

Cordaro said they might still be able to negotiate and dialogue.

Ordinance 22-15 (cont'd)

Rollo asked Cate about the city's priority and if requiring affordable housing as a condition had been explored, given the location.

Cate stated that she was not sure, but she imagined that it was explored.

Robinson explained that Indiana clearly delineated that municipalities could not require inclusionary zoning, per state law. Affordable housing could not be mandated. He provided additional details, including that the petitioner voluntarily chose to include sustainability incentives.

Rollo asked if vacating public property could not be used to manifest affordable housing. He understood state restrictions but stated that the proposal was an exchange.

Robinson said that was not permitted, from a zoning and planning perspective. The alley vacation was a separate process and was not contingent on what the Plan Commission approved. He commented on the title company's error regarding the alley.

Rollo asked who would maintain the artwork in perpetuity and if the city had the ability to provide input on the art.

Cate stated that the city would maintain the art and provided additional details, and would be involved in the process.

Flaherty asked if Peerless would have designed the building differently had they known that the alley was not vacated. He also asked about the process and timeline for redesigning if the alley was not vacated.

Cordaro confirmed that the design would have been different. He said that it would likely take another year, and around \$400,000 to redesign.

Flaherty asked about the level of harm pertaining to the alley, and Peerless's claim with the title company.

Cordaro said one harm was a two year bar on bringing the request back to council. He described other possible harms.

Piedmont-Smith asked when city staff had learned the alley was not vacated.

Robinson understood that it was during the review process in preparing the proposal for the Plan Commission, and that staff had been pressing Peerless for clarity on the alley.

Piedmont-Smith said it was in October of 2021.

Robinson confirmed that was correct.

Piedmont-Smith asked if there would be a pedestrian path between the old and new buildings to get to the B-Line.

Robinson stated that depended on the alley vacation and an easement, for perhaps public art. Legally there was no connection from the alley to the B-Line most likely due to the former train track on the B-Line.

Piedmont-Smith asked what the benefit of the alley was, since there was no connectivity.

Robinson explained that historically the city did not give up right of ways and alley vacations were rare. He reiterated that the alley in question did not connect to the B-Line.

Piedmont-Smith asked Cordaro if the proposal included a connection for pedestrians and bicycles.

Cordaro stated that there would be connection, north of the alley, right up to the B-Line but that there were restrictions with connecting to it. He said there was a space of about six inches.

Sgambelluri asked what the rent per bedroom would be.

Ordinance 22-15 (cont'd)

Cordaro said that studio units would be around \$1100-1200 and the other units would be that price per bedroom.

Sgambelluri asked what the implications would be if Peerless had to redesign. She understood it was possibly about four units fewer.

Cordaro said that he did not know for sure, but that the design would have been different, with possibly the same number of units. He said it was hard to say in hindsight.

Greg Alexander commented in favor of the proposal by Peerless and the alley vacation. Public comment:

Michael Carmin spoke about the process, zoning, alley vacation, and his experience with rights of way.

Rollo moved that council lay Ordinance 22-15 on the table to allow the Petitioner additional time to consider and respond to the administration's request. *Clerk's Note: The motion was not seconded.* Council comments:

Sandberg withdrew the motion without objection.

Volan commented on the history of the alley and the process that had taken place. He spoke about the petitioner's request to delay and the city's request to approve, the proposed amount for public good art, waivers, and Peerless's claim against the title company. He saw no harm in extending the discussion until the next regular session. Volan discussed the process and asked for clarification.

Lucas stated that the petitioner was interested in the delay and delineated detailed actions that council could take.

Sandberg asked if it was better to name a date to which the discussion was postponed.

Lucas confirmed that was correct.

There was additional council discussion regarding postponement.

Cordaro added that postponing until June 15, 2022 would be fine.

Flaherty asked for clarification on potentially amending Ordinance 22-15 with updates according to the discussion.

Cate described possible options. She clarified that the difference she mentioned earlier was regarding the negotiation process. The ordinance pertained to vacating the alley, with a reference to the agreement only.

Lucas added that the whereas clauses could note the agreement. He provided additional considerations.

Cate agreed and clarified that the agreement was contingent on the ordinance passing.

Flaherty asked about the cost of committing to public art versus redesigning the building with the existing private property. He asked for clarification if the claim was successful, too.

Cordaro said that Peerless had submitted the cost of the artwork as damages to the title company. He said they did not have additional information at the time.

Smith asked if the negotiation included affordable housing in lieu of payment for an art installation.

Cate explained that the negotiation had not even started because Peerless was unwilling to do so until the claim was finished. Staff could look at legal restraints on requiring affordable housing.

Cordaro added that Peerless had explored affordable housing through the tax abatement process but that it did not make sense financially.

Ordinance 22-15 (cont'd)

Piedmont-Smith appreciated the discussion and process and stated that she did not take right of way vacations lightly. The city needed to consider the benefits before vacating because it was a permanent surrender of property. She commented on the need for connectivity, and alleys. She said that the alley did not provide connectivity. She would be in favor of vacating the alley without the public art factor. She noted that the public art requirement appeared to her as potentially being a quid pro quo agreement. Piedmont-Smith commented on process and said that Peerless had been surprised with the need for a right of way. Then was being asked for another quarter million dollars. She valued fairness and did not believe the process had been fair and had been unpredictable.

Flaherty commented that the unknowns made the process difficult. His preferred outcome was that council not approve the right of way vacation and that Peerless build housing on the lot that they owned. He wished that Peerless had designed the proposal that way but understood they believed the alley had been vacated. He noted additional benefits of alleys and stated that he was generally against vacating right of ways. He was undecided at the time and provided reasons. He compared other right of way vacations in the city.

Rollo said that large monolithic buildings were a blight in Bloomington and he was concerned with vacating a right of way for another large structure. He would be voting against the vacation.

Sims reminded everyone that the Plan Commission sent the proposal to council with a positive recommendation. He commented on the discussion regarding the proposal, artwork, and the process. He agreed that housing was needed, but not just more at market rate. He noted that more time would be useful but he did not appreciate the messiness of the process.

Smith explained the Plan Commission's process which had occurred before knowing about the alley. He commented on affordable housing. He did not like the appearance of a quid pro quo agreement and preferred approving the vacation.

Sandberg commented on her recent conversation with a builder of affordable housing units in the city. She said it softened her stance on wanting to require developments to have affordable housing. She appreciated the views of all nine councilmembers in the discussion.

Volan commented on council's agreement on needing more affordable housing. He wondered if Peerless would be able to revisit the design with minimal difficulty. He also commented on the negotiation process.

Flaherty noted that adding housing was always beneficial to public good but that alone was not enough to justify the alley vacation. The reason council was considering it was due to the missteps in identifying that the alley was not vacated.

Rollo moved and it was seconded that council postpone deliberations on Ordinance 22-15 until the June 15, 2022 Regular Session.

The motion to postpone Ordinance 22-15 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to postpone Ordinance 22-11
[9:22pm]

Rollo moved and it was seconded that Ordinance 22-05 be introduced and read by title and synopsis only. The motion received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0. Crossley read the legislation by title and synopsis.

Rollo moved and it was seconded that Ordinance 22-05 be adopted.

Andrew Cibor, City Engineer, summarized the update to Ordinance 22-05 since it was first presented to council in April 2022. He noted the importance and serious nature of right of way vacations. Cibor explained Phase 1 East and provided details of the area including zoning, structures, and the referencing of city guides, like the Transportation Plan and the Unified Development Ordinance (UDO). He also explained the reasoning for the alley vacation request and its impacts if approved or not.

Flaherty asked who owned the northwestern lot on the property.

Cibor said that the Redevelopment Commission acquired the lot approximately three weeks ago. He discussed alleys and connectivity on the lot.

Flaherty asked if staff's preference was to not extend the alley on that lot.

Cibor said that it could still be considered but was not ideal due to environmental concerns, and limiting drive cuts on Rogers Street close to a traffic signal.

Rollo thanked Cibor and asked about the time frame of the overlay district.

Robinson referenced the staff memo including questions for council that would help determine staff's next steps. Knowing what council wanted with the overlay would guide staff's planning. He said realistically, it would take at least around six months.

Volan thanked Cibor too, and spoke about the alleys on the lot. He questioned why staff believed it was not ideal to extend one alley, due to concerns about proximity to a traffic signal, when there were many other alleys near traffic signals already there on other roads.

Cibor stated that the alley could be extended. He described the differences with the other streets, like on-street parking, and that they were used differently than Rogers Street.

Volan discussed the garage on the hospital site. He said that the development at Hopewell might have on-street parking.

Cibor said he would need to refer to the Transportation Plan.

Volan said that there were not details in the Transportation Plan because when it was drafted, the Hopewell development was not under consideration. He still wondered why the preference would be to not extend the alley.

Cibor said that there were concerns that limited the commitment that the alley would be extended.

Volan understood that staff was not comfortable including the alley extension without first exploring the concerns.

There was no public comment.

Volan asked if the platting would need to be updated to include the alley in the future.

Cibor confirmed that the platting would be updated.

Volan said that it might be easiest to plan for the alley extension and then vacate at a later date.

Cibor said that it would be discussed during the replatting process. There would be further revisions and evaluations.

Ordinance 22-05 - To Vacate Public Parcels – Re: Two 16.5-Foot Wide Alley Segments Located Between West 1st Street, West 2nd Street, South Rogers Street, and South Morton Street (City of Bloomington Redevelopment Commission, Petitioner) [9:24pm]

Council questions:

Public comment:

Council comments:

Volan asked how council could be involved in the discussion.

Cibor said that councilmembers could email him and they would be included in the discussion and process.

Sandberg appreciated Cibor and Robinson for listening to councilmembers and responding to their questions.

Flaherty also expressed his appreciation.

The motion to adopt Ordinance 22-05 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Rollo moved and it was seconded that Ordinance 22-17 be introduced and read by title and synopsis only. The motion received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0. Crossley read the legislation by title and synopsis.

Sandberg referred Ordinance 22-17 to the Committee of the Whole to meet on June 08, 2022 beginning at 6:30 pm.

Rollo moved and it was seconded that Ordinance 22-18 be introduced and read by title and synopsis only. The motion received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0. Crossley read the legislation by title and synopsis.

Sandberg referred Ordinance 22-18 to the Committee of the Whole to meet on June 08, 2022 beginning at 6:30 pm.

There was brief council discussion regarding the introduction of Ordinance 22-19. Lucas explained council's option to move to introduce and read the legislation which required a majority of the council to pass. If the motion passed then council would consider reading the legislation by title and synopsis, with unanimous consent without council objections.

Sgambelluri moved and it was seconded that Ordinance 22-19 be introduced and read by title and synopsis only. The motion received a roll call vote of Ayes: 7, Nays: 2 (Rollo, Smith), Abstain: 0. Sandberg asked if there were any objections to the reading of Ordinance 22-19 by title and synopsis only. Crossley read the legislation by title and synopsis.

Sandberg referred Ordinance 22-19 to the Committee of the Whole to meet on June 08, 2022 beginning at 6:30 pm.

There was no additional public comment.

Ordinance 22-05 (cont'd)

Vote to adopt Ordinance 22-05
[9:53pm]

LEGISLATION FOR FIRST
READING [9:54pm]

Ordinance 22-17 – An Ordinance to Amend Ordinance 21-36, as Amended by Ordinance 22-03, Which Fixed Salaries for Officers of the Police and Fire Departments for the Year 2022 - Re: Incentives for Police officers and increasing Probationary Officer base pay instead of providing retention pay [9:55pm]

Ordinance 22-18 - To Amend Title 8 of the Bloomington Municipal Code, Entitled "Historic Preservation and Protection" to Establish a Historic District – Re: 200 E Kirkwood Ave. (Bloomington National Savings and Loan Association) (Bloomington Historic Preservation Commission, Petitioner) [9:57pm]

Ordinance 22-19 - An Ordinance Authorizing the Entering Into of a Conditional Project Expenditure Agreement of the City of Bloomington, Indiana (Meridiam Project), and the Disposition of the Proceeds Thereof to Meridiam, and Authorizing and Approving Other Actions in Respect Thereto [10:01pm]

ADDITIONAL PUBLIC COMMENT
[10:02pm]

Lucas reviewed the upcoming council schedule. There was brief council discussion.	COUNCIL SCHEDULE [10:04pm]
Sims moved and it was seconded to adjourn. The motion was approved by voice vote.	ADJOURNMENT [10:06pm]

APPROVED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this ____ day of _____, 2023.

APPROVE:

ATTEST:

Sue Sgambelluri, PRESIDENT
Bloomington Common Council

Nicole Bolden, CLERK
City of Bloomington

MEMO FROM COUNCIL OFFICE ON:

Resolution 23-09 – A Resolution of the Common Council of the City of Bloomington, Indiana, Endorsing and Urging Passage of Indiana Legislation Establishing a Driver Card For Undocumented Indiana Residents

Synopsis

This resolution expresses the Common Council's support for passage of state legislation creating a lawful driving credential available to undocumented residents who meet appropriate prerequisites; instructs the City Clerk to send the resolution upon passage to the statehouse; and urges residents to express their own support to state legislators.

Relevant Materials

- [Resolution 23-09](#)
- Staff Memo from Office of the Mayor
- Letter and Materials from La Voz Unida
 - Legislation from Other Indiana Municipalities

Summary

[Resolution 23-09](#) calls for the Indiana General Assembly (IGA) to pass legislation to establish driver cards for undocumented Indiana residents. Such legislation has previously been introduced but not adopted by the IGA. The Indiana Senate most recently sent [S.B. 248](#), a bipartisan bill that would permit Indiana residents who cannot provide proof of U.S. citizenship to apply for a driving privilege card to obtain driving privileges, to the Committee on Appropriations this past February for a [fiscal impact statement](#). No further action has been taken on the bill since February. The Indiana House of Representatives introduced a similar bill, [H.B. 1644](#), with near identical provisions to the senate bill, which died in committee in mid-January.

Under the federal [REAL ID Act](#) and its [implementing regulations](#), federal agencies cannot accept state-issued identification cards for any official purpose unless the card is issued by a State that requires applicants to comply with federal requirements for obtaining a REAL ID. One of these requirements is proof of lawful status in the United States. Current [state law](#) mandates that the Bureau of Motor Vehicles require applicants to present such proof in order to receive an Indiana-issued driver's license or permit.

The REAL ID Act does not prohibit states from issuing driver's licenses and permits to undocumented residents. Rather, any state-issued form of identification that does not conform with the REAL ID requirements cannot be accepted by federal agencies for any official purpose, which includes boarding flights, voting, accessing federal services, or proving citizenship or lawful residence.

Currently, twenty U.S. states have enacted legislation offering state-issued driver cards to undocumented residents. An open letter to Governor Holcomb was signed by 48 Indiana mayors last summer calling for the enactment of this type of legislation. A copy of this letter is included in your packet materials, along with materials from La Voz Unida, an Indiana nonprofit organization that has advocated for the enactment of this legislation on the state level.

At least thirteen other Indiana municipalities have passed similar resolutions in support of this measure, including South Bend, Goshen, East Chicago, Hammond, Elkhart, Evansville, Logansport, Plymouth, Warsaw, Ligonier, Wabash, the Town of Bremen, and the Town of North Manchester. Copies of these municipalities' local legislation have been included in the packet materials for reference.

The Indiana Driving Privilege Card Project released a [report](#) on the projected social and economic effects of driving privilege card legislation in Indiana. The report was published in 2021, with references to proposed state legislation from 2021 that did not pass. For more information on the impact driver cards would have on undocumented Hoosiers, please consult the staff memo.

Contact

Beth Cate, Corporation Counsel, beth.cate@bloomington.in.gov, 812-349-3426

Josefa Madrigal, Office of the Mayor, josefa.madrigal@bloomington.in.gov, 812-349-3406

Mary Catherine Carmichael, Deputy Mayor, carmichm@bloomington.in.gov, 812-349-3406

RESOLUTION 23-09

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, INDIANA, ENDORSING AND URGING PASSAGE OF INDIANA LEGISLATION ESTABLISHING A DRIVER CARD FOR UNDOCUMENTED INDIANA RESIDENTS

- WHEREAS, the safety of all people using Indiana roads should be a priority consideration of elected officials in the State of Indiana; and
- WHEREAS, currently, a person who cannot prove lawful status in the United States is unable to obtain an operator's license in the State of Indiana, and as a result, is unable to purchase car insurance; and
- WHEREAS, as a result, many undocumented Indiana residents are likely to be driving on the streets and highways of Indiana without adequate training, certification, or insurance; and
- WHEREAS, statewide legislation providing undocumented Indiana residents with a pathway to obtain a Driver Card will encourage undocumented Indiana residents to be trained, certified, and insured; and
- WHEREAS, at the present time, similar legislation has passed in eighteen states, including California, Colorado, Connecticut, Delaware, Hawaii, Illinois, Maryland, Massachusetts, Nevada, New Jersey, New Mexico, New York, Oregon, Rhode Island, Utah, Vermont, Virginia, and Washington, as well as the District of Columbia and Puerto Rico; and
- WHEREAS, resolutions supporting legislation creating a Driver Card for undocumented Indiana residents have passed in the councils of the following Indiana cities and towns: Bremen, East Chicago, Elkhart, Evansville, Goshen, Hammond, Ligonier, Logansport, North Manchester, Plymouth, South Bend, Wabash, and Warsaw; and
- WHEREAS, a bipartisan group of 48 Indiana mayors have expressed support for such legislation in a 2022 letter to Governor Holcomb and members of the Indiana General Assembly; and
- WHEREAS, the Indiana Association of Chiefs of Police, the Insurance Institute of Indiana, and the Indiana Chamber of Commerce have all formally endorsed state Driver Card legislation; and
- WHEREAS, such legislation will improve public safety by requiring all undocumented residents desiring to drive legally to pass a written test of knowledge of driving laws and road signs, a vision test, and a driving test; and
- WHEREAS, such legislation will promote commerce by permitting undocumented residents desiring to drive legally to support Indiana businesses for their basic needs; and
- WHEREAS, by reducing the number of uninsured drivers on the roads, such legislation will help reduce insurance premiums for licensed drivers, who currently pay to cover the costs of accidents involving uninsured drivers; and
- WHEREAS, such legislation will contribute to the tax revenue of the State of Indiana; and
- WHEREAS, such legislation will improve public safety and promote positive relations with law enforcement by reducing the fear of traffic stops and by reducing any incentive to leave the scene of an accident; and

WHEREAS, such legislation will enable undocumented residents lawfully to conduct basic and vital activities such as buying groceries, going to school and work, and obtaining medical care; and

WHEREAS, a Driver Card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification; and

WHEREAS, legislation to establish Driver Cards for undocumented residents was again introduced in 2023 with bipartisan support in both houses of the Indiana General Assembly; and

WHEREAS, the Common Council believes that all Indiana drivers should be trained, certified, and insured in order to promote public safety, a growing economy, and positive relations with law enforcement.

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA THAT:

Section 1. The Bloomington Common Council hereby endorses and urges the passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain a Driver's Card.

Section 2. The Bloomington Common Council also hereby endorses and urges passages of state legislation to provide prerequisites to obtaining a Driver's Card such as training, certification, and insurance.

Section 3. The Bloomington Common Council urges City residents to support the passage of such legislation by making their opinions known to their state legislators.

Section 4. The Bloomington City Clerk is hereby instructed to forward this resolution, upon passage, to both Houses of the Indiana General Assembly.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2023.

SUE SGAMBELLURI, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2023.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2023.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This resolution expresses the Common Council's support for passage of state legislation creating a lawful driving credential available to undocumented residents who meet appropriate prerequisites; instructs the City Clerk to send the resolution upon passage to the statehouse; and urges residents to express their own support to state legislators.



MEMORANDUM

TO: City Council Members

FROM: John Hamilton, Mayor
Mary Catherine Carmichael, Deputy Mayor
Josefa Madrigal, Chief of Staff, Office of the Mayor

DATE: May 30, 2023

SUBJECT: Resolution 23-09 in support of a Driver Card for Undocumented Indiana Residents

Summary:

Resolution 23-09 expresses the Council's support for the Indiana General Assembly to pass legislation creating a Driver Card for Indiana residents who cannot provide proof of lawful status in the United States. In passing Resolution 23-09, the Common Council would join a growing number of elected officials and organizations in Indiana and throughout the country who have formally endorsed the concept of a credential that authorizes undocumented residents to drive lawfully after meeting certain prerequisites such as obtaining required training, certification, and insurance. Such a Driver Card could not be used to vote, access federal services, or claim citizenship or lawful residence.

A Driver Card will help our undocumented community members safely engage in basic essential activities such as buying groceries, attending school and work, and accessing health care. This in turn will help support Indiana businesses and also boost state revenue through fees associated with obtaining the credential. Of equal if not greater importance, a Driver Card will demonstrate empathy and caring toward friends and neighbors in our community and state who live and work alongside us and already contribute in countless ways, including performing essential services, paying taxes, and patronizing Indiana businesses.



Beyond bringing positive economic and social impacts, an Indiana Driver Card will help ensure that all drivers on Indiana's roads are trained, certified, insured and identifiable to law enforcement. This in turn should help reduce accidents, and may also reduce the premiums paid by licensed drivers, who cover the cost of accidents involving uninsured drivers. In addition to enhancing public safety, a Driver Card will promote positive relations with law enforcement by reducing the fear of traffic stops and by reducing any incentives to leave the scene of an accident.

Background:

Until 2007, Indiana law did not bar undocumented residents from obtaining a driver's license if they passed the necessary written and physical tests and provided certain basic personal information. In 2005, however, Congress passed the REAL ID Act¹, which requires that state driver's licenses and identification cards meet certain security standards before they may be accepted by federal agencies for official purposes, like entering federal facilities and boarding federally regulated commercial aircraft. One of these new security standards was that by 2008, states must require applicants for driver's licenses to provide proof of lawful status in the United States. REAL ID Act, Section 202(c)(2). In 2007, Indiana amended our state code to include this requirement. IC 9-24-9-2.5.

Accordingly, under current law undocumented residents may not obtain a driver's license. This means that undocumented residents in the state are either driving unlawfully or forgoing driving. If they are driving unlawfully, they may well also be driving without the requisite training, and they cannot get insurance, all of which creates the risk of more accidents and higher costs to licensed drivers, who effectively cover the cost of the uninsured through higher premiums. Moreover, because undocumented residents risk deportation if they are detained while without a license, see generally 8 U.S.C. §1227 (setting out bases for deportation), they may decline to seek help in an accident or flee the scene. If they forgo driving altogether, they may be substantially hampered in doing basic and critical things like going to work, school, the grocery store, and the doctor.

¹ Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Tsunami Relief, 2005, [Public Law 109-13](#), div. B. title II, May 11, 2005, as amended (codified at [49 U.S.C. 30301 note](#)) (REAL ID Act).



The REAL ID Act does not prevent states from issuing driving credentials to undocumented residents that may be used to permit driving within the state, even though they will not be accepted for other purposes like boarding flights, voting, entering federal facilities, and so on. To help avoid the problems created by the lack of access to driving credentials for undocumented residents, 18 states, the District of Columbia, and Puerto Rico have already passed legislation creating a driver card for residents who cannot prove lawful status in the United States. Bipartisan legislation to do the same in Indiana has been introduced several times, including in the recent 2023 session, but has not yet passed. The most recent versions of this legislation, SB 248 and HB 1644, would have allowed an Indiana resident who cannot provide proof of identity and lawful status in the United States, but who can show payment of state income taxes for at least the last year, to apply for a driving privilege card that would be renewable annually and could be used only for driving and law enforcement purposes. Among other requirements, applicants would have to provide the usual personal information for a license, submit fingerprints for local and national criminal background checks, pass written tests and a driving exam, sign up for selective service as provided by law, and verify maintenance of insurance or other approved financial responsibility for the vehicle(s) they are operating. The bills prohibited the Bureau of Motor Vehicles from disclosing certain information unless presented with a warrant or court order.

At least ten city and town councils in Indiana have passed resolutions, and 48 Indiana mayors from both major parties have signed a letter to Governor Holcomb and the Indiana General Assembly, calling for the state legislature to enact a Driver Card that would allow undocumented residents to obtain a valid driving credential after meeting appropriate requirements including training, certification and insurance. Resolution 23-09 would add the voices of the City of Bloomington Common Council to this effort and call on members of our community to communicate their own support to our state legislators.

Statement of fiscal impact:

Neither passage of Resolution 23-09, nor eventual implementation of a Driver Card as described herein, is expected to impose costs on the City of Bloomington.

RECEIVED

APR 10 2023

OFFICE OF THE MAYOR
BLOOMINGTON, INDIANA



Mayor John Hamilton
401 N Morton Street, Suite 210
Bloomington, IN 47404

April 3, 2023

Dear Mayor John

We applaud your leadership and advocacy in support of the legislation as referred to in the letter prepared by Mayor Jeremy Stutsman of Goshen.

La Voz Unida is a 501c3 organization that has taken on the endeavor of making real improvements in local communities based on empathy and integrity without distinguishing race, origin, or religion. We are currently building local support for the Driver's Privilege Card (past Senate Bill # 248).

We have been requesting, and receiving, a city resolution in support of this legislation. Would you consider proposing a resolution in Bloomington? We request that you please consider advocating and sponsoring a resolution in support of this legislation.

La Voz Unida would certainly be willing to schedule a presentation with you and your city council at your next meeting, if necessary, in hopes of obtaining a favorable outcome. We have taken the liberty of attaching 11 city resolutions for your review. Please find additional documentation attached for consideration as you discuss and review this packet.

Enclosed is also our contact information.

Norma
Lilias Pera Challaquath
Martha Ramirez
Angela Telez
Norma
Laura Ramon
Olivia Carter
Blanco
Edna
Pierre
Fe. John S. Kousman, LSI
Monia O. Garza

LA VOZ UNIDA



WHO WE ARE ?

We are a non-profit organization
based in Plymouth, INDIANA

OUR MISSION:

La Voz Unida works
focused on the needs of
the communities, without
distinguishing race, origin
or religion, based on
empathy and integrity to
advance towards
developing a better
community.



OUR VISION:

Promote economic and social
development in the community by
solving priority needs, whether it may
be short or long term, becoming an
organization that provides financial
aid through scholarships to our youth
to encourage education; empowering
people to be informed, giving them
the opportunity to be stronger
leaders in the community, improving
the quality of cultural life.

Are you interested in knowing
more about what we do?
Do you have questions or
suggestions?

Email us at:

lavozyplymouth@gmail.com



Follow us on Facebook
scan here



Jeremy P. Stutsman, Mayor
CITY OF GOSHEN

202 South Fifth Street, Suite 1 • Goshen, IN 46528-3714

Phone (574) 533-9322 • Fax (574) 533-9740 • TDD (574) 534-3185
mayor@goshencity.com • www.goshenindiana.org

Date: August 29, 2022

Subject: Safer Roads. A Stronger Indiana

Governor Holcomb, Senator Doriot and Members of the Indiana General Assembly.

We understand that a bill will be introduced to the Indiana General Assembly during the 2023 session that would help ensure that every driver on Indiana's roads is trained, certified, insured and identifiable to law enforcement, including Indiana residents who cannot provide proof of lawful status in the United States. The proposed Indiana Driving Card legislation would create a pathway for undocumented residents to legally drive in Indiana.

As elected officials, we are pleased to join the growing number of organizations who have formally endorsed the Indiana Driving Card legislation, including the Indiana Association of Chiefs of Police, the Insurance Institute of Indiana and the Indiana Chamber of Commerce. We believe that allowing undocumented residents to apply for a driver's card will bring several benefits to our communities:

1. **Traffic Safety**- Individuals receiving driving cards will be required to pass a driving test. If accidents occur, hit-and-runs will decrease as drivers are legally authorized to drive.
2. **Insurance**- Allowing all drivers to purchase car insurance will decrease the rate of uninsured motorists, which can reduce insurance premiums for all Hoosiers.
3. **Economic Benefits**- Driving cards will remove the fear of travel for undocumented residents, leading to higher participation in the labor force and more leisure travel. State revenues will also increase from the fees collected through the Bureau of Motor Vehicles.
4. **Law Enforcement**- Providing identification for currently unlicensed drivers will give law enforcement a tool to identify and track unsafe drivers.

Nationally, 16 states allow undocumented residents to apply for a special license to drive. We believe our state, our communities, our businesses and our residents would benefit from creating the proposed Indiana Driving Card, and we urge you to support this important legislation when it is considered during the 2023 legislative session.

Sincerely,

Jeremy P. Stutsman (D)



Jeremy P. Stutsman, Mayor

CITY OF GOSHEN

202 South Fifth Street, Suite 100 Goshen, IN 46528-3714

Phone (574) 533-9322 • Fax (574) 533-9740 • TDD (574) 534-3185

mayor@goshencity.com • www.goshenindiana.org

Co-signing Mayors:

(D) Richard Hickman, Angola	(D) Dennis Buckley, Beech Grove
(R) Gregg Sprunger, Berne	(D) John Hamilton, Bloomington
(R) John Whicker, Bluffton	(R) Ralph Terry, Cannelton
(R) Ryan Daniel, Columbia City	(R) Jim Lienhoop, Columbus
(D) Dan Rickord, Decatur	(R) Anita Werling, Delphi
(D) Rod Roberson, Elkhart	(D) Todd Jones, Elwood
(R) Lloyd Winnecke, Evansville	(D) Todd Fiandt, Garrett
(D) Jerome Prince, Gary	(I) Bill Rock, Gas City
(I) Alan Weiss, Greendale	(D) Tom McDermott Jr., Hammond
(R) Steve Schwinghamer, Huntingburg	(I) Richard Strick, Huntington
(D) Joe Hogsett, Indianapolis	(R) Dean Vonderheide, Jasper
(R) SuzAnne Handshoe, Kendallville	(D) Dennis Estok, Knox
(R) Tyler Moore, Kokomo	(D) Tony Roswarski, Lafayette
(D) Bill Carroll, Lake Station	(R) Steve Collier, Lawrence
(R) Kelly Mollaun, Lawrenceburg	(R) Patricia Fisel, Ligonier
(R) Chris Martin, Logansport	(D) Cathy Gross, Monticello
(R) Kathy Bantz, Montpelier	(R) Phil Jenkins, Nappanee
(R) Steve McMichael, New Haven	* (R) Patricia Russell, Peru
(R) Mark Senter, Plymouth	(D) Sue Lynch, Portage
(D) Stephen Wood, Rensselaer	(D) David Snow, Richmond
(D) Thomas DeBaun, Shelbyville	(D) Clint Lamb, Sullivan
(R) Chad Spence, Union City	(R) Scott Long, Wabash
(R) Joe Thallemer, Warsaw	(D) David Rhoads, Washington
(R) John Dennis, West Lafayette	(R) Joe Kelsey, Woodburn

*Acting Mayor

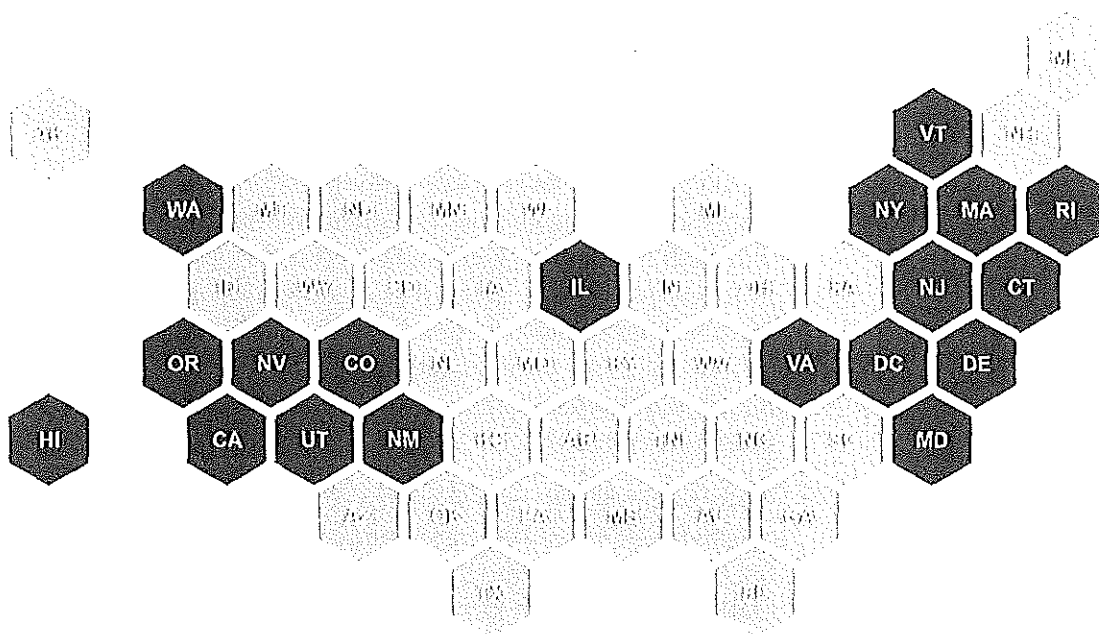


States Offering Driver's Licenses to Immigrants

10/11/2022

States issue driver's licenses under the constitutional authority of the 10th Amendment. Congress enacted Real ID in 2005, creating standards for state-issued driver's licenses, including evidence of lawful status. This brief provides a summary of state legislation authorizing driver's licenses or authorization cards for unauthorized immigrants. Eighteen states and the District of Columbia have enacted laws to allow unauthorized immigrants to obtain driver's licenses. These states—California, Colorado, Connecticut, Delaware, Hawaii, Illinois, Maryland, Massachusetts, Nevada, New Jersey, New Mexico, New York, Oregon, Rhode Island, Utah, Vermont, Virginia and Washington—issue a license if an applicant provides certain documentation, such as a foreign birth certificate, foreign passport, or consular card and evidence of current residency in the state.

Immigrants and Driver's Licenses



- ☐ Do not offer driving privileges to unauthorized immigrants
- ☒ Offer driving privileges to unauthorized immigrants

In 2022, Rhode Island became the most recent state to enact legislation extending driver's licenses and identification cards to those without proof of lawful presence (SB 2006/HB 7939). In addition to Rhode Island, the Massachusetts legislature overrode the Governor's veto of their bill allowing those without proof of lawful presence to obtain driver's licenses (SB 4822/HB 4805). In the 2022 midterm election, Massachusetts voters were asked via ballot measure (Q4) whether the state should keep or repeal the new immigrant driver's license law, and voters ultimately elected to uphold it.

Enacted Legislation

State	Bill	Year Enacted	Summary	Effective Date
California	A 60	2013	This law requires the Department of Motor Vehicles to issue driver's licenses to individuals who are ineligible for a Social Security number, if the required documentation is provided.	Jan. 1, 2015
Colorado	S 251	2013	This law allows individuals to qualify for a driver's license, instruction permit or Identification card, despite the individual not being lawfully present or being only temporarily lawfully present in the United States if certain conditions are met, such as providing state tax returns.	Aug. 1, 2014
Connecticut	H 6495	2013	This law provides driver's licenses to applicants who submit a valid foreign passport or consular identification and proof of residency, regardless of legal presence in the United States. Applicants must file to legalize as soon as he or she is eligible	Jan. 1, 2015
Delaware	S 59	2015	This law creates the means for an undocumented immigrant to obtain a driving privilege card in Delaware. A driving privilege card or permit applicant must provide the state with satisfactory documentary evidence and that the applicant has filed a Delaware income tax return or resided in Delaware and been claimed as a dependent by an individual who has filed a state income tax return for the preceding two years. The card is not considered a valid form of identification due to the applicant's inability to prove legal presence in the U.S.	Dec. 27, 2015
Hawaii	H 1007	2015	This law authorizes the issuance of driver's licenses to residents of Hawaii who cannot provide proof of authorized presence in the United States. Applicants must provide satisfactory proof of identity and Hawaii residency.	Jan. 1, 2016

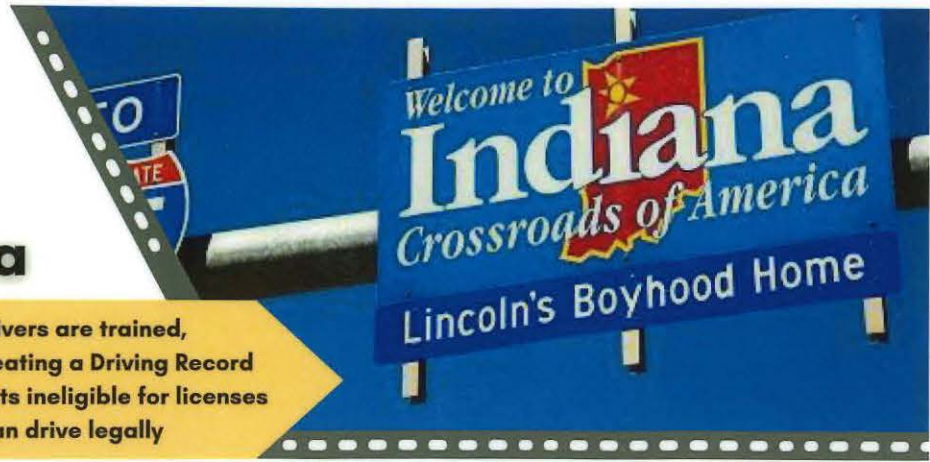
State	Bill	Year Enacted	Summary	Effective Date
Illinois	S 957	2012	This law allows the Secretary of State to issue a temporary visitor's driver's license to an individual who has resided in Illinois for a specified time but is ineligible to obtain a Social Security number, and unable to prove lawful presence. A valid, unexpired foreign passport or consular identification document from their country of citizenship are acceptable forms of identification.	Nov. 28, 2013
Maryland	S 715	2013	This law authorizes the issuance of driver's licenses to those who do not have lawful status or a valid Social Security number. New applicants must provide evidence that the applicant has filed two years of Maryland income tax returns or proof of residency or have been claimed as a dependent by an individual who has filed Maryland income tax returns. The licenses are not valid for Federal identification purposes.	Jan. 1, 2014
Massachusetts	HB4805	2022	This law authorizes the issuance of drivers licenses to applicants even if they cannot provide proof of lawful presence or if they are ineligible for a social security number.	July 1, 2023
New Jersey	A4743	2019	This law creates a standard driver's license or identification that does not require proof of lawful presence. The law prohibits the motor vehicle commission from disclosing information to any federal, state or local law enforcement agency for immigration purposes without the consent of the individual, a warrant, court order or subpoena, unless such restriction is contrary to federal law. The commission may not retain copies of documents submitted to establish eligibility for a license or identification card.	June 1, 2020
New Mexico	H 173	2003	This law allows the Department of Motor Vehicles to accept tax identification numbers as a substitute for a Social Security number regardless of immigration status.	2003
New York	S 1747	2019	This law authorizes the Department of Motor Vehicles to issue standard drivers' licenses and restricts what information can be retained and given out on those applying or holding licenses.	June 17, 2019

State	Bill	Year Enacted	Summary	Effective Date
New York	A3675	2019	This legislation allows for the issuance of a driver's license to undocumented residents and protects the data of those applying for such privilege from unwarranted release. The Department of Motor Vehicles may not disclose records to any agency that primarily enforces immigration law without a lawful court order or judicial warrant. The law requires that any person or entity that has access to information from the department to certify that the information will not be used for civil immigration purposes. Application forms for non-commercial drivers' licenses and learners' permits which do not meet federal standards for identification may not state: the documents an applicant used to prove age or identity; an applicant's ineligibility for a social security number where applicable; or an applicant's citizenship or immigration status. A non-commercial driver's license or learner's permit which does not meet federal standards for identification may not be used as evidence of a person's citizenship or immigration status, and may not be the basis for investigating, arresting, or detaining a person. Such licenses must be visually identical to federal-purpose driver's licenses except that such licenses may state "Not for Federal Purposes".	Dec. 14, 2019
Nevada	S 303	2013	This law creates a driver's authorization card and allows applicants, regardless of legal status, to provide birth certificates or passports issued by a foreign country as proof of identity. This law also prohibits the release of information relating to legal status for purposes relating to the enforcement of immigration laws.	Jan. 1, 2014
Oregon	H2015	2019	This law eliminates the requirement that a person provide proof of legal presence before the Department of Transportation issues a noncommercial driver license, noncommercial driver permit or identification card. Acceptable documents to prove identity, date of birth or address when a person is applying for a driver license, driver permit or identification card that is not a Real ID, a commercial driver license, or a commercial learner driver permit, include: (a) An unexpired valid passport from the person's country of citizenship; (b) An unexpired valid consular identification document issued by the consulate of the person's country of citizenship; (c) A driver license, driver permit or identification card issued by Oregon that expired less than 13 years before the current application; or (d) A driver license, driver permit or identification card issued by another state that is unexpired or expired less than one year before the current application.	Aug. 9, 2019



FACT SHEET:

Driving Record Cards in Indiana



This bill would ensure that all Indiana drivers are trained, certified, insured, and identifiable by creating a Driving Record Card (DRC), under which Indiana residents ineligible for licenses who pay taxes and pass a driving test can drive legally





Traffic Safety

-  Ensures all drivers are properly trained and certified, improving traffic safety – states with DRCs see traffic fatalities decrease as much as 23%.
-  Eliminates pressure on undocumented drivers to flee the scene of a traffic accident, no matter who is at fault. Research indicates this would bring Indiana's fatal hit-and-run incidence rate below the national average.



Economic Benefits

-  Removes the fear of travel and increases work productivity among undocumented residents, growing the Indiana economy by between \$17 million and \$23 million annually.
-  Adds \$17.2 million to state revenue over three years, due to application fees from DRC holders, new vehicle purchases and registrations, and additional sales and gas tax revenue. The DRC program would pay for itself and add to the state budget, which has been hit hard by COVID-19.

Insurance

-  Allows drivers to purchase auto insurance, decreasing the state uninsured rate by as much as ⅓, and increasing revenue to auto insurance companies by \$68 million over 3 years.
-  Decreases the uninsured driver charge on every auto insurance premium, saving the average Hoosier an estimated \$25 per policy per year, rather than forcing them to cover uninsured drivers.

Law Enforcement

-  Reduces the time officers spend ticketing and impounding vehicles of unlicensed drivers, letting them focus on threats to public safety. That's why New York police chief Lt. Richard Conway called the law "a big help."
-  Expands the BMV's database, giving state law enforcement full access to crucial information, while also protecting sensitive personal information from being shared with federal immigration enforcement authorities.

Key Distinctions from a Standard Driver's License

-  Includes a residency requirement set by the BMV, to avoid attracting new undocumented immigrants.
-  DRCs must be renewed every year, ensuring consistent compliance and minimizing potential for fraud.
-  DRC applicants must provide an Individual Taxpayer Identification Number (ITIN), ensuring that all DRC holders are taxpaying Hoosiers.

DRCs will feature bold text that reads "FOR DRIVING RECORD ONLY - NOT VALID FOR IDENTIFICATION"



This ensures DRCs aren't used to vote, access federal services, or claim citizenship, and it keeps the law compliant with the REAL ID Act of 2005.

Let Indiana join Utah and the 15 other states nationwide that ensure every driver is certified, trained, and insured!

Save Lives – Certify All Who Drive

Safer Roads, A Stronger Indiana

The Indiana Driving Record Card Project is a team of Notre Dame students advocating for a bill that would ensure that all Indiana drivers are trained, certified, and insured. We believe Indiana should create a Driving Record Card, under which undocumented Indiana residents, after meeting certain criteria and passing a driving test, could obtain authorization to drive. This important legislation would ensure that all drivers on Indiana roads are trained, insured, and identifiable by law enforcement. 16 states nationwide currently allow undocumented residents to apply for a license or special certification to drive, and Indiana should join this group.

Benefits of Expanding Driving Legislation

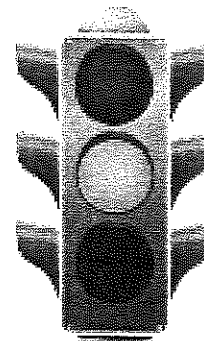
- **Traffic Safety** — The Driving Record Card would ensure that all drivers currently on the road have prepared for and passed a driving test, which makes people better drivers. When accidents do occur, all drivers having identification and being legally authorized to drive decreases the percentage of hit-and-runs and streamlines interaction with law enforcement.
- **Insurance** — Allowing all drivers to purchase car insurance would decrease the uninsured driver charge on auto insurance premiums, saving currently licensed drivers an estimated \$25 per year instead of forcing them to cover the costs of uninsured, untested drivers on the road.
- **Economic Growth and State Revenue** — The Driving Record Card would increase state revenue by an estimated \$15 million in three years. Increased applications, vehicle registrations, and tax revenue would more than cover the cost of administration, and increased mobility for Indiana residents would also increase consumer spending and economic growth.
- **Law Enforcement** — Providing and requiring identification for currently unlicensed drivers would give Indiana law enforcement an important tool to identify and track unsafe drivers. It would also expand the BMV information database, a critical investigative tool for law enforcement.

At present, there is no pathway for undocumented Indiana residents to receive authorization from the state to drive legally. This doesn't keep them off the road, but it does prevent them from being trained, insured, and identifiable, all of which would keep **every Hoosier safer**. This common-sense proposal would improve the safety of our roads, decrease the average insurance premium, contribute to the economy, and help law enforcement do their jobs.

Save lives. Certify all who drive.

Traffic Safety

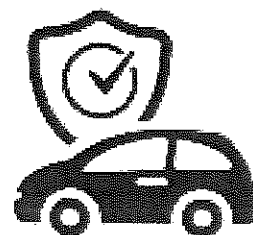
Creating a Driving Record Card system would improve traffic safety outcomes for all Indiana residents. In the present situation, undocumented drivers on the road have not received driving instruction or certification from the state, and are under high levels of stress due to their unauthorized driving status— making them more likely to be involved in a fatal crash. However, with a pathway to driving legally, fatalities decrease. For example, driving fatalities and total crashes in Utah dropped by 24.4% and 10.67% respectively during the first five years after the state created DRCs, and the rate of injured persons per 100 miles driven dropped from 158 to 116.3. In New Mexico, alcohol-related crashes decreased by 32% and traffic fatalities fell by 23% after the state passed its own driver record law. Our own research indicates that states with DRC programs have lower traffic fatality rates, compared to both states without DRCs and the national average.



Importantly, DRCs also decrease the frequency of hit-and-run accidents. Currently, many hit and-run accidents occur because undocumented drivers fear substantial legal consequences if they stay at the scene of an accident – regardless of who's at fault. But fleeing the scene of an accident increases the chance of further injury and hinders law enforcement from producing an accurate incident report. DRC legislation has been among the best ways to address this issue. Connecticut saw hit and run crashes drop by 9% after passing their law, with the largest decreases in cities with the highest rates of DRC issuance. California also saw hit and run accidents decrease by 4,000 after passing their law.⁷ Based on the experiences of other states with DRCs, our research finds that within two years of passing DRC legislation, Indiana would see hit-and-run rates drop by 3.6%, bringing it below the national average.

Auto Insurance

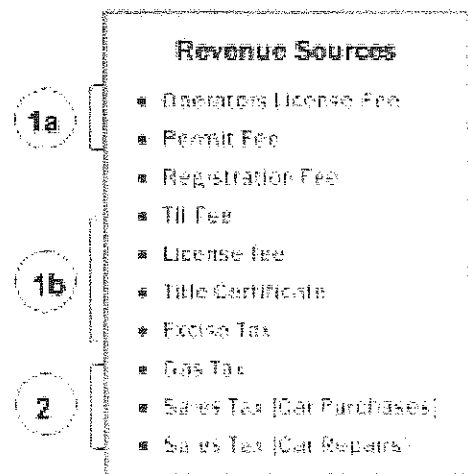
Currently, undocumented drivers cannot purchase insurance, even if they want to, raising the cost of premiums for everyone. But studies from other states find that when undocumented immigrants are licensed, they buy insurance— New Mexico's driver record law caused the state's uninsured rate to drop from 33% to 9.1% in two years. Not only would this program bring in \$68 million in revenue for insurance companies over the first 3 years, but it would also benefit policyholders who no longer have to pay in to cover the cost of uninsured drivers on the road. One comprehensive study found that across all states and years, driver record laws decrease the average annual auto insurance premium by \$17.22. Our own research finds that the average Indiana premium



would decrease by \$25.09 per year based on Indiana's undocumented population and driving rate. When undocumented residents have the opportunity to drive legally and purchase insurance, they do so. By opening this door, a DRC bill would benefit both insurance companies and the average Indiana driver.

State Revenue and Economic Growth

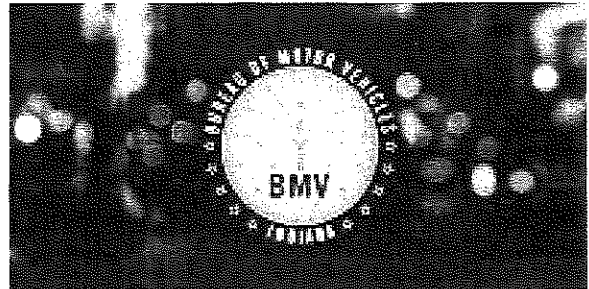
Research shows that Driving Record Card legislation would provide considerable benefits to the Indiana economy and the state budget. When New York debated similar legislation, the Fiscal Policy Institute estimated that the state would see about \$56 million in increased annual revenue, as well as an additional \$27 million in one-time revenue in the first year. Our own research assesses ten revenue sources across three categories: application fees (1a), associated fees for new vehicle registrations (1b), and tax revenue from associated consumption (2), finding that even under conservative estimates for indirect revenue, the DRC program would bring in \$15.3 million in state revenue over the first 3 years, more than offsetting the program's cost. In a year when the state budget has been seriously impacted by COVID-19, the DRC legislation could create an important new program for Indiana residents and leave the state budget better off.



Furthermore, from an economic standpoint, insurance isn't the only industry that stands to benefit. A DRC law would make undocumented Hoosiers more likely to make larger purchases, by allowing for fear-free transportation that expands their range of consumption. Furthermore, research on the difference in vehicle ownership between authorized and unauthorized immigrants in comparable areas indicates that Indiana could see over \$100 million worth of increased vehicle sales. More generally, a cross-state comparison indicates that states with DRC laws see improved economic outcomes, such as faster personal income growth, general economic growth, and poverty reduction. Following a study published by the Institute of Labor Economics, we project that the increase in hours worked due to the DRC law would increase consumer spending by between \$17 million and \$23.5 million, benefiting the entire Indiana economy.

Law Enforcement

In addition to positively impacting transportation and commerce, Driving Record Card legislation would benefit Indiana law enforcement in three major ways. A University of Illinois Chicago study found that as many as 70% of crime victims reported that they are less likely to contact law enforcement if they lack necessary documentation, and 67% indicated they would be less likely to report information about other crimes. Without the fear of deportation for driving without a license, undocumented residents are more likely to remain at the scene of an accident and work with law enforcement to provide necessary information. Secondly, Driving Record Cards would improve the efficiency of law enforcement. The time officers currently spend ticketing, withholding, and impounding the vehicle of unlicensed drivers could be directed



towards pressing public safety threats to our communities. In Minnesota, lawmakers concluded that significant tax dollars are spent on the incarceration of unlicensed drivers and could be redirected toward other law enforcement programs. Finally, state BMV and DMV databases are the largest law enforcement databases in the country, and denying driving privileges to undocumented residents means excluding an estimated 100,000 Indiana residents from these databases. Issuing DRCs would allow law enforcement to accurately determine a driver's identity and track their driving record, keeping drivers accountable and taking unsafe drivers off the road, as well as helping law enforcement investigate more serious violations.

In New York, where similar legislation passed in 2019, Police Chief Richard Conway testified that the law was "a big help" to the efficiency of his department. Indiana sheriffs likewise recognize the importance of this legislation for their work. Sheriff William Redman of St. Joseph's County has endorsed a DRC bill, and Sheriff Dennis Quackenbush of Hamilton County similarly observes that "there is a need. There is a gap and it looks like [this legislation is] trying to fill it."

Hello Mayor. Thank you for giving us the privilege to be here with you this afternoon and to speak to you about this issue that has impacted our community.

The lack of privileges doesn't only affect our Hispanic community, but the community as a whole. It is known that to survive you need water, food, air, and shelter. If someone is not able to operate a vehicle, how are they supposed to go out and supply food for themselves or their families? They can walk; well, walking with excessive heat or cold is not a great option. Our community comes into play in this. How is the economy supposed to increase if people don't go out to stores or businesses due to the lack of driving privileges? When it comes to education, we are very aware and fortunate to have school buses that serve as transportation, but a lot of parents don't send their kids on buses, why? Bullying, racism, if you're too close to your designated school you cannot have a bus, etc. Our community and country itself are so big on preparing this generation to be the next leaders, but if due to the lack of driving privileges students can't get to school and get proper education, what will happen to our generation? One more key point I would like to address, when I was born in this country, I was two years old when my parents decided to go back to Honduras because to their understanding this wasn't their country. While being in Honduras, my Mom and I got kidnapped. My parents were forced to come back to the United States, and it has been a hard process to be legal in the country. Maybe my words don't matter at all, but I guarantee you that after God, my parents are the example I want to follow because they are people that honor God over everything and they are people that are filled with integrity and I know there are more people like them that want to respect this country, community and its laws. Thank you once again and we hope you're able to support this.

**IMPORTANT INFORMATION REQUIRED TO OBTAIN
A DRIVER'S REGISTRATION CARD IN INDIANA – Lilia F**

It is very important that each individual meet ALL THE REQUIREMENTS to obtain the Driver's Registration card in the State of Indiana. Only Eligible individuals will be able to apply for the Driver's Registration Card with the following :

1. The individual will be required to be living in the State of Indiana for at least one year or more to be eligible to apply.
2. The individual will have to provide documents as proof that he/she is paying Indiana State taxes.
3. Some individuals are eligible to apply for an Individual Tax Identification Number (ITIN) through the IRS as a method of paying taxes
4. The individual would possibly be fingerprinted
5. All individuals applying for a Driver's Registration Card will study all the regulations, signs and traffic signals in order to take and pass the written test.
6. All individuals will take the actual driving test with a BMV instructor.
7. The Driver's Registration Card is valid for only ONE year, after which should be renewed again with the required documentation.

What individuals can NOT do with the Driver's Registration Card:

1. It can NOT be used as an identification.
2. It can NOT be used to vote.
3. It can NOT be used to travel by airplane.
4. It can NOT be used to drive to other states.

Ligonier supports driving privileges card

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Byline: By Sheryl Prentice
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Content

LIGONIER — Ligonier's Hispanic residents, joined by members of an advocacy organization, La Voz Unida of Plymouth, packed the council room Monday night to ask for a resolution of support for Indiana Senate Bill 248, a measure that would create driving privilege cards.

The council received packets of information about SB 248 and why the bill is important to communities with populations of immigrants.

Council president Ken Schuman said he was moved by the stories of so many individuals who can't get a license or insurance. He said he liked seeing the results of similar laws in other states, including fewer crashes and hit-and-run accidents.

The audience clapped and cheered when the council voted to have city attorney Jack Birch draft a resolution of support for the bill for final approval at the March 13 meeting.

Senate Bill 248 provides that an individual who is an Indiana resident and cannot provide proof of identity and lawful status in the United States may apply for a driving privilege card to obtain driving privileges. The bill sets forth the requirements to obtain a driving privilege card.

The bill provides that a driving privilege card may not be used as identification for any state or federal purpose other than to confer driving privileges. The card cannot be used for the purpose of voting, or to verify employment. The card holder must verify and continuously maintain insurance on any vehicle operated by the card holder. The card applicant is required to sign up for Selective Service.

The bill also prohibits the Bureau of Motor Vehicles from disclosing certain information unless a lawful court order or judicial warrant is presented.

Senate Bill 248, the specialized driving privilege bill authored by Sen. Blake Doriot, R-Goshen, did pass out of committee after some contentious discourse back on Feb. 7, but the bill has not since returned to the Senate floor.

As of Tuesday morning, the bill had not gone through a second or third reading, with the Senate third reading deadline being the end of the day.

The Indiana Chamber of Commerce had lobbied in favor of the bill, citing several benefits including:

- 43,400 different Indiana residents would apply for Driving Privilege Cards (DPCs) in the first three

years of the program's existence. In any given subsequent year, 48% of the eligible population would be expected to apply for a DPC

- Within two years, it will decrease the fatal hit-and-run incidence rate by 3.6%, bringing it below the national average
- The average auto insurance premiums in Indiana would decrease by \$25.09 per year
- 77.3% of DPC holders would purchase auto insurance, a rate just 6% lower than the general population
- The law would increase revenue for Indiana automobile insurance companies by \$68 million over the first three years
- It would generate roughly \$7.2 million in state revenue over three years due to direct revenue and additional tax revenue
- Benefits to law enforcement include the following: community relations, criminal investigations, traffic law enforcement and allocation of resources.

According to the National Conference of State Legislatures, 18 states and the District of Columbia have enacted laws to allow unauthorized immigrants to obtain driver's licenses. These states—California, Colorado, Connecticut, Delaware, Hawaii, Illinois, Maryland, Massachusetts, Nevada, New Jersey, New Mexico, New York, Oregon, Rhode Island, Utah, Vermont, Virginia and Washington—issue a license if an applicant provides certain documentation, such as a foreign birth certificate, foreign passport, or consular card and evidence of current residency in the state.

Ed Rodriguez, spokesman for La Vose Unida, said Minnesota is the latest state to approve the driving privileges card, approving the law just three weeks ago.

Rodriguez first offered a prayer for healing for Mayor Patty Fisel, who did not attend the meeting. Rodriguez, speaking in English and Spanish, spoke of the fear and hardship many immigrants experience because they don't have required documents for a driver's license, but still work and pay taxes in their communities.

That is, until they are arrested for operating a vehicle without ever having a license. Such arrests bring to light other problems as well, such as lack of auto insurance. The consequences can lead to deportation and the separation of families.

Rodriguez found an ally in Bryan Shearer, Ligonier's police chief and public safety director.

Shearer spoke in favor of the resolution from the council, and was delighted to have a packed house for his police department's annual report. He noted that there were 104 arrests in Ligonier in 2022 for operating a vehicle without ever having been licensed.

"I know there is fear," Shearer told the crowd, "Please do not fear the police. We want to work together for solve problems for everyone."

Shearer repeated the department's mission statement and goals before launching into the numbers for 2022. For 2022, there was a total of 21,658 calls for service, compared to 21,593 for 2021. Both years had fewer calls than the pandemic year of 2020, when 26,074 calls for service were recorded.

Shear noted that his officers do security checks on businesses and for residents' homes when they

are on vacation. There have been no burglaries of businesses in the past three years, and two residential burglaries, one each in 2021 and 2022. No cases of child neglect were reported in 2022, either.

Reports of domestic battery incidents dropped from 35 in 2021 to just eight in 2022. Shearer attributed that decrease to officers educating residents for better outcomes.

Ligonier's K9 team deployed 63 times in 2022 for various duties, include patrols, K9 demonstrations, security for undercover narcotics teams and school searches. Patrolman K9 Handler Nicholas Knafel and his K9 officer assisted in 43 arrests and seizures of drugs and firearms.

Photographs in the report highlight Ligonier police involvement with the Dakich bike event, where 20 children received free bikes and helmets; the Chalk It Up sidewalk art event for Domestic Violence Awareness Month; and a Bike Rodeo at the 2022 Marshmallow Festival on Labor Day weekend.

RESOLUTION

No. 4933-21

Passed by the Common Council of the City of South Bend, Indiana _____

November 22, 20 21.

Attest: Dawn M. Jones City Clerk
Dawn M. Jones

Attest: Sharon McBride President of Common Council

Presented by me to the Mayor of the City of South Bend, Indiana _____

November 22, 20 21.

Dawn M. Jones City Clerk
Dawn M. Jones

Approved and signed by me November 23, 20 21

[Signature] Mayor

RESOLUTION NO. 4933-21

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF SOUTH BEND, INDIANA, ENDORSING
AND URGING PASSAGE OF INDIANA LEGISLATION ESTABLISHING DRIVER CARDS FOR
UNDOCUMENTED INDIANA RESIDENTS

Whereas, the safety of all people using Indiana roads should be a primary consideration of elected officials in the State of Indiana; and

Whereas, at the present time, many undocumented Indiana residents are driving on the streets and highways of Indiana, without adequate training, certification or insurance; and

Whereas, statewide legislation providing undocumented Indiana residents with a pathway to obtain a Driver Card will encourage undocumented Indiana residents to be trained, certified, and insured; and

Whereas, earlier in 2021, Indiana House Bill 1138 and Senate Bill 319 establishing Driver Cards in Indiana failed to move forward; and

Whereas, at the present time, similar legislation has passed in 16 states, including California, Colorado, Connecticut, Delaware, Hawaii, Illinois, Maryland, New Jersey, New Mexico, New York, Nevada, Oregon, Utah, Vermont, Virginia, Washington, together with The District of Columbia and Puerto Rico; and

Whereas, such legislation will improve public safety by requiring all undocumented residents desiring to drive legally to pass a written test of knowledge of driving laws and road signs, a vision test and a driving test; and

Whereas, such legislation will benefit Indiana's insurance industry by reducing costs per policyholder and increasing the number of insured state residents while at the same time reducing the number of uninsured residents; and

Whereas, such legislation will promote commerce by permitting undocumented residents desiring to drive legally to support the State of Indiana's businesses for their basic needs; and

Whereas, such legislation will contribute to the tax revenue of the State of Indiana; and

Whereas, such legislation will improve public safety and promote positive relations with law enforcement by reducing the fear of traffic stops and by reducing any incentive to leave the scene of an accident; and

Whereas, a Driver Card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification; and

Whereas, bipartisan legislation will again be introduced in both houses of the Indiana General Assembly to establish Driver Cards for undocumented residents; and

Whereas, the Common Council believes that all Indiana drivers should be trained, certified, and insured in order to promote public safety, a growing economy and positive relations with law enforcement.

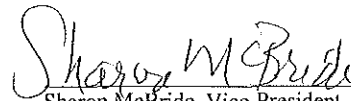
Now, Therefore, be it resolved, by the Common Council of the City of South Bend, Indiana, as follows:

Section I. The South Bend Common Council hereby endorses and urges passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain a Driver Card.

Section II. The South Bend Common Council also hereby endorses and urges passage of state legislation to provide prerequisites to obtaining a Driver Card such as training, certification and insurance.

Section III. The South Bend Common Council urges City residents to support the passage of such legislation by making their opinions known to their state legislators.

Approved this 22nd day November 2020



Sharon McBride, Vice-President
South Bend Common Council



Sheila Niezgodski
6th District Council Member
Chair, Committee of the Whole

I want to thank everyone here tonight on behalf of the Drivers Card Resolution, Bill No. 21-52. I would like to recognize the representatives from St. Adalbert Parish, Our Lady of Hungary and the Notre Dame students from the Indiana Driving Card Project as well as our immigrant community mostly who reside in the 6th District and throughout South Bend.

I also want to thank my co-sponsors that have also agreed to support this resolution.

The reason I have brought this forward for tonight's hearing is because I feel it is important to the over 11,000 immigrants residing in South Bend/St. Joseph County that we acknowledge that they too are part of and are integral members of our community.

They work within this community, raise their families here, and purchase goods here. They also pay taxes here. Just like everyone else living here they also help South Bend to reap the economic benefits that our city enjoys when these dollars are earned and in return spent here in South Bend.

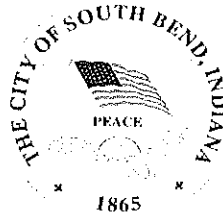
But because of our federal government's procrastination in enacting good, sensible, long term immigration policy, a good portion of our Latino/Hispanic population here in South Bend are being denied the ability to adequately care for their children and their families.

Having the ability to drive to and from work, go to the grocery store or take their children to the Doctor when in need should not be an impediment only because of the status of their citizenship.

The General Assembly has been working to pass legislation over the last several years to provide a Drivers Record Card for undocumented immigrants residing in Indiana. This card would clearly read "For Driving Record Only-Not Valid for Identification". It would be used solely for the right to drive a vehicle and to legally purchase insurance.

Driving record cards could not be used to vote, access federal services, or claim citizenship. They would however be compliant with the REAL ID Act of 2005.

In the 2021 session of the General Assembly and in the upcoming session due to begin again in January, this legislation has gained bi-partisan support. House and Senate members of the General Assembly have gained greater awareness and through educational efforts provided by members of our Latino/Hispanic communities throughout the State of Indiana, I believe they are at the juncture of passing this very meaningful legislation.



Sheila Niezgodski
6th District Council Member
Chair, Committee of the Whole

That's why I felt it was important to bring this resolution before our council this evening. Other communities throughout the State are being asked to sponsor resolutions just like what we have before us tonight.

It is our way of saying to immigrants throughout our city that we acknowledge that you too are vibrant members of our community. No one should be denied the right to properly care for your children and your families by being denied the right to drive an automobile.

It is also the manner that the Common Council of South Bend can lend its support to our legislators to reinforce the reality that this important issue clearly has no political boundaries. It is simply the right thing to do.

My fellow councilmembers, I would very much appreciate your support in passing this Resolution now before us.

Thank you,

Sheila Niezgodski
6th District Councilwoman
City of South Bend

**WARSAW COMMON COUNCIL
RESOLUTION # 2023-02-01**

**A Resolution of the Common Council of the City of Warsaw, Indiana,
Endorsing and Urging Passage of Indiana Legislation Establishing
Driver Cards for Undocumented Indiana Residents**

WHEREAS, the safety of all people using Indiana roads should be an important consideration of elected officials in the State of Indiana; and

WHEREAS, under the current Indiana law, undocumented immigrants are not allowed to obtain a driver's license; and

WHEREAS, at the present time, many undocumented Indiana residents are driving on the streets and highways of Indiana, without adequate training, certification, or insurance; and

WHEREAS, statewide legislation providing undocumented Indiana residents with a pathway to obtain a Driver Card will encourage undocumented Indiana residents to be trained, certified, and insured; and

WHEREAS, at the present time, similar legislation has passed in 18 states; and

WHEREAS, such legislation will improve public safety by requiring all undocumented residents desiring to drive legally to pass a written test of knowledge of driving laws and road signs, a vision test and a driving test; and

WHEREAS, such legislation will require an applicant for a Driver Card or Driver Card renewal to sign up for selective service; and

WHEREAS, such legislation will benefit Indiana's insurance industry by reducing costs per policyholder and increasing the number of insured state residents while at the same time reducing the number of uninsured residents; and

WHEREAS, such legislation will promote commerce by permitting undocumented residents desiring to drive legally to support the State of Indiana's businesses for their basic needs; and

WHEREAS, such legislation will contribute to the tax revenue of the State of Indiana; and

WHEREAS, such legislation will improve public safety and promote positive relations with law enforcement by reducing the fear of traffic stops and by reducing any incentive to leave the scene of an accident; and

WHEREAS, a Driver Card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification; and

WHEREAS, on January 6, 2022, legislation was again introduced in the Indiana Senate (Bill 200) to establish Driver Cards for undocumented residents; and

WHEREAS, the Common Council believes that all Indiana drivers should be trained, certified, and insured in order to promote public safety, a growing economy and positive relations with law enforcement.

NOW, THEREFORE, BE IT RESOLVED by the Warsaw Common Council as follows:

Section I. The Warsaw Common Council hereby endorses and urges passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain a Driver Card.


Section II. The Warsaw Common Council also hereby endorses and urges passage of state legislation to provide prerequisites to obtaining a Driver Card such as training, certification and insurance.

SECTION 2. This Resolution shall be in force and effect from and after its passage according to law.

THEREFORE; be it ordained by the Common Council of the City of Warsaw, Indiana, with 6 ayes, and 0 nays, and 0 abstentions, that this be Adopted and Resolved this 21st day of February, 2023.

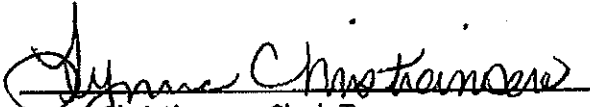
	Aye	Nay	Abstain	Absent
Cindy Dobbins	<u>✓</u>	_____	_____	_____
Jack Wilhite	<u>✓</u>	_____	_____	_____
Jeff R. Grose	<u>✓</u>	_____	_____	_____
Josh Finch	_____	_____	_____	<u>✓</u>
Michael Klondaris	<u>✓</u>	_____	_____	_____
William G. Frush	<u>✓</u>	_____	_____	_____
Diane L. Quance	<u>✓</u>	_____	_____	_____

PRESENTED TO AND APPROVED BY me on this 21st day of February, 2023.



Dr. Joseph Thallemer, Presiding Officer
of the Common Council of the
City of Warsaw

Attest:



Lynne Christiansen, Clerk-Treasurer

**GOSHEN COMMON COUNCIL
RESOLUTION 2022-15**

**A Resolution of the Common Council of the City of Goshen, Indiana,
Endorsing and Urging Passage of Indiana Legislation Establishing
Driver Cards for Undocumented Indiana Residents**

WHEREAS, the safety of all people using Indiana roads should be a primary consideration of elected officials in the State of Indiana; and

WHEREAS, under the current Indiana law, undocumented immigrants are not allowed to obtain a driver's license; and

WHEREAS, at the present time, many undocumented Indiana residents are driving on the streets and highways of Indiana, without adequate training, certification or insurance; and

WHEREAS, statewide legislation providing undocumented Indiana residents with a pathway to obtain a Driver Card will encourage undocumented Indiana residents to be trained, certified, and insured; and

WHEREAS, in 2021, Indiana House Bill 1138 and Senate Bill 319 establishing Driver Cards in Indiana failed to move forward; and

WHEREAS, at the present time, similar legislation has passed in 16 states; and

WHEREAS, such legislation will improve public safety by requiring all undocumented residents desiring to drive legally to pass a written test of knowledge of driving laws and road signs, a vision test and a driving test; and

WHEREAS, such legislation will benefit Indiana's insurance industry by reducing costs per policyholder and increasing the number of insured state residents while at the same time reducing the number of uninsured residents; and

WHEREAS, such legislation will promote commerce by permitting undocumented residents desiring to drive legally to support the State of Indiana's businesses for their basic needs; and

WHEREAS, such legislation will contribute to the tax revenue of the State of Indiana; and

WHEREAS, such legislation will improve public safety and promote positive relations with law enforcement by reducing the fear of traffic stops and by reducing any incentive to leave the scene of an accident; and

WHEREAS, a Driver Card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification; and

WHEREAS, on January 6, 2022, legislation was again introduced in the Indiana Senate (Bill 200) to establish Driver Cards for undocumented residents; and

WHEREAS, the Common Council believes that all Indiana drivers should be trained, certified, and insured in order to promote public safety, a growing economy and positive relations with law enforcement.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Common Council as follows:

Section I. The Goshen Common Council hereby endorses and urges passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain a Driver Card.

Section II. The Goshen Common Council also hereby endorses and urges passage of state legislation to provide prerequisites to obtaining a Driver Card such as training, certification and insurance.

Section III. The Goshen Common Council urges City of Goshen residents to support the passage of such legislation by making their opinions known to their state legislators.

PASSED by the Goshen Common Council on July 18, 2022.



Presiding Officer

ATTEST:



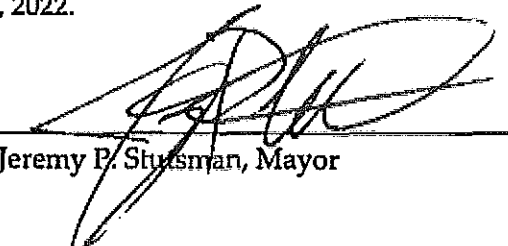
Richard R. Aguirre, Clerk-Treasurer

PRESENTED to the Mayor of the City of Goshen on July 18, 2022, at the hour of 7:06 p.m.



Richard R. Aguirre, Clerk-Treasurer

APPROVED and ADOPTED on July 18, 2022.



Jeremy P. Shustman, Mayor

RESOLUTION NO. 2022-1029

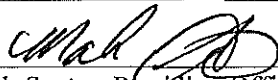
A RESOLUTION OF THE COMMON COUNCIL OF
THE CITY OF PLYMOUTH ENDORSING THE PASSAGE OF
INDIANA LEGISLATION ESTABLISHING
DRIVER CARDS FOR UNDOCUMENTED INDIANA RESIDENTS

WHEREAS, in recent months, many members of the Plymouth community have expressed support for the Indiana General Assembly to adopt legislation that would provide a process for undocumented immigrants now residing in Indiana to obtain a card providing them with driving privileges. An informational meeting on the effort that was held on October 23, 2022, at the St. Michael's Catholic School gymnasium in Plymouth was very well-attended. At the meeting, State Senators Blake Doriot and David Niezgodski described a bill addressing the issue that they plan to advance in the 2023 legislative session. Since the meeting, the City has been presented with a petition with nearly 300 signatures of those supporting such legislation. Implementation of this program would increase public safety by assuring the adequate training certification, and insurance of more drivers on our roads. As a result, such a law is anticipated to have positive economic benefits for all Hoosiers. According to data, last updated October 11, 2022, from the National Conference of State Legislatures, 18 states and the District of Columbia currently offer driving privileges to undocumented immigrants in some manner. (See, <https://www.ncsl.org/research/immigration/states-offering-driver-s-licenses-to-immigrants.aspx>, last accessed December 9, 2022). The purpose and intent of this resolution is to endorse a similar solution and to encourage the Indiana General Assembly to adopt appropriate legislation in the coming year.

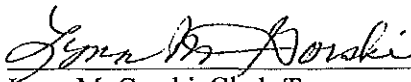
NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Plymouth as follows:

Section 1. The Plymouth Common Council endorses and urges passage of State legislation developing a process for undocumented immigrants now residing in Indiana to obtain driving privileges upon completion of appropriate training, certification, insurance, or other prerequisites.

PASSED AND ADOPTED this 27th day of December, 2022.


Mark Senter, Presiding Officer

ATTEST:


Lynn M. Gorski, Clerk-Treasurer

RESOLUTION 2023-105

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF LOGANSPORT, INDIANA ENDORSING AND URGING PASSAGE OF INDIANA LEGISLATION ESTABLISHING DRIVING PRIVILEGE CARDS FOR UNDOCUMENTED INDIANA RESIDENTS

WHEREAS, the safety and welfare of all people using Indiana roads should be a primary consideration of elected officials in the State of Indiana and the City of Logansport; and

WHEREAS, the Common Council of the City of Logansport, Indiana (Council) recognizes there is a large group of our friends and neighbors who cannot prove lawful status in the United States and are unable to obtain a driver's license in the State of Indiana; and

WHEREAS, these same undocumented residents are forced to contend with everyday issues others take for granted, such as how to get to work, how to shop for food, and household necessities, or something as simple as taking their child to school for extracurricular activities; and

WHEREAS, unfortunately many undocumented residents are driving on the local streets and highways without proper driver's training, certification, or car insurance; and

WHEREAS, statewide legislation providing undocumented Indiana residents with a pathway to obtain a Driving Privilege Card will encourage undocumented Indiana residents to be trained, certified, and insured for vehicular operation; and

WHEREAS, this January 2023, legislation was again introduced into the Indiana House (HB 1644) to establish a Driving Privilege Card for undocumented residents; and

WHEREAS, at the present time 18 states have recognized the benefits of passing a Driving Privilege Card which has improved public safety, improved relations with law enforcement, reduced costs to all insurance policy holders, and increased tax revenue for these states; and

NOW THEREFORE, BE IT RESOLVED by the Common Council of the City of Logansport, Indiana as follows:

SECTION 1: The Council hereby endorses and urges passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain a Driving Privilege Card.


SECTION 2: The Council also hereby endorses and urges passage of state legislation to provide prerequisites to obtaining a Driving Privilege Card such as training, certification, and insurance.

SECTION 3: The Council urges city residents to support the passage of such

legislation by making their opinions known to our state legislators.


DULY PASSED, RESOLVED AND ADOPTED this 6th day of February, 2023 by the
Common Council of the City of Logansport, Indiana by a vote of ____ in favor, ____ opposed,
and ____ abstained.

Common Council of the City of Logansport, Indiana

By:  _____

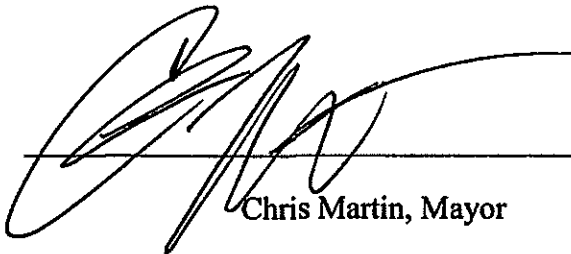
Jake LeDonne, President

ATTEST:

 _____

Duane Ullom, Clerk Treasurer

Submitted to, approved by, and signed by me, the Mayor of the City of Logansport, Indiana this
6th day of February 2023

 _____
Chris Martin, Mayor

Res. 2023-105

Res. 2023-105

RESOLUTION NO. R-23-22

**A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF ELKHART TO SUPPORT
LEGISLATION TO ESTABLISH INDIANA DRIVING CARDS**

WHEREAS, the elected officials of the City of Elkhart, Indiana believe that all residents of the City of Elkhart, Indiana deserve safe roads to travel upon; and

WHEREAS, currently, a person who cannot prove lawful status in the United States is unable to obtain an operator's license in the State of Indiana, and as a result, unable to purchase car insurance; and

WHEREAS, unlicensed drivers are more likely to be involved in accidents than validly licensed drivers; and

WHEREAS, licensed drivers must pay higher premiums for accidents and injuries caused by unlicensed drivers; and

WHEREAS, Driving Card legislation in the State of Indiana would require every driver on Indiana's roads be trained, certified, insured, and identifiable to law enforcement; and

WHEREAS, such legislation would improve public safety, requiring all individuals with driving cards to pass a written test, a vision test, and a driving test; and

WHEREAS, a growing number of organizations have formally endorsed the Indiana Driving Card legislation including the Indiana Association of Chiefs of Police, the Insurance Institute of Indiana, and the Indiana Chamber of Commerce; and

WHEREAS, eighteen states, the District of Columbia, and Puerto Rico have enacted laws to allow unauthorized immigrants to obtain driver's licenses, including California, Colorado, Connecticut, Delaware, Hawaii, Illinois, Maryland, Massachusetts, Nevada, New Jersey, New Mexico, New York, Oregon, Rhode Island, Utah, Vermont, Virginia, and Washington; and

WHEREAS, a Driver Card would provide an easily recognizable and distinguishable identification that will not be valid for voter identification; and

WHEREAS, the Common Council believes it is important that all Indiana drivers on our roads be trained, certified, and insured, acknowledging the importance of safe roads for its residents through the reduction of hit and runs and the increase of insured motorists on our roads; and

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF ELKHART, INDIANA, THAT:

Section 1. The Common Council hereby urges introduction and passage of responsible Driver Card legislation which requires training, certification, and insurance; and

Section 2; Urges residents of the City of Elkhart to support the passage of such legislation by making their opinions known to their state legislators in the upcoming General Assembly.

RESOLVED this 1st day of August, 2022.


Arvis Dawson
President of the Common Council

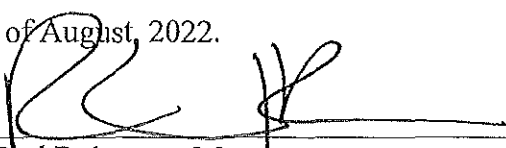
ATTEST:


Debra D. Barrett, City Clerk

PRESENTED to the Mayor by me this 2ND day of August, 2022 at 9:25
a.m./p.m.


Debra D. Barrett, City Clerk

APPROVED by me this 2ND day of August, 2022.


Rod Roberson, Mayor

ATTEST:

Debra D. Barrett, City Clerk

22R-20

Sponsored by the Hammond Common
Council

RESOLUTION NO. R20

**Resolution of the Common Council of the City of Hammond,
Indiana, Endorsing and Urging Passage of Indiana Legislation
Establishing Driver Cards for Undocumented Indiana Residents**

WHEREAS, until 2007 Indiana extended a universal right to a driver's license to all Indiana residents who were able and qualified to pass a test of practice and knowledge for driving in this state; and

WHEREAS, with the enactment of Senate Bill 463, or Act 184, to comply with the Federal Law of REAL IDENTIFICATION ACT (REAL ID ACT), applicants are required to provide proof of lawful presence in the United States, which results in many members of the immigrant community being unable to obtain a Indiana driver's license;

WHEREAS, that we as a society welcome all immigrants who contribute to American society by being educated and skilled professionals; such as doctors, nurses, caregivers, lawyers, accountants, and all professions, as well as mechanics, electricians, carpenters, plumbers, truck drivers, manufacturers, construction workers, and all trade laborers. Immigrants also build and maintain our roads, houses, landscape our properties, cultivate and harvest our food and do countless non-skilled jobs. By working all these jobs, they contribute to our tax base by paying (Federal, State, County, City and Town) taxes and fees. However, as a society, we unjustly deny basic human rights and foment family separation; without a driver's license they are unable to participate fully and equally in the community and are at risk of deportation each time they must drive; and

WHEREAS, that immigrants without a driver's license experience challenges towards a better quality of life; parents are forced to limit their access to healthcare, educational or extracurricular opportunities for their children, or a better paying job due to fear of driving without a license; and

Resolution of the Common Council of the City of Hammond, Indiana, Endorsing and Urging Passage of Indiana Legislation Establishing Driver Cards for Undocumented Indiana Residents

WHEREAS, that the City of Hammond strives to be a welcoming community for all immigrants from all over the world, who come in search of opportunity, stability, prosperity, education, and a better life for their families; and

WHEREAS, that undocumented families in the city, makeup a growing population of immigrant workers from other countries. These people contribute economically and culturally, and families could choose to leave the City to reside, work and raise their families in other cities or states, in search of safer opportunities, but they decide to stay and reside here because this is their city too, and this is where they desire to set their roots.

WHEREAS, the undocumented immigrants have the same hopes, fears, and dreams as any other member of our community, and we recognize their humanity and support them in their struggle for permanent protection, dignity, and respect, and

WHEREAS, earlier in 2022, Indiana House Bill 1195 and Senate Bill 200 establishing Driver Cards in Indiana failed to move forward; and

WHEREAS, since 2008, undocumented immigrants residing in California, Colorado, Connecticut, Delaware, Hawaii, Illinois, Maryland, New Jersey, New Mexico, New York, Nevada, Oregon, Utah, Vermont, Virginia, Washington, together with the District of Columbia and Puerto Rico, can now obtain a driver's license; and,

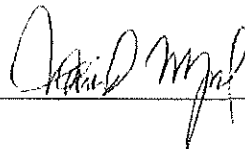
WHEREAS, a driver's card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification; and

WHEREAS, bipartisan legislation will again be introduced in both houses of the Indiana General Assembly to establish driver cards for undocumented residents.

THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF HAMMOND Indiana, on behalf of the people of the City, hereby endorses and urges the passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain Drivers Cards. The Hammond City Clerk is respectfully instructed by the Hammond Common Council to forward this resolution, upon passage, to both Houses of the Indiana Assembly and presented to the study committee for consideration.

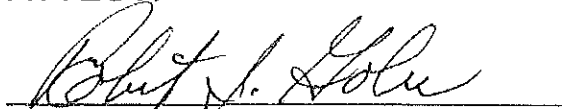
Resolution of the Common Council of the City of Hammond, Indiana, Endorsing
and Urging Passage of Indiana Legislation Establishing Driver Cards for
Undocumented Indiana Residents

ADOPTED by the Common Council of the City of Hammond, on the
28th day of November, 2022.

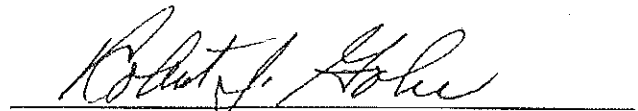


Dave Woerpel, President
Hammond Common Council

ATTEST:

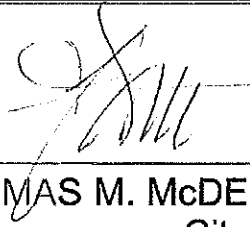

Robert J. Golec, City Clerk

PRESENTED BY ME, the undersigned City Clerk of the City of
Hammond, to the Mayor of said City for his approval on the 29th
day of November, 2022


Robert J. Golec, City Clerk

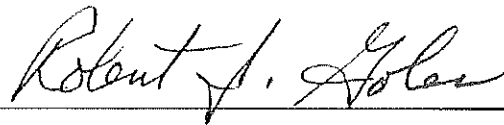
The foregoing Resolution No. R26 consisting of 4 pages,
including this page, Approved was Approved and
Signed by the Mayor of the City of Hammond, Indiana on the 29th
day of November, 2022.

Resolution of the Common Council of the City of Hammond, Indiana, Endorsing and
Urging Passage of Indiana Legislation Establishing Driver Cards for Undocumented
Indiana Residents



THOMAS M. McDERMOTT, JR., MAYOR
City of Hammond, Indiana

ADOPTED by the Common Council on the 20th day of
November, 2022, and Approved by the Mayor on
the 29th day of November, 2022.



Robert J. Golec, City Clerk

CITY OF EAST CHICAGO, INDIANA

RESOLUTION NO. 22-0006

**A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF EAST CHICAGO, INDIANA,
ENDORING AND URGING PASSAGE OF INDIANA LEGISLATION ESTABLISHING DRIVER CARDS
FOR UNDOCUMENTED INDIANA RESIDENTS**

WHEREAS, the Common Council of the City of East Chicago recognizes and promotes the following:

Until 2007 Indiana extended a universal right to a driver's license to all Indiana residents who were able and qualified to pass a test of practice and knowledge for driving in this state; and

With the enactment of Senate Bill 463, or Act 184, to comply with the Federal Law of REAL IDENTIFICATION ACT (REAL ID Act), applicants are required to provide proof of lawful presence in the United States, which results in many members of the immigrant community being unable to obtain an Indiana driver's license;

That we as a society welcome immigrant labor to cultivate our flowers, harvest and serve our food, build and maintain our houses, care for our loved ones, landscape our properties, and in many other ways; however, as a society, we unjustly deny them basic human rights and foment family separation; without a driver's license they are unable to participate fully and equally in the community and are at risk of deportation each time they must drive; and

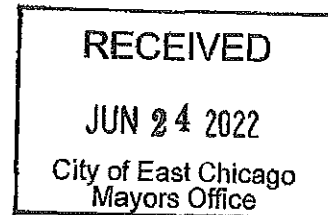
That immigrants without a driver's license experience challenges towards a better quality of life; parents are forced to limit their access to healthcare, educational or extracurricular opportunities for their children, or a better paying job due to fear of driving without a license; and

That the City of East Chicago strives to be a welcoming community for all immigrants from all over the world, who come in search of opportunity, stability, prosperity, education and a better life for their families; and

That undocumented families in the City make-up one of the largest and growing populations of Hispanic workers, whom contribute economically and culturally; families could choose to leave the City to reside, work and raise their families in Illinois in search of safer opportunities, but decide to stay and resolve because this is their City too and this is where their roots have set after more than a decade for most; and

That undocumented immigrants have the same hopes, fears, and dreams as every other member of our community, and we recognize their humanity and support them in their struggle for permanent protection, dignity, and respect; and

WHEREAS, earlier in 2022, Indiana House Bill 1195 and Senate Bill 200 establishing Driver Cards in Indiana failed to move forward; and



Sponsor: Council Member At-Large Debra Bolaños

WHEREAS, since 2008, undocumented immigrants residing in California, Colorado, Connecticut, Delaware, Hawaii, Illinois, Maryland, New Jersey, New Mexico, New York, Nevada, Oregon, Utah, Vermont, Virginia, Washington, together with The District of Columbia and Puerto Rico, can now obtain a driver's license; and

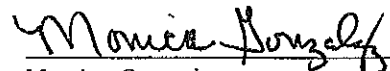
WHEREAS, a Driver Card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification; and

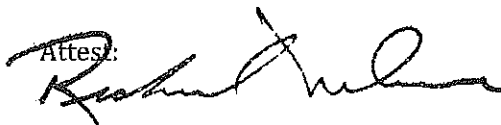
WHEREAS, bipartisan legislation will again be introduced in both houses of the Indiana General Assembly to establish Driver Cards for undocumented residents.

NOW THEREFORE, BE IT RESOLVED, that the Common Council of the City of East Chicago, Indiana, hereby endorses and urges passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain a Driver Card, and urges that City residents support the passage of such legislation by making their opinions known to their state legislators in the upcoming General Assembly.

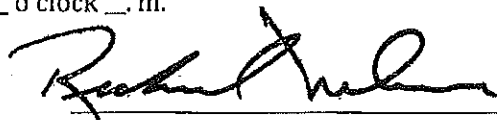
The above resolution was offered by the Community of the City of East Chicago and supported by Council Member At-Large, Debra Bolaños.

Approved this 22 day June, 2022.

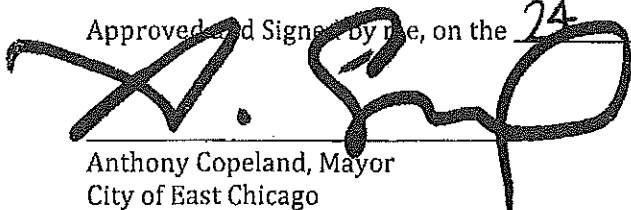

Monica Gonzalez
President East Chicago Common Council

Attest:

Richard Medina, City Clerk

Presented by me, the undersigned Clerk of the City of East Chicago, to the Mayor of the City of East Chicago, Indiana on the 23 day of June 2022 at __ o'clock __ m.


Richard Medina, City Clerk
Office of the City Clerk

Approved and Signed by me, on the 24 day of June 2022, at __ o'clock __ m.


Anthony Copeland, Mayor
City of East Chicago

FILED IN CLERK'S OFFICE

JUN 24 2022

Clerk, East Chicago Common Council

**LIGONIER COMMON COUNCIL
RESOLUTION # 0313-2023**

**A Resolution of the Common Council of the City of Ligonier, Indiana,
Endorsing and Urging Passage of Indiana Legislation Establishing
Driver Cards for Undocumented Indiana Residents**

WHEREAS, the safety of all people using Indiana roads should be an important consideration of elected official in the State of Indiana; and

WHEREAS, under the current Indiana law, undocumented immigrants are not allowed to obtain a driver's license; and

WHEREAS, at the present time, many undocumented Indiana residents are driving on the streets and highways of Indiana, without adequate training, certification, or insurance; and

WHEREAS, statewide legislation providing undocumented Indiana residents with a pathway to obtain a Driver Card will encourage undocumented Indiana residents to be trained, certified, and insured; and

WHEREAS, at the present time, similar legislation has passed in 18 states; and

WHEREAS, such legislation will improve public safety by requiring all undocumented residents desiring to drive legally to pass a written test of knowledge of driving laws and road signs, a vision test and a driving test; and

WHEREAS, such legislation will require an applicant for a Driver Card or Driver Card renewal to sign up for selective service; and

WHEREAS, such legislation will benefit Indiana's insurance industry by reducing costs per policyholder and increasing the number of insured state residents while at the same time reducing the number of uninsured residents; and

WHEREAS, such legislation will promote commerce by permitting undocumented residents desiring to drive legally to support the State of Indiana's businesses for their basic needs; and

WHEREAS, such legislation will contribute to the tax revenue of the State of Indiana; and

WHEREAS, such legislation will improve public safety and promote positive relations with law enforcement by reducing the fear of traffic stops and by reducing any incentive to leave the scene of an accident; and

WHEREAS, a Driver Card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification; and

WHEREAS, on January 11, 2023, legislation was again introduced in the Indiana Senate (Bill 248) to establish Driver Cards for undocumented residents; and

WHEREAS, the Common Council believes that all Indiana drivers should be trained, certified, and insured in order to promote public safety, a growing economy and positive relations with law enforcement.

NOW, THEREFORE BE IT RESOLVED by the Ligonier Common Council as follows:

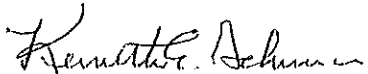
SECTION 1. The Ligonier Common Council hereby endorses and urges passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain a Driver Card.

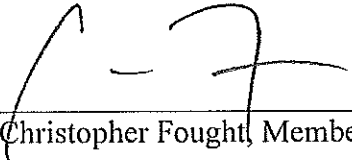
SECTION 2. The Ligonier Common Council also hereby endorses and urges passage of state legislation to provide prerequisites to obtaining a Driver Card such as training, certification and insurance.

SECTION 3. This Resolution shall be in force and effect from and after its passage according to the law.

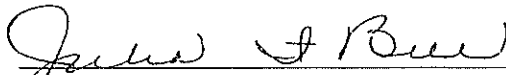
THEREFORE; be it ordained by the Common Council of the City of Ligonier, Indiana, with 5 ayes, and 0 nays, and 0 abstentions, that this be Adopted and Resolved this 13th day of March, 2023.

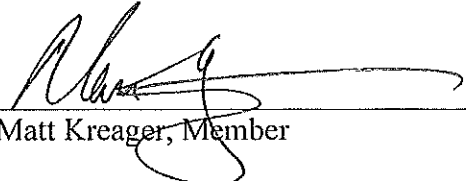
COMMON COUNCIL OF THE CITY OF LIGONIER, INDIANA


Kenneth Schuman, President


Christopher Fought, Member

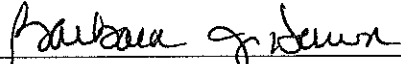

Doretta Wiegand, Member

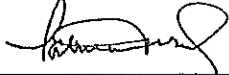

Julia Bell, Member


Matt Kreager, Member

ATTEST:

APPROVED


Barbara Hawn, Clerk-Treasurer


Patricia Fisel, Mayor

PERMANENT RECORD

RESOLUTION C-2023-03

PASSED

INTRODUCING: Weaver, Mosby,
and Heronemus

A RESOLUTION ENDORSING THE PASSAGE OF INDIANA LEGISLATION ESTABLISHING DRIVER CARDS FOR UNDOCUMENTED INDIANA RESIDENTS

WHEREAS, the safety of all people using Indiana roads should be a primary consideration of elected officials in the State of Indiana;

WHEREAS, at the present time, many undocumented Indiana residents are driving on the streets and highways of Indiana, without adequate training, certification or insurance;

WHEREAS, according to data from the National Conference of State Legislatures, eighteen states and the District of Columbia currently offer driving privileges to undocumented immigrants in some manner;

WHEREAS, statewide legislation providing undocumented Indiana residents with a pathway to obtain a Driver Card will encourage undocumented Indiana residents to be trained, certified, and insured;

WHEREAS, members of the Evansville community have expressed support for the Indiana General Assembly to adopt legislation that would provide a process for undocumented immigrants residing in Indiana to obtain a card providing them with driving privileges;

WHEREAS, such legislation will improve public safety by requiring all undocumented residents desiring to drive legally to pass to pass a written test of knowledge of driving laws and road signs, a vision test and a driving test;

WHEREAS, such legislation will benefit Indiana's insurance industry by reducing costs per policyholder and increasing the number of insured Indiana residents while at the same time reducing the number of uninsured residents;

WHEREAS, such legislation will promote commerce by permitting undocumented Indiana residents desiring to drive legally to support the State of Indiana's businesses for their basic needs;

WHEREAS, such legislation will contribute to the tax revenue of the State of Indiana;

WHEREAS, such legislation will improve public safety and promote positive relations with law enforcement by reducing the fear of traffic stops and by reducing any incentive to leave the scene of an accident;

FILED

FEB 17 2023

WHEREAS, a Driver Card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification;

WHEREAS, bipartisan legislation will be introduced in both houses of the Indiana General Assembly this session to establish Driver Cards for undocumented residents; and

WHEREAS, the Common Council believes that all Indiana drivers should be trained, certified, and insured in order to promote public safety, a growing economy and positive relations with law enforcement.

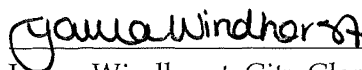
NOW, THEREFORE, BE IT RESOLVED by the Common Council of Evansville, Indiana, endorses State legislation developing a process for undocumented immigrants residing in Indiana to obtain driving privileges upon completion of appropriate training, certification, insurance, and other prerequisites.

Passed and adopted by the Common Council of the City of Evansville, Indiana, on the 27 day of February, 2023, and signed by the President of the Common Council and attested by the City Clerk.



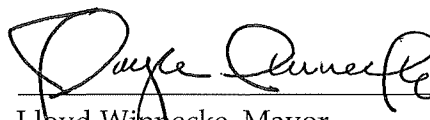
Zac Heronemus, President
Common Council of Evansville, Indiana

I attest to the passage and adoption of the foregoing by the Common Council of the City of Evansville, Indiana, on the above date.



Laura Windhorst, City Clerk
City of Evansville, Indiana

Having examined the foregoing resolution, I do now, as Mayor of the City of Evansville, Indiana, approve said resolution and return the same to the City Clerk this 3rd day of March, 2023.



Lloyd Winnecke, Mayor
City of Evansville, Indiana

Trockman ✓

Mosby ✓

Burton ✓

Koehler Lindsey ✓

Brinkmeyer ✓

Beane ✓

Moore ✓

Weaver ✓

Heronemus ✓

Passed 9-0

**A RESOLUTION OF THE COMMON COUNCIL OF THE CITY
OF WABASH, INDIANA
RESOLUTION # 6, 2023**

**A RESOLUTION ENDORSING AND URGING PASSAGE BY THE
INDIANA GENERAL ASSEMBLY OF LEGISLATION ESTABLISHING
DRIVER CARDS FOR UNDOCUMENTED INDIANA RESIDENTS**

WHEREAS, the safety of all people using Indiana roads should be an important consideration of elected officials in the State of Indiana;

WHEREAS, undocumented immigrants are not allowed to obtain a driver's license, and;

WHEREAS, many undocumented Indiana residents are driving on the streets and highways of Indiana, without adequate training, certification, or insurance; and

WHEREAS, statewide legislation providing undocumented Indiana residents with a pathway to obtain a Driver Card will encourage undocumented Indiana residents to be trained, certified, and insured, and thereby improve public safety; and

WHEREAS, similar legislation has passed in 18 states; and

WHEREAS, such legislation will benefit Indiana's insurance industry by reducing costs per policyholder and increasing the number of insured state residents while at the same time reducing the number of uninsured residents; and

WHEREAS, such legislation will promote commerce by permitting undocumented residents desiring to drive legally to support the State of Indiana's businesses for their basic needs; and

WHEREAS, such legislation will contribute to the tax revenue of the State of Indiana; and

WHEREAS, a Driver Card will provide an easily identifiable and distinguishable identification that will not be valid for voter identification.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Wabash, Indiana as follows:

Section 1. The City of Wabash, Indiana endorses and urges passage of state legislation to provide a pathway for undocumented Indiana residents to be able to obtain a Driver Card.

Section 2. The City of Wabash, Indiana also hereby endorses and urges passage of state legislation to provide prerequisites to obtaining a Driver Card such as training, certification and insurance.

Section 3. This Resolution shall be in force and effect from and after its passage according to law.

PASSED BY THE COMMON COUNCIL OF THE CITY OF WABASH, INDIANA THIS 22nd DAY OF MAY 2023.

By: David W. Monroe
David Monroe, President of the Common Council

PRESENTED BY ME TO THE MAYOR OF THE CITY OF WABASH ON THE 22nd DAY OF MAY 2023 AT THE HOUR OF 6 O'CLOCK P M.

Wendy Frazier
Wendy Frazier, Clerk-Treasurer

THIS ORDINANCE WAS APPROVED AND SIGNED ON THE 22ND DAY OF MAY 2023 AT THE HOUR OF 6 O'CLOCK P M.

Scott A. Long
Scott A. Long, Mayor

ATTEST:

Wendy Frazier
Wendy Frazier, Clerk-Treasurer

RESOLUTION NO. 2023-03

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF BREMEN, INDIANA IN
SUPPORT OF STATE LEGISLATION ESTABLISHING DRIVING PRIVILEGE CARDS**

WHEREAS, the Town Council of the Town of Bremen, Indiana believe that it is in the best interests of its residents and visitors that to require, encourage, and enforce safe driving within the municipal limits of the Town of Bremen; and

WHEREAS, the Town Council acknowledges that a person who cannot prove lawful status in the United States is unable to obtain an operator's license in the State of Indiana and consequently is unable to purchase vehicle insurance; and

WHEREAS, the Town Council acknowledges that the presence of unlicensed drivers on Indiana roads and streets reduces safety and increases costs for all drivers; and

WHEREAS, the proposed Driving Card legislation in the State of Indiana would improve safety and decrease expenses on Indiana's roads and roads by increasing the number of insured drivers; and

WHEREAS, such legislation would improve public safety by requiring all individuals with driving cards to pass a written test, a vision test, and a driving test; and

WHEREAS, a Driver Card will provide an easily recognizable and distinguishable identification that will not be valid for voter identification; and

WHEREAS, the Town Council believes it is in the best interest of the residents of the Town of Bremen, Indiana to increase the number of trained, certified, and insured drivers on the roads and streets of Indiana; and

WHEREAS, the Town Council believes that the proposed Driving Card legislation will further those stated objectives and is therefore in the best interests of residents of the Town of Bremen, Indiana.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF BREMEN, INDIANA, THAT:

Section 1. The Town Council hereby endorses passage of responsible Driver Card legislation that requires training, certification, and insurance for all prospective drivers residing in the State of Indiana; and

Section 2; The Town Council hereby further asks all legislators in the State of Indiana, to thoughtfully consider the needs and priorities of all residents of Indiana, including individuals and businesses, when drafting, amending, and approving the passage of any such legislation in the current or future sessions of the General Assembly.

RESOLVED this 27th day of February, 2023.


TOWN COUNCIL OF THE TOWN OF
BREMEN, INDIANA

YEA

NAY


X

—


William Daily, President

X

—


Michael Leman, Vice-President

X

—

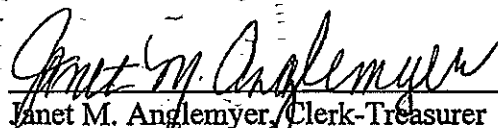

Rick Graverson, Member

X

—


James Leeper, Member

ATTEST:


Janet M. Anglemeyer, Clerk-Treasurer

Resolution No. _____ 2023

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF NORTH
MANCHESTER ENDORSING THE PASSAGE OF INDIANA
LEGISLATION ESTABLISHING DRIVER CARDS FOR
UNDOCUMENTED INDIANA RESIDENTS**

Whereas, members of the North Manchester community, including employers, churches, law enforcement and economic development officials, have expressed support for the Indiana General Assembly to adopt legislation that would provide a process for undocumented immigrants now residing in Indiana to obtain a card providing them with driving privileges, and

Whereas, A bill addressing the issue was filed as Senate Bill 248 in the 2023 legislative session, and

Whereas, passage of this legislation and implementation of this program would increase public safety by assuring the adequate training, certification, and insurance of more drivers, and

Whereas, as a result, such a law is anticipated to have positive economic benefits for all Indiana residents, and

Whereas, it is documented that 18 states and the District of Columbia currently offer driving privileges to undocumented immigrants in some manner, and

Whereas, the purpose and intent of this resolution is to endorse a similar solution and to encourage the Indiana General Assembly to adopt appropriate legislation,

NOW, THEREFORE, BE IT RESOLVED by the North Manchester Town Council as follows:

Section 1. The North Manchester Town Council endorses and urges passage of legislation developing a process for undocumented immigrants now residing in Indiana to obtain driving privileges upon obtaining appropriate training, certification, insurance, or other prerequisites.

PASSED AND ADOPTED this fifth day of April, 2023.

James W. Smith, President

ATTEST:

Carrie Mugford, Clerk-Treasurer

APRIL 5, 2023

TOWN COUNCIL MEETING

Those present:

Jim Smith	Carrie Mugford	Craig Walters	Maddie Schultz
Laura Rager	Matt Mize	Ryan Shock	Eric Christiansen
Tom Dale	Cam Kissinger	Ray Houser	Virginia Cripe
Allen Miracle	Dave McVicker	Alex Downard	Sally Krouse
Gary Montel	Jennifer Hotchkiss		

Those absent: None. A quorum was attained.

The April meeting of the North Manchester Town Council was held at the Public Safety Building, 709 W. Main Street, North Manchester, Indiana, on April 5, 2023, at 7:00 p.m., pursuant to notice duly given in accordance with the rules of the Council. The meeting was called to order by Council President, Jim Smith, who presided.

MINUTES

Minutes of the 03/01/23 regular and 03/15/23 executive meetings were presented for approval. Motion to approve the minutes as presented: Rager/Montel. Motion passes unanimously.

VISITOR COMMENTS

None.

UPDATES

None.

UNFINISHED BUSINESS

1. ADA Accessible Parking Space Proposal at MU, GO#1, Third Reading – Clerk-Treasurer Carrie Mugford read general ordinance #1, 2023, by title only. Motion to approve on third reading: Rager/Dale. Motion passes unanimously.
2. Anti-Discrimination Ordinance, GO#2, Second Reading – President Jim Smith explained that this ordinance was passed on first reading at the last meeting. The ordinance was revised slightly so that the number sequence correlates with the existing codification. The content was not changed. Clerk-Treasurer Mugford read general ordinance #2, 2023, by title only. Motion to approve on second reading: Rager/Miracle. Motion passes unanimously.
3. Building Code Revisions, GO#3, Second Reading – Clerk-Treasurer Mugford read general ordinance #3, 2023, by title only. Motion to approve on second reading: Rager/Miracle. Motion passes unanimously.

NEW BUSINESS

1. Wabash County Education Visioning Funding Request – President Smith explained that he and Councilmember Tom Dale are the town's representatives to the group. Smith and Dale are recommending supporting the work of the Wabash County Education Visioning Group with a contribution of \$10,000. The Group has a budget of \$65,000 to work with a research consultant. Other units of government are also contributing and all contributions will go through the

Community Foundation of Wabash County. Improving education in Wabash County is one of the highest priorities of the Imagine One 85 plan. Councilmember Allen Miracle asked what the group is hoping to accomplish. Sally Krouse, member, stated that the intention is to gather data and determine what parents in Wabash County want for the education of their children. Motion to approve the funding request: Dale/Rager. Motion passes unanimously. Krouse thanked the council for their support.

2. Resolution in Support of Driving Privilege Card, Resolution #3 – President Smith stated that this resolution is in support of future legislation concerning driving privilege cards. This is a general resolution in support of the concept. Councilmember Gary Montel asked what effect the legislation would have in North Manchester. Smith stated that proper training and insurance is required to obtain a driving privilege card which should result in less uninsured motorists and less hit and run accidents. Clerk-Treasurer Mugford read resolution #3, 2023, verbatim. Motion to approve resolution #3: Rager/Montel. Motion passes unanimously.

3. HF Group Tax Abatement Request, Resolution #2 – Clerk-Treasurer Mugford explained that HF Group has installed new manufacturing equipment and are seeking tax abatement. The request has been vetted by Keith Gillenwater of Grow Wabash County. Gillenwater provided a letter of support and recommends granting a ten-year abatement based on the amount of the investment and the retained jobs. Mugford read resolution #2, 2023, verbatim. Motion to approve the HF Group tax abatement request: Rager/Miracle. Motion passes unanimously.

4. Traffic Ordinance Revision, Repeal No Parking, GO#4, First Reading – Councilmember Montel explained that Manchester University requested a repeal of the no parking area around the former administrative building on the east side of Bond Street between College Avenue and Miami Street and on College Avenue between Wayne Street and East Street. Montel stated that the Traffic Commission considered this request and recommends removing the no parking restrictions. Clerk-Treasurer Mugford read general ordinance #4 verbatim. Motion to approve GO#4, 2023, on first reading: Rager/Dale. Motion passes unanimously.

5. Traffic Ordinance Revision, Add Temporary Parking Locations, GO#5, First Reading – Councilmember Montel stated that Manchester University requested additional temporary parking spaces adjacent to Sister's Café. These two additional spots are to encourage community members to stop for refreshments at the university coffee shop. These are 10-minute parking spots. Montel stated that the Traffic Commission also considered this request and recommends adding the temporary parking as requested. Clerk-Treasurer Mugford read GO#5 verbatim. Motion to approve GO#5, 2023, on first reading: Rager/Dale. Motion passes unanimously. Councilmember Allen Miracle asked if the yellow markings on curbs can be evaluated and removed in coordination with the ordinance revisions. This request will be forwarded to the street department.

6. Arbor Day Proclamation – President Smith read the 2023 Arbor Day Proclamation and proclaimed April 28, 2023, as Arbor Day in North Manchester.

DEPARTMENTAL & COMMISSION REPORTS

Police Dept. – Report included in packet.

Fire Dept. – Fire Chief Cam Kissinger reported that SCBA and turn out gear have been ordered and now they are just waiting on everything to be delivered. The volunteer department is planning the annual pancake breakfast for September 23. Fireworks are scheduled for July 1 with a rain date of July 4 at Manchester High School. Manchester Underground will be doing the dirt work behind the station for the new building. Once that is complete, O&R Buildings will start construction on the new storage building.

Building Commissioner – Report in packet.

Plan Commission – No meeting.

Board of Zoning Appeals – No meeting. A meeting is scheduled for April 24.

Traffic Commission –

Parks & Recreation – Report in packet. Park Director Jennifer Hotchkiss reported that spring break camp is going well this week. The annual Easter egg hunt will be Saturday morning in Warvel Park.

Town Life Center –

Tree Advisory – Report in packet

Grow Wabash County –

Redevelopment Commission – Clerk-Treasurer Mugford presented the annual report of RDC activity to the council. This report does not require any action, but must be presented to the legislative body. President Smith reported that the RDC continues to work on a new residential housing tax increment financing district.

MEDCOR –

Solid Waste – Nothing to report.

Storm Water Board –

Public Works – Water Superintendent Ryan Shock reported that the department has been busy preparing for water main replacement projects in conjunction with two bridge projects. Also pricing a water main replacement on Wabash Road. Street Superintendent Craig Walters reported that Gaunt and Son will be in town milling and paving later this month. This will complete the 2021 Community Crossing Match Grant projects. Spring clean-up starts May 1 on the east side of town and tox-away is May 6 at the street barn.

TOWN MANAGER'S REPORT

Clerk-Treasurer Mugford reported that the Grant Street project should be complete April 10. The South Mill Street pavilion concrete slab is poured. That project should be done by the end of the month except grass and seeding. The dog park fencing is complete. Now the locks and wifi and other amenities will be installed.

CLERK-TREASURER'S REPORT

1. Financial Reports – Approved subject to audit.
2. Claims - The Town claim docket totaling \$604,587.14 and the Public Works docket totaling \$503,450.24 were submitted for payment. Motion to pay our obligations: Rager/Miracle. Motion passes unanimously.

VISITOR COMMENTS

None.

COUNCIL COMMENTS

None.

Meeting adjourned at 7:28 pm.

TOWN COUNCIL, TOWN OF N. MANCHESTER

Jim Smith, President

Laura Rager, Vice-President

Tom Dale

Allen Miracle

Gary Montel

ATTEST

Carrie Mugford, Clerk-Treasurer



MEMO FROM COUNCIL OFFICE ON:

Ordinance 23-12 – An Ordinance To Amend Ordinance 22-26, Previously Amended By Ordinance 22-40, Which Fixed the Salaries of Appointed Officers, Non-Union, and A.F.S.C.M.E. Employees for All the Departments of the City of Bloomington, Monroe County, Indiana for the Year 2023 –
Re: To Reflect Updates Needing Implementation in 2023

Synopsis

This ordinance amends Ordinance 22-40, which set the maximum 2023 salary for all appointed officers, non-union, and A.F.S.C.M.E. employees for all the departments of the City of Bloomington, Indiana. The amendment reflects changes to job titles, a change to a job grade, and additional FTEs.

Relevant Materials

- Ordinance 23-12
- Staff Memo from Emily Fields, Interim Human Resources Director

Summary

Ordinance 23-12 proposes to amend Ordinance 22-40, itself an amendment to Ordinance 22-26, which set pay grades and salary ranges for Appointed Officers, Non-Union, and AFSCME Employees for the year 2023. This ordinance is often referred to as the Civil City salary ordinance, which is originally adopted as part of the budget process for the upcoming year. Under Indiana Code 36-4-7-3, the city executive is authorized, subject to the approval of the legislative body, to fix the compensation of each appointive officer, deputy, and other employee of the city. In order to consolidate the changes proposed by Ordinance 23-12 with the changes previously made by Ordinance 22-40, this legislation replaces the entire text of the original Civil City salary ordinance.

The staff memo provided in this packet describes the proposed updates to the salary ordinance and their expected fiscal impact, which include:

- four new positions (one in the Engineering Department and three in the Fire Department)
- updates to job titles in the Legal Department,
- an increased job grade for one position in the Utilities Department, and
- the addition of clarifying text to Section 2 I of the ordinance to better reflect the A.F.S.C.M.E. union's ability to propose pay for additional certifications under the current bargaining agreement and the addition of one such certification.

Contact

Emily Fields, Interim Human Resources Director, piersone@bloomington.in.gov, 812-349-3541

ORDINANCE 23-12

AN ORDINANCE TO AMEND ORDINANCE 22-26, PREVIOUSLY AMENDED BY ORDINANCE 22-40, WHICH FIXED THE SALARIES OF APPOINTED OFFICERS, NON-UNION, AND A.F.S.C.M.E. EMPLOYEES FOR ALL THE DEPARTMENTS OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA FOR THE YEAR 2023 – Re: To Reflect Updates Needing Implementation in 2023

WHEREAS, Indiana Code § 36-4-7-3 authorizes the Mayor, subject to the approval of the Council, to fix the annual compensation of appointed officers, non-union, and A.F.S.C.M.E. employees; and

WHEREAS, salaries for appointed officers, non-union, and A.F.S.C.M.E. employees for all departments of the city were fixed by Ordinance 22-26, which was adopted on October 12, 2022; and

WHEREAS, execution of a Collective Bargaining Agreement between the City of Bloomington and LOCAL 2487 CBME, A.F.S.C.M.E. was reflected in Ordinance 22-40, which amended Ordinance 22-26; and

WHEREAS, changes in pay grades, titles, and additional FTEs are reflected in this Ordinance 23-12; and

WHEREAS, in the interest of including all relevant salaries in one document, these changes are incorporated into Ordinance 22-26 by deleting and replacing the text of the entire ordinance, but such deletion and replacement is not intended to change the status of unaffected job titles or provisions;

NOW BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

Ordinance 22-40, which amended and replaced Ordinance 22-26 and which fixed salaries for appointed officers, non-union, and A.F.S.C.M.E. employees for all departments of the city, is hereby deleted in its entirety and replaced as follows:

SECTION 1: From and after the first day of January 2023, the salary and pay schedule for the following appointed officers and employees of the City of Bloomington, be fixed as follows:

SALARY SCHEDULE AS PRESENTED BY MAYOR JOHN HAMILTON TO THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON:

I, John Hamilton, Mayor of the City of Bloomington, Indiana, as required by Indiana Code § 36-4-7-3, hereby fix the salaries and pay schedule for the following appointed officers and employees of the City of Bloomington, Indiana, beginning January 1, 2023, and continuing thereafter until duly changed, and request that such salary rates be approved by the Common Council of said city.

In addition to the salaries of appointed officers and employees of the Civil City, this ordinance also contains the salaries of the appointed officers and employees of the City Utilities Department, which have been approved by the Utility Services Board pursuant to Indiana Code § 36-4-7-3.

For employees not covered by a collective bargaining agreement (non-union), the maximum rates listed below reflect the maximum annual salary for each job grade for a regular full-time employee. These ranges are based on full-time hours worked and will be prorated for part-time employees.

For Labor, Trades and Crafts employees, the maximum rates listed below reflect the maximum longevity-based hourly rate for each job grade in accordance with the Step Charts continued in the Work Agreement between City of Bloomington and Local 2487 CBME, A.F.S.C.M.E.

Where more than one position share the same job title in the department indicated, the number of positions that share the job title is given in parentheses after the job title.

<u>Department/Job Title</u>	<u>Grade</u>
<u>Board of Public Safety</u>	
Board Members	
<u>Clerk</u>	
Chief Deputy Clerk	6
Deputy Clerk (2)	5
<u>Common Council</u>	
Council/Administrator Attorney	12
Deputy Administrator/Deputy Attorney	9
Assistant Administrator/Legal Research Assistant (.80)	5
<u>Community and Family Resources Department</u>	
Director	12
Director – Safe & Civil City	7
CBVN Coordinator	7
Special Projects Coordinator	7
After Hours Ambassador	7
Latino Outreach Coordinator	6
Special Projects Coordinator (3)	6
Office Manager/Program Assistant	3
<u>Controller's Department</u>	
Controller	12
Deputy Controller	10
Director of Auditing and Financial Systems	10
Accounting and Procurement Manager	8
Data Analyst and Manager	8
Purchasing Manager	8
Grant Research and Sourcing Manager	6
Payroll Systems Manager	6
Senior Accounts Payable/Revenue Clerk	5
Accounts Payable/ Revenue Clerk (3)	4

Department of Economic and Sustainable Development

Director	12
Assistant Director of Sustainability	8
Assistant Director for Small Business Development	8
Assistant Director for the Arts	8
Special Projects Manager	8
Transportation Demand Manager	7
Sustainability Program Coordinator	6
Administrative Assistant	4

Engineering Department

City Engineer	12
Senior Project Engineer	10
Project Engineer	9
Senior Project Manager	8
Project Manager (3)	7
Public Improvements Manager	7
Engineering Field Specialist (2)	6
Engineering Technician	4
Transportation Technician	4
Administrative Assistant (0.5)	4

Fire Department

Fire Marshal	7
Community EMT / Community Paramedic (7)	6
Administrative Assistant (1.5)	3

HAND Department

Director	12
Assistant Director	10
Program Manager (6)	7
Neighborhood Compliance Officer (6)	5
Financial Specialist	5
Rental Specialist 1	3
Rental Specialist 2 (2)	3

Human Resources Department

Director	12
Assistant Director	10
Director of Compensation and Benefits	10
Benefits Manager	8
Talent Manager	8
Human Resources Generalist	7
Talent Acquisition Specialist	6
Payroll Coordinator	3
Talent Coordinator	3

Information and Technology Services Department

Director	12
Assistant Director of Operations	10
Assistant Director for Enterprise Applications	10
GIS Manager	10
Technology Support Manager	10
Applications Infrastructure Analyst	8
Network and Security Administrator	8
Systems Administrator	8
Applications Analyst (3)	7
Accounts and Training Specialist	5
Digital Equity Specialist (.5)	5
GIS Specialist (2)	5
Technology Support Specialist (5)	5
Office Manager	5

Legal Department**Legal**

Corporation Counsel	12
City Attorney	11
Assistant City Attorney (6)	10
Paralegal/Administrative Assistant	5
Administrative Assistant	4

Risk Management

Risk Manager	9
Director of Safety and Training	6
Risk Administrative Assistant	4

Office of the Mayor

Deputy Mayor	12
Communications Director	9
Director of Innovation	9
Director of Community Engagement	9
Chief of Staff	7
Digital Brand Manager	8
Administrative Coordinator	4

Parks Department

Administrator	12
Operations and Development Director	10
Recreation Services Director	9
Sports Services Director	9
Operations Superintendent	8
General Manager, Twin Lakes Recreation Center	8
General Manager, Switchyard Park	8
Community Relations Manager	8
Community Events Manager	7
Golf Facilities Manager	7
Coordinator-AJB	7
Natural Resources Manager	7
Sports Facility/Program Manager	7
Urban Forester	7
Urban Greenspaces Manager	7
Membership Coordinator	6
Program/Facility Coordinator (5)	6
Golf Programs Coordinator	6
Health/Wellness Coordinator	6
Natural Resources Coordinator	6
Community Relations Coordinator	6
Sports/Facility Coordinator	6

Golf Course Superintendent	6
Market Master Specialist	5
Program Specialist (2)	4
Community Relations Specialist	4
Office Manager	4
Operations Office Coordinator	4
Sports Specialist	4
Administrative Assistant	3
Customer Relations Representative (3)	3
Crew Leader	110
Equipment Maintenance Mechanic	108
Equipment Maintenance Mechanic (Facilities)	108
Working Foreperson (9)	108
Apprentice MEO/Master MEO (3)	104/108
Laborer (8)	104
Custodian	101

Planning and Transportation Department

Planning and Transportation Administration

Director	12
Assistant Director	10
Office Manager	5
Administrative Assistant	3

Planning Services Division

Planning Services Manager	9
Senior Transportation Planner	8
MPO Transportation Planner	7
Long Range Planner	6
Bicycle and Pedestrian Coordinator	6

Development Services Division

Development Services Manager	9
Senior Zoning Compliance Planner	7
Senior Zoning Planner	7
Senior Environmental Planner	7
Zoning Planner (.5)	6

Zoning Planner and GIS Analyst	6
Zoning and Long Range Planner	5
Zoning Compliance Planner	5

Police Department

Administration

Director of Civilian Operations	10
Crime Scene Technician and Property Manager (2)	8
Social Worker (3)	8
Community Affairs and Accreditation Specialist	7
Executive Assistant	6
CAD/RMS Administrator	6
Data Analyst (2)	6
Community Service Specialist (11)	5
Office Manager	4
Evidence Room Clerk	2
Custodian	1

CEDC

Telecommunications Manager	9
Social Worker	8
Telecommunications Assistant Manager	8
Telecommunications Supervisor (6)	7
Telecommunicators (32)	6

Records

Records Supervisor	8
Records Assistant Supervisor	6
Special Investigations Clerk	5
Records Clerk (11)	5
Front Desk Clerk I	4

Public Works Department

Public Works Administration

Director	12
Data Analyst and Manager	8
Special Projects and Operations Manager	8
Special Projects Coordinator	6
Office Manager	4
Customer Relations Representative	3
Board Members	

Animal Care and Control

Director	9
Outreach Coordinator	6
Shelter Manager	7
Volunteer Program Director	6
Administrative Assistant (4)	2
Animal Control Officer (3)	107
Animal Care Technician (9)	106

Operations and Facilities

Director	9
Downtown Specialist	4
Maintenance/Custodian (2)	107

Fleet

Fleet Maintenance Manager	8
Administrative Assistant	3
Inventory Coordinator	3
Apprentice Master Technician/Master Technician (8)	109/112
Shop Foreperson	113

Parking Services Division

Director	9
Enforcement Supervisor	8
Garage Manager	8
Garage Assistant Manager	5
Garage Shift Supervisor	4

Team Leader	4
Meter Technician (3)	3
Enforcement Officers (7)	3
Customer Service/Security Specialist (10)	3
Customer Relations Representative (2)	3

Sanitation

Director	9
Office Manager	3
Crew Leader (2)	110
Apprentice MEO/Master MEO (17)	104/108
Laborer (3)	104

Street Operations

Director of Street Operations	10
Deputy Director	8
Traffic Manager	7
Street Maintenance Supervisor	7
Asset Clerk/Emergency Grants Coordinator	4
Asset Clerk	3
Crew Leader (5)	110
Apprentice MEO/Master MEO (16)	104/108
Laborer (12)	104

Utilities

Accounting and Finance

Utilities Assistant Director – Finance	11
Finance Manager	8
Accounting Manager	7
Accounts Receivable Manager	6
Associate Accountant	5
Web/Information Manager	5
Account Collections Specialist	5
Accounting Clerk	4
Accounts Payable Clerk	4
Office Manager	3
Customer Service Representative (2)	3
Assistant Accounts Payable Clerk	2

Administration

Director	12
Assistant Director of Operations	10
Communications Manager	8
Conservation and Energy Resource Manager	8
Data Analyst	7
Administrative Assistant	4
Administrative Assistant	3
Communications Operator (7)	2
Board Members	

Environmental

Assistant Director of Environmental Programs	9
Water Quality Coordinator	8
Pretreatment Program Coordinator	8
MS4 Coordinator	8
Hazardous Materials Coordinator	7
Pretreatment Program Inspector	6
Water Specialist (.75)	5
Education Specialist	4
Specialized Crew Leader	U-119
Utilities Specialist I/II/III (1.75)	U-111/113/115

Blucher Poole

Superintendent	9
Assistant Superintendent	7
Maintenance Coordinator	7
Wastewater Plant Operator (9)	U-106
Apprentice/Master MEO	U-104/108
Utilities Specialist I/II/III	U-111/113/115

Customer Relations

Customer Relations Manager	6
Customer Relations Representative (4)	3

Dillman

Superintendent	9
Assistant Superintendent	7
Maintenance Coordinator	7
Solids Handling Supervisor	7
Administrative Assistant	2
Plant Maintenance Mechanic Apprentice/Mechanic (4)	U-113/118
Wastewater Plant Operator (10)	U-106
Apprentice MEO/Master MEO	U-104/108

Engineering

Utilities Assistant Director – Engineering	11
Utilities Engineer (3)	10
Capital Projects Manager	9
Capital Projects Coordinator	8
Environmental Program Coordinator	7
GIS Coordinator	7
Senior Project Coordinator (2)	7
Assistant GIS Coordinator	6
Project Coordinator (2)	6
Utilities Inspector (3)	6
Utilities Technician (3)	5
Administrative and Project Coordinator	4

Laboratory

Chemist	8
Lab Technician I (3)	U-109

Meter Services

Assistant Superintendent	7
Meter Services Representative/Management Technician	5
Meter Technician II	U-107
Meter Serviceperson (6)	U-105
Meter Service Laborer (4)	U-103

Monroe Plant

Superintendent	9
Assistant Superintendent	7
Maintenance Coordinator	7
Plant Maintenance Mechanic Apprentice/Mechanic (2)	U-113/118
Water Plant Operator (10)	U-106

Purchasing

Purchasing Manager	7
Inventory Coordinator	4
Purchasing Buyer	4
Working Foreperson	U-108
Laborer (2)	U-104

Transmission and Distribution

Utilities Assistant Director – T&D	11
Assistant Superintendent (5)	7
Engineering Field Technician (5)	5
T&D/Meter Operations Coordinator	4
Administrative Assistant	3
Specialized Crew Leader (8)	U-119
Lift Station Mechanic Apprentice/Lift Station Mechanic (4)	U-113/118
Heavy Equipment Operator I/II (11)	U-116/118
Laborer/Utilities Specialist I/II/III (16)	U-104/111/113/115

SECTION 2 A. Non-Union Positions. The minimum and maximum rates listed below reflect the salary ranges for each job grade for a regular full-time employee. These ranges are based on full time hours worked and will be prorated for part-time employees. Employees whose 2023 salary is higher than the maximum of the salary range due to past merit/market increases or attraction/retention, shall nonetheless continue to receive their total salary.

NON-UNION

<u>Grade</u>	<u>Minimum</u>	<u>Maximum</u>
1	\$35,721.22	\$46,437.58
2	\$36,792.85	\$47,830.94
3	\$37,896.54	\$49,265.51
4	\$39,033.44	\$62,453.75
5	\$40,204.69	\$64,326.81

6	\$42,215.15	\$67,544.01
7	\$44,325.23	\$70,920.36
8	\$47,427.92	\$75,885.83
9	\$52,171.30	\$93,907.87
10	\$57,388.65	\$103,298.43
11	\$65,996.09	\$118,793.65
12	\$79,855.24	\$143,740.12

Pension Secretaries	\$4,000
Board of Public Works Member	\$2,100
Board of Public Safety Members	\$635
Utility Services Board Members	\$4,279

SECTION 2 B: Police Shift Differential. Employees working in the Police Department as dispatchers and clerks shall receive a twenty-six cents (\$0.26) per hour premium shift differential for working the evening shift.

SECTION 2 C: Labor, Trades, and Crafts Positions. Any employee who transfers laterally or is promoted to another position in the Pay Plan shall be paid at the wage for the new position in accordance with the relevant longevity step as determined by the Step Charts contained in the Work Agreement and Memorandum of Understanding between City of Bloomington and Local 2487 CBME, A.F.S.C.M.E. Provided, however, no current employee shall receive a pay reduction upon lateral transfer or promotion, but will not receive an additional increase due to promotion or longevity until so merited with the step pay system for the job classification. An employee who is demoted for disciplinary reasons or in lieu of layoff shall receive the wage for the relevant step within the job classification to which the employee is demoted. Also, the employee’s longevity of service is “carried” to the new position. Internal promotions shall be paid at ninety-five percent (95%) of the salary of the relevant grade and step for the first thirty (30) days after promotion. Employees who transfer to a pay grade below their current pay grade shall be paid at the relevant grade and step for the new position. Employees whose present rate of pay is higher than indicated by the Step Charts, based on the employee’s pay grade and longevity, will not receive a pay cut, but will not receive any increase due to longevity until the step chart for the year in question shows an amount greater than the employee’s current wage rate plus any across-the-board increase for the year in question. The rates shown below for the pay grades and job classification for Labor, Trades, and Crafts positions are the minimum and maximum rates:

LABOR, TRADES, AND CRAFTS

Animal Shelter	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Animal Care Technician	106	20.24	20.8	21.38	21.94	22.5	22.91	23.3	23.69	24.09	24.49	24.89
Animal Control Officer	107	20.38	20.95	21.52	22.08	22.65	23.03	23.44	23.84	24.23	24.66	25.06
Facilities	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Maintenance/Custodian	107	20.38	20.95	21.52	22.08	22.65	23.03	23.44	23.84	24.23	24.66	25.06
Fleet Maintenance	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Apprentice Master Technician	109	20.66	21.23	21.8	22.37	22.93	23.33	23.72	24.12	24.52	24.94	25.34
Master Technician	112	22.44	23	23.57	24.13	24.7	25.09	25.5	25.9	26.28	26.68	27.08
Shop Foreperson	113	23.44	24.01	24.56	25.14	25.7	26.11	26.5	26.89	27.29	27.7	28.1

Parks & Recreation	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Custodian	101	19.54	20.1	20.66	21.23	21.8	22.21	22.59	22.99	23.38	23.79	24.19
Laborer	104	19.96	20.53	21.09	21.65	22.23	22.62	23.01	23.41	23.8	24.23	24.63
Motor Equipment Operator Apprentice	104	19.96	20.53	21.09	21.65	22.23	22.62	23.01	23.41	23.8	24.23	24.63
Equipment Maintenance Mechanic	108	20.53	21.09	21.65	22.23	22.79	23.18	23.59	23.98	24.38	24.77	25.17
Working Foreperson	108	20.53	21.09	21.65	22.23	22.79	23.18	23.59	23.98	24.38	24.77	25.17
Master Motor Equipment Operator	108	20.53	21.09	21.65	22.23	22.79	23.18	23.59	23.98	24.38	24.77	25.17
Crew Leader	110	20.8	21.38	21.94	22.5	23.08	23.46	23.86	24.26	24.66	25.07	25.47
Sanitation	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Laborer	104	19.96	20.53	21.09	21.65	22.23	22.62	23.01	23.41	23.8	24.23	24.63
Motor Equipment Operator Apprentice	104	19.96	20.53	21.09	21.65	22.23	22.62	23.01	23.41	23.8	24.23	24.63
Master Motor Equipment Operator	108	20.53	21.09	21.65	22.23	22.79	23.18	23.59	23.98	24.38	24.77	25.17
Crew Leader	110	20.8	21.38	21.94	22.5	23.08	23.46	23.86	24.26	24.66	25.07	25.47
Street	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Laborer	104	19.96	20.53	21.09	21.65	22.23	22.62	23.01	23.41	23.8	24.23	24.63
Motor Equipment Operator Apprentice	104	19.96	20.53	21.09	21.65	22.23	22.62	23.01	23.41	23.8	24.23	24.63
Master Motor Equipment Operator	108	20.53	21.09	21.65	22.23	22.79	23.18	23.59	23.98	24.38	24.77	25.17
Crew Leader	110	20.8	21.38	21.94	22.5	23.08	23.46	23.86	24.26	24.66	25.07	25.47
Utilities - Laboratory & Environmental Services	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Laboratory Technician I	U-109	20.66	21.23	21.8	22.37	22.93	23.33	23.72	24.12	24.52	24.94	25.34
Laboratory Technician II	U-110	20.8	21.38	21.94	22.5	23.08	23.46	23.86	24.26	24.66	25.07	25.47
Utilities Specialist I	U-111	21.12	21.66	22.2	22.74	23.28	23.66	24.04	24.42	24.8	25.18	25.56
Utilities Specialist II	U-113	21.9	22.44	22.98	23.52	24.06	24.44	24.82	25.2	25.58	25.96	26.34
Utilities Specialist III	U-115	22.94	23.48	24.02	24.56	25.1	25.48	25.86	26.24	26.62	27	27.38
Specialized Crew Leader	U-119	24.5	25.04	25.58	26.12	26.66	27.04	27.42	27.8	28.18	28.56	28.94
Utilities - Plants	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Motor Equipment Operator Apprentice	U-104	19.96	20.53	21.09	21.65	22.23	22.62	23.01	23.41	23.8	24.23	24.63
Wastewater Plant Operator	U-106	20.24	20.8	21.38	21.94	22.5	22.91	23.3	23.69	24.09	24.49	24.89
Water Plant Operator	U-106	20.24	20.8	21.38	21.94	22.5	22.91	23.3	23.69	24.09	24.49	24.89
Utilities Specialist I	U-111	21.12	21.66	22.2	22.74	23.28	23.66	24.04	24.42	24.8	25.18	25.56

Master Motor Equipment Operator	U-108	20.53	21.09	21.65	22.23	22.79	23.18	23.59	23.98	24.38	24.77	25.17
Plant Maintenance Mechanic Apprentice	U-113	21.9	22.44	22.98	23.52	24.06	24.44	24.82	25.2	25.58	25.96	26.34
Utilities Specialist II	U-113	21.9	22.44	22.98	23.52	24.06	24.44	24.82	25.2	25.58	25.96	26.34
Utilities Specialist III	U-115	22.94	23.48	24.02	24.56	25.1	25.48	25.86	26.24	26.62	27	27.38
Plant Maintenance Mechanic	U-118	23.98	24.52	25.06	25.6	26.14	26.52	26.9	27.28	27.66	28.04	28.42
Utilities - T&D and Purchasing	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Meter Service Laborer	U-103	19.82	20.38	20.95	21.52	22.08	22.48	22.87	23.26	23.67	24.08	24.48
Laborer	U-104	19.96	20.53	21.09	21.65	22.23	22.62	23.01	23.41	23.8	24.23	24.63
Meter Serviceperson	U-105	20.1	20.66	21.23	21.8	22.37	22.76	23.16	23.55	23.95	24.35	24.74
Meter Technician II	U-107	20.38	20.95	21.52	22.08	22.65	23.03	23.44	23.84	24.23	24.66	25.06
Working Foreperson	U-108	20.53	21.09	21.65	22.23	22.79	23.18	23.59	23.98	24.38	24.77	25.17
Utilities Specialist I	U-111	21.12	21.66	22.2	22.74	23.28	23.66	24.04	24.42	24.8	25.18	25.56
Lift Station Mechanic Apprentice	U-113	21.9	22.44	22.98	23.52	24.06	24.44	24.82	25.2	25.58	25.96	26.34
Utilities Specialist II	U-113	21.9	22.44	22.98	23.52	24.06	24.44	24.82	25.2	25.58	25.96	26.34
Utilities Specialist III	U-115	22.94	23.48	24.02	24.56	25.1	25.48	25.86	26.24	26.62	27	27.38
Heavy Equipment Operator I	U-116	23.07	23.61	24.15	24.69	25.23	25.61	25.99	26.37	26.75	27.13	27.51
Heavy Equipment Operator II	U-118	23.98	24.52	25.06	25.6	26.14	26.52	26.9	27.28	27.66	28.04	28.42
Lift Station Mechanic	U-118	23.98	24.52	25.06	25.6	26.14	26.52	26.9	27.28	27.66	28.04	28.42
Specialized Crew Leader	U-119	24.5	25.04	25.58	26.12	26.66	27.04	27.42	27.8	28.18	28.56	28.94

SECTION 2 D: Gainsharing. This section applies to Labor, Trades, and Crafts (LTC) positions. Management and employees of the City of Bloomington may design and implement a gainsharing program whereby the City can provide, and the employees can be rewarded for, the highest quality and most cost-effective public service possible for the citizens of Bloomington. In the event that a gainsharing program is implemented, the terms of application of such program shall be approved by Ordinance of the Bloomington Common Council.

SECTION 2 E: Emergency Call Out. This section applies to Labor, Trades, and Crafts (LTC) positions. Whenever it becomes necessary for a Department to call out an employee for emergency work at times other than such employee’s regular shift period, such employee shall receive not less than three (3) hours. This provision shall prevail for each time an employee is called out by a Department at periods other than his/her regular shift. The rate of pay for emergency call out shall be one and one-half (1 ½) times the regular hourly rate except on Sundays and holidays, when the rate of pay for emergency call out shall be two (2) times the regular hourly rate. Any such payment for emergency call out shall be in addition to the employee’s daily wages, if any, and in addition to any on call pay to which the employee is entitled.

SECTION 2 F: On Call Status. Any employee with a Labor, Trades, and Crafts (LTC) position, who is required to be on call shall be paid forty-seven dollars (\$47.00) per 24-hour period. Fire Inspectors receive \$100 per week when in an on-call status.

SECTION 2 G: Temporary Reassignment. This section applies to Labor, Trades, and Crafts (LTC) positions. An employee who is temporarily assigned to perform the duties of a job classification in a pay grade above the employee’s normal pay grade shall be compensated at the rate in effect for the higher pay grade as follows:

- 1) If the assignment exceeds two (2) consecutively scheduled work days, the employee shall be paid the higher rate for all consecutive days worked in the higher classification, including the first two (2) consecutive days; or
- 2) If the assignment exceeds thirty-two (32) hours in a payroll period, the employee shall be paid the higher rate for all hours worked in the higher classification during the payroll period.

SECTION 2 H: Tool Allowance and Automotive Service Excellence Testing Reimbursement. This section applies to Labor, Trades, and Crafts (LTC) positions. Employees classified as mechanics in Fleet Maintenance shall be reimbursed up to one thousand dollars (\$1000.00) in any calendar year for either (1) the purchase of tools or (2) the cost of Automotive Service Excellence (ASE) testing, provided that the technician passes the test.

SECTION 2 I: Licenses and Certifications. This section applies to Labor, Trades, and Crafts (LTC) positions. Wastewater Plant Operators shall receive two dollars (\$2.00) per hour for obtaining a Class I certification. Wastewater Plant Operators who receive a Class II certification shall receive three dollars (\$3.00) per hour. Wastewater Plant Operators who receive a Class III certification shall receive four dollars (\$4.00) per hour. Wastewater Plant Operators who receive a Class IV certification shall receive five dollars (\$5.00) per hour.

Specialized Crew Leaders who obtain (DSL) certifications, issued by the State of Indiana, Department of Environmental Management, shall receive an additional one dollar (\$1.00) per hour.

Lift Station Mechanics and Apprentice Lift Station Mechanics who obtain Collection System Class II Certification, issued by the Indiana Water Pollution Control Association, shall receive an additional one dollar (\$1.00) per hour. Plant Maintenance Mechanics who obtain a Class II Collection Systems Certification shall receive an additional one dollar (\$1.00) per hour.

Water Plant Operators who qualify as a grade operator in training (O.I.T.) as defined by 327 IAC 8-12-3.2 will receive an additional two dollars (\$2.00) per hour. After one year of service as an O.I.T., Water Plant Operators shall receive an additional one-dollar (\$1.00), for a total of three dollars (\$3.00) per hour. Water Plant Operators who obtain a grade WT-5 certification will receive additional pay in the amount of two dollars (\$2.00) per hour for a maximum of five dollars (\$5.00) per hour.

Specialized Crew Leaders, Heavy Equipment Operators (both Class I and II), Lift Station Mechanics, and Utilities Specialists (Classes I, II, and III) who are not required to hold a DSL or a Class II collection systems certification may nonetheless obtain such license or certification and will receive an additional fifty cents (\$0.50) per hour for each such non-required certification. Additionally, up to two additional fifty cent (\$0.50) incentive premiums may be awarded to water plant operators and wastewater plant operators for obtaining the following licenses, provided that the below-listed license is not a required license:

- (1) Water Treatment 5 (WT5);
- (2) Wastewater Class I, Class II, Class III, or Class IV (only one Class at a time is payable);
- (3) Distribution Systems License;
- (4) Collection Systems License.

Where an employee is required to obtain a Class B CDL, he/she will receive eighty cents (\$0.80) per hour additional compensation. Where an employee is required by Employer to obtain a Class A CDL, he/she will receive one dollar (\$1.00) per hour additional compensation. Employees classified as mechanics in Fleet Maintenance that obtain the certification of (ASE) Automotive Service Excellence (ASE) will receive an additional forty cents (\$0.40) per hour for each test passed. A maximum of eight (8) certificates or three dollars twenty cents (\$3.20) shall apply.

Employees who possess the following certifications shall receive twenty-five cents (\$0.25) per hour additional compensation provided said certifications remain current and are considered an essential requirement or function of an employee's job:

- 1) International Municipal Signal Association—Traffic Signal Technician, Level 1;
- 2) International Municipal Signal Association—Sign and Pavement Marking Technician Level 1;
- 3) American Concrete Institute—Flatwork Finisher and Technician;
- 4) Certified Arborist;
- 5) Certified Pool Operator;
- 6) Euthanasia Certificate;
- 7) Registered Pesticide Technician;
- 8) Certified Pesticide Applicator;
- 9) Tree Risk Assessment Certification;
- 10) Certified Playground Inspector;
- 11) Certified Bucket Truck Operator.*

*Bucket truck operator certifications shall be limited by department as follows:

Parks Department: Two (2) employees who are primarily assigned to the Department’s tree crew.

Street Department: Eighteen (18) employees. Those employees who are primarily assigned to the tree crew or the traffic signal crew must be bucket truck certified. Necessary backup employees who are not primarily assigned to the tree crew or traffic signal crew may also receive pay for bucket truck certification. However, in no case shall the total number of Street Department employees receiving bucket truck certification pay exceed eighteen (18) employees. Eligibility for bucket truck certification pay for Street Department employees who are not primarily assigned to the tree crew or traffic signal crew shall be offered to backup employees based upon seniority.

The Union may propose that new certifications and licenses be considered for additional pay. Addition of new certifications and corresponding additional pay is subject to approval by the City of Bloomington. The City of Bloomington has approved an additional fifty cents (\$0.50) per hour premium for Master Equipment Operators assigned to the Dillman Road Wastewater Plant who hold a landfill/solids certification.

At no time shall any employee receive compensation for more than three (3) certifications or specialty pay bonuses, unless otherwise provided for in this Agreement.

SECTION 2 J: Night and Swing Shifts. This section applies to Labor, Trades, and Crafts (LTC) positions. In accordance with Article 4 of the Work Agreement and Memorandum of Understanding between the City of Bloomington and Local 2487 CBME, A.F.S.C.M.E., employees working on the evening or night shift shall receive seventy-five cents (\$0.75) per hour premium. Employees working on a swing shift shall receive an eighty cents (\$0.80) per hour premium.

SECTION 2 K: Holiday Pay. This section applies to Labor, Trades, and Crafts (LTC) positions. For all paid legal holidays worked, the employee will receive a holiday allowance of two times regular pay, plus regular pay over a 24-hour period, and employees not working will receive regular pay.

Section 2 L: Common Law Positions. All positions that are filled on an ad hoc basis and are of temporary or seasonal nature are considered “Common Law Positions”, which are listed below. The rate ranges in the table are hourly rates, except as otherwise listed.

COMMON LAW POSITIONS

<u>Job Title</u>	<u>Minimum</u>	<u>Maximum</u>
Administrative Assistant	\$15.29	\$15.29
Attendant	\$15.29	\$15.29
Crossing Guard	\$15.29	\$15.29
Intern	\$15.29	\$15.29
Laborer	\$15.29	\$15.29

Law Clerk	\$15.29	\$15.29
Leader	\$15.39	\$15.59
Lifeguard	\$15.44	\$15.64
Motor Equipment Operator	\$15.29	\$15.29
Specialist	\$15.29	\$50.00
Staff Assistant	\$17.03	\$17.23
Supervisor	\$15.49	\$15.69
Meter Reader	\$15.29	\$15.29

Section 2 M. Longevity Recognition Pay. Any employee with the City of Bloomington who has completed upon their anniversary date said years of service as outlined below, shall receive the below compensation. This compensation is in addition to their regular pay as outlined in this ordinance.

Five (5) years	\$25.00
Ten (10) years	\$50.00
Fifteen (15) years	\$75.00
Twenty (20) years	\$100.00
Twenty-five (25) years	\$150.00
Thirty (30) years	\$200.00
Thirty-five (35) years	\$250.00
Forty (40) years	\$300.00
Forty-five (45) years	\$350.00
Fifty (50) years	\$400.00

SECTION 2 N: Dispatch Trainer Incentive Pay. Dispatchers may earn a maximum of \$525 per year for training other, less experienced dispatchers.

SECTION 2 O: CDL Physicals. Employees required to hold a CDL will be reimbursed up to one-hundred dollars (\$100) for the medical physical examination required to maintain a CDL.

SECTION 2 P. \$1,000 Payment. Regular employees will receive \$1,000 which will be distributed in two, \$500 payments. Those who are current employees at the time of payment are eligible to receive the payment.

SECTION 3: The rates shown as wages and salaries for the positions listed above are maximum rates.

SECTION 4: This ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2023.

SUE SGAMBELLURI, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

Presented by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2023.

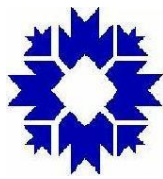
NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2023.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance amends Ordinance 22-40, which set the maximum 2023 salary for all appointed officers, non-union, and A.F.S.C.M.E. employees for all the departments of the City of Bloomington, Indiana. The amendment reflects changes to job titles, a change to a job grade, and additional FTEs.



City of Bloomington
Human Resources Department

MEMORANDUM

To: City Council members

From: Emily Fields, Interim Human Resources Director

CC: Mayor John Hamilton, Deputy Mayor Mary Catherine Carmichael, Controller Jeff Underwood, and Council Administrator Stephen Lucas

Date: May 29, 2023

Re: 2023 Salary Ordinance 23-12 for Appointed Officers, Non-Union, and AFSCME Employees

Ordinance 23-12 amends and replaces Ordinance 22-26, which set 2023 pay grades and salary ranges for Appointed Officers, Non-Union, and AFSCME Employees.

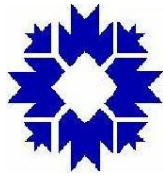
Requested position and grade changes from the current salary ordinance are explained below. You will also find justification for new positions. Consistent with past practice, grade classifications were determined and re-evaluated by a job evaluation committee¹, and the estimated fiscal impact is included. The midpoint of the pay grade was used to determine the fiscal impact.

Engineering requests adding a third **Project Manager** (Grade 7) to assist in overseeing the construction of City-led capital projects. The fiscal impact is approximately \$84,488 per year which is less than the approximately \$138,000 per year the City currently pays in consultant fees for the same work.

Fire seeks to add three (3) Community Paramedics/Community EMTs. Additional FTEs will address medical related calls, allowing firefighters to focus on other essential duties. The fiscal impact is approximately \$243,432.

Legal requests updates to two position titles due to Human Rights responsibilities shifting to the Community and Family Resources Department. Human Rights Director/Attorney will become Assistant City Attorney, and the Human Rights Administrative Assistant will

¹ The job evaluation committee evaluates a job using seven criteria. Points are assessed in each category, and a grade is assigned based on the cumulative score.



City of Bloomington
Human Resources Department

become Administrative Assistant. These are title changes only, and there is no fiscal impact.

Utilities-Environmental's Program Specialist (Grade 6) position was revisited, and it was determined that it should receive a pay grade increase to Grade 7, in addition to a title change to Hazardous Materials Coordinator to better reflect the duties of the position. The fiscal impact is \$5,877.26.

Finally, text was changed in the second to last paragraph of Section 2I. The collective bargaining agreement between AFSCME and the City outlines a process for AFSCME to propose pay for additional certifications, not only at \$.25 per hour, which the previous text indicated, but at higher amounts. In accordance with this provision, the amended ordinance adds a landfill/solids certification at \$.50 per hour for the Master Motor Equipment Operator in Utilities-Dillman.

Thank you for your thoughtful consideration of Ordinance 23-12. I would be happy to answer any questions you have about these changes from the previous Salary Ordinance. My direct line is 349-3541.



MEMO FROM COUNCIL OFFICE ON:

Ordinance 23-13 – An Ordinance to Amend Ordinance 22-25, Which Fixed the Salaries of Officers of the Police and Fire Departments for the City of Bloomington, Indiana for the Year 2023 - Re: To Reflect Increases in Compensation to Certain Firefighters

Synopsis

This ordinance amends and replaces Ordinance 22-25, which set the minimum and maximum salary rates for all sworn fire and police personnel for the year 2023 in accordance with Council-approved collective bargaining agreements, by adding an Assistant Chief of Operations position and amending one other job title within the Fire Department and by adding Sections I F (Retention Pay), I G (Kelly Day Vacation Buyback), and I H (Premium Payments for Battalion Chiefs) to the ordinance.

Relevant Materials

- [Ordinance 23-13](#)
- Staff Memo from Emily Fields, Interim Human Resources Director

Summary

Ordinance 23-13 proposes to amend [Ordinance 22-25](#), which fixed the salaries of officers of the police and fire departments for the City of Bloomington for 2023. [Indiana Code 36-8-3-3](#) provides that the annual compensation of police and fire department members and other appointees shall be fixed by ordinance of the legislative body. Ordinance 22-25 was adopted in October 2022 as part of the 2023 budget process.

The staff memo provided in this packet describes the proposed updates to the salary ordinance and their expected fiscal impact, which include one new position and one job title revision in the Fire Department and the addition of Sections I F (Retention Pay), I G (Kelly Day Vacation Buyback), and I H (Premium Payments for Battalion Chiefs) to the ordinance.

The new sections reflect efforts to improve retention of Fire Department employees by:

- providing additional premium pay to qualifying Firefighters 1st Class, Chauffeurs, and Captains who performed essential work during the COVID-19 public health emergency;
- providing an opportunity for the city to “buy back” paid, scheduled days off (Kelly Days) when firefighters request and get approval to work on those days, and
- by providing \$100 premium payments to Battalion Chiefs who work a non-scheduled 24-hour shift.

Contact

Emily Fields, Interim Human Resources Director, piersone@bloomington.in.gov, 812-349-3541

ORDINANCE 23-13

**AN ORDINANCE TO AMEND ORDINANCE 22-25, WHICH FIXED THE SALARIES OF OFFICERS OF THE POLICE AND FIRE DEPARTMENTS FOR THE CITY OF BLOOMINGTON, INDIANA FOR THE YEAR 2023 -
Re: To Reflect Increases in Compensation to Certain Firefighters**

WHEREAS, Indiana Code § 36-8-3-3(d) authorizes the Council to fix by ordinance the annual compensation of members of the Police and Fire Departments; and

WHEREAS, salaries for Police and Fire officers for all were fixed by Ordinance 22-25, which was adopted on October 12, 2022; and

WHEREAS, the Mayor seeks to add a new position in the Fire Department, to increase the compensation of certain firefighters, to allow the City to buy-back Kelly Days, and to compensate Battalion Chiefs for working extra shifts; and

WHEREAS, in the interest of including all relevant salaries in one document, these changes are incorporated into Ordinance 23-13 by deleting and replacing the text of the entire ordinance, but such deletion and replacement is not intended to change the status of unaffected job titles or provisions;

NOW BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

Ordinance 22-25, which fixed salaries for officers of the Police and Fire departments, is hereby deleted in its entirety and replaced as follows:

SECTION I A. From and after January 1, 2023, pursuant to Indiana Code § 36-8-3-3 (d), the salary and pay schedule for the officers of the Fire Department of the City of Bloomington, Indiana, shall be fixed as follows, to wit:

<u>FIRE DEPARTMENT EMPLOYEES</u>	
<u>Job Title</u>	<u>Grade</u>
Chief	12
Deputy Chief	10
Assistant Chief of Administration and Planning	9
Assistant Chief of Operations	9
Battalion Chief of Operations (3)	9
Battalion Chief of Training	9
Community Engagement Officer	7
Deputy Fire Marshal (2)	7
Fire Logistics Officer	7
Probationary Officer	5
<u>CONTRACTUAL SALARIES</u>	
Captain	\$63,596
Chauffeur	\$59,078
Firefighter 1 st Class	\$56,832

In addition to the salary and pay schedule listed above, the City also shall contribute four percent (4.0%) of the salary of a fully paid Firefighter 1st Class with twenty years of longevity (equal to an additional \$12,500) to the Public Employees Retirement Fund on behalf of each firefighter under the authority of I.C. §§ 36-8-7-8 and 36-8-8-8.

SECTION I B. Additional pay for all job positions except Fire Department Administration.

Effective January 1, 2023, increases to the base salary described above on the basis of longevity, professional assignment, certification, and education shall be paid as reflected below.

Longevity:

Additional pay for longevity shall be credited on the firefighter’s anniversary date of hire after the completion of years of service as reflected in the chart below.

Years of Service	Amount	Years of Service	Amount	Years of Service	Amount	Years of Service	Amount
1	\$0	6	\$800	11	\$1,300	16	\$1,800
2	\$400	7	\$900	12	\$1,400	17	\$1,900
3	\$500	8	\$1,000	13	\$1,500	18	\$2,000
4	\$600	9	\$1,100	14	\$1,600	19	\$2,100
5	\$700	10	\$1,200	15	\$1,700	20+	\$3,750/ \$12,500*

*Longevity is capped at \$3,750; however, pension contributions are made at the full 20+ longevity rate of \$12,500.

Certification:

Firefighters who have achieved one or more of the 51 qualifying certifications listed in the Department’s Professional Standards and Promotion Guide shall be eligible for additional compensation in accordance with the table set forth below:

<u>Number of Certifications</u>	<u>Amount per Certification</u>
1	\$100
2	\$200
3	\$300
4	\$400
5	\$500
6	\$600
7	\$700
8	\$800
9	\$900
10	\$1,000
11	\$1,100
12	\$1,200
13	\$1,300
14	\$1,400
15	\$1,500

Maximum of fifteen (15) certificates or one thousand, five hundred dollars (\$1,500.00) shall apply. Any and all certifications must be current and on file at Headquarters to receive certification pay.

Professional & Command Classifications:

Additional pay for professional and command appointments shall be as follows:

Squad Officer	\$	1,800
Headquarters Captain	\$	1,000
Station Captain	\$	1,000
Squad Driver	\$	900
Engineer	\$	900
Shift Training Instructor	\$	800
Sergeant	\$	500
Shift Logistics Technician	\$	500
Rescue Technician	\$	200
Headquarters Station Differential	\$	100

Education:

Education Pay shall be paid to firefighters with advanced degrees from accredited institutions at two levels:

Level 1	Associate 2-year degree	\$	500
Level 2	Bachelor 4-year or higher level degree	\$	1,200

Other:

Unscheduled Duty Pay*	Paid at employee’s regular hourly rate. Minimum 2 hours. No maximum.
Holdover Pay	Paid at employee’s regular hourly rate. Minimum .5 hours. No maximum.
Mandatory Training Pay	Paid at employee’s regular hourly rate. Minimum 2 hours and maximum 8 hours.
Holiday Pay**	\$100 per day
Clothing Allotment	\$500
Reassignment Pay	\$10 per tour of duty
On-Call Pay***	\$100 per week spent on on-call status.
Acting Pay	Base salary increased to the base salary of the higher rank if time spent in acting capacity exceeds 30 consecutive calendar days.

* Unscheduled Duty Pay shall also be paid to Probationary Officers.
** Holiday Pay shall also be paid to Battalion Chiefs of Operations and Probationary Officers.
***On-Call Pay shall be paid only to Fire Prevention Officers and Fire Inspection Officers.

SECTION I C. Increases for salaries not set by the contract

Effective January 1, 2023, subject to the maximum salaries set by this ordinance, an increase may be included in those salaries not set by a collective bargaining agreement, and this increase is based on the compensation plan for non-union employees.

SECTION I D. \$1,000 Payment

Fire personnel will receive \$1,000 which will be distributed in two, \$500 payments. Those who are current employees at the time of payment are eligible to receive the payment.

SECTION I E. Longevity Recognition Pay

Any sworn fire personnel with the City of Bloomington who have completed upon their anniversary date said years of service as outlined below, shall receive the below compensation. This compensation is in addition to their regular pay as outlined in this ordinance.

Five (5) years	\$25.00
Ten (10) years	\$50.00
Fifteen (15) years	\$75.00
Twenty (20) years	\$100.00
Twenty-five (25) years	\$150.00
Thirty (30) years	\$200.00
Thirty-five (35) years	\$250.00
Forty (40) years	\$300.00
Forty-five (45) years	\$350.00
Fifty (50) years	\$400.00

SECTION I F. Retention Pay

Active Firefighters 1st Class, Chauffeurs, and Captains who performed at least one-hundred fifty (150) hours in-person work for the City during the COVID-19 public health emergency are deemed to have performed essential work as essential workers and shall receive an additional premium payment up to the equivalent of three percent (3%) the 2022 base salary of their position as of July 1, 2023. In order to be eligible for premium pay, officers must be active qualifying Firefighters 1st Class, Chauffeurs, and Captains during the pay period when the premium pay is issued. Said premium shall be calculated as one-hundred fifty (150) hours paid at an hourly rate indicated in the table below.

Position	Premium Rate
Firefighter First Class	\$11.14
Chauffeur	\$11.58
Captain	\$12.47

SECTION I G. Kelly Day Vacation Buyback

Firefighters must provide notice of their intent and must receive approval to work on any of their scheduled Kelly Days. Firefighters who work on a scheduled Kelly Day will receive (1) compensation for hours worked on the Kelly Day at their normal hourly rate of pay, plus any overtime required pursuant to the Fair Labor Standards Act; and (2) a year-end buyback payment for each Kelly Day worked. The year-end buyback payment will equal the number of Kelly Days worked multiplied by five hundred dollars (\$500). In order to be eligible for the year-end buyback, a firefighter must remain employed by the Department through December 15, 2023. The year-end buyback for Kelly Days shall be issued on the City’s final 2023 pay date.

SECTION I H. Premium Payments for Battalion Chiefs

In addition to their regular compensation, Battalion Chiefs who work a non-scheduled, 24-hour shift will receive \$100 for each such non-scheduled 24-hour shift.

SECTION II A. From and after January 1, 2023, pursuant to I.C. § 36-8-3-3 (d), the salary and pay schedule for the officers of the Police Department of the City of Bloomington, Indiana, shall be fixed as follows, to wit:

<u>POLICE DEPARTMENT</u>	
<u>Job Title</u>	<u>Grade or Max Base Salary</u>
Chief	12
Deputy Chief	10
Captain	10
Lieutenant	9
Supervisory Sergeant	\$78,750
Probationary Officer First Class	5
<u>CONTRACTUAL SALARIES</u>	
Senior Police Officer	\$69,263
Officer First Class	\$66,327

In addition to the salary and pay schedule listed above, the City shall also contribute four percent (4%) of the salary of a fully paid Officer First Class plus \$5,000 (equal to \$71,327) to the Public Employees Retirement Fund on behalf of each police officer under the authority of I.C. §§ 36-8-6-4 and 36-8-8-8.

SECTION II B. Additional pay for Supervisory Sergeants, Senior Police Officers, Officers First Class, and Probationary Officers, if eligible.

Effective January 1, 2023, additional pay shall be added to the base salary described above on the basis of longevity, specialty pay, training, and education as reflected below. The maximum additional annual pay total except for longevity and other pay, under Section II B. is \$4,800.00.

Longevity:

Longevity pay shall be credited on a member’s anniversary date of hire after the completion of years of service as reflected in the table below.

Years of Service	Longevity Pay		Years of Service	Longevity Pay
1	\$200		11	\$2,200
2	\$400		12	\$2,400
3	\$600		13	\$2,600
4	\$800		14	\$2,800
5	\$1,000		15	\$3,000
6	\$1,200		16	\$3,200
7	\$1,400		17	\$3,400
8	\$1,600		18	\$3,600
9	\$1,800		19	\$3,800
10	\$2,000		20 or more	\$5,000

Training:

For every 20 hours per year in training = \$100
Training must be completed during the year for credit on next year’s pay. Credit for training is not cumulative.

Specialty Pay

Specialty pay is divided into three levels:

Category 1 = School Liaison Officer, Training Instructor, Breath Analyzer, Canine Officer, Bike Patrol, Motorcycle Patrol, Civil Disturbance Unit, Accident Reconstructionist, Honor Guard, Downtown Resources Officer, and Drug Recognition Expert

Category 2 = CIRT Officer, Hostage Negotiator, Dive Team

Category 3 = Field Training Officer and/or Detective

Category 1 = \$500 in pay
Category 2 = \$1,000 in pay
Category 3 = \$1,600
Employee must maintain and/or hold classification to keep associated pay.

Education:

Education pay divided into three levels:

2 year degree = \$600 in pay
4 year degree = \$1200 in pay
Masters, Law or Doctorate degree = \$1600 in pay

Other:

Off-Duty pay is received at a minimum of 2 hours.

<u>Shift Pay Differential:</u>	
Afternoon Shift	\$16/week
Night Shift and High Intensity Patrol	\$20/week
Afternoon Shift*	\$50/week*

*The \$50 per week shift differential shall only apply to (1) senior police officers who (2) successfully bid for afternoon shift as their first or second choice in accordance with Section VIII of the Collective Bargaining Agreement between the City of Bloomington and the Fraternal Order of Police, Don Owens Memorial Lodge 88. For non-senior police officers or senior police officers who do not bid for afternoon shift as their first or second choice, the standard \$16 per week afternoon shift differential shall apply.

SECTION II C. Clothing Allotment

All sworn officers will receive a clothing allotment of \$500.

SECTION II D. Increases for salaries not set in the contract

Effective January 1, 2023, subject to the maximum salaries set by this ordinance, an increase may be included in those salaries not set by a collective bargaining agreement. Supervisory Sergeants will receive the same percentage increase as Senior Police Officers, and other staff will receive an increase based on the compensation plan for non-union employees.

SECTION II E. \$1,000 Payment

The Chief, Deputy Chief, Captains, Lieutenants, and Probationary Officers will receive \$1,000 which will be distributed in two, \$500 payments. Those who are current employees at the time of payment are eligible to receive the payment.

SECTION II F. Longevity Recognition Pay

Any sworn police personnel with the City of Bloomington who have completed upon their anniversary date said years of service as outlined below, shall receive the below compensation. This compensation is in addition to their regular pay as outlined in this ordinance.

Five (5) years	\$25.00
Ten (10) years	\$50.00
Fifteen (15) years	\$75.00
Twenty (20) years	\$100.00
Twenty-five (25) years	\$150.00
Thirty (30) years	\$200.00
Thirty-five (35) years	\$250.00
Forty (40) years	\$300.00
Forty-five (45) years	\$350.00
Fifty (50) years	\$400.00

SECTION II G. Recruitment Incentives

Eligible officers who refer a candidate who is hired as a police officer will receive \$1,000 in accordance with the procedures and requirements outlined in the Employee Referral Program. Newly hired certified police officers will receive \$5,000 within the first year of employment. Those newly hired officers who are not certified police officers will receive \$3,000 within the first year of employment. Those who have previously been employed by the City must have a year gap in full time employment with the City to be eligible for this incentive.

SECTION III. Pay Grades and Salary Ranges

The minimum and maximum rates listed below reflect the salary ranges for each job grade for a full-time officer of the Police and Fire departments. These ranges are based on full time hours worked and will be prorated for part-time employees.

<u>Grade</u>	<u>Minimum</u>	<u>Maximum</u>
1	\$35,721.22	\$46,437.58
2	\$36,792.85	\$47,830.94
3	\$37,896.54	\$49,265.51
4	\$39,033.44	\$62,453.75
5	\$40,204.69	\$64,326.81
6	\$42,215.15	\$67,544.01
7	\$44,325.23	\$70,920.36
8	\$47,427.92	\$75,885.83
9	\$52,171.30	\$93,907.87
10	\$57,388.65	\$103,298.43
11	\$65,996.09	\$118,793.65
12	\$79,855.24	\$143,740.12

SECTION IV. This ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2023.

SUE SGAMBELLURI, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2023.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2023.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance amends and replaces Ordinance 22-25, which set the minimum and maximum salary rates for all sworn fire and police personnel for the year 2023 in accordance with Council-approved collective bargaining agreements, by adding an Assistant Chief of Operations position and amending one other job title within the Fire Department and by adding Sections I F (Retention Pay), I G (Kelly Day Vacation Buyback), and I H (Premium Payments for Battalion Chiefs) to the ordinance.



City of Bloomington
Human Resources Department

MEMORANDUM

To: City Council members

From: Emily Fields, Interim Human Resources Director

CC: Mayor John Hamilton, Deputy Mayor Mary Catherine Carmichael, Controller Jeff Underwood, and Council Administrator Stephen Lucas

Date: May 29, 2023

Re: Amendment to Ordinance 22-25 which fixed the 2023 salaries for police officers and firefighters

Attached for your review and approval is Ordinance 23-13. This ordinance amends and replaces Ordinance 22-25 which outlines the 2023 compensation for officers of the Police and Fire Departments.

Fire seeks to implement strategies to address staffing shortages, which are included in Sections IF, IG, and IH of Ordinance 23-13 and explained below. The fiscal impact of these strategies is approximately \$159,000.

Firefighters First Class, Chauffeurs, and Captains will receive two payments, so that they effectively receive an additional 3% of their position's 2022 base salary. Firefighter First Class, Chauffeur, and Captain base salaries increased by 2% from 2022 to 2023, and non-union, Civil City salaries increased by 5%. The additional 3% puts the firefighters' increase in line with other City staff increases.

Firefighters First Class, Chauffeurs, and Captains have paid, scheduled days off built into their work rotation, and these days are called Kelly Days. Because of staffing shortages, Fire calls out others to fill in for those taking a Kelly Day. The City wishes to buy-back these Kelly days at the firefighters' request, allowing them to work on their previously scheduled day(s) off, in addition to being paid for the hours that they work. This provides scheduling predictability for the firefighters.

Fire would like to compensate its three Battalion Chiefs with \$100 when they work non-scheduled shifts. Battalion Chiefs are exempt, grade 9 employees and do not earn overtime. Therefore, the city would like to give them \$100 for each non-scheduled shift that they take.



City of Bloomington
Human Resources Department

In addition to these strategies, the department seeks to add an Assistant Chief of Operations (Grade 9). This position will assess safety risks to firefighters during structural fires in addition to administering the department's health and safety program, which includes tasks related to firefighter injuries, OSHA requirements, and firefighters who return to work from medical leave. The annual fiscal impact of adding this position is approximately \$118,000. To differentiate this position from the current Assistant Chief position, the current Assistant Chief's title will change to Assistant Chief of Administration and Planning.

Your approval of Ordinance 23-13 is requested. Please feel free to contact me if you have any questions at 349-3541.



MEMO FROM COUNCIL OFFICE ON:

Ordinance 23-11 – To Amend Title 6 of the Bloomington Municipal Code Entitled "Health and Sanitation" – Re: Updating and increasing fees for service and harmonizing Chapters 4 and 5 of Title 6 of the Bloomington Municipal Code

Synopsis

This ordinance makes several changes to Title 6 of the BMC to bring the Title in line with changed local practice, to adjust service fees, to clarify references, and to harmonize current practices with the City Code.

Relevant Materials

- Ordinance 23-11
- Staff Memo from Adam Wason, Director of Public Works
- Strikethrough document showing proposed amendments to Title 6
- Sanitation Division 2023 Budget Memo provided in August 2022

Summary

Ordinance 23-11 amends [Title 6](#) ("Health and Sanitation") of the Bloomington Municipal Code (BMC) to make several updates to [Chapter 6.04](#) of that title related to trash, recycling, and yard waste collection services, including the adjustment of fees for trash service. One change to [Chapter 6.05](#) is also included related to the hours during which commercial refuse collection should occur.

There are ten sections of the ordinance that make text changes to Title 6. The changes made by the ordinance, in brief, are listed below.

Section 1 clarifies that solid waste must be bagged and that trash cart lids must be completely closed for collection to occur.

Section 2 clarifies that recyclable items must be placed loosely (not bagged) in the cart and that recycling cart lids must be completely closed for collection to occur. The section also adds language to state that recyclable items should not be mixed with solid waste items, which can lead to a fine under [BMC 6.04.100](#). Finally, this section addresses the list of recyclable items prepared by the Public Works Department and approved by the Board of Public Works by removing styrofoam and referring to plastic containers rather than plastic bottles.

Section 3 removes a provision that references fall [leaf collection services](#), which the Public Works Department has announced will be discontinued in the fall of 2023.



Section 4 clarifies that large items may be set out for collection for an additional cost and makes updates to how and when customers should request that service.

Section 5 states that items infested with vermin will not be collected, that items with waste must be “completely” rather than “adequately” sealed before being placed in a refuse cart, and that collection shall only occur between 5:00 a.m. and 9:00 p.m. (currently 10:00 p.m.).

Section 6 includes adjustments to the service fees for disposal of solid waste. The current ranges for rates are based on cart size as follows:

- (i) Thirty-five gallon solid waste cart fee range: \$4.82—\$6.51.
- (ii) Sixty-four gallon solid waste cart fee range: \$8.60—\$11.61.
- (iii) Ninety-six gallon solid waste cart fee range: \$13.72—\$18.52.

The ordinance proposes to increase the rates to the following amounts:

- (i) Thirty-five gallon solid waste cart fee range: \$10.31—\$12.37.
- (ii) Sixty-four gallon solid waste cart fee range: \$20.42—\$24.50.
- (iii) Ninety-six gallon solid waste cart fee range: \$36.19—\$43.43.

Section 6 also includes adjustments to the service fees for additional pickup requests. Currently, the rates for large items and appliances are \$10.00 per item. The ordinance proposes to increase the rates to \$25.00 per large item pickup and \$35.00 per appliance pickup. This section additionally clarifies that residents are still responsible for the full rate of the pickup costs should they fail to place the items at curbside prior to collection time.

The increase in service fees would help cover increased expenses the City has seen to provide trash service (described in more detail in the included staff memo). It would also reduce the amount of support out of the City’s General Fund needed to provide trash service, which was mentioned as a goal for the Sanitation Division during the 2023 budget hearings conducted in August, 2022. The Sanitation Division’s 2023 budget memo from last August is included in this packet for reference. This includes an organizational chart, a narrative memo with activity descriptions and goals, and expenditure sheets for both the Solid Waste Fund and General Fund showing actual expenditures (2019-2021) and budgeted expenditures (2022-2023). The administration may provide more recent information during discussion of [Ordinance 23-11](#).

Please note that state law ([IC 36-1-3-8](#)) requires that the City not impose a service charge or user fee greater than that reasonably related to reasonable and just rates and charges for services.



Section 7 adds language to specify the form a notice of violation (NOV) may take related to violations of BMC 6.04 – either a notice from a neighborhood compliance officer or a notice of non-collection left on the cart. It also expands on the NOV appeals process and relevant deadlines.

Section 8 clarifies that when carts and containers are removed from the street or sidewalk, they should be removed in a manner that ensures the public right-of-way is passable.

Section 9 includes a revision to specify that the capital items to be funded out of the non-reverting capital replacement fund are items of the sanitation division.

Section 10 updates the hours during which commercial refuse collection should occur so that collection ends at 9:00 p.m. instead of 10:00 p.m.

Note: Both state law and the Council's [electronic meeting policy](#) provide that councilmembers may not participate in a meeting electronically if the Council is attempting to take final action to establish or increase a fee or penalty. When this ordinance appears on a meeting agenda for possible adoption, members should plan to attend the meeting in person.

Contact

Adam Wason, Public Works Director, wasona@bloomington.in.gov, 812-349-3410

Aleksandrina Pratt, Assistant City Attorney, aleksandrina.pratt@bloomington.in.gov, 812-349-3426

ORDINANCE 23-11

TO AMEND TITLE 6 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED "HEALTH AND SANITATION"- Re: Updating and increasing fees for service and harmonizing Chapters 4 and 5 of Title 6 of the Bloomington Municipal Code

WHEREAS, a review of Title 6 of the Bloomington Municipal Code (BMC), Chapter 6.04, entitled “Solid Waste, Recycling and Yard Waste Collection by the City” and Chapter 6.05, entitled “Commercial Refuse Hauling and Collection,” indicates that there are several sections that require maintenance, and a review of such has determined that multiple sections should be updated and amended; and

WHEREAS, changes to local practice warrant an update to Title 6 to reflect current and best practices; and

WHEREAS, increased operational costs warrant an adjustment to service fees and fines;

NOW THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Section 6.04.030, entitled “Solid waste collection” shall be amended as follows:

Subsection (e) shall be amended by adding the words “be bagged and” in the first sentence and “In order for a cart to be considered closed, its lid must be completely flush with the container so that there is no gap between the lid and the container. A cart that is over-filled with solid waste such that its lid does not rest flush with the container is not considered closed” as a third and fourth sentence” so that the subsection reads as follows:

(e) All solid waste, before being placed in said carts, shall be bagged and have drained from it all liquids. Solid waste must be free of vermin and pests, and said cart must be closed and facing the street for collection. In order for a cart to be considered closed, its lid must be completely flush with the container so that there is no gap between the lid and the container. A cart that is over-filled with solid waste such that its lid does not rest flush with the container is not considered closed. Carts not placed appropriately at the curb or without lids closed will not be collected.

SECTION 2. Section 6.04.040, entitled “Recycling collection,” shall be amended as follows:

Subsection (a) shall be amended such that the first and second sentences will be the new subsection (a), the third sentence will be the new subsection (b), and the fourth and subsequent sentences will be the new subsection (c). The original subsection (b) will become the new subsection (d).

The new subsection (b) shall be amended by adding the words “loosely, and not bagged” in the first sentence and “Solid waste items should never be placed in recycling carts. Failure to comply with these provisions will result in non-collection of the recycling container and the owner or occupant of the premises will be subjected to fines in accordance with Section 6.04.100” as the second and third sentences so that the new subsection reads as follows:

(b) Recyclable items must be placed loosely, and not bagged, into the recycling cart provided by the City of Bloomington. Solid waste items should never be placed in recycling carts. Failure to comply with these provisions will result in non-collection of the recycling container and the owner or occupant of the premises will be subjected to fines in accordance with Section 6.04.100.

The new subsection (c) shall be amended by inserting “In order for a cart to be considered closed, its lid must be completely flush with the container so that there is no gap between the lid and the container. A cart that is over-filled with recycling such that its lid does not rest flush with the container is not considered closed” as third and fourth sentences so that the new subsection reads as follows:

(c) Residents shall choose a cart they deem appropriate for their needs from the following sizes: sixty-four gallon, or ninety-six gallon. The lid must be closed with the cart facing the street for collection to occur. In order for a cart to be considered closed, its lid must be completely flush with the container so that there is no gap between the lid and the container. A cart that is over-filled with recycling such that its lid does not rest flush with the container is not considered closed. Carts not placed appropriately at the curb or without the lids closed will not be collected.

The new subsection (d) shall be amended by deleting the word “Styrofoam” and replacing the word “bottles” with the word “containers” in the first sentence.

SECTION 3. Section 6.04.050, entitled “Yard waste collection,” shall be amended to delete subsection (c) in its entirety.

SECTION 4. Section 6.04.060, entitled “Large item collection,” shall be amended to add the words “for an additional cost, as stated in Section 6.04.090” at the end of the first sentence, to replace the word “call” with the word “contact” and the words “by 8:00 p.m. on the” with the words “during operating hours Monday through Thursday at least one business” in the third sentence, and delete the last sentence in its entirety so that the section reads as follows:

Large items, other than appliances, may be placed on the curb on the customer’s assigned collection day for an additional cost as stated in Section 6.04.090. The department of public works, upon approval by the board of public works, shall prepare and promulgate annually a list of what types of items are considered large items. For the purposes of route optimization, customers are required to contact the sanitation division during operating hours Monday through Thursday at least one business day prior to their assigned collection day to request large item collection.

SECTION 5. Section 6.04.080, entitled “General collection practices and guidelines,” shall be amended as follows:

Subsection (c)(1) shall be amended by adding the words “the” and “option” to the last sentence of the subsection so that the sentence reads as follows: “Any resident requesting to be an assisted stop shall contact the sanitation division to receive the necessary paperwork and instructions in order to be approved to receive the assisted service option.”

Subsection (c)(2) shall be amended by replacing the word “cars” with the word “vehicles” in the last sentence.

Insert a new subsection (e) to read as follows: “Items that are infested with vermin, including but not limited to bedbugs, cockroaches, or rodents, will not be collected.”

Subsection (e) is renamed subsection (f), subsection (f) is renamed subsection (g), subsection (g) is renamed subsection (h), subsection (h) is renamed subsection (i), subsection (i) is renamed subsection (j), and subsection (j) is renamed subsection (k).

The new subsection (h), entitled “Disposal of Diapers, Animal Feces, and Cat Litter” shall be amended by replacing the word “adequately” with the word “completely.”

The new subsection (j) shall be amended by replacing the time of “10:00 p.m.” with “9:00 p.m.”

SECTION 6. Section 6.04.090, entitled “Fees and billing,” shall be amended as follows:

Subsection (1) shall be amended by deleting the words “beginning the month following the commencement of automated collection services by the city sanitation division” at the end of the sentence.

Subsection (1)(A)(i) shall be amended by replacing “\$4.82-\$6.51” with “\$10.31 - \$12.37”

Subsection (1)(A)(ii) shall be amended by replacing “\$8.60-\$11.61” with “\$20.42 - \$24.50”

Subsection (1)(A)(iii) shall be amended by replacing “\$13.72-\$18.52” with “\$36.19 – \$43.43”

Subsection (2)(C) shall be amended by replacing “\$10.00” with “\$25.00.”

Subsection (2)(D) shall be amended by replacing “\$10.00” with “\$35.00.”

Subsection (2)(E) shall be amended by inserting “(4.30)” in the first sentence and adding “In the event a resident schedules an additional pick-up and fails to place the cart at the curbside prior to the collection time, said resident will still be charged the full rate for the additional pick up” as a second sentence so that the subsection reads as follows:

Additional pick up requests: one hundred twenty-five (125) percent of regular weekly solid waste charges based on four and three-tenths (4.30) weeks on average per month, per year. In the event a resident schedules an additional pick-up and fails to place the cart at the curbside prior to the collection time, said resident will still be charged the full rate for the additional pick up.

Subsection (3) shall be amended by inserting the word “the” in the first sentence so that it reads as follows: “The fees for solid waste collection and disposal services provided to single-family residential dwellings shall be billed directly to the customer of record with CBU.” The final sentence of subsection (3) shall remain in place and unaltered.

SECTION 7. Section 6.04.100, entitled “Enforcement procedures,” shall be amended as follows:

Subsection (a) shall be amended by adding “The NOV may be in the form of a citation from the neighborhood compliance officer or a notice of non-collection that is left on the cart by sanitation division staff” as the second sentence so that the subsection reads as follows:

(a) If the director of public works, sanitation division director, director of the housing and neighborhood development department, the assistant director, any neighborhood compliance officer, or any other designee of the directors (collectively referred to as “staff”) determines that there exists a violation of this chapter, that person shall issue a notice of violation (NOV) to the responsible party. The NOV may be in the form of a citation from the neighborhood compliance officer or a notice of non-collection that is left on the cart by sanitation division staff. For purposes of issuing an NOV, the following persons shall be considered responsible parties, with liability for fines and responsibility for remedy of the violation: persons with any possessory interest in the property; property owner(s); and/or any persons who have caused the violation.

Subsection (b)(7) shall be amended by adding “appealed to the board of public works within seven days of the date of the NOV” and deleting “contested in the county circuit courts” so that the subsection reads as follows: “That the fine may be appealed to the board of public works within seven days of the date of the NOV.”

Subsection (c), entitled “Schedule of Fines” shall be amended by replacing “\$15.00” with “25.00” in the first sentence.

Subsection (d) shall be deleted in its entirety and replaced with “Any person issued a written NOV of this chapter shall pay the total amount of the penalty to the City of Bloomington within seven days of such notice, unless such notice is appealed in conformity with this chapter.”

A new subsection (e) shall be added and shall read as follows: “All appeals shall be filed to the board of public works within seven days of the day of the NOV.”

A new subsection (f) shall be added and shall read as follows: “All appeals from the written findings of the board of public works shall be made to courts of competent jurisdiction within sixty (60) days.”

A new subsection (g) shall be added and shall read as follows: “Upon failure to appeal an adverse finding or failure to comply with a written order or assessed penalty, the city legal department shall be empowered to take all appropriate action necessary to enforce the written findings of the enforcement officer or of the board of public works.”

SECTION 8. Section 6.04.110, entitled “Removal of solid waste and recycling carts and yard waste containers,” shall be amended by adding “to ensure the public right-of-way is passable” to the end of the second sentence.

SECTION 9. Section 6.04.130, entitled “Capital recovery fund,” shall be amended by inserting the words “items of the sanitation division” in the second sentence so that the sentence reads as follows: “This fund shall be established for the purpose of paying for the costs of capital equipment purchases necessary to replace capital items of the sanitation division on schedules outlined by industry standards.”

SECTION 10. Section 6.05.020, entitled “Collection practices,” shall be amended by replacing the words “five” and “ten” with the numbers “5:00” and “9:00” respectively, so that the section reads as follows: “Collection shall be made only during the hours of 5:00 a.m. and 9:00 p.m.”

SECTION 11. If any section, sentence or provision of this ordinance, or application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or application of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 12. This ordinance shall be in effect after its passage by the Common Council and approval of the Mayor, any required publication, and, as necessary, other promulgation in accordance with the law. The changes in this ordinance shall take effect on September 1, 2023.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2023.

SUE SGAMBELLURI, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2023.

NICOLE BOLDEN, Clerk,
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2023.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance makes several changes to Title 6 of the BMC to bring the Title in line with changed local practice, to adjust service fees, to clarify references, and to harmonize current practices with the City Code.

Note: This ordinance was revised after distribution in the Legislative Packet but before introduction at the May 17, 2022 Regular Session. The revision added “and increasing fees for service” to the title to more clearly reflect the nature of the ordinance subject matter.



DEPARTMENT OF PUBLIC WORKS • SANITATION DIVISION

PROPOSAL TO ADJUST SERVICE FEES

Memorandum

TO: Members of the City of Bloomington Common Council

FROM: Adam Wason, Director of Public Works
Michael Large, Special Projects and Operations Manager
Rhea Carter, Sanitation Director

Date: May, 12, 2023

Re: City of Bloomington - Department of Public Works
Sanitation Division Ordinance 23-11 Updating Title 6 To Adjust
Service Fees

Background

The Board of Public Works was designated by Common Council through the approval of the revisions to Chapter 6.04 of the Bloomington Municipal Code (BMC), to determine the final rate structure for the modernized sanitation collection system in 2017. This rate structure was limited in the municipal code not to exceed a predetermined range per cart size set by the Common Council. The goals of the financial model were established to maintain an incentive for residents to be conscious of the volume of solid waste they are producing and to provide a stable revenue model that offered predictably for the Public Works Department - Sanitation Division operations.

Since the inception of the new modernized program, the cost of sanitation services continues to rise due to a multitude of factors such as: increased tonnages for both solid waste and recyclable materials; the ongoing volatility of the world recycling market leading to unforeseen

processing fees for single stream recycling; annual increased disposal costs for solid waste; as well as an increased costs across all categories including fuel, vehicle parts, and general supplies.

Rate Proposal

As discussed in the 2023 budget process, some council members stated that they were interested in considering a rate structure that reduces, and possibly eliminates the amount of general fund support to the annual operating budget of the Sanitation Division. While staff remains neutral on this aspect of the rate discussion, rates will need to be adjusted to cover the increased costs that have been experienced over the last several years. However, knowing that the Common Council would need an ordinance to consider with rates included, the rate structure with a proposed 50% percent reduction of general fund support serves as staff's recommendation as a starting point for discussion.

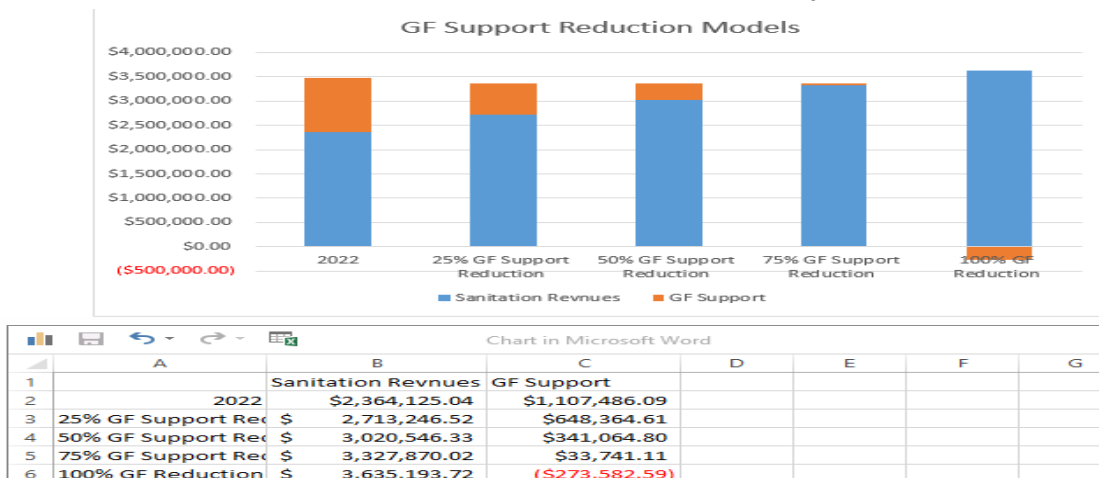
The below table outlines five rate models: first, a continuation of general fund support at current levels and adjusting rates due to increased costs; second, a twenty-five percent (25%) reduction of general fund support; third, a fifty percent (50%) reduction in general fund support; fourth, a seventy-five percent reduction of general fund support; and fifth, a one hundred percent (100%) reduction in general fund support. These models are shown in the following table:

	35 Gallon % ↑	64 Gallon % ↑	96 Gallon % ↑
Current Rates	\$6.51	\$11.61	\$18.52
No GF Support Reduction	\$8.15 25%	\$16.06 38%	\$28.79 55%
25% GF Support Reduction	\$9.23 42%	\$18.24 57%	\$32.48 75%
50% GF Support Reduction	\$10.31 58%	\$20.42 76%	\$36.19 95%
75% GF Support Reduction	\$11.39 75%	\$22.59 95%	\$39.90 115%
100% GF Support Reduction	\$12.47 92%	\$24.77 113%	\$43.61 135%

Regardless of what rate model is selected, staff requests a baseline rate per cart size that would go into effect as of 9/1/23 based on the above models. As proposed in the original 2017 Sanitation Modernization Rate Structure, staff is requesting the Council's approval of a rate model with a 20% rate range per cart size where the Board of Public Works would have the authority to establish rates within those ranges if increased costs continue in the future, and rate adjustments are required. These ranges are listed below based on the five models being presented.

No GF Support Reduction Ranges	
Thirty-five gallon solid waste cart fee range:	\$8.15 - \$9.78
Sixty-four gallon solid waste cart fee range:	\$16.06 - \$19.72
Ninety-six gallon solid waste cart fee range:	\$28.79 - \$34.55
25% GF Support Reduction Ranges	
Thirty-five gallon solid waste cart fee range:	\$9.23 - \$11.08
Sixty-four gallon solid waste cart fee range:	\$18.24 - \$21.89
Ninety-six gallon solid waste cart fee range:	\$32.48 - \$38.98
50% GF Support Reduction Ranges	
Thirty-five gallon solid waste cart fee range:	\$10.31 - \$12.37
Sixty-four gallon solid waste cart fee range:	\$20.42 - \$24.50
Ninety-six gallon solid waste cart fee range:	\$36.19 - \$43.43
75% GF Support Reduction Ranges	
Thirty-five gallon solid waste cart fee range:	\$11.39 - \$13.67
Sixty-four gallon solid waste cart fee range:	\$22.59 - \$27.11
Ninety-six gallon solid waste cart fee range:	\$39.90 - \$47.88
100% GF Support Reduction Ranges	
Thirty-five gallon solid waste cart fee range:	\$12.47 - \$14.96
Sixty-four gallon solid waste cart fee range:	\$24.77 - \$29.72
Ninety-six gallon solid waste cart fee range:	\$43.61 - \$52.33

Overall, this ordinance revision is seeking to raise rates and therefore revenues for the operations of the Sanitation Division. Below are the revenue projections for each model.



Other changes to the fee schedule for large items, and appliance collections are in the below table:

	Large Items	Appliances
Current Rate	\$10	\$10
Proposed	\$25	\$35

Additional Weekly Pickups	35 Gallon	64 Gallon	96 Gallon
Current	\$1.89	\$3.38	\$5.38
Proposed	\$3.78	\$6.76	\$10.76

In addition we ask that we are given the ability to charge the proposed additional pickup fee in situations where a collection is scheduled but not placed at the curbside to cover the costs associated with fuel, time, and labor of collection.

Amendments to Sections of Bloomington Municipal Code Title 6 (“Health and Sanitation”) proposed by Ordinance 23-11 shown in context
(proposed additions are shown in **bold**, proposed deletions are shown in ~~strikeout~~)

Section 1 of Ordinance 23-11

6.04.030 Solid waste collection.

- (a) Solid waste carts shall be provided by the City of Bloomington. Said carts shall be maintained in good and sanitary condition, with no ragged or sharp edges or any other defect that could hamper or injure the person collecting the contents thereof.
- (b) Solid waste will only be collected from the cart provided by the city on the customer's assigned collection day unless the owner or occupant arranges for an additional pickup on another day with the sanitation division in accordance with board of public works policies. Items outside of the cart will not be collected. Residents shall choose a cart they deem appropriate for their needs from the following sizes: thirty-five gallon, sixty-four gallon, or ninety-six gallon.
- (c) It will be the responsibility of the resident to notify the sanitation division should a cart become damaged and unusable. The cost of replacing a damaged cart not due to normal wear and tear may be the responsibility of the resident, subject to the discretion of the sanitation division director. The replacement cost will be set forth in the rate structure set by the board of public works.
- (d) Solid waste scattered by animals or weather shall be removed promptly by the owner or occupant of the premises or be subject to fines in Section 6.04.100.
- (e) All solid waste, before being placed in said carts, shall **be bagged and** have drained from it all liquids. Solid waste must be free of vermin and pests, and said cart lid must be closed and facing the street for collection. **In order for a cart to be considered closed, its lid must be completely flush with the container so that there is no gap between the lid and the container. A cart that is over-filled with solid waste such that its lid does not rest flush with the container is not considered closed.** Carts not placed appropriately at the curb or without the lids closed will not be collected.

Section 2 of Ordinance 23-11

6.04.040 Recycling collection.

- (a) Recycling collection is provided to recipients of solid waste collection. Collection occurs every week on the customer's assigned collection day.
- (b) Recyclable items must be placed **loosely, and not bagged**, into the recycling cart provided by the City of Bloomington. **Solid waste items should never be placed in recycling carts. Failure to comply with these provisions will result in non-collection of the recycling container and the owner or occupant of the premises will be subjected to fines in accordance with Section 6.04.100.**

- (c) Residents shall choose a cart they deem appropriate for their needs from the following sizes: sixty-four gallon, or ninety-six gallon. The lid must be closed with the cart facing the street for collection to occur. **In order for a cart to be considered closed, its lid must be completely flush with the container so that there is no gap between the lid and the container. A cart that is over-filled with recycling such that its lid does not rest flush with the container is not considered closed.** Carts not placed appropriately at the curb or without the lids closed will not be collected.
- (d)(b) The department of public works, upon approval by the board of public works, shall prepare and promulgate annually a list of what types of paper products, metal cans, glass containers, Styrofoam and plastic **containers** bottles are recyclable. The list may change from time to time as the recycling market adjusts to shifting demands and technologies. All paper products must be clean and dry. All metal cans, glass containers and plastic containers must be clean, rinsed out and with the lids removed.

Section 3 of Ordinance 23-11

6.04.050 Yard waste collection.

- (a) All grass, weeds, leaves and other similar yard and garden materials shall be placed in appropriate watertight thirty-five gallon or less container or two-ply biodegradable wet strength paper bag with each weighing less than forty pounds separate from solid waste and recycling and shall not be mixed with any other substances. Said container shall be maintained in good and sanitary condition, with no ragged or sharp edges or any other defect that could hamper or injure the person collecting the contents thereof. Yard waste will be collected weekly on the customer's assigned collection day.
- (b) Brush, tree trimmings, hedge clippings and similar materials shall be cut to a length not to exceed four feet and securely tied in bundles not more than two feet thick before being deposited for collection.
- ~~(c) During the free leaf collection period in the fall of each year, residents may obtain biodegradable two ply wet strength paper bags from their choice of local retail establishments. Those bags may be filled with leaves only and placed out for collection on the customer's assigned collection day. The bags may not contain trash or other refuse. Yard waste in plastic bags will not be collected.~~

Section 4 of Ordinance 23-11

6.04.060 Large item collection.

Large items, other than appliances, may be placed at the curb on the customer's assigned collection day **for an additional cost as stated in Section 6.04.090**. The department of public works, upon approval by the board of public works, shall prepare and promulgate annually a list of what types of items are considered large items. For the purposes of route optimization, customers are required to **contact** ~~call~~ the sanitation division **during operating hours Monday through Thursday at least one business** ~~by 8:00 p.m. on the day prior to their assigned collection day to request large item collection.~~ ~~Items such as clothesline poles and swing sets must be broken down before being placed at the curb.~~

Section 5 of Ordinance 23-11

6.04.080 General collection practices and guidelines.

- (a) Collection of solid waste, recycling, yard waste, large items and appliances shall be made at least once each week or more often as may be ordered by the board of public works. Collection schedules shall be established and published by the board.
- (b) Collection shall be made from all places of residence within the city limits except for the following:
 - (1) Buildings containing more than four residential units;
 - (2) Residences located above or in the same structure as a business or businesses;
 - (3) Residential units located on private streets.

However, collection may be provided to the above listed residences if specifically authorized in writing by the director of public works. Before authorizing such collection, the director of public works may require terms and conditions to protect the city and residents. The director of public works may revoke such authorization in writing at his or her discretion.

- (c) Collection shall be made from curbs or, where there are no curbs, the property line immediately adjacent to the public thoroughfare. In order to be collected, all carts, yard waste, and other items must be placed adjacent to the curbs, facing the street and suitable for automated collection.
 - (1) All residents except those approved for special assistance for a person with a disability, illness or infirmity shall place their solid waste and recycling carts and yard waste containers at curbside or at the edge of the street no later than 5:00 a.m. on the day of collection. Any resident requesting to be an assisted stop shall contact the sanitation division to receive the necessary paperwork and instructions in order to be approved to receive **the** assisted service **option**.

- (2) The cart or container shall be placed in such a manner as not to interfere with overhead power lines or tree branches, parked cars, vehicular traffic, or in any other way that would constitute a public hazard or nuisance. Carts and containers are to be at least four feet from any tree, pole, mailbox, fire hydrant, etc., and at least ten feet away from any **vehicles** ~~cars~~ parked in the street.
- (3) The cart is not to be painted, abused, mutilated, altered or modified in any manner.
- (d) Paints, stains and similar materials still in their liquid form shall not be placed in refuse carts or dumpsters and shall not be collected by the department of public works as a part of regular collection.
- (e) **Items that are infested with vermin, including but not limited to bedbugs, cockroaches, or rodents, will not be collected.**
- (f) ~~(e)~~ No person shall remove or attempt to remove materials from any refuse cart or dumpster belonging to another person or business. All materials placed in a refuse cart or dumpster shall be the property of the city.
- (g) ~~(f)~~ Highly flammable, combustible, explosive or hazardous materials shall not be placed in refuse carts or dumpsters and shall not be collected by the department of public works as a part of regular collection. Such materials shall be disposed of as prescribed by state and local laws.
- (h) ~~(g)~~ Disposal of Diapers, Animal Feces, and Cat Litter. All diapers, animal feces, cat litter and similar wastes shall be placed in durable plastic bags **completely** ~~adequately~~ sealed before being placed in a refuse cart.
- (i) ~~(h)~~ Collection shall not be made from alleyways.
- (j) ~~(i)~~ Collection shall be made only between the hours of 5:00 a.m. and **9:00 p.m.** ~~10:00 p.m.~~
- (k) ~~(j)~~ It shall be a violation of this chapter for any unauthorized commercial enterprise to collect, obtain, possess, pick up or cause to be collected, obtained, possessed or picked up any refuse, solid waste, garbage or yard waste from places of residence on routes within the city limits that are served by the city sanitation division. Occasional removal of bulk trash associated with construction, moving, or seasonal cleaning does not require authorization other than for approval of placement of dumpsters within the right-of-way. The board of public works shall determine such authorization. Any and each such violation hereof from one or more locations shall constitute a separate and distinct violation of this chapter.

Section 6 of Ordinance 23-11

6.04.090 Fees and billing.

Service fees for the disposal of solid waste shall be prepared, billed and collected by the City of Bloomington Utilities Department (CBU) as agreed to by the utilities service board and the board of public works.

- (1) The service fees for all users shall be prepared and billed monthly in accordance with the established billing procedures of CBU ~~beginning the month following the commencement of automated collection services by the city sanitation division.~~

- (A) The following fee schedule ranges will apply based on the solid waste cart size chosen by customers. The board of public works shall determine the final fee for each of the three solid waste cart sizes. At no time shall the individual cart size fees exceed the highest amount of the following ranges, without amendment of this chapter by the common council.
- (i) Thirty-five gallon solid waste cart fee range: ~~\$10.31—\$12.37~~ ~~\$4.82—\$6.51~~.
 - (ii) Sixty-four gallon solid waste cart fee range: ~~\$20.42—\$24.50~~ ~~\$8.60—\$11.61~~.
 - (iii) Ninety-six gallon solid waste cart fee range: ~~\$36.19—\$43.43~~ ~~\$13.72—\$18.52~~.
- (2) The monthly bill will also include service fees for the disposal of additionally requested solid waste carts, yard waste, large items, appliances, and additional pickup requests (including pickups requested due to not having carts properly placed for pickup by 5:00 a.m.). Additional fees will not be charged if the sanitation division changes the collection day due to inclement weather or holidays. The following fees will apply:
- (A) Additional carts will cost the full amount of the solid waste cart fee set forth in the fee schedule approved by the board of public works.
 - (B) Yard waste: \$1.00 per approved container, bag or bundle.
 - (C) Large items: ~~\$25.00~~ ~~\$10.00~~ per approved large item.
 - (D) Appliances: ~~\$35.00~~ ~~\$10.00~~ per approved appliance.
 - (E) Additional pickup requests: one hundred twenty-five (125) percent of regular weekly solid waste charges based on four and three-tenths (~~4.30~~) weeks on average per month, per year. **In the event a resident schedules an additional pick-up and fails to place the cart at the curbside prior to the collection time, said resident will still be charged the full rate for the additional pick up.**
- (3) The fees for solid waste collection and disposal services provided to single-family residential dwellings shall be billed directly to **the** customer of record with CBU. In the event that the single-family residential dwelling of four units or fewer is not a current customer of CBU, or receives billings through a master meter, the customer shall receive a monthly bill for solid waste disposal services only.
- (4) Bills shall be paid in accordance with the policies and procedures set forth by CBU and the board of public works.
- (5) Late fees of three percent of the unpaid balance will be assessed to any account holder that fails to pay the amount due within twenty days of billing. This is modeled from the late fee procedures used by CBU. Partial payments shall be allocated in accordance with the interdepartmental agreement between the City of Bloomington and CBU.
- (6) In the event a customer of the CBU requests to shut down the water meter to his/her residential premises, CBU shall also contemporaneously discontinue the billing of service fees for the collection performed at the residential premises in accordance with this chapter. In the event that service is discontinued, it is the responsibility of the account holder to notify the sanitation division for removal of the solid waste and

recycling carts. If the account holder fails to do so, a replacement fee in accordance with the fee schedule approved by the board of public works will be applied to the account holder's final CBU bill.

Section 7 of Ordinance 23-11

6.04.100 Enforcement procedures.

- (a) If the director of public works, sanitation division director, director of the housing and neighborhood development department, the assistant director, any neighborhood compliance officer, or any other designee of the directors (collectively referred to as "staff") determines that there exists a violation of this chapter, that person shall issue a notice of violation (NOV) to the responsible party. **The NOV may be in the form of a citation from the neighborhood compliance officer or a notice of non-collection that is left on the cart by sanitation division staff.** For purposes of issuing an NOV, the following persons shall be considered responsible parties, with liability for fines and responsibility for remedy of the violation: persons with any possessory interest in the property; property owner(s); and/or any persons who have caused the violation.

Liability for fines shall not attach to nonpossessory property owner(s) for a period of seven days following issuance of the NOV, provided that the violation is remedied, or that the nonpossessory property owner(s) presents to HAND, within seven days after issuance of the NOV, a true and exact copy of any and all leases in effect during the time period covered by the NOV.

- (b) The NOV shall be in writing and shall be served on one or more of the responsible parties in one or more of the following manners: delivery in person; by first class mail; and/or by placement in a conspicuous place on the property where a violation occurs. The notice shall state:
- (1) The location of the violation;
 - (2) The nature of the violation;
 - (3) The period of correction (if any);
 - (4) The fine assessed for the violation;
 - (5) Additional remedies the city may seek for violation;
 - (6) That the fine is to be paid at the city controller's office;
 - (7) That the fine may be **appealed to the board of public works within seven days of the date of the NOV** ~~contested in the county circuit courts.~~
- (c) Schedule of Fines. The fine for any violation of Section 6.04.110 shall be **\$25.00** ~~\$15.00~~. The fine for all other violations of this chapter shall be \$50.00. Nonpossessory property owners shall not be subject to fines for the seven-day period after issuance of the NOV, provided that the provisions outlined in subsection (a) of this section are met. Each day that a violation continues shall constitute a separate violation.

- (d) **Any person issued a written NOV of this chapter shall pay the total amount of the penalty to the City of Bloomington within seven days of such notice, unless such notice is appealed in conformity with this chapter.**

~~If the responsible party fails to remedy the violation cited in the NOV, the city legal department may bring suit in a court of competent jurisdiction to collect the accumulated fines, any other costs associated with remedy of the violation as are allowed by law, and obtain any other legal remedy available at law.~~

- (e) **All appeals shall be filed to the board of public works within seven days of the day of the NOV.**
- (f) **All appeals from the written findings of the board of public works shall be made to courts of competent jurisdiction within sixty (60) days.**
- (g) **Upon failure to appeal an adverse finding or failure to comply with a written order or assessed penalty, the city legal department shall be empowered to take all appropriate action necessary to enforce the written findings of the enforcement officer or of the board of public works.**

Section 8 of Ordinance 23-11

6.04.110 Removal of solid waste and recycling carts and yard waste containers.

Carts, containers and other articles to be picked up shall not be placed upon the street or sidewalk so as to be visible from the street more than twenty-four hours prior to the time when such solid waste, recycling or yard waste is to be collected. Carts and containers shall be removed from the street or sidewalk on the same day as the collection is made **to ensure the public right-of-way is passable.**

Section 9 of Ordinance 23-11

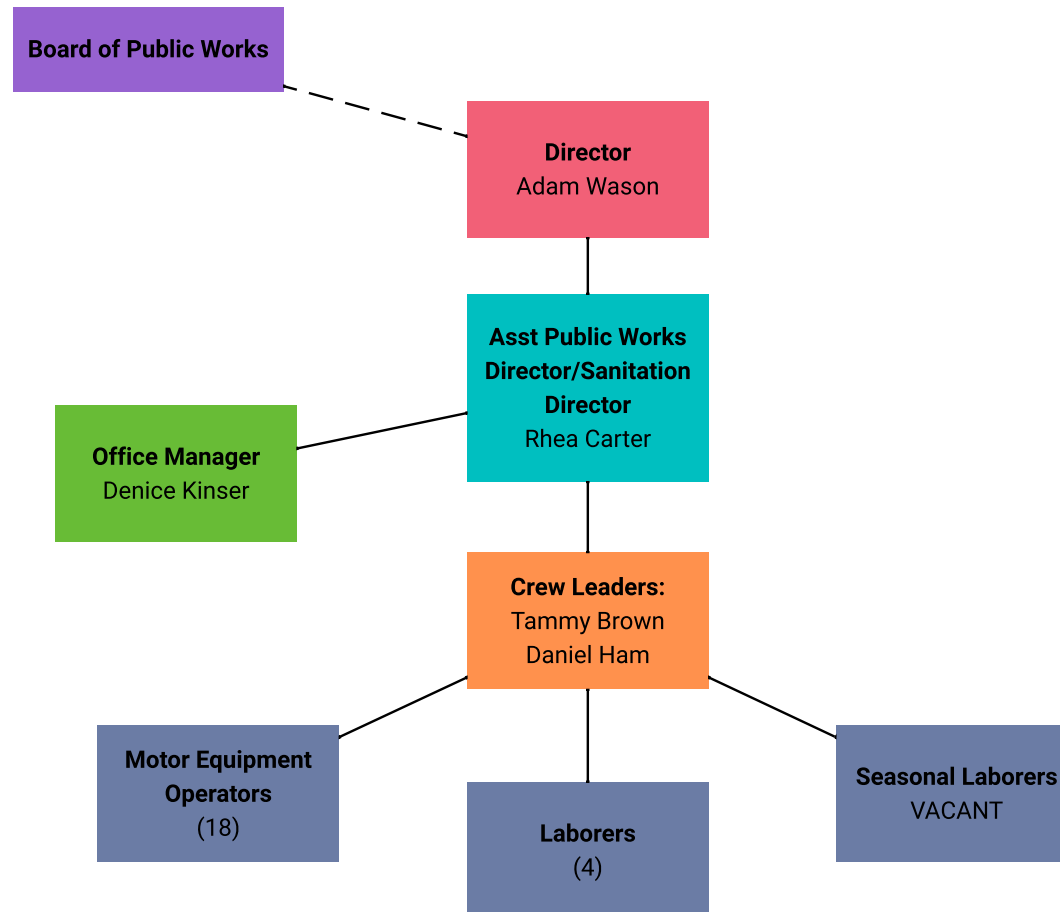
6.04.130 Capital recovery fund.

The revenue deposited into the non-reverting enterprise fund, which is intended for capital re-placement of vehicles, equipment and other capital related expenses, shall be transferred by the controller into a non-reverting capital replacement fund. This fund shall be established for the purpose of paying for the costs of capital equipment purchases necessary to replace capital **items of the sanitation division** on schedules outlined by industry standards.

Section 10 of Ordinance 23-11

6.05.020 Collection practices.

Collection shall be made only during the hours of **5:00** ~~five~~ a.m. and **9:00** ~~ten~~ p.m.



DEPARTMENT OF
PUBLIC WORKS •
SANITATION2023 BUDGET
PROPOSAL

Memorandum

TO: Members of the City of Bloomington Common Council

FROM: Rhea Carter, Assistant Public Works Director/Sanitation Director
Adam Wason, Director of Public Works

Date: August 25, 2022

Why We Exist

Sanitation is a division of the Department of Public Works responsible for providing weekly collection and disposal of household solid waste. It also promotes community sustainability through weekly curbside recycling pick-up and seasonal biweekly yard waste from residences inside the corporate City limits.

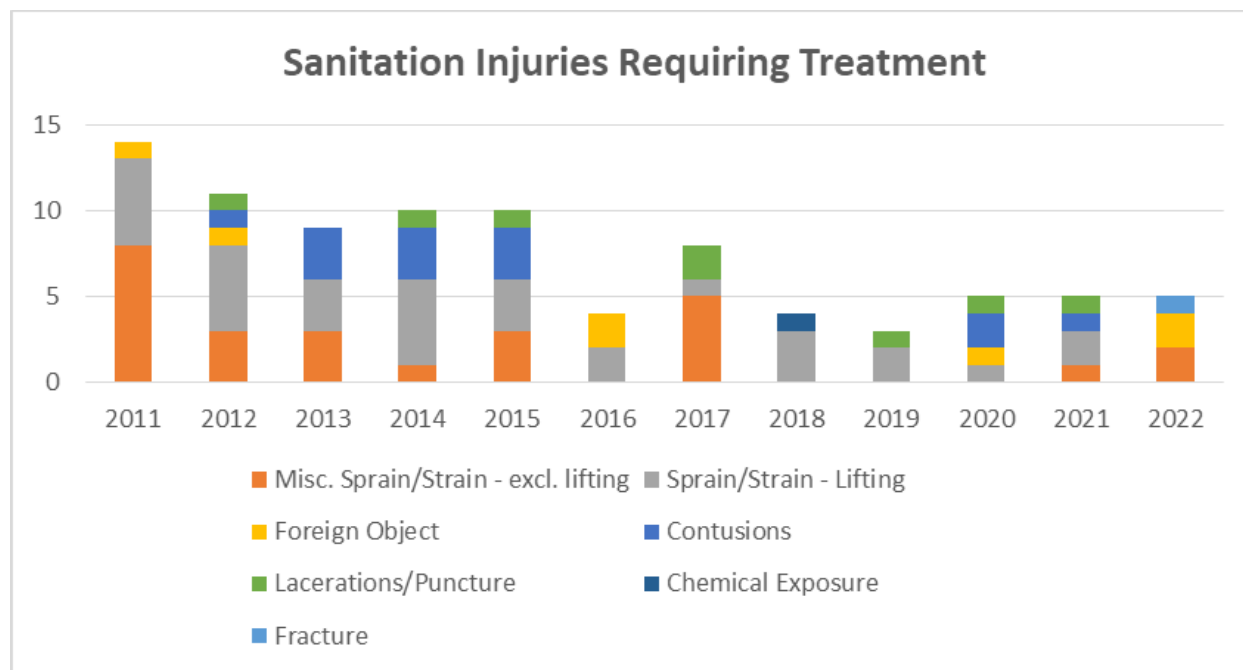
Sanitation also collects large items, such as furniture and appliances, from residences on a request basis. Additionally, Sanitation provides trash collection for City Hall, downtown containers, City parks, various City facilities and numerous special events in the community.

Background

The Sanitation Division has 24 full-time employees and 19 fleet vehicles. It serves an approximate population of 37,000 people in single-family homes, mobile homes and multi-family residential structures containing between 1 to 4 units, plus thousands more via containers that are located in City parks and throughout the downtown area.

Since the City modernized trash and recycling services in 2017, the Sanitation Division has experienced noticeable declines in employee injuries while on the job and related workers' compensation costs. Sanitation Division workers' compensation claims have dropped from over

\$125,000 in 2017 to approximately \$10,600 last year, and are at around \$10,100 so far in 2022. Additionally, the improved efficiencies of the modernized program continue to allow the Sanitation Division to keep an open FTE position unfilled for yet again in 2023, which helps to further reduce costs.



As an essential public health municipal function, Sanitation personnel have delivered critical trash, recycling and yard waste collection services throughout the entire COVID-19 pandemic. One major impact continued to be felt by Sanitation is the much higher than usual volume of both trash and recycling collection tonnages, as well as the associated landfill and materials collection costs, due to the large number of Bloomington residents still working from home either on a permanent or semi-regular basis.

2023 Budget Highlights

The Sanitation Division will continue to provide essential municipal services in 2023 through several new initiatives to increase efficiency, better utilize current resources and lower environmental impacts. Several areas to emphasize include the following initiatives:

- Begin a phased elimination of the City's General Fund subsidy for sanitation services, which will come forward in a legislative package of rate changes to the council over the next few months
- Crews performing weekly preventative maintenance checks on all sanitation vehicles.
- Stressing the importance of "clean recycling" to the community.
- Providing targeted recycling information to the public via the ReCollect software system to prevent compromised recycling items from being sent to the landfill.

- Selling additional new yard waste containers using surplus containers as a means to further divert yard waste from entering the waste stream.
- Continuing educational outreach and information sharing efforts with community groups regarding City sanitation services.

Department of Public Works-Sanitation 2023 Budget Summary

Summary Budget Allocation	2019 Actual	2020 Actual	2021 Actual	2022 Budget	2023 Budget	Change (\$)	Change (%)
100 - Personnel Services	1,639,504	1,683,484	1,677,768	1,865,368	1,915,269	49,900	2.7%
200 - Supplies	134,227	105,667	138,642	172,049	284,072	112,023	65.1%
300 - Other Services	812,655	896,258	942,877	2,577,865	2,605,577	27,712	1.1%
400 - Capital Outlays	-	-	-	-	-	-	0.0%
Total	2,586,386	2,685,409	2,759,286	4,615,282	4,804,918	189,635	4.1%

2023 Activity Descriptions and Goals

Solid Waste Collection

Activity Description: Provide weekly collection and disposal of household trash. Collect large items and appliances from residences on a request basis.

Goals:

- Completely eliminate the City's General Fund subsidy for sanitation services over the next 3 years.
- Utilize on-board vehicle software functionality in 2023 to document all noncompliance with sanitation collection requirements (overflowing carts, lids not being closed, trash not bagged, carts not placed at curb, etc.) and use this data to educate 100 residents to increase overall collection.
- Participate in at least 2 neighborhood large item and excess trash clean-up events sponsored through the Housing and Neighborhood Development Department by the end of Q3.
- Attend a minimum of 3 local homeowner and/or neighborhood association meetings in 2023.

City of Bloomington Solid Waste Collection Totals (tons)					
2017	2018	2019	2020	2021	YTD 2022
5,683.14	6,771	7,195	8,061	8,261	4,139

City of Bloomington Number of Appliances & Large Items Collected *** (No Data Available for 2017)					
Type	2018	2019	2020	2021	YTD 2022
Appliances	307	309	441	319	189
Large Items	2,020	3,786	4,584	3,254	1,555

Solid Waste Collection Budget Allocation	2022 Budget \$	2023 Budget \$	Staffing (FTE)	Population Served
100 - Personnel Services	782,506	777,599	10.15	37,000 single-family homes, mobile homes and multi-family housing (1-4 units).
200 - Supplies	68,820	113,629		
300 - Other Services	476,424	533,894		
400 - Capital Outlays	0	0		
Total	1,327,749	1,425,122		

Fund: General, Other

Recycling Collection

Activity Description: Provide weekly curbside collection of recyclable materials.

Goals:

- Maintain the City's current 35% recycling diversion rate through the end of 2023 to exceed the Environmental Protection Agency's (EPA) recorded national diversion rate (EPA rate is set at 32%).
- Partner with at least one Indiana University class to research and promote clean recycling practices to college students in 2023.

City of Bloomington Recycling Collection Totals (tons)					
2017	2018	2019	2020	2021	YTD 2022
2,939	3,415	3,155	3,882	3,630	1,279

Recycling Collection Budget Allocation	2022 Budget \$	2023 Budget \$	Staffing (FTE)	Population Served
100 - Personnel Services	719,273	746,955	9.75	37,000 single-family homes, mobile homes and multi-family housing (1-4 units).
200 - Supplies	68,820	113,629		
300 - Other Services	370,552	415,251		
400 - Capital Outlays	0	0		
Total	1,158,645	1,275,834		

Fund: General, Other

Yard Waste Collection

Activity Description: Provide biweekly curbside collection of yard waste. This collection keeps yard waste from entering the landfill and promotes sustainable and eco-friendly disposal practices in the community.

Goals:

- Complete yard waste collection service by December 31, 2023, with 800 tons or more of collected materials.
- Explore a partnership in 2023 with the Monroe County Solid Waste District to jointly purchase compost bins for sale to the community in order to reduce yard waste collection totals.
- Sell 100 additional yard waste carts to residents during 2023.

City of Bloomington Yard Waste Collection Totals (Truckload/Tonnage)					
2017	2018	2019	2020	2021	YTD 2022*
950	830	650	640	700	230

* Starting in 2022, yard waste collection totals changed from truckloads to tonnage in order to better reflect existing trash and recycling collection metrics.

Yard Waste Collection Budget Allocation	2022 Budget \$	2023 Budget \$	Staffing (FTE)	Population Served
100 - Personnel Services	158,082	168,544	2.20	37,000 single-family homes, mobile homes and multi-family housing (1-4 units).
200 - Supplies	25,807	42,611		
300 - Other Services	158,808	177,965		
400 - Capital Outlays	0	0		
Total	342,697	389,119		

Fund: General, Other

Municipal Collection

Activity Description: Remove trash from approximately 225 total containers from downtown sidewalks, City Hall, police and fire stations, the Utilities Service Center, the Public Safety Training Center, City buildings and downtown municipal-owned parking lots, and at City parks and trailheads.

Goals:

- Annually replace 50% of can liners in downtown trash containers.

Municipal Collection Budget Allocation	2022 Budget \$	2023 Budget \$	Staffing (FTE)	Population Served
100 - Personnel Services	205,507	222,171	2.90	85,000 people.
200 - Supplies	8,602	14,204		
300 - Other Services	52,936	59,322		
400 - Capital Outlays	0	0		
Total	267,045	295,696		

Fund: General, Other

Total Departmental Budget by Fund

Category	General Fund	Solid Waste	Total
1	0	1,915,269	1,915,269
2		284,072	284,072
3	1,419,146	1,186,431	2,605,577
4		0	0
Total	1,419,146	3,385,772	4,804,918

2023 Budget Request Highlights

The Sanitation Division's general fund budget request is \$4,804,918, which is an increase of \$189,635.

Category 1 – Personnel request is \$1,915,269, which is an increase of \$49,900.

Category 2 – Supplies request is \$284,072, which is an increase of \$112,023. This increase is due to higher fuel and oil costs.

Category 3 – Other Services & Charges request is \$2,605,577, which is an increase of \$27,712. This increase is the result of rising annual landfill collection and recycling processing fees and a slight increase to the South Central Community Action Program's qualified household assistance program in 2023.

Category 4 – Capital Outlays request is \$0, no change from 2022.

Conclusion

As a division of the Department of Public Works, Sanitation will continue to provide curbside collection of trash, large items/appliances, recycling, and yard waste to all single-family residences that are within the City limits, plus continue to provide trash removal from parks, downtown containers, City Hall, a number of City facilities, and numerous special events in the community.

CITY OF BLOOMINGTON

		Account Number	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Adopted Budget	2023 Council	\$ +/-	% +/-
Fund: 730 - Solid Waste (S6401)										
Expenditures										
Department: 16 - Sanitation										
Personnel Services										
		51110	Salaries and Wages - Regular	990,019	1,021,566	1,011,933	1,141,499	1,182,452	40,953	3.59%
		51120	Salaries and Wages - Temporary	4,142	21,478	29,836	30,000	30,000	-	0.00%
		51130	Salaries and Wages- Overtime	63,808	51,819	49,205	70,011	70,011	-	0.00%
		51210	FICA	75,771	78,691	79,262	94,975	98,108	3,133	3.30%
		51220	PERF	148,914	153,081	150,682	172,034	177,848	5,814	3.38%
		51230	Health and Life Insurance	356,850	356,850	356,850	356,850	337,350	(19,500)	-5.46%
		51320	Other Personal Services -DC Match	-	-	-	-	19,500	19,500	N/A
Total: Personnel Services				1,639,504	1,683,484	1,677,768	1,865,368	1,915,269	49,900	2.68%
Supplies										
		52110	Office Supplies	272	-	158	400	400	-	0.00%
		52210	Institutional Supplies	203	-	-	540	540	-	0.00%
		52230	Garage and Motor Supplies	100	-	154	350	350	-	0.00%
		52240	Fuel and Oil	118,390	96,793	119,255	139,349	251,372	112,023	80.39%
		52310	Building Materials and Supplies	1,371	-	-	2,500	2,500	-	0.00%
		52420	Other Supplies	13,027	8,874	17,425	21,850	21,850	-	0.00%
		52430	Uniforms and Tools	863	-	1,650	7,060	7,060	-	0.00%
Total: Supplies				134,227	105,667	138,642	172,049	284,072	112,023	65.11%
Other Services and Charges										
		53130	Medical	355	323	470	1,000	1,000	-	0.00%
		53140	Exterminator Services	370	1,845	1,625	2,000	2,000	-	0.00%
		53150	Communications Contract	12,518	6,828	7,478	13,150	13,150	-	0.00%
		53160	Instruction	350	-	-	500	500	-	0.00%
		53210	Telephone	6,040	5,616	5,995	17,600	17,600	-	0.00%
		53220	Postage	607	3,771	-	3,600	4,100	500	13.89%
		53230	Travel	181	-	-	300	300	-	0.00%
		53240	Freight / Other	271	535	1,734	3,000	3,000	-	0.00%
		53310	Printing	12,576	11,580	2,178	17,000	17,000	-	0.00%
		53410	Liability / Casualty Premiums	24,674	38,045	43,294	51,456	51,456	-	0.00%
		53420	Worker's Comp & Risk	49,952	49,651	49,651	49,651	49,651	-	0.00%
		53510	Electrical Services	2,170	2,654	3,446	5,350	5,350	-	0.00%
		53530	Water and Sewer	1,796	2,058	1,988	1,500	2,000	500	33.33%
		53540	Natural Gas	1,848	2,510	2,878	2,500	3,000	500	20.00%
		53610	Building Repairs	6,919	1,738	10,822	7,000	97,500	90,500	1292.86%
		53620	Motor Repairs	260,170	299,196	350,687	359,640	375,324	15,684	4.36%
		53640	Hardware and Software Maintenance	10,000	-	359	5,000	5,000	-	0.00%
		53650	Other Repairs	8,391	-	-	10,500	10,500	-	0.00%
		53910	Dues and Subscriptions	150	-	-	200	200	-	0.00%
		53920	Laundry and Other Sanitation Services	2,097	1,931	1,549	4,950	4,950	-	0.00%
		53950	Landfill	401,933	460,780	455,815	480,972	500,000	19,028	3.96%
		53990	Other Services and Charges	9,286	7,198	2,908	21,850	22,850	1,000	4.58%
Total: Other Services and Charges				812,655	896,258	942,877	1,058,719	1,186,431	127,712	12.06%
Expenditures Grand Total:				\$ 2,586,386	\$ 2,685,409	\$ 2,759,286	\$ 3,096,136	\$ 3,385,772	\$ 289,635	9.35%

CITY OF BLOOMINGTON

		Account Number	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Adopted Budget	2023 Council	\$ +/-	% +/-
Fund: 101 - General Fund (S0101)										
Expenditures										
Department: 16 - Sanitation										
Other Services and Charges										
		539010	Inter-Fund Transfers	985,625	1,009,620	978,492	1,519,146	1,419,146	(100,000)	-6.58%
Total: Other Services and Charges				985,625	1,009,620	978,492	1,519,146	1,419,146	(100,000)	-6.58%
Expenditures Grand Total:				\$ 985,625	\$ 1,009,620	\$ 978,492	\$ 1,519,146	\$ 1,419,146	\$ (100,000)	-6.58%