City of Bloomington
Common Council

Legislative Packet

Wednesday, 01 March 2017

Regular Session

For legislation and material regarding
Ordinance 17-04 through Ordinance 17-05 please consult the
15 February 2017 Legislative Packet.

All other legislation and background material contained herein.

Office of the Common Council
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City of Bloomington Indiana

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To: **Council Members**
From: **Council Office**
Re: **Weekly Packet Memo**
Date: **February 24, 2017**

Packet Related Material

Memo
Agenda
Calendar
Notices and Agendas:

- **Notice:** Jack Hopkins Social Services Funding Committee Meeting – Friday, 03 March, Noon, McCloskey Room.

Legislation for Second Reading:

Items Found in the Weekly Council Legislative Packet issued for the February 15th Regular Session

- **Ord 17-04** To Amend the Zoning Maps from Planned Unit Development (PUD) to Commercial General (CG) - Re: 4021-4025 West 3rd Street (GMS-Pavilion Properties, petitioner)
  Contact: Eric Greulich at 812-349-3526, greulice@bloomington.in.gov

- **Ord 17-05** To Amend Title 8 of the Bloomington Municipal Code, Entitled "Historic Preservation and Protection" to Establish a Historic District – Re: 1033 South Ballantine Road Historic District (Nathan Silverstein House)
  Contact:
  Bethany Emenhiser at 349-3401or emenhisb@bloomington.in.gov
  Philippa Guthrie, at 349-3426 or guthriep@bloomington.in.gov

Item Found in this Weekly Council Legislative Packet

- **Res 17-13** Urging the United States Congress to Enact Revenue-Neutral Carbon Fee and Dividend Legislation
  - Memo from Sponsors
  - Citizens' Climate Lobby – FAQs on Carbon Fee and Dividend Legislation

  Contacts:
  Sponsor Cm. Dave Rollo – rollod@bloomington.in.gov or 812.349.3409
  Sponsor Cm. Tim Mayer – mayert@bloomington.in.gov or 812.332.5269

Legislation and Background Material for First Reading and also Found in this Packet:

- **Ord 17-03** To Amend Ordinance 95-75 Entitled "Establishing the Housing Trust Fund and Its Board of Directors and Approving the Designated Housing Trust Fund Endowment Agreement," as Subsequently (Revising and Updating the Housing Trust Endowment Fund Agreement with the Community Foundation of Bloomington and Monroe County, and Terminating the City's Housing Trust Fund Board)
    - Endowment Agreement
    - Memo to the Council
    - Strikeout Version of the Body of Ord 95-75
    - Initial Funding Endowment Agreement *(available in the Council Office)*
- **App Ord 17-01** To Specially Appropriate from the General Fund Expenditures Not Otherwise Appropriated (Authorizing the Transfer of Funds to the City and the Appropriation of Such Funds from the General Fund to the Housing Development Fund)

  Contact:
  Philippa Guthrie at 812-349-3426 or guthriep@bloomington.in.gov
  Tina Peterson, President & CEO, Community Foundation, tinapeterson@cfbmc.org

- **Ord 17-06** To Amend Title 6 (Health and Sanitation) of the Bloomington Municipal Code - Re: Deleting Chapter 6.04 (Refuse and Yard Waste Collection by the City) and Replacing it with Chapter 6.04 (Solid Waste, Recycling and Yard Waste Collection by the City)
    - Memo to Council from Adam Wason, Director of Public Works;
    - Report, Sanitation Modernizations Advisory Committee;
    - BMC Chapter 6.06 Solid Waste, Recycling and Yard Waste Collection by the City – Annotated with Changes Proposed by Ord 17-06;

  Contact:
  Adam Wason at 812-349-3410 or wasona@bloomington.in.gov

Minutes from Special Session:

- February 16, 2017 (State of the City Address)

Memo

Two Ordinances and a Resolution Ready under Second Readings and Resolutions and Three Ordinances under First Readings at the Regular Session on Wednesday, March 1st

The agenda for next Wednesday's Regular Session includes two ordinances and a resolution under Second Readings and Resolutions. The two ordinances were discussed at the Committee of the Whole and can be found online as indicated above. An additional resolution urging certain measures on climate change appears after the ordinances and can be found in this packet.

The agenda also lists an appropriation ordinance and two other ordinances under First Reading, which can be found in this packet and are summarized herein.

Second Readings and Resolutions

Item Three – Res 17-13 Urging US Congress to Pass Carbon Fee and Dividend Legislation

Res 17-13 is sponsored and drafted by Councilmembers Rollo and Mayer and appears as the third item under Second Readings and Resolutions. The resolution comes at the request of the local chapter of the Citizens' Climate Lobby (CCL). The resolution calls for federal legislation establishing a carbon fee and dividend program. At present the true social, economic, and environmental costs of carbon emissions are hidden. By attaching a fee to these emissions, the goal of such federal legislation is to make the costs explicit.

The resolution is somewhat lengthy and documents rising global temperatures, the fallout of climate change, local efforts to reduce carbon emissions, and the benefits of a carbon fee and dividend program. The following summary does not reproduce the content of the resolution. Instead, it highlights key features of the carbon fee and dividend proposal. The reader is directed to the resolution and background material for details.

What it is

The idea of a carbon fee and dividend system is one that tends to enjoy wide-spread, bi-partisan support. Even today. Indeed, while sponsors were working on their resolution, a group of conservative elder statespersons, the Climate Leadership Council, issued "The Conservative Case for Carbon Dividends." While the particulars of various fee and dividend proposals differ, in general, all call for a national, revenue-neutral system that would attach a predictable, and progressively-increasing price on carbon, with all fees collected returned to households in the form of a monthly energy dividend.

How it Works

The Fee

It is widely accepted by climatologists that the planet is warming and that humans are the agents of this warming. Specifically, an ever-rising increase in greenhouse gas emissions triggered by humans burning fossil fuels is causing the warming. Climate change effects systemic change, altering human and ecological systems alike, from reconfigured and damaged ecosystems to human health and economic activity impaired by extreme weather events. These harms are more fully enumerated in the resolution. Despite the harm exacted by the burning of fossil fuels, the price does not reflect the true human, economic, and environment cost of burning fossil fuels. This has widely been described as a market failure. A carbon fee and dividend system would correct this market failure by attaching a carbon fee to fossil fuels based on the amount of CO_2 the fuel will emit when burned. The fee, as proposed by CCL, would start at a low rate and would increase steadily over future years. This is intended to minimize any disruption to the economy while incentivizing the development and use of non-carbon based energy. The fee would be assessed as far “upstream” in the economy as practicable (e.g., a mine or well) or at the port of entry to the US. A border adjustment would assess a fee on goods traded with countries without a comparable carbon price, such that the competiveness of US businesses is fostered and relocation to non-carbon fee countries is discouraged. The goal of the fee is to reduce U.S. CO_2 emissions and equivalents to 10% of 1990 levels, a threshold identified by the Intergovernmental Panel on Climate Change as necessary to avoid irreversible climate change.

The Dividend

One of the most salient concerns expressed by lawmakers in the discussion of carbon fees is the effect the fees would have on low- and moderate-income families. Under the CCL carbon fee and dividend proposal, all fees would be returned to US households in the form of monthly dividends. These would be monthly per-person dividend payments made to all households. Dividends to households with children would be limited to two children per household at the rate of 1/2 payment per child under 18. This is intended to keep the system revenue-neutral and require no other changes to the tax code or expenditures by the federal government. The dividend component is also intended to protect lower lower and middle-income households, as the dividend would allow more than 2/3s of American households to benefit financially or break event from the policy. Analyses of Indiana and Ninth District residents anticipate that Indiana and Ninth District households in the lowest income quintiles stand to benefit the most from a carbon dividend. Dividends are also intended to put more money back into local economies, thereby creating jobs.

The Impact: Fiscal, Climate, and Demographic

In 2014, the CCL commissioned the highly-regarded economic-forecasting firm, REMI, to assess the impact of a carbon fee and dividend program. As spelled out in the resolution, REMI found that a fee of $10 per metric ton of CO_2 emissions or equivalents starting in 2016 and increasing at $10 per year would have the following benefits:

- a 33 percent decrease in CO_2 emissions over 1990 levels by 2025 and a 52% decrease by 2035;
- the creation of 2.1 million jobs by 2025 and 2.8 million jobs by 2035 (relative to a "business as usual" use of fossil fuels);
- increasing monthly dividend checks to all American households: in 2025, the dividend check for a family of four would be $288/month ($3,456/year); by 2035, a family of four would receive a dividend check of $396/month ($4,752/year);
- Gross Domestic Product would increase $70-$85 billion from 2020 on, with a cumulative increase of $1.375 trillion (relative to a "business as usual" use of fossil fuels);
- total revenue from the carbon fee would be up to $600 billion by the 2030s;

- the avoidance of 230,000 premature deaths by 2035 due to reduction in air pollutants that often accompany carbon emissions;[1] and

The REMI study is linked here.

As is acknowledged in the resolution, Bloomington is fortunate to have a long-standing and robust commitment to cutting local greenhouse gas emissions. Indeed, we are one of only about 1,000 other local communities with such plans. However, as the resolution makes clear, meaningful greenhouse gas reduction calls for a broader, unified effort. Should Bloomington pass this resolution, it will join over 30 other municipalities that have solemnized their support for a carbon fee and dividend program via resolutions.

For more on Carbon Fee and Dividend, please see CCL's FAQs included in this packet.

First Readings

Ord 17-03 (Amending Ord 95-75, which established a Housing Trust Fund Board and Approved an Endowment Agreement with the Community Foundation)
And
App Ord 17-01 (Authorizing Transfer of Funds to the City and Appropriating those Funds to the Housing Development Fund)

Ord 17-03 and App Ord 17-01 are companion pieces of legislation that are intended to continue the City's effort this term to promote affordable housing. Together, they follow upon the City's action last year to establish a Housing Development Fund (with adoption of Ord 16-41) by:

- Revising and updating a Housing Trust Fund Endowment Agreement with the Community Foundation[2] (approved in 1995 with adoption of Ord 95-75);

[1] Nystrom, Scott and Patrick Luckow, *The Economic, Climate, Fiscal, Power, and Demographic Impact of a National Fee-and-Dividend Carbon Tax*, Regional Economic Models (REMI) and Synapse Energy Economics (Synapse), 09 June 2014.
[2] The full name of the Community Foundation is the Community Foundation of Bloomington and Monroe County, Inc.

- Terminating the Housing Trust Fund Board also established by that 1995 ordinance and providing for the HAND department to serve a liaison with the Community Foundation; and
- Accepting money from the Community Foundation in excess of the initial contribution of $500,000 in 1996 and appropriating that amount (~$400,000) from the City's General Fund to the recently established Housing Development Fund.
    - *Please note that the exact figure changes by the day and will not be set until the Board for the Community Foundation meets.*

The following summary is drawn from the memo from Philippa Guthrie, Corporation Counsel, and information available in the Council Office. It is an overview and should be lead the reader to the primary packet materials for the details.

History of Housing Trust Fund

In 1996, the City received a $1.25 million windfall of County Option Income Tax (COIT) monies that was released to the county by the State. Previously, in anticipation of that revenue, the City adopted Ord 95-75, which established the Housing Trust Fund with the Community Foundation, created a Board of Directors, and approved an Endowment Agreement (Fund Agreement) with the Community Foundation regarding use of $500,000 of former COIT funds deposited with them.[3]

As Guthrie's memo notes, after approving the Fund Agreement, Ord 95-75 "then set up a somewhat complicated structure and procedures for overseeing the use of the Fund." This structure included an 11-member board drawn from 8 sectors in the community and the procedures included instructions on use of funds that, with amendments in 1997 and 2000,[4] ultimately neither aligned well with, nor furthered, the City's effort to promote affordable housing. Changes made by that legislation regarding the affordability criteria, in particular, led to the splitting of the Fund into a permanently endowed account – that must stay with the Foundation with interest made available for expenditure - and a non-permanent account – which need not stay with the Foundation.

[3] One incentive for this partnership was a Lilly Foundation program that provided the Community Foundation with a 50% match which was deposited in their General Fund.
[4] These amendments were approved with the adoption of Ord 97-12 and Ord 00-21. Another relevant piece of legislation, Ord 01-44, was defeated by a Motion to Postpone Indefinitely.

Revised and Updated Agreement

The Agreement now transfers the amount in the non-permanent account - ~$400,000 - to the City. It also replaces the 20+ year-old terms which Guthrie describes as "out-of-date and unworkable" with "modern-day best practices followed by the Community Foundation, and eliminates the Board and other restrictions that have made these funds so difficult to use for their intended purpose."

The sections of the Agreement and what they do are briefly noted below:

- **Whereas Clauses:** Recite the history of the Fund and identifies the parties;
- **1. Gift and fund Designation:** Provides for the City (as Donor) to make an irrevocable transfer of $500,000 to the Community Foundation, which is described in Exhibit A, to establish a City of Bloomington Housing Trust Endowment Fund;
- **2. Purpose:** Sets forth the purpose of the Fund as providing "support to the City's …Housing Development Fund …to provide financing for the development of affordable housing options for eligible individuals and families of the community through financial grants and other assistance, acquisition of land and structures, and the construction and rehabilitation of affordable housing…"
- **3. Distribution:** Requires distributions from the Fund to be done in consultation with the City and to be subject to the spending policy of the Community Foundation;
- **4. Administrative Provisions:** Obligates the Community Foundation, upon request, to provide the City with an annual examination the finances, and also comply with its Articles of Incorporation, and otherwise comply with relevant law and regulations (key of which relate to operation as a not-for-profit entity);
- **5. Conditions for Acceptance of Gifts:** Sets forth conditions for acceptance of gifts based upon the Community Foundation's Articles of Incorporation and recognition of donor's intent, variance from donor's direction, and amendments;
- **6. Continuity of Fund:** Provides that, in the even the Fund terminates, the remaining assets be used in a manner that "most nearly approximate, in the good faith opinion of the Board, the original purpose of the Fund;"
- **7. – 10. Accounting, Investment of Assets, Costs, etc**. Provides that the monies will be "held as general assets of the Community Foundation," which has "all powers necessary, or in its judgment desirable to carry out (its) purposes,"[5] but will account for receipts and disbursements to and from the

Fund separately from other monies, and provide these services at a cost that is in accordance with its "fee schedule" for funds of this type; and

- **11. Amendment:** Provides for amendment of the Agreement to done in writing and with consent of the parties.

Funding Agreement - Exhibit A

Exhibit A to the Funding Agreement identifies $500,000 which remains as a permanent endowment (established to support the City's Housing Development Fund).

Ord 17-03:

- Approves a revised and updated Endowment Agreement; and
- Terminates the Housing Trust Fund Board and provides for the HAND department to serve as liaison with the Community Foundation regarding use of funds.

App Ord 17-01:

- Accepts a transfer of $425,000 from the Community Foundation and appropriates it into the City's newly established Housing Development Fund
    - *As noted above, the exact amount changes by the day and will not be known until the Board of the Community Foundation acts. In order to advertise an amount in the appropriation ordinance that is above and not below the eventual amount, the ordinance lists $425,000.*

Item 3 - Ord 17-06 – Amending Chapter 6.04 of the Bloomington Municipal Code to be Entitled "Solid Waste, Recycling, and Yard Waste Collection by the City" – Codifying the Automation and Modernization of City's Curbside Collection Program

Ord 17-06 brings forward changes in Title 6 of the Municipal Code (Health and Sanitation) tied to a report (Report) from the Sanitation Modernization Advisory Committee (Committee). Last fall, the Mayor proposed using some of the proceeds from General Obligation bonds to invest in the capital costs needed to automate and modernize the City's curbside collection program and established

the Committee to work through some of the issues before any outlays were made. From October through early February, the Committee met five times before filing the Report in mid-February. It was chaired by Adam Wason (with Shelby Walker as Vice-Chair) and included four City employees (including Cm. Volan), three City residents (including former Cm. Jim Sherman), and three industry professionals.

This summary is based upon the Report from the Committee, memo from Adam Wason, Director of Public Works, and the ordinance which are all included with the packet materials.

Reasons to Automate and Modernize Sanitation Collection Now

As Wason sets forth in his memo, the reasons for pursuing this initiative and doing so now include:

- **Employee Safety and Wellness - Decrease Risk of on-the-job Injuries** – Perhaps one of the most certain benefits of the move to automated collection is the reduction in injuries associated with these activities (particularly lifting heavy loads, riding on the back of a truck, working in ice and snow (which, have resulted in an average of $89,000 per year in workers' compensation claims from 2013 - 2015);
- **Need to Replace an Aging and Expensive Fleet –** As explained last fall, more than half of the sanitation are beyond their recommended life-span (7 years) and are both expensive to repair and raise the risk of an interruption in service during the course of repairs;
- **Using a "Smart City" Approach to Increase Efficiency of Operations and Make Better Fiscal Projections** – Underpinned by Radio Frequency Identification (RFID),[6] the City intends to" generate and use data to improve sanitation service delivery, lower environmental impact[7] and save costs …[and] expect(s) to see a safer, more effective and efficient service delivery model." [8]

[6] RFID technology, in this case, would allow devices on carts to communicate with a tablet in the sanitation vehicles and related software to track usage, optimize routes, project revenues, and otherwise pursue efficiencies and perhaps expand services.
[7] The newer vehicles and optimizing of routes should reduce use of fuel and resulting emissions. However, given the high rate of recycling (34%), the report anticipates that even with bigger containers and the simpler, single-stream recycling, that the recycling rates will not increase as dramatically as in other communities;
[8] One foreseen benefit is the ability to shift somewhere between 5-7 of the 21 Sanitation staff to other duties within the City.

Proposed Changes in Sanitation Collection Program

- The **Solid Waste** program would have –
  - The same weekly Monday – Thursday pick-up with an attempt to minimize change in the day of pick-up;
  - Services billed through the City Utilities Department without the further need for trash tags;
  - Carts provided by the City in three sizes – 35, 65, and 96 gallons – and
  - Phased implementation.
- **Recycling Program** would have –
  - Weekly rather than bi-weekly services;
  - Carts – with 96 gallons being the default size (but with the choice to have a 65 gallon one);
  - A shift from dual-stream to single-stream service with no need to separate items before setting them out at the curb.
- **Yard Waste** would have –
  - Use of bags or up to 35 gallon containers with billing through the City and no need for a tag (thanks to the RFID capabilities mentioned above);
  - Bi-weekly service – No change
  - Possible changes in the future toward automation depending on revenues and usage data.
- **Large Item and Appliance Pickups** would have –
  - Users call-in before the service day for pickup on:
    - the customer's next service day for large items;
    - Friday for appliances (which are dropped-off at a different location than large items).
- **Additional Pickups** would -
  - As noted above, be performed on Friday in response to calls made by residents earlier in the week (before 8 am on Thursday);
  - Be in the form of "miss-outs" (where user doesn't bring carts to the curb in time) or "overflow trash" (where the user has more trash than carts for that week and wants it taken away)

- **Possible Green Waste/Composting** in the future in the next three to five years if revenues and regulations allow

Current Costs, Tonnage, Revenues and Proposed Fee Structure

As noted above, along with switching from tags bought by the resident to carts provided by the City, the new sanitation system would collect funds by charging for those services on the City's monthly Utility bills. [9]

According to the Report (page 4-5), between 2010 – 2016, the sanitation program cost $1.8 - $2 million, generated about $900,000 in revenue, and required General Fund support of about $1 - $1.2 million each year. And, from 2004 – 2016, solid waste disposal has decreased from about 7,500 to 5,500 tons per year and the recycling "remained mostly unchanged" at about 2,500 tons per year.

The fee structure assumes that the current level of General Fund support will *not change* at first, but might over time. The fee structure has a range of fees based upon three elements and five scenarios (which project customer preferences between the three sizes of solid waste carts). As a point of reference, the Report also details what the fee structure will be with the same level of support and without any support from the General Fund.

The elements of the monthly charge include:

- Fixed Fuel and Maintenance – which accounts for fuel and maintenance on vehicles;
- Fixed capital Recovery – which accounts for the cost of trucks, carts, RFID devices with an estimated initial cost of $2.5 million to be financed by proceeds from General Obligation bonds issued last year;[10] and

[9] Please note that CBU policies and practices will be followed in regard to this charge and that will include an assistance program through SCCAP for those who are low-income and have difficulty paying for this service. Please also note that, upon approval of CBU, initial costs of about $50,000 - $75,000 and of about $90,000 - $100,000 per year will be shifted to that department as part of the annual interdepartmental agreement.

[10] See Page 9 of the Report for a detailed chart of capital expenses expected to be incurred this year which includes: 2 side- and 2 rear-loading trucks; 8 "tippers" for use on existing trucks; a "knuckleboom" truck used to pickup large items; 16,000 solid waste and 16,000 recycling carts; and RFID technology. Please know that the City will be taking advantage of National Joint Powers Alliance Process (NJPA) to determine specifications and price for these items at a savings of time, money, and expertise.

- Varied Service Delivery (based upon size of cart) with projected prices as follows:

Cart Size (gallon)	Service Delivery Fee (with General Fund Support)	Service Delivery Fee (without General Fund Support)
35	$4.82 - $6.51	$9.42 - $12.72
64	$8.60 - $11.61	$14.94 - $20.17
96	$13.72 - $18.52	$21.98 - $29.67

Additional Fees

Large Item/Appliance Pickup	$10
Additional Pickup	125% of regular weekly pickup
Cart Size Exchange	$50
Late Fee	3% of amount unpaid *(20 days after billing – per CBU policy)*
Yard Waste	$1 per container

Projected Budget

	Service Delivery Fee (with General Fund Support)	Service Delivery Fee (without General Fund Support) *(Illustrative)*
Revenue	~$1.81 - ~$1.61 Million	~$2.73 - ~$2.10 Million
Expenses	~$2.68 Million	~ $2.68 Million
Net Revenues	~ $14,766 - ~ $(417,594)	~$57,376 - ~$(574,784)

Implementation

Wason indicates that the program should begin in late summer or fall. To help with the roll-out, staff will be trained, additional customer service personnel will be hired on a temporary basis for about the first six months, and an educational campaign will be conducted.

NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
6:30 P.M., WEDNESDAY, MARCH 01, 2017
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES: February 16, 2017 (Special Session)

IV. REPORTS (A maximum of twenty minutes is set aside for each part of this section.)

1. **Councilmembers**
2. **The Mayor and City Offices**
3. **Council Committees**
4. **Public***

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

1. Ordinance 17-05 – To Amend Title 8 of the Bloomington Municipal Code, Entitled "Historic Preservation and Protection" To Establish a Historic District – Re: 1033 S. Ballantine Road Historic District (Nathan Silverstein House)

Committee Recommendation: Do Pass 8-0-0

2. Ordinance 17-04 – To Amend the Zoning Maps from Planned Unit Development (PUD) to Commercial General (CG) – Re: 4021-4025 West 3rd Street (GMS-Pavilion Properties, Petitioner)

Committee Recommendation: Do Pass 8-0-0

3. Resolution 17-13 – Urging the United States Congress to Enact Revenue-Neutral Carbon Fee and Dividend Legislation

Committee Recommendation: None

VII. LEGISLATION FOR FIRST READING

1. Appropriation Ordinance 17-01 – To Specially Appropriate from the General Fund Expenditures Not Otherwise Appropriated (Authorizing the Transfer of Funds to the City and the Appropriation of Such Funds from the General Fund to the Housing Development Fund)

2. Ordinance 17-03 – To Amend Ordinance 95-75 Entitled "Establishing the Housing Trust Fund and its Board of Directors and Approving the Designated Housing Trust Fund Endowment Agreement," as Subsequently Amended (Revising and Updating the Housing Trust Endowment Fund Agreement with the Community Foundation of Bloomington and Monroe County and Terminating the City's Housing Trust Fund Board)

3. Ordinance 17-06 – To Amend Title 6 (Health and Sanitation) of the Bloomington Municipal Code – Re: Deleting Chapter 6.04 (Refuse and Yard Waste Collection by the City) and Replacing it with Chapter 6.04 (Sold Waste, Recycling and Yard Waste Collection by the City)

VIII. ADDITIONAL PUBLIC COMMENT* (A maximum of twenty-five minutes is set aside for this section.)

IX. COUNCIL SCHEDULE

X. ADJOURNMENT

**Members of the public may speak on matters of community concern not listed on the agenda at one of the two Reports from the Public opportunities. Citizens 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.*

***Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call (812)349-3409 or e-mail council@bloomington.in.gov.*

Posted & Distributed: February 24, 2017

City of Bloomington
Office of the Common Council

NOTICE

Jack Hopkins Social Services Funding Committee Organizing Meeting

Friday, 03 March 2017
Noon
McCloskey Room, #135
City Hall, 401 North Morton

Posted: Friday, 24 February 2017

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City of Bloomington
Office of the Common Council

To Council Members
From Council Office
Re Weekly Calendar – 27 February -03 March 2017

Monday, 27 February

4:00 pm Council for Community Accessibility, McCloskey
5:30 pm Bloomington Human Rights Commission, McCloskey

Tuesday, 28 February

5:30 pm Parking Commission Work Session, Hooker Conference Room

Wednesday, 01 March

5:30 pm Commission on Hispanic and Latino Affairs, McCloskey
6:30 pm Common Council Regular Session, Chambers

Thursday, 02 March

4:00 pm Bloomington Digital Underground Advisory Council, McCloskey
5:30 pm Commission on the Status of Women, McCloskey

Friday, 03 March

12:00 pm Jack Hopkins Social Services Funding Committee-Organizing Meeting, McCloskey

*Auxiliary aids for people with disabilities are available upon request with adequate notice. Please contact the applicable board or commission or call (812) 349-3400.

Posted and Distributed: Friday, 24 February 2017

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RESOLUTION 17-13

URGING THE UNITED STATES CONGRESS TO ENACT REVENUE-NEUTRAL CARBON FEE AND DIVIDEND LEGISLATION

WHEREAS, climate scientists widely accept that human activity is radically reshaping our global climate;[1] and

WHEREAS, the most marked of these anthropogenic changes is ever-increasing global temperatures; and

WHEREAS, according to the Intergovernmental Panel on Climate Change (IPCC), "it is *extremely likely* that human influence has been the dominant cause of the observed warming since the mid-20th century;"[2] and

WHEREAS, global average temperatures are now approximately one degree centigrade above values in the mid-20th century;[3] and

WHEREAS, as documented by NASA, most of the warming has occurred in the past 35 years, with 16 of the 17 warmest years occurring since 2001;[4] and

WHEREAS, 2016 was the warmest year on record;[5] and

WHEREAS, the fallout of warming temperatures is systemic: it has implications not only for weather, but also for ecosystem integrity, human health, and economic activity:

- Globally, oceans are becoming more acidic; sea levels are rising; weather events are becoming more frequent and more extreme; wildfires are becoming more frequent and extreme; ecosystems are disrupted, affecting biodiversity and food production; and, more of the globes inhabitants -- especially those in poorer regions -- are dying of heat-related deaths; and
- In the Midwest, scientists predict that due to the rate of climate change:
  - the composition of regional forests will change as tree species are driven northward; and
  - the critical role of the region's forests as carbon sinks is at risk from disruptions to forest ecosystems; and
  - human health will be impaired due to increased heat wave intensity and frequency, increased humidity, degraded air quality, and degraded water quality; and
  - economic health will be impaired as the region experiences more crop failures and reduced yields. Additionally, the regional reliance on fisheries, recreation, and tourism tied to the Great Lakes and expansive forests all face pressure exacerbated by climate change;[6]

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[1] Hartmann, D.L., A.M.G. Klein Tank, M. Rusticucci, L.V. Alexander, S. Brönnimann, Y. Charabi, F.J. Dentener, E.J. Dlugokencky, D.R. Easterling, A. Kaplan, B.J. Soden, P.W. Thorne, M. Wild and P.M. Zhai, 2013: Observations: Atmosphere and Surface. In: *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

[2] IPCC, 2013: Summary for Policymakers. In: *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, p. 17 [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

[3] *Global Temperature, Latest Annual Average: 2016.)*. NASA Goddard Institute for Space Studies. Dataset accessed 15 February 2017 at http://climate.nasa.gov/vital-signs/global-temperature/.

[4] GISTEMP Team, 2017: *GISS Surface Temperature Analysis (GISTEMP)*. NASA Goddard Institute for Space Studies. Dataset accessed 11 February 2017 at https://data.giss.nasa.gov/gistemp/.

[5] *Id*.

[6] National Climate Assessment, *Climate Change Impacts in the United States, 2014, Midwest (2014),* accessed 08 February 2017, http://nca2014.globalchange.gov/report/regions/midwest.

- In Indiana, the weather of extremes triggered by climate change have become ever-more prevalent in recent history:
    - In December 2004, the state experienced one of the worst snowfalls on record, when more than 20 inches fell across the southern part of the state, shutting down airports and interstates, stranding holiday travelers, killing 5 people, and resulting in a state of emergency for 50 counties;
    - In June 1990, Indiana experienced its largest tornado outbreak, when 37 tornados occurred;
    - In 2007, unusually warm March weather followed by a hard freeze in April devastated much of the state's fruit crops, resulting in an agricultural loss of $48 million;
    - In 2012, the state experienced one of the worst droughts on record, with 70% of the state in extreme drought, resulting in major damage to crops, particularly in the southern third of the state;
    - In the summer of 2015, Indiana experienced historic levels of rainfall followed by flooding that exceeded the flooding carrying capacity of three reservoirs since they were built in the late 1960s;
    - Rapid increases in Lake Michigan have followed in short succession from historic lows;
    - Extreme heat, extreme precipitation, and the likelihood of extreme droughts (due to increased evaporation) are all projected to increase;[7]and

WHEREAS, climate scientists overwhelmingly agree that an increase in greenhouse gases in the atmosphere – carbon dioxide (CO_2) in particular – is causing the increase in global temperature; and

WHEREAS, the burning of carbon-based fossil-fuels – coal, oil, and natural gas – is the primary cause of the substantial and continuing increase of CO_2 in the atmosphere; and

WHEREAS, in May 2013, the global atmospheric concentration of CO_2 reached 400 parts per million – the highest level in the last 800,000 years;[8] and

WHEREAS, it is predicted that by 2100, the global temperature will be one to six degrees centigrade higher than present temperatures, depending on the level of future greenhouse gas emissions;[9] and

WHEREAS, conservative estimates by the IPCC state that to achieve climate stabilization and avoid cataclysmic climate change, global reductions in greenhouse gasses of 50-85% below 2000 levels are needed by 2050; [10] and

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[7] NOAA, State Summaries, *supra* note 2.
[8] World Meteorological Association, Greenhouse Gas Bulletin: The State of Greenhouse Gasses in the Atmosphere Based on Global Observations Through 2014, No. 11 (2015), accessed 08 February 2017, http://library.wmo.int/opac/index.php?lvl=notice_display&id=19011.
[9] IPCC, Working Group III Contribution of the *IPCC Fourth Assessment Report, Climate Change 2007: Mitigation of Climate Change, Summary for Policy Makers*, 2007.
[10] *Id*.

WHEREAS, the City of Bloomington has a strong and sustained commitment to protecting the health and integrity of our shared environment:

- In 1971, the City established the Environmental Commission in 1971;
- In 2006, the City indicated its support the Kyoto Protocol, the Mayor signed the *Mayor's Climate Protection Agreement*, and the Commission issued its *Greenhouse Gas Reduction Plan*;
- In 2009, the City passed the City's Green Building Ordinance, the Council's Peak Oil Task Force issued its *Redefining Prosperity* report, and the Commission issued its first Greenhouse Gas Inventory;
- And, this year the Commission published the *Bloomington Environmental Action Plan* a plan for reducing local greenhouse gas emissions by 17 percent from 2014 levels by 2020; and

WHEREAS, while local efforts to reduce our carbon footprint are necessary, alone, they are not sufficient to address climate change; and

WHEREAS, the failure of the world's nations to ratify the Kyoto Protocol or any other meaningful climate regulations, paired with the escalating effects of climate change, calls for a swift and substantial shift away from fossil fuel consumption; and

WHEREAS, at present, the true environmental, health, and social costs of consuming fossil fuels is not reflected in the price of fuel – they are hidden and they are borne directly and indirectly by all U.S. and global citizens; and

WHEREAS, to correct for this market failure, Congress should make these costs explicit by attaching a fee to fossil fuels based on the amount of CO_2 the fuel will emit when burned; and

WHEREAS, fees associated with the consumption of fossil fuels should be returned to families in the form of dividends; and

WHEREAS, for efficient administration, fees on fossil fuels should be assessed once, as far upstream in the economy as practical (such as a well or a mine), or at the port of entry into the United States; and

WHEREAS, a national, revenue-neutral carbon fee starting at a relatively low rate and increasing steadily over future years is a market-based solution that would minimally disrupt the economy while sending a clear and predicable price signal to businesses to develop and use non-carbon-based energy resources; and

WHEREAS, the fee would be levied on the same basis on all businesses; for that reason, the fee would be fair to all businesses and would be easier to administer than alternatives, such as cap and trade; and

WHEREAS, the fee would incentivize both individuals and the market to replace consumption of carbon-based energy with sustainable energy sources; and

WHEREAS, the fee would spur innovation not only in energy production, but in the other everyday areas in which energy is consumed, such as automobiles, mass transit, building design and construction, water heating, lighting, and air conditioning; and

WHEREAS, in 2014, Regional Economic Models, Inc. (REMI) conducted a nation-wide macroeconomic study on the impact of a revenue-neutral fee and found that a fee of $10 per metric ton of CO_2 emissions or equivalents starting in 2016 and increasing at $10 per year would have the following benefits:

- a 33 percent decrease in CO_2 emissions over 1990 levels by 2025 and a 52% decrease by 2035;
- the creation of 2.1 million jobs by 2025 and 2.8 million jobs by 2035 (relative to a "business as usual" use of fossil fuels);

- increasing monthly dividend checks to all American households: in 2025, the dividend check for a family of four would be $288/month ($3,456/year); by 2035, a family of four would receive a dividend check of $396/month ($4,752/year);
- Gross Domestic Product would increase $70-$85 billion from 2020 on, with a cumulative increase of $1.375 trillion (relative to a "business as usual" use of fossil fuels);
- total revenue from the carbon fee would be up to $600 billion by the 2030s;
- the avoidance of 230,000 premature deaths by 2035 due to reduction in air pollutants that often accompany carbon emissions;[11] and

WHEREAS, if 100% of carbon fee revenue is returned to households in equal shares, approximately two-thirds of Americans will break even or come out ahead; and

WHEREAS, subsequent analyses of Indiana and Indiana's Ninth Congressional District document that Hoosier and Ninth District households in the lowest income quintiles stand to benefit the most from a carbon dividend;[12] and

WHEREAS, border adjustments – carbon content-based tariffs on products imported from countries without comparable carbon pricing, and refunds to our exporters of carbon fees paid – can maintain the competitiveness of U.S. businesses in global markets; and

WHEREAS, a national carbon fee can be implemented quickly and efficiently because the federal government already has in place mechanisms, such as the Internal Revenue Service, needed to implement and enforce the fee and already collects taxes from fossil fuel producers and importers; and

WHEREAS, the Paris Agreement expresses as its goal to hold the increase in global average temperature to well below two degrees centigrade above pre-industrial levels, a goal that requires sharp reductions in greenhouse gas emissions by all signatories, including the United States; and

WHEREAS, continued widespread use of fossil fuels and global climate change pose a present and growing risk to the health, welfare, and safety of Bloomington residents and a national revenue-neutral carbon fee will significantly mitigate those risks and promote health and welfare in our City, our region, and the world.

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

SECTION 1. The City of Bloomington urges the United States Congress to enact without delay a fee on carbon-based fossil fuels.

SECTION 2. The fee should be collected once, as far upstream in the economy as practical, or at the port of entry into the United States.

SECTION 3. The fee should start low and progressively and predictably increase to achieve the goal of reducing U.S. CO_2 emissions and equivalents to 10% of 1990 levels.

SECTION 4. All fee revenue should be returned to households to protect low and middle income Americans from the impact of rising prices due to the fee.

SECTION 5. The international competitiveness of U. S. businesses should be protected by using border tariffs and tax refunds.

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[11] Nystrom, Scott and Patrick Luckow, *The Economic, Climate, Fiscal, Power, and Demographic Impact of a National Fee-and-Dividend Carbon Tax*, Regional Economic Models (REMI) and Synapse Energy Economics (Synapse), 09 June 2014.

[12] Ummel, Kevin, "Impact of CCL's Proposed Carbon Fee and Dividend Policy: A High-Resolution Analysis of the Financial effect on U.S. Households," International Institute for Applied Systems Analysis Working Paper, 01 April 2016.

SECTION 6. The Bloomington City Council directs the Clerk to send a copy of this resolution to our U.S. Congressional Delegation and to the U.S. President.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2017.

_____
SUSAN SANDBERG, 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 _____, 2017.

_____
NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2017.

_____
JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This resolution is sponsored by Councilmembers Mayer and Rollo and calls for federal legislation establishing a carbon fee and dividend system as a means of revealing the otherwise hidden costs associated with the burning and use of fossil fuels. The resolution documents rising global temperatures and the systemic social, economic, and environmental effects of climate change on both the local and global levels. The document holds that a carbon fee should be assessed as far upstream as possible and that such fee should start low and progressively increase to achieve the goal of reducing U.S. CO_2 emissions and equivalents to 10% of 1990 levels. The resolution also holds that all fee revenue should be returned to households in the interest of protecting low and middle income residents from the impact of rising prices. The resolution directs the City Clerk to send a copy of the resolution to our Congressional Delegation and to the U.S. President.

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Memorandum

From: Councilmembers Rollo and Mayer
Date: 24 February 2017
Re: *Resolution 17-13: Urging the United States Congress to Enact Revenue-Neutral Carbon Fee and Dividend Legislation*

It is with great enthusiasm that we sponsor *Resolution 17-13: Urging the United States Congress to Enact Revenue-Neutral Carbon Fee and Dividend Legislation*.

Decades of research has made clear that climate change poses a serious threat not only to our way of life, but to all complex life on Earth. It is also evident that the rise in global temperature is a result of human activity, principally due to our burning of fossil fuels for energy. That human activity is at the root of climate change is now acknowledged by an overwhelming consensus of climatologists from around the world.

Despite clear scientific evidence, our excessive emission of greenhouse gasses continues, virtually unabated. In order to prevent warming that would lead to catastrophic climate change, we need meaningful and swift policy and behavioral change. Specifically, our society needs to de-carbonize our energy production and use as quickly as possible.

Our atmosphere is a commons and its composition is negatively affected by fossil fuel emissions. However, these negative costs are hidden, and are not reflected in the economic activity of energy production. Instead, the cost is externalized to our environment and to society -- particularly future generations. This is a market distortion. Many economists have concluded that this distortion of the energy market should be addressed in some fashion, with a carbon fee or tax providing the best means of correcting it.

Fees and dividends are designed to provide the means to assign a cost to fossil fuel production, one that allows a gradual phase in of costs so the energy market may adjust without shock. Placing proper and true costs on fossil fuels is an effective means to give alternative energy and efficiency a fair playing field. As proposed, Resolution 17-13 supports a system that passes dividends to the consumer, as a means of preventing cost burdens to those who have little choice in the production of their electricity.

As we transition away from a carbon-intensive energy system, cities like Bloomington will lead the way. We are fortunate to have a well-organized and well-informed group of advocates in our community: the Citizens' Climate Lobby (CCL). It is with their advocacy and assistance that we bring this resolution forward. We particularly thank CCL State Coordinator, Marcia Veldman, for her leadership.

Human-induced climate change is a reality. It affects us all. For that reason, we all need to act, regardless of our political persuasion. It is heartening to see that well-established conservatives, such as former Secretary of State James A. Baker III, former Secretary of State George P. Shultz and Henry M. Paulson Jr., a former secretary of the Treasury, are advocating a fee and dividend plan to cut carbon emission, as they understand that the threat is real, and immediate[1].

We respectfully request your support of Resolution 17-13.

[1] https://www.nytimes.com/2017/02/07/science/a-conservative-climate-solution-republican-group-calls-for-carbon-tax.html?_r=0

Carbon Fee and Dividend Legislation

FAQs prepared by the Citizens' Climate Lobby

What is Carbon Fee and Dividend?

Carbon Fee and Dividend is the policy proposal created by Citizens' Climate Lobby (CCL) to put a federal price on carbon-based fuels so that their consumer cost reflects their true costs to society.

It's the policy that many climate scientists and economists say is the best first-step to reduce the likelihood of catastrophic climate change from global warming.

Why Carbon Fee and Dividend?

Currently, the price of fossil fuels does not reflect their true costs—including their impact on global climate. Correcting this market failure will require that their price account for the true social costs.

As long as fossil fuels remain artificially inexpensive, their use will rise. Correcting this market failure requires a federal price on carbon that accounts for their true costs.

What Will Carbon Fee and Dividend Do?

Carbon Fee and Dividend will do four things:

1. Add the social cost of carbon-based fossil fuels to the price consumers pay.

2. Cut emissions enough to stay below the 2C threshold for "dangerous" warming.

3. Grow jobs and GDP without growing government.

4. Recruit global participation.

The Text of the Carbon Fee and Dividend Proposal:

Therefore the following legislation is hereby enacted:

1. Collection of Carbon Fees/Carbon Fee Trust Fund: Upon enactment, impose a carbon fee on all fossil fuels and other greenhouse gases at the point where they first enter the economy. The fee shall be collected by the Treasury Department. The fee on that date shall be $15 per ton of CO2 equivalent emissions and result in equal charges for each ton of CO2 equivalent emissions potential in each type of fuel or greenhouse gas. The Department of Energy shall propose and promulgate regulations setting forth CO2 equivalent fees for other greenhouse gases including at a minimum methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons (HFCs), perfluorocarbons, and nitrogen trifluoride. The Treasury shall also collect the fees imposed upon the other greenhouse gases. All fees are to be placed in the Carbon Fees Trust Fund and be rebated to American households as outlined below.

2. Emissions Reduction Targets: To align US emissions with the physical constraints identified by the Intergovernmental Panel on Climate Change (IPCC) to avoid irreversible climate change, the yearly increase in carbon fees including other greenhouse gases, shall be at least $10 per ton of CO2 equivalent each year. Annually, the Department of Energy shall determine whether an increase larger than $10 per ton per year is needed to achieve program goals. Yearly price increases of at least $10 per year shall continue until total U.S. CO2-equivalent emissions have been reduced to 10% of U.S. CO2-equivalent emissions in 1990.

3. Equal Per-Person Monthly Dividend Payments: Equal monthly per-person dividend payments shall be made to all American households (½ payment per child under 18 years old, with a limit of 2 children per family) each month. The total value of all monthly dividend payments shall represent 100% of the net carbon fees collected per month.

4. Border Adjustments: In order to ensure there is no domestic or international incentive to relocate production of goods or services to regimes more permissive of greenhouse gas emissions, and thus encourage lower global emissions, Carbon-Fee-Equivalent Tariffs shall be charged for goods entering the U.S. from countries without comparable Carbon Fees/Carbon Pricing. Carbon-Fee-Equivalent Rebates shall be used to reduce the price of exports to such countries. The State Department will determine rebate amounts and exemptions if any.

More at citizensclimatelobby.org and citizensclimatelobby.org/remi-report

Frequently Asked Questions (FAQs)

Why is Carbon Fee and Dividend Necessary?

This legislation will put us on the path of a sustainable climate by reducing our greenhouse gas emissions and transitioning us to a clean energy economy. Since the beginning of the industrial revolution we have increased the level of greenhouse gases, especially carbon dioxide (CO2), in our atmosphere. Scientists warn that this is having a drastic effect on our climate. Changes that would normally take thousands of years are happening in decades. Current concentrations of heat-trapping CO2 are higher than at any time in the entire history of the human species on Earth. In effect, we have covered the Earth with a large blanket of greenhouse gases and the Earth is warming up. The oceans are absorbing this increased carbon dioxide in the atmosphere, making them more acidic. Eventually, this acidity will affect the oceans' ability to support life.

What is a carbon fee?

It is a fee based on the amount of carbon in a fossil fuel. Fossil fuels such as oil, gas and coal contain carbon. When burned they release the potent greenhouse gas, carbon dioxide (CO2), into the atmosphere. The fee is based on the tons of carbon dioxide the fuel would generate, and it would be collected at the earliest point of entry into the economy — well, mine or port. The fee would start out low — $15 per ton — and gradually increase $10 each year.

What is the difference between a "tax" and a "fee"?

A tax has the primary purpose of raising revenue. By contrast, a fee recovers the cost of providing a service from a beneficiary. Since the CCL advocates for revenue-neutrality and a policy that doesn't grow the government, we are advocating for a fee, not a tax. However, for purposes of discussion you will find carbon tax and carbon fee used interchangeably, and referring to the same type of legislation. This is fine, and don't let it get in the way of the discussion. The tax or fee do the same thing, which is to include the damage that carbon is doing to our climate, oceans, and health in the price.

How much will the carbon fee affect energy prices?

The best example would be gasoline. A $1 per ton increase in the carbon fee would equal about 1 penny on the price of gas. So if the carbon tax started at $15/ton, gasoline would go up by about 15 cents per gallon the first year and 10 cents each year afterward.

What is the dividend?

The dividend is defined as the quantity of revenue to be rebated to American households. In this case, 100 percent of the total carbon fees collected are divided up and given back to all households equally. This dividend helps citizens pay the increased costs associated with the carbon fee while our nation transitions to a clean energy economy. Because not everyone uses

the same amount of carbon, the majority of American households (about 66 percent) are estimated to earn back as much or more than they pay in increased costs.

How does Carbon Fee and Dividend legislation work?

Carbon Fee and Dividend legislation puts a fee on the amount of carbon dioxide in fossil fuels. This fee is assessed at the source of the fuel: at the mine, well, or port of entry. The fee starts out low and increases annually in a predictable manner until we reach a safe level of emissions. The fee is collected exclusively at the first point of sale, and 100 percent of the revenues are reimbursed directly to all American households, shielding them from the financial impact of the transition to a clean energy economy. Because the fee (and the price of fossil fuel) goes up predictably over time, it sends a clear price signal to begin using fossil fuels more efficiently or replace them with low emissions energy. That price signal motivates investment to move into low emissions technologies, as the true cost of fossil fuels is brought back onto the balance sheets of those who sell them. The rising cost of fossil fuels increases the demand for low emissions products, making them even less expensive as they reach mass production. This clear and easy-to-understand price signal (increasing fossil fuel costs and decreasing green technology costs) drive the transition to a green economy. This transition will reduce greenhouse gas emissions, stabilizing our climate and the health of our oceans.

Won't it be expensive to impose the fee?

No, for the two reasons listed below:

1. The administrative & enforcement cost of collecting and processing a carbon fee is proportional to the number of fossil fuel firms that pay the fee. Collecting a carbon fee from a few hundred fee-payers, at a point where the fossil fuels enter the economy, is a relatively simple and low-cost activity. [Calder2015] and [Metcalf2009] suggest that — to keep the number of taxpayers to an absolute minimum — petroleum, coal, and gas fee collection be considered separately.
   a. There are far fewer petroleum refineries than petroleum well-heads, and the refineries are owned by fewer than 150 petroleum firms. It is these 150 firms that should be required to measure the output at their refineries and pay the fee.
   b. The approximately 1,500 U.S. coal mines are owned by between 500 and 800 coal producers. It is these producer firms that should be required to measure the output at their coal mines and pay the fee. There are four grades of coal, each of which has a slightly different carbon content, and therefore requires a different fee.
   c. There are over 450,000 natural gas wells in the U.S., but only 500 natural gas processing plants. It is the processors that should be required to measure their output and pay the fee. An additional advantage of collecting fees from processors (and refineries in the case of petroleum) is that the carbon content of processed outputs are easier to measure than unprocessed outputs.
   d. The total count of fee-payers is then between 1200 and 1500, a conveniently small, low-cost number.
2. According to [Calder2015], "… use of existing tax mechanisms is probably the key advantage of upstream taxation". An 'excise' is an existing tax mechanism assessed on transaction to pay for a particular expense, and is most likely the least cost model for our new upstream carbon fee. The U.S. Internal Revenue Service has for years collected a per-ton excise from coal producers [IRS2005] and deposited the proceeds into the Black

Lung Disability Trust Fund. The IRS also collects an “environmental excise tax” from petroleum firms for oil spill liability [IRS1993]. The excise procedures used to assess, collect and enforce these taxes could be extended and refined to assess an upstream carbon fee on the 1200-1500 fossil fuel firms described in 1 above. The carbon fee program could then be managed by existing IRS staff with perhaps some incremental hiring. [Calder2015] tells us that a carbon fee could assess, “different rates for different fuel types, [and] possibly credits or refunds for non-combustion uses”.Coal producers and petroleum firms are well-prepared to pay a carbon fee because they already measure their output and pay taxes on their fossil fuel sales. The IRS will have to extend the new carbon fee procedures to natural gas processors, and natural gas processors will have to measure their output (if they don’t already), calculate the carbon content of each output, and then determine their applicable carbon fees.

In a related CCL study, the Administrative Cost of distributing the carbon fee proceeds to households as a dividend was detailed. The conclusion is that the cost would be 7-8% of receipts in year 1 and less than 2% by year 6.

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References

[Calder2015] Jack Calder, Administration of a US Carbon Tax, Chapter 3 in Implementing a US Carbon Tax: Challenges and Debates edited by Ian Parry, Adele Morris, Roberton C. Williams III

[IRS2005] United States Internal Revenue Service, http://www.irs.gov/pub/irs-mssp/coal.pdf

[IRS1993] United States Internal Revenue Service, http://www.irs.gov/pub/irs-soi/93exenviro.pdf

[Metcalf2009] Gilbert Metcalf, David Weisbach, The Design of a Carbon Tax (Harvard Environmental Law Rev, 2009)

How is this legislation fair to businesses, utilities, manufacturers, services, farms?

By giving all of the carbon tax back to households — the end users — consumers will be able to pay the higher prices of goods and services caused by the higher price of fossil fuels. This allows businesses to pass along the increased cost and keep market share. Each year the carbon tax goes up, the dividend goes up as well. Everyone is on a level playing field for the first few years. But if businesses do not become more energy efficient and start converting to low-emissions energy, they will become less competitive and lose market share. These market forces will drive innovations in low-emissions technology, creating new business opportunities to develop, produce, install and service these products. This will create millions of new jobs here in America. American companies will be able to sell these technologies globally and American companies will become more efficient with the energy they use, making them more competitive worldwide.

Why will citizens change to low-emissions technologies if they are given a dividend to pay for the increasing price of fossil fuels?

With Carbon Fee and Dividend legislation, it is clear to citizens that prices for fossil fuels will go up every year. Part of their motivation is to save as much of their dividend check as possible rather than spending it on more expensive fossil fuels. They can do this by changing over to energy efficient lighting and appliances, upgrading their insulation or windows, replacing that old

oil furnace with a geothermal heat pump, etc. When it comes time to get another vehicle, they would consider one that gets better gas mileage or an all-electric vehicle. They can then buy clean electricity (where available) through their utility to charge their car, getting them off fossil fuels altogether. The motivation is to reduce cost in the years to come. The same is true for investors and for fossil fuel companies: as the fee increases, and the cost of doing business rises with it, the rising dividend will ensure that the true cost of doing business will be paid by those in that business.

How will our manufacturers remain competitive?

The CCL legislative proposal calls for placing a border adjustment levy on all imports from countries that do not price carbon similarly, giving no company an incentive to move production to a country that allows them to pollute more at lower cost. Because the US consumer economy is so much more valuable than any other in the world, foreign countries that export heavily to the US will likely choose to institute a similar carbon price, to avoid sending huge amounts of capital to the US. Either way, US and foreign manufacturers will lose no ground economically for producing products with a lower carbon footprint.
Additionally, the legislative proposal calls for rebating the border adjustment fee to American companies exporting to countries without similar carbon pricing, leveling the playing field for our companies and complying with the World Trade Organization (WTO).

Why will the adoption of Carbon Fee and Dividend legislation put America in the leadership position on climate change?

Because of the carbon fee border adjustments, exporting countries will either adopt similar carbon pricing, or pay at our border. All countries that adopt similar taxes on carbon are on the same level playing field and can make border adjustments with countries that do not adopt such taxes. This encourages all countries to place similar taxes on carbon. As more nations adopt carbon taxes, worldwide demand brings the best green technologies to mass market faster, driving down costs and making the transition to a green economy less expensive for everyone.

What is green technology?

Green technology is any technology that reduces waste, increases energy efficiency, or produces low- or no-carbon energy. By reducing waste you actually save energy. Recycling aluminum cans for example, uses only about 5 percent of the energy needed to make aluminum from ore. Energy efficient technologies include Light-Emitting Diodes (LEDs) and Compact Florescent lighting, energy star appliances, efficient building design, high efficiency windows, hybrid and all electric cars, etc. Green technology includes those technologies that help us use fossil fuels more efficiently. Green energy (also know as clean energy) is energy produced by sources — solar, wind, wave, geothermal, – that do not contribute to total greenhouse gas emissions.

How many new jobs will be created if we adopt Carbon Fee and Dividend Legislation?

National employment increases by 2.1 million jobs after 10 years, and 2.8 million after 20 years. This is more than a 1% increase in total US employment we don't get without Carbon Fee and Dividend.

What benefits will America receive by addressing climate change through Carbon Fee and Dividend legislation?

1. We will stabilize our climate and oceans and slow down the mass extinction of species.
2. It will put America in a position of leadership on climate legislation and in green technology. Governments will be forced to adopt the same carbon price levels as we do or pay at our ports for the privilege of polluting.
3. It will decrease our dependence on foreign oil, substituting low-carbon energy made in the U.S. The U.S. spends billions annually on imported oil. When we substitute that for green energy made in America, it creates jobs.
4. Decreasing our dependence on foreign oil increases our national security. Much of our military budget is spent protecting the free flow of oil and propping up the bad governments that control it.
5. The transition to clean energy will clean our air of smog, ozone, fine particulate matter and other pollutants caused by burning fossil fuel. It will clean our lakes, rivers, and oceans from the mercury poisoning caused by burning coal, the leachates from coal mine tailings, and salt brines from drilling.
6. We will gain a sense of national pride by tackling and achieving a tough goal together, leading the world not in the industrial revolution or the information age but in the Green Technology Revolution. Most of the green technologies we know of today were developed and tested in American laboratories only to be brought to market in other countries because those governments had national energy policies encouraging the adoption of green energy. We have already lost millions of jobs by holding on to the centuries-old technology of fossil fuels while other countries are transitioning to clean-energy economies. It is time we regained the lead.

Why is Carbon Fee and Dividend better than Cap and Trade?

Cap and Trade was used by some early signers of the Kyoto Protocol, the first international treaty to address climate change. Though most early adopters tried hard to make it work, Cap and Trade was not easy to understand, energy prices swung wildly, consumers paid the whole cost of the experiment, and it was not very effective in reducing total CO2 emissions. Much of the reason for this was because of offset credits. Power providers could buy offset credits that allowed them to burn more fossil fuels, but the offset credits did not actually reduce total CO2 emissions. Carbon traders and offset investors made lots of money. Utilities and manufacturers had increased costs that were passed on to the consumer. No real reduction in CO2 was achieved and the consumer was stuck with the bill. Carbon Fee and Dividend, on the other hand, is easy for everyone to understand, it gives the end consumer 100 percent of the proceeds of the carbon fee to help pay for the transition to clean energy, there are no offset credits or carbon credits to manipulate and no one technology is singled out to win or lose. Only with inaction over several years do you become disadvantaged. With action you become more efficient and competitive. The free market picks the winning and losing technologies. Low-emissions energy and efficiency measures become cost competitive as prices rise for fossil fuels. As we transition to green technologies and green energies, CO2 emissions are reduced.

Investments in green energy spur the development of innovative technologies that we export to other countries. America regains leadership in the green revolution.

Why target a 90% reduction in 1990 emissions by 2050?

This target was set to keep warming below 2 degrees centigrade. The 2007 IPCC report (AR4*) contains a table for the emissions reductions relative to 1990 emissions necessary to stabilize the climate at different thresholds. The actual range in the report is 80-95% reduction below 1990 levels, so our target reflects the mean of those numbers plus a little cushion to be conservative and get a round number.
[4] Working Group 3, chapter 13. Ref this link for pdf download, page 776.

Why the CCL rate of increase in the carbon fee?

Basically, we're aiming to achieve the IPCC goal of 80-95% emissions reductions below 1990 levels by 2050 [4]. If Carbon Fee and Dividend is enacted, CO2 emissions will decline 33% after 10 years and 52% after 20 years relative to 1990 levels. [5] While the IPCC report states that Annex I countries (which includes the US) need to achieve 25%-40% emissions reductions relative to 1990 by 2020, the CCL bill language allows for adjustments in the rate of increase to meet science-based emissions targets.
[4] IPCC AR4 Working Group 3, chapter 13. page 776.
[5] Regional Economic Modeling, Inc. and Synapse. Summary of "The Economic, Climate, Fiscal, Power, and Demographic Impact of a National Fee-and-Dividend Carbon Tax."

Why upstream?

A carbon tax may be assessed upstream (at the coal mine, oil well, or fracking site), mid-stream (at the power plants or oil refinery), or down-stream (at the gas pump or at the meter). The CCL has chosen an upstream point to collect the tax because it is simpler to administer and opens the possibility of keeping the carbon price for exports [7]. The export clause of the US Constitution (Art. I, Sec. 9) forbids domestic taxes from being included in exported products. However, there is case law that indicates a "severance fee" does not have to be refunded at the border. A carbon tax can only be considered a severance fee when it is assessed upstream. As climate change is a global problem, making the carbon fee stick to coal, in particular, which is exported abroad, is of interest in solving the global climate crisis. Assessing the fee upstream, while returning 100% of the revenues to households, allows the solution to span the entire marketplace, with no new bureaucracy.
[7] Astoria, Ross. "The Export Clause and the Constitutionality of a National Cap-and-Trade CO2 Mitigation Policy". Forthcoming in Spring issue of the Georgetown International Environmental Law Review.

Why revenue neutral?

Academic papers studying a carbon tax indicate that a carbon tax with 100% revenue recycling can boost the economy, even before considering the economic benefits from improved health and less severe climate impacts. Thus, CCL has chosen to advocate for a policy that will restore the climate and boost the economy.

Why a dividend?

Academic studies that consider the economic effect of a revenue-neutral carbon tax generally consider a dividend less beneficial (but still very beneficial) than a tax-swap [8]. A tax-swap means using the revenue to reduce any combination of payroll, income, or corporate taxes. However, these studies also say that though these tax-swap policies, especially corporate tax-swaps, result in a marginally larger economy, extra measures would have to be implemented to help the poor, because none of these tax-swaps will help the unemployed; including millions of retirees.

Because CCL values simplicity and transparency, because economists say the poor must be taken care of, because the difference in economic efficiency is marginal, and because a dividend will still boost the economy when health and climate benefits are accounted for, the CCL advocates for the only revenue return mechanism that reaches every American. Reaching everyone is indispensable for the success of any carbon price because when gas is $1.00 per gallon more expensive (year 10 in CCLs policy) [1], the poor will not be able to afford it with any of the tax-swap mechanisms of return, and the bill would be repealed. Only a dividend can simply, transparently, and fairly help everyone afford the price increases, ensuring support of the policy until we have restored the climate, and giving the Main Street economy time to adjust.

Why a border adjustment?

Though many other countries have carbon prices in some form [10], none of these are a match for the physics of the climate, and none employ a border adjustment [9]. Without a border adjustment, both American exporters and foreign importers would find themselves with an incentive to relocate production to countries with a more relaxed regime, polluting more for the same good. This is called “leakage”. In the interests of the climate, it is therefore necessary to refund the carbon fee on goods exported and impose a carbon fee on carbon intensive goods imported. While there are widespread concerns about how such a border adjustment could be compatible with World Trade Organization (WTO) law, these concerns are ill-founded. WTO experts have written documents explaining how this could be achieved, and it is clear that the CCL proposal is consistent with the requirements these experts outline [2].

[9] “Climate and Carbon: Aligning Prices and Policies”. October 2013. OECD Environment Policy Paper No. 1.

Who would administer the border adjustment?

The State Department.

Why increase by a dollar amount?

There are three possibilities for increasing the carbon fee: increasing by a dollar amount, increasing by a percentage, or not increasing at all. CCL has chosen an annual dollar amount increase because of simplicity, effectiveness, and the economy.

Simplicity: it is easy to understand that the carbon price will be $15 in the first year, $25 in the second, and $35 in the third, etc. By contrast, you need a calculator to figure out that under S. 332, which uses a percentage increase, the carbon price is $20 in the first year, $21.12 in the second year, and $22.30 in the third year [10].

Effectiveness: a dollar increase achieves substantial health and climate co-benefits at an earlier date. For example, there are $120 billion in mostly health-related costs incurred each year by the burning of fossil fuels. Fewer emissions today means more lives saved today.

Economy: A carbon fee that doesn't change in price and still enables us to meet emissions reductions targets needed for a stable climate would have an unwelcome effect on the economy. By contrast, a % increase would not give American businesses the price signal they need to be competitive with European and Chinese companies rapidly developing and deploying fossil-free technologies. A dollar increase strikes a balance between these two extremes.

[10] Senator Bernie Sanders. S. 332: "The Climate Protection Act of 2013". Introduced Feb 14, 2013.

More about Citizens Climate Lobby and Carbon Fee and Dividend at citizensclimatelobby.org

ORDINANCE 17-03

TO AMEND ORDINANCE 95-75 ENTITLED "ESTABLISHING THE HOUSING TRUST FUND AND ITS BOARD OF DIRECTORS AND APPROVING THE DESIGNATED HOUSING TRUST FUND ENDOWMENT AGREEMENT," AS SUBSEQUENTLY AMENDED
(Revising and Updating the Housing Trust Endowment Fund Agreement with the Community Foundation of Bloomington and Monroe County and Terminating the City's Housing Trust Fund Board)

WHEREAS, on December 6, 1995, the Common Council adopted Ordinance 95-75 approving the Housing Trust Endowment Fund Agreement (Fund Agreement) between the Community Foundation of Bloomington and Monroe County ("Community Foundation") and the City of Bloomington, Indiana ("City") to govern the use of funds deposited in a Housing Trust Fund held by the Community Foundation;

WHEREAS, Ordinance 95-75 also established a Board of Directors ("Board") of the Housing Trust Fund and provided instructions to the Board regarding use of the Fund; and

WHEREAS, in 1997, with the adoption of Ordinance 97-12, and in 2000, with the adoption of Ordinance 0-21, the City amended Ordinance 95-75, to among other amendments, change the affordability period of projects to be funded; and

WHEREAS, on November 18, 2016, the Common Council adopted Ordinance 16-17, which established a new Housing Development Fund in the Office of the Controller to promote affordable housing under the administration of the Housing and Neighborhood Development (HAND) department; and

WHEREAS, after more than 20 years, the Common Council believes that in order for the City to make sufficient progress in the development of affordable housing, the Fund Agreement must be further amended to, along with some general revisions and updating, align the purpose of the Housing Trust Fund so that it provides support to the City's Housing Development Fund; and

WHEREAS, in addition, the Common Council believes that, with the establishment of the City's Housing Development Fund under the administration of the HAND department, the Board is no longer necessary and should be disbanded;

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

SECTION 1. Section I of Ordinance 95-75 shall be amended to revise the Designated Housing Trust Endowment Fund Agreement, as attached in Exhibit A to this Ordinance 17-03, and such revised Agreement is hereby approved and incorporated herein by reference. In accordance with IC 36-1-5-4, two copies of the material are on file in the Office of City Clerk for public inspection.

SECTION 2. Section II of Ordinance 95-75 shall be deleted in its entirety and replaced with the following:

> SECTION II: The Department of Housing and Neighborhood Development or its successor shall act as the City's liaison with the Community Foundation in fulfilling the terms of the revised Designated Housing Trust Endowment Fund Agreement in Exhibit A.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2017.

_____
SUSAN SANDBERG, 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 _____, 2017.

_____
NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2017.

_____
JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

On December 6, 1995, the Common Council adopted Ordinance 95-75 which established a Designated Housing Trust Endowment Fund ("Fund") at the Community Foundation of Bloomington and Monroe County ("Community Foundation"), approved a funding agreement governing the use of the funds ("Fund Agreement"), and established a Housing Trust Fund Board of Directors ("Board"). The purpose of this Fund was to promote affordable housing options in the City of Bloomington ("City"). Over the intervening years, Ordinance 95-75 has been amended twice, via Ordinances 97-12 and Ordinance 00-21, in a large part, to amend the Instructions to the Board in order to clarify the intended use of the funds. However, the changes to Instructions to the Board did not further, or align well with, the community's efforts to promote affordable housing. Recently, the City established a Housing Development Fund administered by the Housing and Neighborhood Development (HAND) department to continue the effort in promoting affordable housing. Also, over those years, the Fund Agreement has never been amended or revised. Due to restrictions in the ordinance and Fund Agreement, funds have continued to accumulate and over the last several years have been very rarely used. For these reasons, the parties agree that the Fund Agreement must be amended in order to make the funds more easily used for their intended purpose of enhancing affordable housing options in the City. In addition, the Common Council finds that the City's Housing Trust Fund board is no longer necessary and should be terminated.

COMMUNITY FOUNDATION of BLOOMINGTON and MONROE COUNTY, INC. DESIGNATED ENDOWMENT FUND AGREEMENT for the CITY OF BLOOMINGTON HOUSING TRUST ENDOWMENT FUND

THIS AGREEMENT (the "Agreement") is made and entered into as of _____, 20__, by and between Community Foundation of Bloomington and Monroe County, Inc. (the "Community Foundation"), and City of Bloomington ("Donor"). and supersedes the previous Housing Trust Endowment Fund Agreement (Previous Agreement) which was executed on January 10, 1996. The Previous Agreement was authorized by City Council Ordinance 95-75 (dated December 13, 1995) as amended by City Council Ordinances 97-12 (dated March 20, 1997) and 00-21 (dated May 18, 2000). The Agreement is subject to approval by the Donor with adoption of Ordinance 17-03 which further amends City Council Ordinance 95-75.

WHEREAS, Donor is a single tax-exempt nonprofit organization (described in Code sections 501(c)(3) and either 509(a)(1), 509(a)(2), or 509(a)(3)) as the "Designated Charitable Organization") that established a designated endowment fund in the Community Foundation; and

WHEREAS, the Community Foundation is an Indiana nonprofit corporation exempt from federal income taxes under Internal Revenue Code ("Code") section 501(c)(3), a public charity described in Code section 170(b)(1)(A)(vi), and accordingly an appropriate institution within which to establish such a designated endowment fund; and

WHEREAS, the Community Foundation continues to be willing and able to hold and administer such a designated endowment fund, subject to the terms and conditions hereof.

NOW THEREFORE, the parties agree as follows:

1. GIFT AND FUND DESIGNATION. Donor transferred irrevocably to the Community Foundation the property (cash, publicly traded securities, or other assets) described in the attached Exhibit A to establish a designated endowment fund to be known as the ***City of Bloomington Housing Trust Endowment Fund*** (the "Fund"). Subject to the right of the Community Foundation to reject any particular gift, from time to time the Community Foundation may accept additional irrevocable gifts of property from Donor or from any other source to be added to the Fund, all subject to the provisions hereof. All gifts, bequests, and devises to this Fund shall be irrevocable once accepted by the Community Foundation.

 _____initials

2. PURPOSE. The purpose of the Fund shall be to provide support to the City of Bloomington's Housing Development Fund, for use for exempt purposes within the meaning of Code section 170(c)(1) or 170(c)(2)(B) and consistent with the mission and purposes of the Community Foundation. The Housing Development Fund was established by City Council Ordinance 16-41 (dated November 21, 2016), and as that ordinance may be amended in the future, to provide financing for the development of affordable housing options for eligible individuals and families of the community through financial grants and other assistance, acquisition of land and structures, and the construction and rehabilitation of affordable housing. .

3. DISTRIBUTIONS. The ordinary income, capital appreciation (realized and unrealized), and principal (both historic dollar value and any principal contributions, accumulations, additions, or reinvestments) allocable to the Fund, net of the fees and expenses set forth in this Agreement, may be committed, granted, or expended pursuant to the distribution (or spending) policy of the Community Foundation, as such policy may be amended from time to time by the Community Foundation, solely for purposes described in this Agreement. The Community Foundation's distribution (or spending) policy, as applied to endowments such as the Fund, shall be designed to take into account total return concepts of investment and spending, with the goal of preserving the real spending power of endowments over time while balancing the need for consistent spending to support the charitable and similar purposes of such endowments.

If any gift to the Community Foundation for the Fund is accepted subject to conditions or restrictions as to the use of the gift or income therefrom, such conditions or restrictions will be honored, subject, however, to the authority of the Board to vary the terms of any gift if continued adherence to any condition or restriction is in the judgment of the Board unnecessary, incapable of fulfillment, or inconsistent with the charitable or other exempt purposes of the Community Foundation or the needs of the community served by the Community Foundation. No distribution shall be made from the Fund that may in the judgment of the Community Foundation jeopardize or be inconsistent with the Community Foundation's Code section 501(c)(3) status or result in the imposition of any excise tax, penalty, or other tax, fine, or assessment under the Code.

4. ADMINISTRATIVE PROVISIONS. Notwithstanding anything herein to the contrary, the Community Foundation shall hold and administer the Fund, and all contributions and assets allocable to the Fund, subject to the provisions of applicable law and the Community Foundation's Articles of Incorporation and Bylaws and written policies, as amended from time to time. The Board shall oversee distributions from the Fund and shall have all powers of modification and removal specified in United States Treasury Regulation section 1.170A-9(f)(11)(v)(B) or corresponding provisions of any subsequent federal tax laws.

The Board agrees to provide Donor upon request a copy of any annual examination of the finances of the Community Foundation as reported by any independent certified public accountants or other accounting professionals retained

 _____initials

by the Community Foundation.

This Agreement and all related proceedings shall be governed by and interpreted under the laws of the State of Indiana. Any action with respect to this Agreement shall be brought in or venued to a court of competent jurisdiction in Indiana.

5. CONDITIONS FOR ACCEPTANCE OF GIFTS. Donor agrees and acknowledges that the establishment of the Fund is made in recognition of, and subject at all times to, applicable law and the terms and conditions of the Articles of Incorporation and Bylaws and written policies of the Community Foundation, as amended from time to time, and that the Fund shall at all times be subject to such terms and conditions, including, but not by way of limitation, provisions for:

a. Presumption of Donor's intent;

b. Variance from Donor's direction; and

c. Amendments.

6. CONTINUITY OF THE FUND. The Fund shall continue so long as assets are available in the Fund and the purposes of the Fund can be served by its continuation. If the Fund is terminated, the Community Foundation shall use any remaining assets in the Fund exclusively for charitable or other exempt purposes that:

a. are within the scope of the charitable and other exempt purposes of the Community Foundation; and

b. most nearly approximate, in the good faith opinion of the Board, the original purpose of the Fund.

7. NOT A SEPARATE TRUST. The Fund shall be a component part of the Community Foundation. All money and property in the Fund shall be held as general assets of the Community Foundation and not segregated as trust property of a separate trust.

8. ACCOUNTING. The receipts and disbursements of the Fund shall be accounted for separately and apart from those of other gifts to the Community Foundation.

9. INVESTMENT OF FUND ASSETS. The Community Foundation shall have all powers necessary, or in its judgment desirable, to carry out the purposes of the Fund including, but not limited to, the power to retain, invest, and reinvest the assets of the Fund and the power to commingle the assets of the Fund for investment purposes with those of other funds or the Community Foundation's general assets. Funds may be invested in uninsured securities and are subject to investment risks that may result in loss of value.

10. COSTS OF THE FUND. It is understood and agreed that the Fund shall

share a fair portion of the total investment and administrative costs and expenses of the Community Foundation. Those costs and expenses charged against the Fund shall be determined in accordance with the then current fee schedule identified by the Community Foundation as applicable to funds of this type, as such schedule may be amended by the Community Foundation from time to time. Any costs and expenses incurred by the Community Foundation in accepting, transferring, or managing property donated to the Community Foundation for the Fund, including without limitation the Community Foundation's costs and expenses (including reasonable attorneys' fees) of any claim or proceeding with respect to the Fund in which the Community Foundation is prevailing party, also shall be paid from the Fund.

11. **AMENDMENT.** This agreement may be amended in writing by mutual consent of both parties.

IN WITNESS WHEREOF, Donors and the Community Foundation, by a duly authorized officer, have executed this Agreement as of the day and year first above written.

By _____
Mayor John Hamilton
City of Bloomington

ATTEST: _____
Nicole Bolden
City Clerk

COMMUNITY FOUNDATION of BLOOMINGTON and MONROE COUNTY, INC.

By _____
Tina Peterson
President and Chief Executive Officer

_____initials

DESIGNATED ENDOWMENT FUND AGREEMENT
between
COMMUNITY FOUNDATION OF BLOOMINGTON AND MONROE COUNTY, INC.
and
CITY OF BLOOMINGTON
for the
CITY OF BLOOMINGTON HOUSING TRUST ENDOWMENT FUND

EXHIBIT A

Property transferred from City of Bloomington to establish a Designated Endowment Fund, the ***City of Bloomington Housing Trust Endowment Fund:***

Amount:	$500,000
Date:	April 30, 1996

_____initials

CITY OF BLOOMINGTON
LEGAL DEPARTMENT
MEMORANDUM

TO: **Members of the Common Council of the City of Bloomington**

FROM: **Philippa Guthrie, Corporation Counsel**
Doris Sims, Director of HAND

CC: **Dan Sherman, Council Administrator/Attorney**

RE: **Community Foundation Designated Housing Trust Endowment Fund**

DATE: **February 24, 2017**

On December 6, 1995, the Common Council adopted Ordinance 95-75 establishing a Designated Housing Trust Endowment Fund ("Fund") at the Community Foundation of Bloomington and Monroe County ("Community Foundation"). The ordinance was part of a package of legislation that followed a local decision to reduce Monroe County's COIT special account balance from a six-month to three-month reserve and allow the State to make a one-time distribution of COIT from a special account to Monroe County governmental entities. The decision resulted in the receipt of a windfall of approximately $1.25 million in COIT revenues in 1996, of which about half was deposited with the Community Foundation in order, in part, to take advantage of an additional 50% in matching funds for the Community Foundation's Unrestricted Endowment provided by the Lilly Foundation. The ordinance established the Fund and its Board of Directors, and approved an Endowment Agreement ("Fund Agreement") which arranged for the deposit of $500,000 of that one-time revenue in the Community Foundation. The purpose of this Fund was to promote affordable housing options in the City of Bloomington ("City").

Ordinance 95-75 first approved the Fund Agreement, and then set up a somewhat complicated structure and procedures for overseeing the use of the Fund. They included, among other things:

- Creating a Housing Trust Fund Board comprised of 11 members appointed as follows:
  - 5 appointed by the Mayor;
  - 4 appointed by the Council;
  - 1 appointed by (and from) Monroe County Government;
  - 1 appointed by the Community Foundation;
  - and, after initial appointments, with the Board providing a list of three recommendations for each appointment;
- Calling for board members to be demographically diverse and also represent six categories within the community, including:
  - 2 representatives from the banking sector

    - 2 representatives from local government (1 city and 1 county)
    - 2 representatives from the housing developer sector (1 for-profit and 1 non-profit)
    - 1 representative from the Community Foundation
    - 1 representative from the Housing/Social Services Sector
    - 1 low income resident
    - 1 low-to-moderate income resident
    - 1 representative from Indiana University
- Providing for joint Board and Community Foundation responsibility for specific duties that included, among other things:
    - Developing a mechanism for public participation
    - Soliciting ongoing funding sources
    - Reporting on fund operations to the public
    - Developing and reviewing contracts regarding program and financial management
    - Selecting recipients
- Providing "Initial Board Instructions" that included, among other things:
    - Distributions only for projects benefiting residents earning no more than 80% median income
    - At least 25% of the total fund must be for housing where units will be affordable in perpetuity
    - No more than 50% of the total fund could be used for housing where the units have a limited period of affordability of less than 10 years

Over the intervening years, Ordinance 95-75 was amended twice, via Ordinances 97-12 and 00-21, in an effort to make the funds more easily usable for their intended purpose. However, due to the restrictions on the Fund set forth above, and others, funds have continued to accumulate and over the last several years have been very rarely used. In 2004, in response to changes effected in Ordinance 00-21 regarding affordability criteria, the Fund was split into two accounts--a permanently endowed non-loaning account and a project-related investment loaning fund , both still governed by the same Fund Agreement. The loan fund entire balance can be utilized for loans with repayments returning to the loan fund, while the permanently endowed account is not—it is invested and distributions are made with the goal of preserving the principal

The two ordinances before the Council seek to do two things. First, the Community Foundation and the City agree that any funds in excess of the original $500,000 transferred in 1997 may be transferred back to the City to be deposited into its Housing Development Fund. The Housing Development Fund has fewer restrictions on it with regard to both management and expenditure, and the City can more efficiently use the funds to further the purposes of developing affordable housing options for Bloomington citizens. Ordinance 17-03 authorizes the transfer of these funds back to the City's general fund, and appropriates them for the Housing Development Fund.

Second, the parties have agreed that funds in the amount of the original transfer of $500,000 should remain with the Community Foundation for promoting the development of affordable housing. To that end, the parties have revised the Fund Agreement. This Fund Agreement has not been revised since originally signed and approved by the Council as part of Ordinance 95-75, so it reflects the original terms of Ordinance 95-75 (not even the subsequent amending ordinances) and it is both out-of-date and unworkable. The revised version ("Revised Fund Agreement") comports with modern-day best practices followed by the Community Foundation, and eliminates the Board and

other restrictions that have made these funds so difficult to use for their intended purpose. Ordinance 17-03 amends Ordinance 95-75 by deleting almost all of the original ordinance provisions, and incorporates and approves the Revised Fund Agreement, which would, upon approval, be the governing terms going forward for the Fund. Please note that the express purpose of the Revised Fund Agreement is "to provide support to the City of Bloomington's Housing Development Fund." Therefore, the Fund purpose remains the same, that is, to support the development of affordable housing options for eligible Bloomington citizens, in accordance with City policy and preferences.

ORDINANCE 95-75
Establishing the Housing Trust Fund and its Board of Directors and Approving the Housing Trust Fund Endowment Agreement
(as amended by Ordinance 97-12 and Ordinance 00-21 and with changes Proposed by Ordinance 17-03 Highlighted in Bold and Strike-Out Text)

(Note: the Whereas Clauses have been excluded – rather than include ones for all three pieces of legislation)

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

SECTION I. That the Designated Housing Trust Endowment Fund Agreement between the Bloomington Community Foundation and the City of Bloomington, Indiana, Department of Redevelopment, as attached as exhibit A,1 be approved and incorporated herein by reference. **In accordance with IC 36-1-5-4, two copies of the material are on file in the Office of City Clerk for public inspection.**

SECTION II. ~~That the Board of Directors of the Housing Trust Fund be formed as follows:~~

~~HOUSING TRUST FUND BOARD of DIRECTORS~~

~~1. Creation The formation of the Housing Trust Fund Board of Directors is hereby authorized.~~

~~2. Appointments The Board will consist of eleven (11) members to be appointed by the following :~~

~~Mayor of Bloomington – 5 appointments~~
~~One representative from a local banking institution~~
~~One representative from the for-profit housing development sector~~
~~One representative from City Government~~
~~One representative from Indiana University~~
~~One low-income resident~~

~~City of Bloomington Common Council – 4 appointments~~
~~One representative from a local banking institution~~
~~One representative from the not-for-profit housing development sector~~
~~One representative from the Housing/Social Services sector~~
~~One low-to-moderate-income resident~~

~~Monroe County Commissioners – 1 appointment~~
~~One representative from County Government~~

~~Bloomington Community Foundation – 1 appointment~~
~~One representative from the Bloomington Community Foundation Board of Directors or Advisory Board~~

~~All initial appointments and subsequent appointments for Government and the Bloomington Community Foundation representatives will be selected directly by the appointing authority.~~

~~All other appointments will be selected as follows:~~
~~The Board of Directors of the Housing Trust Fund through its administrative agent will publicly solicit applications for any vacancies. Recommendations for appointments will be specifically requested from the banking community, for-profit and not-for-profit housing developers, and social service agencies depending upon the nature of the appointment. At least three recommendations will be solicited for each appointment. The appointing authority will review applications, conduct interviews, and select Board members from the list of applicants forwarded~~

1 Ordinance 17-03, in effect, attaches a revised Fund Agreement.

~~to them.~~

~~3. Membership – The membership of this Board will consist of eleven (11) members appointed as described in section 2 and efforts will be made to reflect the racial, ethnic and demographic characteristics of the community. Board members shall represent six categories:~~

~~1. Two representatives from the banking sector~~
~~2. Two representatives from local government - 1 city and 1 county~~
~~3. Two representatives from the housing developer sector - 1 for-profit and 1 not-for-profit~~
~~4. One representative from the Bloomington Community Foundation~~
~~5. One representative from the Housing/Social Services sector~~
~~6. One low-income resident~~
~~7. One low-to-moderate-income resident~~
~~8. One representative from Indiana University~~

~~4. Terms of Members – Each member will serve on the Board no more that two consecutive terms of two years each. The terms will be staggered initially to ensure future continuity. All subsequent appointments shall be for the unexpired vacancies which may occur, or for a two year term and are subject to the appointment procedures detailed in section 2.~~

~~5. Initial Terms – Initial terms will be made as follows:~~

~~The five Mayoral appointments - 2 appointments with one year terms each and 3 appointments with two year terms~~

~~The four Common Council appointments - 2 appointment with a one year terms and 2 appointments with two year terms each~~

~~The one Foundation appointment - 1 appointment with a one year term~~

~~The one County Commissioners appointment - 1 appointment with a one year term~~

~~6. Duties of Board – The Housing Trust Fund Board is formed and shall have joint responsibility with the Bloomington Community Foundation the holder of the Fund for:~~

~~A. soliciting on-going dedicated and one time funding sources;~~
~~B. developing by-laws to govern the Fund's operation and administration;~~
~~C. developing policies and guidelines for distribution of funds;~~
~~D. selecting an effective mechanism for public participation;~~
~~E. developing appropriate fiscal oversight policies of funds held in trust;~~
~~F. developing appropriate oversight policies for the day-to-day administration of the Fund;~~
~~G. developing an effective evaluation standard for Fund distribution, investment, oversight, effectiveness, and administration;~~
~~H. reporting Fund operations and evaluations to the public;~~
~~I. developing policy with regard to Board composition and authority;~~
~~J. developing and reviewing any contractual relationships with respect to daily program and financial management;~~
~~K. developing policy with regard to the project selection for funding;~~
~~L. selecting recipients of grants and loans to be approved for funding;~~
~~M. any other activities consistent with the efficient and effective operation of the Fund.~~

~~7. Initial Board Instructions – The Board shall adopt a series of minimum standards to be included in the by-laws and policies. These standards can be changed only by Board action to permit increased benefit to the target population and include the following:~~

~~A. All Fund allocations are to be made to projects providing housing/services to residents earning no more than 80% median income.~~

~~B. At least 25% of the original fund ($125,000) shall remain invested with the Community Foundation. At least 25% of the total fund shall be for housing proposals where units will be affordable in perpetuity. And, no more than 50% of the total fund shall be used for housing proposals where the units have a limited period of affordability. However, no units supported by the Fund shall have a period of affordability for less than ten (10) years. Penalties and disincentives shall be employed to assure compliance with the specified period of affordability. All the units supported by the Fund shall have covenants running with the land, which assure the specified period of affordability.~~

~~8. Administration The Bloomington Department of Housing and Neighborhood Development or its successor will act as administrative staff to the Board.~~

~~The Board may elect its own President or Chair and such other officers as it deems necessary. The Board, through its administrative agent, the Department of Housing and Neighborhood Development, will annually review any of the contracts with respect to administration and financial management and recommend changes as needed.~~

~~The Board shall promulgate and subscribe to its own Rules of Procedure. A record of its transactions shall be kept and a report thereof shall be made annually to the Mayor and City Council. The Board's records shall be public records pursuant to I.C. 5-14-3-1 et seq. and all Board meetings shall be open to the public pursuant to I.C. 5-14-1.5-1 et seq.~~

SECTION II: The Department of Housing and Neighborhood Development or its successor shall act as the City's liaison with the Community Foundation in fulfilling the terms of the revised Designated Housing Trust Endowment Fund Agreement in Exhibit A.

SECTION III. Severability. If any section, sentence, or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this 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 IV. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor.

(Note the Effective Dates, Signature Lines, and Synopses for all three pieces of legislation have also not been included here.)

APPROPRIATION ORDINANCE 17-01

TO SPECIALLY APPROPRIATE FROM THE GENERAL FUND EXPENDITURES NOT OTHERWISE APPROPRIATED (Authorizing the Transfer of Funds to the City and the Appropriation of Such Funds from the General Fund to the Housing Development Fund)

WHEREAS, on December 6, 1995, the Common Council adopted Ordinance 95-75 approving the Housing Trust Endowment Fund Agreement ("Endowment Agreement") between the Community Foundation of Bloomington and Monroe County ("Community Foundation") and the City of Bloomington, Indiana ("City"); and

WHEREAS, the Endowment Agreement provided for a transfer from the City of $500,000 to fund the endowment ("Original Transfer"); and

WHEREAS, the Common Council believes that in order for the City to make sufficient progress in the development of affordable housing, funds in excess of the Original Transfer, which are considered non-permanent funds by both the Community Foundation and the Common Council, should be transferred back to the City for its Housing Development Fund, which was established by Ordinance 16-41;

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

SECTION 1. That the Common Council hereby authorizes the Community Foundation to transfer to the City any and all funds in excess of the Original Transfer, in the amount of Four Hundred Thousand Dollars ($425,000), to support the purposes of the City's Housing Development Fund. Such transfer will be made as soon as practicable upon approval of the transfer by the Community Foundation Board of Directors.

SECTION 2: Upon receipt of said funds by the City of Bloomington, the following additional sums of money are hereby appropriated out of the General Fund to the Housing Development Fund and for the purposes specified, subject to laws governing the same:

	AMOUNT REQUESTED
General Fund – Housing and Neighborhood Department	
Classification 3 – Services and Charges	$ 425,000.00
Total General Fund – Human Resources	425,000.00
Grand Total General Fund	**$ 425,000.00**

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2017.

_____
SUSAN SANDBERG, 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 _____, 2017.

_____
NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2017.

_____
JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

On December 6, 1995, the Common Council adopted Ordinance 95-75 establishing a Designated Housing Trust Endowment Fund ("Fund") at the Community Foundation of Bloomington and Monroe County ("Community Foundation"). The purpose of this Fund was to promote affordable housing options in the City of Bloomington ("City"). The Community Foundation and the City agree that the funds in excess of the original amount transferred by the City to the Community Foundation may be transferred back to the City by the Community Foundation, and the funds should be appropriated for the City's Housing Development Fund to further the purposes of developing affordable housing options for Bloomington citizens.

ORDINANCE 17-06

TO AMEND TITLE 6 (HEALTH AND SANITATION) OF THE BLOOMINGTON MUNICIPAL CODE
- Re: Deleting Chapter 6.04 (Refuse and Yard Waste Collection by the City) and Replacing it with Chapter 6.04 (Solid Waste, Recycling and Yard Waste Collection by the City)

WHEREAS, Chapter 6.04 of the Bloomington Municipal Code sets forth provisions regarding the regulation of refuse, recycling, and yard waste collection in the City's jurisdictional limits; and

WHEREAS, the City of Bloomington Department of Public Works has overseen the operations of the Sanitation Division for many decades and Mayor Hamilton instructed staff of that department to explore the possibilities for modernizing the delivery of this essential City service; and

WHEREAS, in October, 2016, at the request of Mayor Hamilton, the Sanitation Modernization Advisory Committee (Committee), composed of City staff, industry experts, a member of the Common Council, neighborhood representatives as well as members of the Environmental Commission and the Utilities Service Board, was established to understand current practices and various sanitation service delivery models, and review modernization proposals presented by staff; and

WHEREAS, the Committee's final report was submitted to Mayor Hamilton on February 14, 2017, with the recommendation that the City move forward with a more technologically advanced, less physically and labor-intensive model of automated and volume-based sanitation service delivery; and

WHEREAS, in coordination with the City of Bloomington Utilities Department, the Committee suggests moving forward with a sanitation delivery model that no longer will require the use of purchased "stickers", but would move billing to the City of Bloomington Utilities Department bill, all while maintaining the 2011-2016 average levels of general fund support to these operations; and

WHEREAS, three different volume-based fee structures for solid waste collection are being proposed along with weekly, single-stream recycling to encourage the community to be cognizant of the amount of waste they produce, while also promoting environmental stewardship through increased levels of recycling service; and

WHEREAS, the total makeup of the monthly fee scenarios takes into account a Fixed Fuel and Maintenance Fee that accounts for those costs over time, a Fixed Capital Recovery Fee that allows for capital replacement based on industry best management practices, and a Service Delivery fee that charges higher rates per gallon for the larger size solid waste carts; and

WHEREAS, the goal of implementing this modernized approach to the delivery of sanitation services is to establish more efficient operations which will allow the level of general fund support to decrease over time while providing more convenient and higher levels of service to the residents of the City;

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

SECTION 1. Chapter 6.04 of the Bloomington Municipal Code entitled "Refuse and Yard Waste Collection by the City" shall be deleted in its entirety and replaced with a new Chapter 6.04 "Solid Waste, Recycling and Yard Waste Collection by the City." The codifier shall insert the title in the Table of Contents for Title 6 "Health and Sanitation." Chapter 6.04 shall read as follows:

CHAPTER 6.04

SOLID WASTE, RECYCLING AND YARD WASTE COLLECTION BY THE CITY

Sections:

6.04.010 Definitions.

6.04.020 Collection supervised by the board of public works and department of public works.

6.04.030 Solid Waste Collection.

6.04.040 Recycling Collection.

6.04.050 Yard Waste Collection.

6.04.060 Large Item Collection.

6.04.070 Appliance Collection.

6.04.080 General Collection Practices and Guidelines

6.04.090 Fees and Billing

6.04.100 Enforcement procedures.

6.04.110 Removal of solid waste and recycling carts.

6.04.120 Enterprise fund.

6.04.010 Definitions.

As used in this chapter, the following terms have the following meanings unless otherwise designated:

“Appliances” includes refrigerators, stoves, washers and dryers and similar items. Construction materials, tires, automobile parts, and electronics such as televisions, home entertainment equipment and computer equipment are not included and will not be collected.

"Ashes" means the residue of combustion of such fuels as wood, coal, coke, charcoal and similar materials.

"City-owned or city-approved cart” means those city-owned or city-approved carts which the city purchases and provides to the owners or occupants of residential premises for the placement of solid waste and recycling collection by the city.

"Combustible waste" means all waste substances capable of burning, including garbage, paper, rags, excelsior, wood, grass, leaves and similar materials. At no time will the City collect propane, butane or other combustible or pressurized gas carts.

"Garbage" means all putrescible animal solid, vegetable solid and semisolid wastes resulting from processing, handling, preparation, cooking, serving or consumption of food or food materials.

"Hazardous waste" means a solid waste or a combination of solid wastes that because of its quantity, concentration or physical, chemical or infectious characteristics, may:

1. Cause or significantly contribute to an increase in serious irreversible, or incapacitating reversible illness; or
2. Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of or otherwise managed. This may include but is not limited to automobile fluids, gasses, oils, all batteries, paints, solvents, stains or other items considered hazardous to humans or the environment.

"Noncombustible waste" means all waste substances incapable of burning, including tin cans, tinware and other metallic substances, bottles, glassware, earthenware, ashes and similar materials and, also, discarded articles, the greater part of which is incapable of burning, such as roofing material, electric batteries, etc.

"Owner" means and includes, the record titleholder, or any person residing in, renting, leasing, occupying, operating or transacting business in any premises, and as between such parties the duties, responsibilities, liabilities and obligations imposed in this chapter shall be joint and several.

"Putrescible waste" means waste that is subject to organic decomposition.

"Recycling" means a process by which materials that would otherwise become solid waste are collected, separated or processed, and converted into materials or products for reuse or resale.

"Refuse" means all putrescible and non-putrescible solid wastes, including animal wastes, garbage, solid waste, ashes, dead animals, abandoned vehicles as defined in Section 15.04.020 of the Bloomington Municipal Code.

"Residential premises" means and includes single-family dwellings and any multiple-family dwelling up to and including four separate living units or family quarters per parcel.

"Responsible party" means person or persons held accountable for the illegal placement of solid waste in recycling or city-owned or city-approved carts.

"Solid waste" means any garbage, refuse, other discarded material including solid, liquid, semisolid or contained gaseous material resulting from single family residential activities of units of four or fewer.

"Yard waste" means all vegetative matter including grass, weeds, leaves, brush, tree trimmings, hedge clippings and garden waste.

6.04.020 Collection supervised by the board of public works and department of public works.

All solid waste, recyclables, and yard waste accumulated in the city that meet the requirements of this chapter shall be collected, conveyed and disposed of by the city under the supervision of the Board of Public Works and the Department of Public Works. The board shall have the authority to make regulations concerning the days of collection, type and location of carts, and such other matters pertaining to the collection, conveyance and disposal as it finds necessary, and to change and modify the same, provided that such regulations are not contrary to the provisions of this chapter.

Yard waste, recyclables and other solid waste must be separated from one another when placed at the curb for collection. It is a violation of this chapter to mix these items, subject to fines as set forth in Section 6.04.100 of this chapter. The Sanitation Division will not collect these items if they are mixed together.

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 (35) gallon, sixty-four (64) gallon, or ninety-six (96) 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 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. Carts not placed appropriately at the curb or without the lids closed will not be collected.

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. Recyclable items must be placed into the recycling cart provided by the City of Bloomington. Residents shall choose a cart they deem appropriate for their needs from the following sizes: sixty-four (64) gallon, or ninety-six (96) gallon. The lid must be closed with the cart facing the street for collection to occur. Carts not placed appropriately at the curb or without the lids closed will not be collected.

(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 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 carts must be clean, rinsed out and with the lids removed.

6.04.050 Yard Waste Collection.

(a) All grass, weeds, leaves and other similar yard and garden materials shall be placed in appropriate water tight thirty-five (35) gallon or less container or two-ply biodegradable wet strength paper bag with each weighing less than forty (40) 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 (4) feet and securely tied in bundles not more than two (2) 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.

6.04.060 Large Item Collection.

Large items, other than appliances, may be placed at the curb on the customer's assigned collection day. The Department of Public Works, upon approval by the Board of Public Works, shall prepare and promulgate annually a list of what types of are considered large items. For the purposes of route optimization, customers are required to call the Sanitation Division by eight (8) o'clock 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.

6.04.070 Appliance Collection

(a) Appliances as defined in section 6.04.010 will be collected weekly on Fridays. For the purposes of route optimization, customers are required to call the Sanitation Division by twelve (12) noon on Thursdays. Appliances may be placed at the curb no more than twenty-four (24) hours before the day of collection.

(b) Any appliance containing engine oil and/or gasoline shall be drained of these substances prior to placement at the curb for collection.

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, recycling and yard waste carts and 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 assisted service.

(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 (4) feet from any tree, pole, mailbox, fire hydrant, etc., and at least ten (10) feet away from any 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) 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.

(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.

(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 adequately sealed before being placed in a refuse cart.

(h) Collection shall not be made from alleyways.

(i) Collection shall be made only between the hours of five (5:00) a.m. and ten (10:00) p.m.

(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.

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.

(a) 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 of Bloomington Sanitation Division.

(1) 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) 35 Gallon Solid Waste Cart Fee Range: $4.82-$6.51
(ii) 64 Gallon Solid Waste Cart Fee Range: $8.60-$11.61
(iii) 96 Gallon Solid Waste Cart Fee Range: $13.72-$18.52

(b) 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:

(1) 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.

(i) Yard waste: $1.00 per approved cart, bag or bundle.

(ii) Large Items: $10.00 per approved large item.

(iii) Appliances: $10.00 per approved appliance.

(iv) Additional pickup requests: 125% of regular weekly solid waste charges based on 4.3 weeks on average per month, per year.

(c) The fees for solid waste disposal collection services provided to single-family residential dwellings shall be billed directly to customer of record with CBU. In the event that the single-family residential dwelling of four (4) 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.

(d) Bills shall be paid in accordance with the policies and procedures set forth by CBU and the Board of Public Works.

(e) Late fees of 3% of the unpaid balance will be assessed to any account holder that fails to pay the amount due within twenty (20) 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.

(f) 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 of solid waste disposal to the residential premises. 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.

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. For purposes of issuing a 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 (7) days following issuance of the NOV, provided that the violation is remedied, or that the nonpossessory property owner(s) presents to HAND, within seven (7) 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 (1) or more of the responsible parties in one (1) 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 of Bloomington Controller’s Office

(7) That the fine may be contested in the Monroe County Circuit Courts.

(c) Schedule of Fines. The fine for any violation of Section 6.04.110 shall be fifteen dollars ($15). The fine for all other violations of this chapter shall be fifty dollars ($50). Nonpossessory property owners shall not be subject to fines for the seven (7) 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) 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.

6.04.110 Removal of refuse, yard waste and recycling carts.

Carts 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 (24) hours prior to the time when such solid waste, recycling or yard waste or is to be collected and it shall be removed from the street or sidewalk on the same day as the collection is made.

6.04.120 Enterprise fund.

The revenues collected by the city from the distribution of city sanitation fees shall be deposited in a non-reverting enterprise fund. This fund shall be established for the purpose of accounting and paying for the costs of collecting, disposing, and recycling of refuse. When necessary, the common council may approve additional operating transfers into this fund.

SECTION 2. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this 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 3. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, approval of the Mayor and all other requirements of the Indiana Code.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2017.

_____
SUSAN SANDBERG, 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 _____, 2017.

_____
NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2017.

_____
JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordnance amends Title 6 of the Bloomington Municipal Code entitled "Health and Sanitation" by deleting and replacing Chapter 6.04 bearing the new title of "Solid Waste, Recycling, and Yard Waste Collection by the City." It follows recommendations of the Sanitation Modernization Advisory Committee which was formed to understand the City's current sanitation practices and industry best practices, and review staff recommendations on how to best provide this essential City service. Those recommendations resulted in an extensive rewriting of Chapter 6.04 with major changes to nine components of the chapter. The biggest change outlined in the various subsections of this chapter involves moving from a sticker-based system of revenue generation for solid waste collection by City of Bloomington Sanitation Division to a system of billing for these services through the City of Bloomington Utilities Department. The rationale behind making major changes to how the City of Bloomington provides sanitation services is due to three main focus areas:
1) employee safety and wellness; 2) replacing an aging fleet of sanitation vehicles; and,
3) increasing the effectiveness and efficiency of this essential City service by taking a modernized, smart cities' approach to service delivery. This ordinance codifies a program that involves a volume-based fee system for solid waste collection, a new approach to recycling that includes weekly single-stream collection, as well as the continued provision of services for yard waste, large item, and appliance collection.

CITY OF BLOOMINGTON
PUBLIC WORKS DEPARTMENT
MEMORANDUM

TO: **Members of the Common Council of the City of Bloomington**
FROM: **Adam Wason, Public Works Director**
CC: **Dan Sherman, Council Administrator/Attorney**
RE: **Sanitation Modernization**
DATE: **February 22, 2017**

In an effort to improve sanitation services delivery, efficiency and safety, Mayor John Hamilton requested staff research and develop recommendations for sanitation services delivery improvements by February, 2017.

Research revealed that the model being utilized by the City of Bloomington to deliver sanitation services was an outdated approach to this essential City service. Three issues were of particular concern when considering how to best modernize the Sanitation Division:

1. Employee Safety and Wellness: with the current service model, employees are at high risk of a variety of injuries: pains, strains, and weather related exposures as well as slip and fall incidents. These injuries result in higher than normal rates of worker's compensation claims that have averaged over $89,000 from 2013-2015.
2. Aging and Expensive to Maintain Fleet: the average age of a Sanitation Division vehicle is 8.9 years, with 8 of the 15 trucks beyond the 7-year recommended life span for sanitation trucks. The age and condition of the fleet leads to higher than normal maintenance and repair costs, and could result in an interruption of service.
3. Smart City Approach: Implementing a smart city approach to generate and use data to improve sanitation service delivery, lower environmental impact and save costs is the current best practices model. By taking a modernized approach using RFID (Radio Frequency IDentification) technologies, route optimization, targeted marketing and other technological advancements we expect to see a safer, more effective and efficient service delivery model.

In light of this information, and at the request of the Mayor, the Sanitation Modernization Advisory Committee was formed as an advisory body to the Public Works Department and the Sanitation Division. The goals of the Advisory Committee were to to better understand the challenges and opportunities facing the operation, review staff suggested improvements and evaluate options for decreasing worker injuries and modernizing sanitation services.

After a series of meetings and discussions, the Committee presented its final report to Mayor Hamilton on February 14. The Committee's recommendations included supporting staff's approach to modernizing Sanitation Division operations through an automated collection system. This ordinance update, as well as the Committee's final report, detail the changes needed to implement these major improvements to, and modernization of, sanitation collection policies and procedures by the City of Bloomington.

FEBRUARY 14, 2017

SANITATION MODERNIZATION PLAN

Final Report to Mayor John Hamilton

SANITATION MODERNIZATION ADVISORY COMMITTEE
CITY OF BLOOMINGTON, INDIANA

SANITATION MODERNIZATION ADVISORY COMMITTEE

Chairman
Adam Wason, Director of Public Works, City of Bloomington

Vice-Chairman
Shelby Walker, Director of Sanitation, City of Bloomington

City Employees
Jacqui Bauer, Sustainability Coordinator, City of Bloomington
Efrat Feferman, Assistant Director of Finance, City of Bloomington Utilities
Rance Fawbush, City of Bloomington Utilities, Web and Information Manager
Steve Volan, City of Bloomington Common Council

City Residents
Sandi Clothier, Neighborhood Representative, Near West Side Neighborhood Assoc.
Chad Roeder, Member of City of Bloomington Environmental Commission
Jim Sherman, Former member of the City of Bloomington Common Council and current Utilities Service Board member

Industry Professionals
Calvin Davidson, Solid Waste Industry-Ray's Trash Service
Kenny DePasse, Republic Services
Tom McGlasson, Executive Director, Monroe County solid Waste Management District

TABLE OF CONTENTS

i. Introduction 4
II. Current Operations and Data 4
A. Current operations 4
B. Financial review 4
C. Waste volume review 5
III. Recommendation: Automation 6
A. Increase recycling participation rates 6
B. Decrease risk of on-the-job injuries 6
C. Increase efficiency of operations 6
IV. Proposal for Sanitation System with Automation 7
A. Solid Waste Operations 7
B. Recycling Operations 7
C. Yard Waste 7
D. Green Waste / Composting 8
E. Large Item and Appliance Pickup 8
F. Additional Pickups 8
G. Use of Radio Frequency Identification (RFID) Chip Technology 8
H. Initial Capital Expenditures 9
V. Fee Structure Proposals 10
A. Fixed Fuel and Maintenance Fee 10
B. Fixed Capital Recovery Fee 10
C. Service Delivery Fee 10
D. Additional Fees 13
E. South Central Community Action Program (SCCAP) Support 13
VI. Billing, Customer Service, Training and Education 14
A. Billing 14
B. Customer Service 14
C. Staff Training 14
D. Communication and Education 15
Appendices 16
Appendix A: National Joint Powers Alliance Process (NJPA) 16
Appendix B: Cart Purchase Report 17
Appendix C: Truck Purchase Report 18
Appendix D: Equipment Specifications 19
Appendix E: Notes from Meetings of the Advisory Committee 54

I. INTRODUCTION

The Sanitation Modernization Advisory Committee was formed and tasked by Mayor Hamilton to study and make recommendations to improve the City's proposal to modernize solid waste and recycling collection services. At the request of the mayor, the members of this committee were asked to participate based on their expertise in critical areas related to this analysis and/or to represent important stakeholders including the residents of Bloomington. As requested by the mayor, this report is intended to provide him with a final recommendation for the future operations of the Sanitation Division.

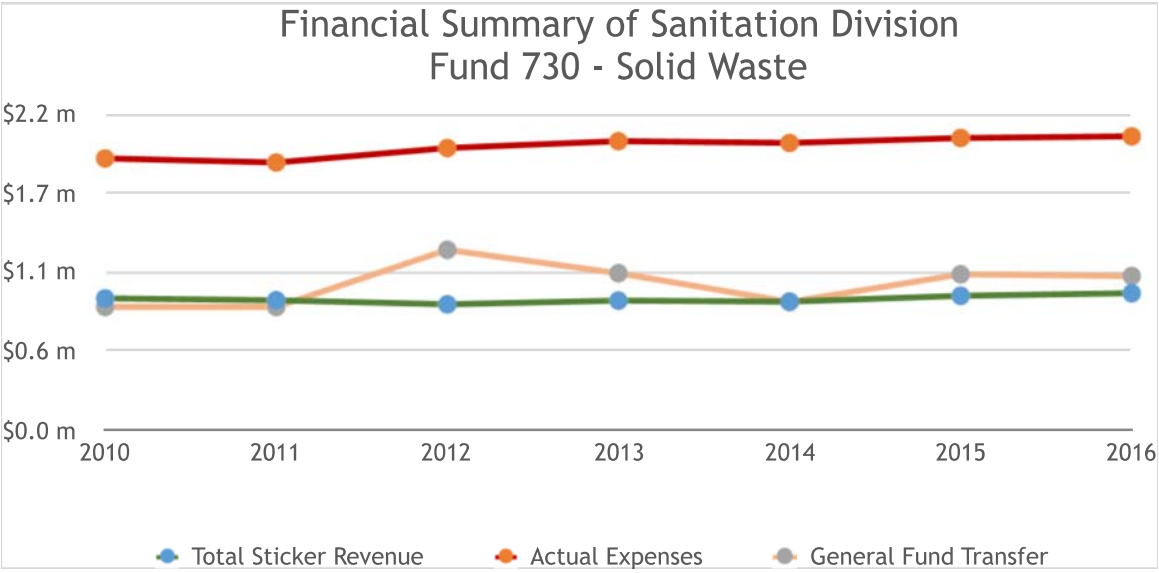
II. CURRENT OPERATIONS AND DATA

A. Current operations

The Sanitation Division currently operates under Title VI, Chapter 4 of Bloomington Municipal Code. These operations are as follows:

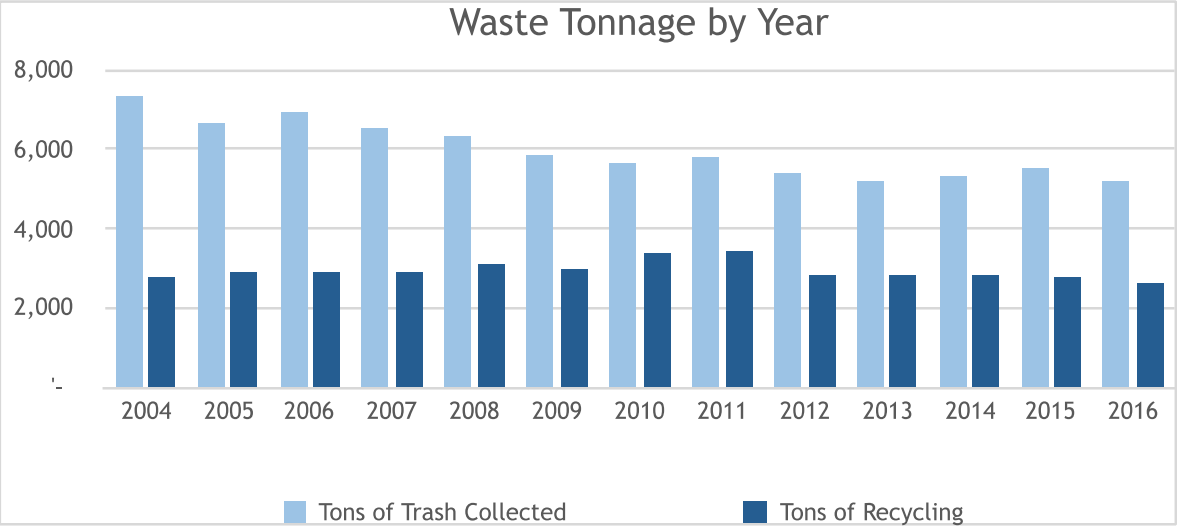
1. The Sanitation Division provides waste services to roughly 15,000 households from Monday through Thursday, during the hours of 4:30am to 2:30pm. Solid waste pickup is offered on a weekly basis, while recycling and yard waste pickup are offered every other week. Residents may set out bulky items on their collection day for pickup.
2. A solid waste sticker is required for each regular trash bin (that meets city code standards) placed out for pickup at the cost of $2 each. Two solid waste stickers are required for bulky items and appliances. Yard waste bags require a yard waste sticker to be placed on them at the cost of $1 each. Recycling services are provided free of charge.
3. The City's recycling system currently utilizes a dual stream method by supplying residents with an 18-gallon bin. This requires that residents separate their recycling materials into two containers; one with paper materials and the second with other recyclables, such as aluminum, glass, and plastic.

B. Financial review



Across the past seven years, the general fund support required for operating the Sanitation Division has exceeded $1 million three times (see chart). In that same time, the support has exceeded the amount of revenues generated from sticker sales. Meanwhile, revenues collected from sanitation services has remained relatively stable. (Chart note: Actual expenses are not exactly equal to the sum of total sticker revenue and general fund transfer due to other minor expense and revenue sources not included in this graph.)

C. Waste volume review



Solid waste tonnage collected by the City's Sanitation Division has steadily declined since 2004, which may be an indicator of a number of factors such as increased consumer education, greater recycling efforts (i.e. Hoosier to Hoosier resale), and more sustainable packaging practices.

Recycling tonnage collected remained mostly unchanged in the past 13 years, experiencing a slight increase during 2010 and 2011. These recycling totals include both commingled recycling (plastics, glass, aluminum, etc.) and fiber recycling (paper, cardboard, etc.).

III. RECOMMENDATION: AUTOMATION

In order to adjust operations to best fit the needs of the City, an automated method of operations should be adopted by the Sanitation Division that will provide the City and the community with numerous benefits. This report outlines the overall recommendation of the Sanitation Modernization Advisory Committee. As this project progresses, and outside consultant specializing in Sanitation Automation projects will review this report and assist with implementation of the change in operations.

It is also noted that the City is studying annexation at this time and that additional areas that could be included in City limits will require Sanitation services at that time. This impact will be studied as part of the annexation project.

A. Increase recycling participation rates

- Automation means a shift of recycling services from where the City supplies an 18 gallon container to providing a recycling container that is 96 gallons as the default size.
- Additionally, an automated system introduces the community to single-stream recycling. This simplifies the process of recycling into a way that puts greater ease on the residents, eliminating a barrier to recycling.
- Other municipalities similar in size and scope to Bloomington that made this change experienced increased recycling rates. We do not expect the rate to increase in Bloomington as dramatically as we have seen in other case studies, due to the already high rates at which Bloomington recycles. (The average rate of recycling in Bloomington over the past five years is 34%.)

B. Decrease risk of on-the-job injuries

- According to the Bureau of Labor Statistics, waste management employees experience twice as many injuries (6.6 per 100 workers) as the average number of injuries across all occupations (3.3 per 100 workers) in 2015.
- An automated system relieves City workers of dangerous tasks such as repeatedly hauling heavy waste loads into a truck for long periods of time, and riding on the back of a moving vehicle.
- For example, the City of Dunedin, Florida transitioned its operations to an automated system in 2001 and in just two years experienced a 77% decrease in workers' compensation claims. Because of examples like Dunedin, a reduction in workers' compensation is expected.

C. Increase efficiency of operations

- A major source of increased efficiency is the reduction in the size of the workforce needed. Currently, Sanitation staff consists of 21 full-time positions. Based on our analysis, it is anticipated that only 14-16 full-time positions will be needed.
- This opportunity frees up quality workers who can be used to address pressing needs that the City has in other areas. The City is committed to retaining all current Sanitation Division employees in good standing.
- Route optimization and newer, more efficient vehicles are expected to save in fuel costs.
    - This may result in a small percentage of households having their collection day changed.
- Automated vehicles will replace older models that have become overused and expensive to maintain.
- Automation also allows the City to take advantage of Radio Frequency Identification (RFID) technology, which will provide the City with invaluable data collection, efficient route mapping, and many other benefits detailed below.

IV. PROPOSAL FOR SANITATION SYSTEM WITH AUTOMATION

The following sections of this report provide detail on the operation under a sanitation system with automated collection. Further details on the committees discussions regarding recommended new collection operation can be found in Appendix E.

A. Solid Waste Operations

- **Weekly:** Solid waste pickup will remain a weekly pickup on a designated day for each household.
    - System changes may result in a small percentage of households having their collection day changed.
- **No more stickers:** Residents are no longer required to place stickers on their waste receptacles.
- **Carts provided:** Waste carts will be provided by the City for each household for solid waste. Carts will be made of recycled content and containers that are currently being used will be picked up and recycled if the resident chooses.
- **Three levels of service:** Residents will be able to choose from three different cart sizes (35, 65, or 96 gallons) that best suit their solid waste collection needs. Additional solid waste carts for a household will be made available for an additional fee.
- **Phased implementation:** As the project moves forward, staff will be working with a professional consulting firm specializing in Sanitation Automation and it is currently assumed that a phased in approach to implementation can lead to a more successful launch of the program. The potential does still exist that a City wide launch could occur for initial implementation.

B. Recycling Operations

- **Weekly service:** Recycling pickup will become a weekly pickup service on a designated day for each household.
- **Carts provided:** Each household will receive a 96 gallon cart for recycling collection as a default. Smaller carts can be requested. Carts will be made of recycled content and containers that are currently being used will be picked up and recycled if the resident chooses.
- **No need to separate:** Recycling collection will be single stream, no longer requiring residents to separate their recycling materials into fibrous material and commingled recyclable material.

C. Yard Waste

- **No more stickers:** Upon initial implementation, the process for yard waste collection will remain the same as current yard waste collection, without requiring the use of stickers. Receptacles up to 35 gallons, and paper bags can still be used at the same $1.00 per bag or container fee. Billing for yard waste would be added to the customer's bill through the billing software system.
- **Biweekly service:** Yard waste is to be picked up every other week and is to be placed into yard waste bags or 35 gallon containers as is currently required.
- **Future considerations:** Current yard waste operations are to be maintained. An option to automate yard waste pickup that is being considered for future operations would include providing an additional cart for all households who request a yard waste cart. If revenue collections outpace current forecasts, these revenues could be used for purchasing additional yard waste carts.

D. Green Waste / Composting

Upon initial implementation, composting will remain as the responsibility of the homeowner to properly utilize composting techniques. However, the City continues to seek options in providing composting services further into the future.

A proposed plan towards composting entails earmarking additional revenues generated from the new payment system described below to be put towards composting services. The City continues to seek grant opportunities to assist in funding the initial capital required to provide these services. Staff believes that within 3-5 years' time, the City can develop an effective means of collecting compost for its residents.
Organizations such as the Indiana Food Scrap Initiative are currently working with legislatures on relaxing restrictions placed on composting. Legislative changes such as this could make implementing City provided composting services a greater possibility.

E. Large Item and Appliance Pickup

The new system for large item and appliance pickup will require that a resident call in advance for all large item pickups. After receiving the call, the item will be picked up on their next service day by the Sanitation Department. Large items will be picked up using a separate vehicle. Route optimization software will be utilized to assist in this function of sanitation.

F. Additional Pickups

Under the assumption that the Sanitation Division continues to utilize a 4-day work week of ten hours per day for regular operations, a fifth day of operation will be utilized for collecting additional pickups and miss-outs at the request of the resident. To maintain route efficiency, no household will receive more than one cart pickup on their regular service day for each service provided.

Additional pickups are defined as any of the following:

- **Miss-outs:** Requests for pickup due to forgetting to place carts out by 5:00 a.m. on the pickup day (miss-outs) will count as an additional pickup.
- **Overflow trash:** Requests for pickup due to an unusually large amount of trash that week will count as an additional pickup.

Payment for both Large Item/Appliance and Additional Pickups will be through the suggested billing method and are detailed in section VI: Fee Structure.

G. Use of Radio Frequency Identification (RFID) Chip Technology

In order for the City of Bloomington to maintain its goal of being a city governed by smart decision making that utilizes data intensive models, the use of radio frequency identification chips will best assist in the collection of sanitation materials with maximum efficiency and provide optimal feedback for future decision making processes.

New technology such as RFID impacts the sanitation industry in a big way. It has become the conduit to providing the valuable data that is required to improve operating efficiencies and maximize revenues from solid waste and recycling programs. This valuable data can be provided in several areas of a collection business and the overwhelming benefits include:

A. **Recycling incentives:** RFID is being used as the platform for incentive-based recycling programs. Without RFID, it is impossible to determine who should be rewarded for their recycling efforts.
B. **Household participation data:** RFID tracks program participation and set-outs by address. Providing this precise program activity by address can fuel creative recycling initiatives within each community.
C. **Tailored education programs:** With specific household participation data, Recycling Program Managers can target outreach and education program efforts toward the areas with the lowest participation. Both education and outreach budgets can be maximized to truly increase disposal costs savings and material rebates.
D. **Improved asset and inventory management:** Proactively tracking lost and stolen containers, while also minimizing capital loss and preventing the service of non-paying accounts.
E. **Operations management:** Collection managers now have real time access to operational efficiency data to better manage operations and control costs.
F. **Route balancing & optimization:** Managers can use container distribution and collection data that includes the actual latitude and longitude of the container at point of service, making the optimizing process more efficient and accurate.

H. Initial Capital Expenditures

In order to achieve these operations by 2018, approximately $2.5 million in capital investments will need to be made, as enumerated below. (Please see Appendix D for truck and equipment specifications.)

Major Capital Purchases for 2017		
Item	*Count*	*Est. Cost*
2 side-loading automation-fitted trucks	2	$574,000
2 semi-automated back-loading trucks	2	$500,000
8 tippers to be retrofitted onto four existing trucks for automation usage	8	$64,000
1 “Knuckleboom” truck used for large item pickup	1	$160,000
Solid Waste Carts	16,000	$712,000
Recycling Carts	16,000	$732,000
RFID & Cart Delivery	1	$124,800

Initial phased-in implementation of automation anticipated to begin in 2017. After full implementation is complete, the sanitation operation will consist of:

A. 6 automated waste vehicles for solid waste and recycling
B. 2 semi-automated back-loading trucks
C. 1 “Knuckleboom” truck used for large item pickup
D. One back-loading waste vehicle for yard waste
E. One smaller waste vehicle for downtown pickup services
F. Roughly 16,000 waste carts of various sizes for solid waste and 16,000 96-gallon carts for recycling that will be distributed throughout the community to residences that receive City sanitation services.

V. FEE STRUCTURE PROPOSALS

The overall base monthly charge for Sanitation service will be the total of the following fees.

A. Fixed Fuel and Maintenance Fee

This fee is assessed to every household that receives sanitation services from the City. This fee is applied in order to assist in paying for the cost of providing services to the household (i.e. fuel and vehicle maintenance).

B. Fixed Capital Recovery Fee

This fee is assessed to every household that receives sanitation services from the City. This fee is applied in order to cover the capital expenses associated with sanitation services (i.e. carts, trucks, tippers).

C. Service Delivery Fee

This fee is assessed to every household that receives sanitation services from the City. This graduated fee provides an incentive for households to reduce the amount of solid waste they throw away each week. Households with a larger container will be charged more per gallon than those who choose a smaller container. This maintains a volume based approach that rewards those that produce less waste. For those households wishing to receive an additional cart for weekly pickup, the cost of which will equal the total of the Fixed Capital Recovery and the Service Delivery Fee per the size of cart chosen.

Due to not knowing an exact percentage breakdown of which size cart each of the 15,000 households will choose, the revenue models are variable at this point. It is expected that legislation brought forward to the Common Council will be the total monthly fees as presented below plus an additional contingency of up to 35%.

Fee Scenario 1 demonstrates the minimum fees necessary to charge in order to maintain the current level of general fund support.. This closely matches the current revenues while maintaining general fund support at the five-year average of $1.08 million and continues to provide a volume based approach to pricing.

35 Gallon Solid Waste Cart Fee Range: $4.82-6.51
64 Gallon Solid Waste Cart Fee Range: $8.60-11.61
96 Gallon Solid Waste Cart Fee Range: $13.72-18.52

Fee Scenario 2 represents the minimum fees necessary to eliminate the general fund support currently provided, which includes operation and capital costs. This is not the committee's recommendation, it is illustrative to show the true cost of Sanitation operations.

35 Gallon Solid Waste Cart Fee Range: $9.42-12.72
64 Gallon Solid Waste Cart Fee Range: $14.94-2017
96 Gallon Solid Waste Cart Fee Range: $21.98-29.67

Proposed Fee Scenario : Maintain Current General Fund Support

Revenues for a 12 month period

Number of households **15,000**

% of households selecting each container size option

		Scenario A	B	C	D	E
Fixed Fuel & Maint. Fee	$0.50					
Fixed Capital Recovery Fee	$3.62					
Service Delivery Fee (96g)	$0.10					
Service Delivery Fee (64g)	$0.07					
Service Delivery Fee (35g)	$0.02					
Total Monthly Charge (96g)	$13.72	10%	20%	10%	10%	5%
Total Monthly Charge(64g)	$8.60	10%	50%	60%	70%	85%
Total Monthly Charge (35g)	$4.82	80%	30%	30%	20%	10%
Budget Review						
Revenue						
Fixed Fuel and Maint. Fee		$90,000	$90,000	$90,000	$90,000	$90,000
Fixed Capital Recovery Fee		$651,600	$651,600	$651,600	$651,600	$651,600
Service Delivery Fee		$354,240	$786,600	$694,440	$762,480	$784,440
Yard Waste		$58,544	$58,544	$58,544	$58,544	$58,544
Large Item/ Appliance		$27,236	$27,236	$27,236	$27,236	$27,236
Total revenue		$1,181,620	$1,613,980	$1,521,820	$1,589,860	$1,611,820
Expense						
Estimated Operational Expenses		$2,007,613	$2,007,613	$2,007,613	$2,007,613	$2,007,613
Capital Expenses (annual & adjusted)		$673,991	$673,991	$673,991	$673,991	$673,991
Total Expense (2018 Budget)		$2,681,604	$2,681,604	$2,681,604	$2,681,604	$2,681,604
Net Revenue w/out Gen. Fund support		$(1,499,984)	$ (1,067,624)	$ (1,159,784)	$ (1,091,744)	$ (1,069,784)
General Fund Support		$1,082,389	$1,082,389	$1,082,389	$1,082,389	$1,082,389
Total Revenue with General Fund Support		$2,264,009	$2,696,369	$2,604,209	$2,672,249	$2,694,209
Net 2018 Budget Revenues		**$(417,594)**	**$14,766**	**-$77,394**	**-$9,354**	**$12,606**

*The 2018 Estimated Budget does not include capital purchases to be made in 2018 that will be covered by the sale of bonds
*5 year averages used in this analysis are taken from the years 2012 through 2016
*Capital Expenses are annuitized and adjusted for inflation at a 3% rate

Alternative Fee Scenario: Cover All Sanitation Expenses

Revenues for a 12 month period

Number of households	15,000	% of households selecting each container size option				
		Scenario A	B	C	D	E
Service Delivery Fee (35g)	$3.00					
Capital Recovery Fee	$3.62					
per-gallon charge (96)	$0.16					
per-gallon charge (64)	$0.13					
per-gallon charge (35)	$0.08					
Total Monthly Charge (96g)	$21.98	10%	20%	10%	10%	5%
Total Monthly Charge(64g)	$14.94	10%	50%	60%	70%	85%
Total Monthly Charge (35g)	$9.42	80%	30%	30%	20%	10%

Budget Review						
Revenue						
Fixed Fuel and Maint. Fee		$540,000	$540,000	$540,000	$540,000	$540,000
Fixed Capital Recovery Fee		$651,600	$651,600	$651,600	$651,600	$651,600
Service Delivery Fee		$829,440	$1,452,960	$1,326,240	$1,425,600	$1,461,600
Yard Waste		$58,544	$58,544	$58,544	$58,544	$58,544
Large Item/ Appliance		$27,236	$27,236	$27,236	$27,236	$27,236
Total revenue		$2,106,820	$2,730,340	$2,603,620	$2,702,980	$2,738,980
Expenses						
Estimated Operational Expenses		$2,007,612	$2,007,612	$2,007,612	$2,007,612	$2,007,612
Capital (annual & adjusted)		$673,991	$663,991	$663,991	$663,991	$663,991
Total Expenses		$2,681,604	$2,681,604	$2,681,604	$2,681,604	$2,681,604
Net Revenues		($574,784)	$48,736	($77,984)	$21,376	$57,376

*The 2018 Estimated Budget does not include capital purchases to be made in 2018 that will be covered by the sale of bonds
*5 year averages used in this analysis are taken from the years 2012 through 2016
*Capital Expenses are annuitized and adjusted for inflation at a 3% rate
*Total revenues do not include revenue from additional pickups

D. Additional Fees

1. Large Item and Appliance Pickup

This fee is assessed to any household serviced by the City that requests the pickup of a large item. The price for this service covers elevated estimated capital and operational costs, based on historical pickup frequency.

2. Additional Pickup

This fee is assessed to any household serviced by the City that receives an "additional pickup" as it is defined above. Each additional pickup will incur this fee. The designated price for this service is set to cover elevated costs for operations and equipment needed to provide this service. Best estimates have been made to address a lack of City data on additional pickups, as this service has not previously been provided.

3. Cart Exchange Fee

This fee will be assessed to any household serviced by the City of Bloomington that requests a change in exchange for a cart for reasons other than routine maintenance. This fee roughly covers the cost to purchase, assemble, and deliver the cart to the resident. This fee will only be assessed after the first 60 days of operations in order for households to determine their sanitation needs.

4. Late Fee

This fee will be assessed to any household serviced by the City of Bloomington that fails to pay the amount due within 20 days of billing. This assessment is modeled from the current late fee procedures used by the City of Bloomington Utilities (CBU) Department.

5. Yard Waste

This fee will be assessed to any household serviced by the City of Bloomington that receives a yard waste pickup. To replace stickers, billing will be achieved using RFID technology.

Additional Fees	
Large Item/ Appliance Pickup	$10
Additional Pickup	125% of regular weekly payment
Cart Size Exchange	$50
Late Fee	3% of amount unpaid
Yard Waste	$1 per container

E. South Central Community Action Program (SCCAP) Support

While no longer requiring stickers for trash, the Public Works Department shall maintain the $24,000 subsidy for SCCAP to provide their eligible applicants sanitation services. This is in tandem with the program that the Utilities Department offers to SCCAP, which allows applicants, who meet eligibility requirements, to have their bills paid directly by CBU. While preliminary, it is foreseen that RFID technology will aid in the delivery of services to low-income housing addresses.

VI. BILLING, CUSTOMER SERVICE, TRAINING AND EDUCATION

A. Billing

Billing for the new system will be done in conjunction with the City of Bloomington Utilities Department upon receiving approval of the Utilities Service Board and the City of Bloomington Common Council. Charges for Sanitation services will be added to the households' current monthly utility bill through New World software.

The Department of Public Works would coordinate with City of Bloomington Utilities (CBU) to develop a plan to avoid complications in combining the two bills. Under this scenario, billing processes mirror those utilized by CBU, as they are stated in the CBU Rules, Regulations and Standards of Service. Service response to delinquent payments will be handled in accordance with the procedures set by the Utility.

B. Customer Service

With the drastic changes being made to sanitation services, a large influx of questions from customers about their services and billing is anticipated when an automated system commences. To accommodate this, the Public Works Department will hire additional temporary staff (2-3 employees) dedicated to answering the many questions residents will have. This additional staff will be kept for the first six months of operations, or until residents are comfortable and familiarized with the new procedures.

Per an interdepartmental agreement between the City Controller's Office and CBU, funds will be transferred from the Public Works Department to CBU in exchange for one-time billing integration service, and the recurring costs of customer service and support, billing and collections, and estimated credit card fees. It is estimated that the transfer of funds for these services will cost between $90,000-100,000 per year with an additional one time cost for billing integration estimated to be between $50,000- 75,000

C. Staff Training

Based on current research in staff training, the City has a number of resources that are available in order to best prepare our workforce to utilize the new technologies being introduced. Currently, the City of Columbus, Indiana, truck vendor Heil, and sanitation service provider Republic Services have all offered to work with the City to provide hands-on pre-trip, post-trip, and automation training.

D. Communication and Education

In order for the implementation and operation of a new sanitation system, a strong communication and education component for the community is essential. Open discussion with citizens and opportunities for input on this modernized approach to sanitation collection are essential in preparing for a successful launch of an automated system.

1. **Open houses:** Based on the advice provided by the City of Bloomington's Communications Director Mary Catherine Carmichael, it is recommended that the City hold a series of open houses to allow for public input and education. We believe that because of the large change and impact this project has on a large number of residents, this method of interaction with the public is more appropriate than a traditional public input session during City Council meetings. These open houses will have various stations that discuss specific topics concerning new sanitation operations, such as cart sizes, fees, billing, and rules for collection. Staff and committee members should be available at these open houses for questions and should receive training on the new operations themselves prior to accepting and answering questions.

2. **Printed materials:** Additionally, these open house sessions should be accompanied by written documents containing educational information pertaining to the new sanitation operations. Additional educational components regarding recycling and composting should also be made available.

3. **Advertising:** Paid advertising should accompany outreach through local news outlets.

4. **CONA:** Outreach to neighborhood associations is essential so as to ensure that every household is made aware of the changes being made and how these changes will impact their services.

5. **Cart lids and information packets:** Education will also be provided through the cart manufacturer. Lids for the recycling carts will be molded to include directions for recycling under new operations. Upon delivery of the recycling carts, each lid will have an information packet attached to the underside that will provide information on how to recycle, compost, and what resources the resident has to seek more information on their service. The molding and education packet will be designed and completed through an agreement with the cart manufacturer and billing for this service will be included in the purchase of the carts.

APPENDICES

Appendix A: National Joint Powers Alliance Process (NJPA)

The Public Works' Sanitation Division seeks to use new and innovative technologies to change our service delivery model in 2017. To most responsibly implement these changes, it is our desire to purchase the equipment utilizing the NJPA model.

About NJPA

NJPA's cooperative contract purchasing leverages the national purchasing power of more than 50,000 member agencies while also streamlining the required purchasing process. As a municipal national contracting agency, NJPA establishes and provides nationally leveraged and competitively solicited purchasing contracts under the guidance of the Uniform Municipal Contracting Law. Joint Powers laws enable members to legally purchase through our awarded contracts. NJPA does this by establishing a business and service alliance between member buyers and contracted suppliers ensuring a valued and successful national cooperative contract program.

Using the expertise of Bloomington Purchasing Agent Julie Martindale, the Sanitation Division believes the use of NJPA would be very suitable for upcoming equipment purchases for sanitation.

Procedural Steps

- The contracted supplier is required to be vetted and meet rigorous criteria set by NJPA. An approved vendor is given a contract number.
- The buyer is also required to be a member of NJPA.
- A vetted vendor is chosen by the buyer to provide the equipment.
- Specifications for the equipment to be purchased is provided to the chosen vendor.
- The vendor provides the equipment according to the provided specifications by the purchaser.
- The controller's office will need to ensure that the chosen vendor meets the requirements of Affirmative Action Plan as per policy.
- Upon purchase, the City would utilize our current system to pay the invoice.
- Purchases through NJPA by the City have been done on other occasions and the benefits realized.

The City of Bloomington and all contracted suppliers being considered for the purchase of modernized equipment are already members and approved vendors under NJPA. Additionally, these vendors have already been and are currently being used by the City. Therefore this process is already simplified and eliminates the need for a bidding process.

Appendix B: Cart Purchase Report

As part of the upcoming automation, each resident will be issued one cart for trash and one for recycling. As with most things, not all carts are equal in quality and reliability. Some of the major points under consideration:

1. Reliability
2. Manufacturing quality
3. After purchase support
4. Parts availability
5. Initial deployment to residents
6. Delivery time from date of purchase
7. Company history
8. The ability to provide a listing of residential addresses that is compatible with New World
9. Design of cart to withstand extreme weather conditions

A team was put together to provide feedback and ranking on carts from various suppliers. Team members:
William Porter – Master Equipment Operator, Sanitation
Casey Konermann – Master Equipment Operator, Sanitation
Shelby Walker – Director of Sanitation

Cart Manufacturers:

- Cascades Cart Solutions
- Toter Incorporated
- Flex Pac
- Otto Environmental
- Schafer Carts
- Rehrig Pacific

Appendix C: Truck Purchase Report

In an effort to purchase the best automated and semi-automated trucks, a demonstration request was placed to respective vendors. Some of the major points under consideration were:

1. Reliability
2. Manufacturing quality
3. After purchase support
4. Parts availability
5. Ease of operation for the driver/crew
6. Delivery time from date of purchase
7. Company history
8. Maintenance by Fleet
9. Familiarity with the equipment by Fleet
10. Chassis type

A team was put together to look at each truck and provide feedback and ranking on each truck. Team members:
Mike Young – Director of Fleet Maintenance
William Porter – Master Equipment Operator, Sanitation
Casey Konermann – Master Equipment Operator, Sanitation
Shelby Walker – Director of Sanitation

The truck bodies that were brought for demonstration or information provided on:

1. CS9000 provided by G-S Manufactured by GSP Marketing, sold by Pyramid Equipment
2. Labrie Automizer and the Expert is manufactured by Labrie and sold by Best Equipment
3. Heil Python provided by Heil, sold by C.I.T.E.
4. New Way Sidewinder manufactured by New Way and sold by Southeastern Supply
5. Ranger Series manufactured by Bridgeport and sold by Bridgeport
6. New Way Cobra manufactured by New Way and sold by Southeastern Supply
7. DuraPack 5000 Manufactured by Heil and sold by C.I.T.E.
8. Auto Reach manufactured by McNelius and sold by Link Environmental
9. SB25 manufactured by McNelius and sold by Link Environmental

The Chassis (the truck the body rides on) that were put through a demonstration or information was provided on:

1. The LET2 Low Entry Cab manufactured by Crane Carrier
2. The LET2 Crew Cab manufactured by Crane Carrier
3. The COE2 Cab Over Engine manufactured by Crane Carrier
4. AutoCar Low Entry
5. Mack LR Series
6. Mack Granite
7. 7500SBA
8. Freightliner Business Class
9. Peterbilt 348
10. International 7500

Appendix D: Equipment Specifications

SANITATION AUTOMATED SIDE LOADER PACKER		
Replacement for Sanitation		
LOW ENTRY CHASSIS AND CAB SPECIFICATIONS		
#	AREAS	SUGGESTED SPECIFICATIONS
1	GVW	62,000 Minimum
2	Frame	Frame rail rating shall be a minimum of 120,000 PSI (pounds per square inch) steel and
3		3,000,000 lb. in RBM (resist bend moment) minimum
4		No Tapering or weakening in the front or rear sections
5		1/4” Inside frame reinforcement shall be included
6		Bumper shall be channel type painted steel
7		Crossmembers shall be 3 piece, C channel with gussets
8		Front tow pin towing device
9		Frame to be Huck bolted
10	Wheel Base	Wheelbase will be as required for proper weight disposition
11	Engine	In line 6 cylinder electronic controlled diesel with minimum displacement of 11.0 liter with minimum 345 horse power at Gov. RPM (revolutions per minute)and 1250 lb. /ft. torque at 1300 RPM minimum
12		1500 watt block heater minimum
13		Dual or two stage fuel filter
14		Heated fuel-water separator
15		Spin-on type engine oil filter
16		Single stage dry type air filter
		Electronic type hand throttle
		Engine protection shutdown, includes oil pressure, oil temp, coolant temp, and intake manifold temp
		Bidder shall include performance data sheet with bid
17	Exhaust System	Exhaust shall be single 5” vertical w/curved tip, muffler shield and shall be the height of the body
		Vertical exhaust shall be mounted on left hand side of vehicle with transverse mounted DPF (diesel particular filter)/ SCR (selective catalytic reduction)
		Maximum radiator cooling shall be furnished by Mfg. for model being bid
		Shall have automatic On-Off fan drive

	Cooling System	Antifreeze shall provide -30 degrees F. protection.
18		A remote reservoir/surge recovery tank with low coolant sensor shall be furnished
19		Each unit to be furnished with corrosion resistor in cooling system
20		All radiator and heater hoses shall have constant torque type hose clamps
21		PTO (power take off) shaft shall not pass through the radiator
22	Front Axle	Front axle shall be rated for a minimum of 20,000 lb.
23	Front Suspension	The front springs shall be a minimum of 20,000 lb.
24	Front Shocks	Front shocks shall be furnished, standard for model bid
25	Front Hubs	Hubs shall be ferrous
26		Front wheels shall have oil filled hubs
27	Rear Axle	Rear axles shall be rated at a minimum of 45,000 lb. recommended for severe application
28		The rear axle ratio shall be as to have a cruising speed of 65 mph
29		Shall have driver controlled inter-axle differential lock and traction lock differentials (both axles)
30		Synthetic axle lubricant-all axles
31	Rear Suspension	The rear suspension shall be a minimum capacity of 46,000 lb.
32		Split walking beam type suspension with rubber bolster springs and have auxiliary rubber springs with four (4) premium shock absorbers
33		Hendrickson Haulmaax type or equal heavy duty suspension
34	Transmission	Truck shall be bid with an Allison type or equal automatic transmission 6 speed HD4500 rugged duty rated
35		Shall have water to oil type transmission fluid cooler
36		The transmission shall have an approved, (by Allison) Torque Converter for truck application
37		Actuation control system shall be a single station, w/lighted quadrant
38		Neutral to range inhibitor
39		Transmission shall be equipped with a back up alarm
40	Driveline	Driveline shall be 1760 Heavy-Duty w/ coated splines
41		Dual ABS air brake system, 18 cu. ft. minimum compressor gear driven (No Belts)
42		Front and rear brakes shall be S cam type air
43		Front shall be a minimum 16.5” x 6” and have outboard mounted cast drums
44		Rear brakes shall be S cam type air with 30-30 MGM or Anchorlock piggy-back spring actuated, brake chambers, two per axle

45	Brakes	Rear brakes shall be a minimum 16.5” x 7” and have outboard mounted cast drums
46		Rear Chambers shall be mounted in a upward position away from the ground, or a forward position on the axle not on the back of the axle
47		Rear brake camshaft shall be reinforced
48		Air reservoirs shall be located inboard and under frame
49		Front and Rear automatic slack adjusters. NO EXCEPTIONS
50		All brakes assemblies shall have backing plates. NO EXCEPTIONS
51		Air system Diagram (shipped loose
52	Air Drier	A Bendix air dryer model AD-IP or equal shall be installed on each unit and also furnished (1) BW DV-2 heated drain valve on primary tank
53		Pull cords drain valves on all other air tanks or have central water drain manifold
54	Air Compressor Air Filter	Air compressor shall be piped directly into engine's main air filter eliminating need for "On compressor filter"
55	Electrical System	12-Volt system, 160-amp alternator minimum
56		There shall be a minimum of three (3) batteries threaded stud type, furnished
57		Each battery shall have a minimum C.C.A. rating of 900
58		Aluminum battery box mounted left hand back of cab
59		Heavy-Duty battery disconnect switch
60		Shall have water proofed electrical connections
61		Shall have a Heavy-duty body power cable w/1 junction box at end of frame and 1 junction box outside LH frame rail BOC
62		Electrical circuits shall be protected by circuit breakers, rated for each function
63		One (1) positive and one (1) negative external jump lug shall be provided with insulated covers, red & black, located at battery box
64		Electrical schematic shall be furnished
65	Starter	Starter shall be rated as Heavy-Duty for this application by the manufacturer
66	Steering	Dual steer (right & left steering wheels)
67		Heavy-Duty factory installed power steering with gear driven power steering pump (No Belt Driven) with external filter
68		Steering wheels shall be adjustable
69	Rims & Wheels	Front shall be aluminum hub piloted, disc, standard of manufacturer
70		Rear shall be steel hub piloted, disc, standard of manufacturer

71	Rims & Wheels	One piece, 22.5" X 9.00" rim intended for radial tires on front
72		One piece, 22.5" X 8.25" rim intended for radial tires on rear
73	Tires	Tire size for front axle 315/80R X 22.5, 20 ply
74		Tire size for rear axle 11R X 22.5, 16 ply
75		Tires for steering axle shall be Goodyear G287 or equal
76		Tires for drive axle shall be Goodyear G177 or equal
77	Fuel Tank	75 Gallon minimum aluminum mounted to left frame rail
78		Heated fuel filter/water separator
79		Perforated metal anti-siphon device
80		Aeroquip or equal fire resistant fuel lines
81		DEF (diesel exhaust fluid) clearly identified tank shall be mounted on left hand BOC (back of cab) for clear body installation
82		Fuel tank shall be clearly identified for "Diesel Fuel Only"
83	Cab	Dual steer low entry cab forward galvanized steel or aluminum
84		Entry step not to exceed 19” from ground level
85		Cab lift/tilt pump control on RH (right hand) fender
86		Key start/shutoff
87		All units shall have interior over head dome light
88		All windows shall be tinted safety glass
89		Cab doors, RH and LH std.
90		Outside grab handles shall be installed on each side of cab
91		Front flared fenders or a minimum 4” fender flares on cab
92		Front fender mud flaps
93		Cab shall also have dual sun visors and dual arm rest
94		Chrome air horn
95	Seats	Dual high back, air adjustable suspension with heavy duty trim
96		Seat material used for the top seat panel and the top back panel shall be of a breathable, synthetic type material
97		Seat-belts, Retractors, lap & shoulder for both seats
98		All side panels shall be the standard of the Mfg.
99		All fabrics used shall be dirt and stain resistant
100	Dash Mounted Gauges	Each unit shall have fuel, oil pressure gauge, tachometer, hour meter, voltmeter, engine temperature gauge, air pressure, transmission temperature gauge mounted in the dash
101		An electric (not electronic) hour meter shall operate through the alternator or a oil pressure type switch
102	Windshield	Windshield wipers shall be bid as electric powered intermittent

103	Wipers	Unit bid shall provide windshield washers
104	Windows	Two piece windshield
105		Rear cab corner windows for better visibility
106		An electrically operated window shall be provided on both doors
107		Control (s) shall be placed within easy reach of driver
108		All glass shall be tinted
109	Radio	Each unit shall be furnished with AM/FM radio. FACTORY INSTALLED
110	Heater, Defroster, and Air Conditioning	The heater and defroster shall be the manufacturer's best fresh air type heater with dual defrosters and minimum 3 speed blower
111		Factory installed air conditioning
112	Mirrors	Exterior-moto mirror package LH & RH motorized and heated
113		Overall mirror shall be minimum 7"x16"
114		Each mirror shall have a heated 8" standard convex with universal mounting brackets installed on lower outside corner on both West Coast mirrors
115	Lights and Reflectors	Self canceling directional signals, with road hazard switch
116		Shall have a Kysor Solid State or equal flasher
117		Five (5) cab lights
118		All lighting to meet or exceed ICC regulations
119	Paint	Shall be a premium quality Dupont Imron or equal high gloss enamel
120		Chassis, suspension, bumper, and axles shall be painted black
121		Cab and wheels shall be standard white, base coat/clear coat
122		Aluminum fuel tank and battery box shall be unpainted
123	Reflective Triangles	Set of (3) three reflectors and reflecting elements or surfaces incorporated therein shall be adequately protected by enclosure in a box specially designed and constructed so that reflectors may be readily extracted for use
124		These units shall comply with Federal Motor Carrier Safety Regulations as covered in Subpart H - Emergency Equipment -393.95 (One set per truck)
125	Fire Extinguisher	Each vehicle shall be delivered with a dry chemical fire extinguisher and approved mounting bracket
126		Classification: 10-BC
127		Fire extinguisher shall permit visual determination of whether it is fully charged
128		Mounting of fire extinguisher shall comply with Federal Motor Carrier Safety Regulations as given Subpart H - Emergency Equipment 393.95
129		Each unit shall be delivered with a First-Aid kit

130	First-Aid Kit	Mounting of First Aid Kit shall comply with Federal Motor Carrier Safety Regulations as given Subpart H - Emergency Equipment 393.95
131	PTO (power take off) Equipment	Shall have a 1350 series crankshaft adapter flange
132		Provisions for front mounted pump shall be provided
133		The pump shall not be installed in an exposed position in front of the bumper or be attached to the bumper
134		Grill shall be designed and furnished in a manner that will not require modification later by the installer
135		Shall have screen over air intake opening in bumper
136		Remote PTO & throttle provision
137	Warranty	Cab structure, frame and cross members, suspension, axles, steering system, engine, transmission, and cooling system shall be warranted a minimum of Five (5) years, 100,000 miles, parts and labor
138		Tires and electrical system shall carry the individual vender's warranty
139		Vehicle layout including frame layout, prior to production
140	Manuals	Successful offeror will include on delivery of chassis all service, parts, and two (2) operating manuals
141		Successful offeror will include on delivery of chassis all service, parts, and two (2) operating manuals
	BODY SPECIFICATIONS	
	The following specifications are minimum requirements for the installation of the Refuse Body	
142	Body Capacity	The body shall be rounded to permit a maximum capacity
143		The minimum capacity of the body shall be 28 cubic yards excluding hopper area
144		The structural integrity of the body shall allow high density loading of up to 1,000 pounds per cubic yard of normal refuse
145		The hopper capacity shall be 5 cubic yards. minimum
146	Body Dimensions	Maximum outside body width shall be 96"
147		Maximum overall length of the body, tailgate, and loader assembly combined shall not exceed 284”:
148		The maximum inside body width shall be 91”
149		The maximum inside body height shall be 82”
150		The maximum outside body height above chassis shall be 98"
151		Hopper width shall be a minimum of 80”
152		Hopper length shall be a minimum of 69”

153		Hopper depth on the curbside, including 6” rubber flap, shall be a minimum of 66”
154		Hopper depth on the street side shall be a minimum 75”
155	Body Construction	The body interior shall have a smooth flat floor without a trough.
156		The sides and roof shall be smooth curved construction
157		All materials shall be steel unless otherwise specified
158		In order to prevent damage from corrosion and fire, no hydraulic cylinders, valve or other hydraulic components shall come in contact with refuse packed into the body
159		Body sides and roof shall be curved stress skin construction interfacing with the corner mainframe bolsters
160		All sidewalls and roof members shall be welded continuously
161		Floor shall be flat full width and shall not have inboard guide rails or a trough
162		The floor shall be a minimum .1875”, 184,000 PSI minimum yield AR400 steel plate and shall be reinforced with one piece full width and interlaced 3” x 6” x 10 gauge, 80,000 PSI minimum yield channels to be located on 18” centers so as to withstand continuous operation nominally at maximum imposed loads without harmful deformation or excessive wear
163		All body floor members shall be welded continuously
164		Body roof shall be minimum 8 gauge, 80,000 PSI minimum yield hi-tensile steel sheet fully welded to a full length 8 gauge inner and 11 gauge outer, 80,000 PSI minimum yield roof crown rail to contain and dissipate forces equally through the body structure
165		Front and rear lateral roof bow shall be 2” x 8” x .25”, A500, Gr. B, 46,000 PSI minimum yield
166		Body sides shall be a minimum 8 gauge, 80,000 PSI minimum yield hi-tensile steel sheet fully welded to a roof crown rail and to the 4.7” x 18” floor skirt rail
167		Rear mainframe body side bolsters shall be a minimum of 3” x 20” at the mid span section and 5” x 20” at the major upper and lower connecting points of the mainframe
168		The bolsters shall be contour shaped to the sidewall and formed from minimum 7 gauge, 80,000 PSI minimum yield steel
169		The front mainframe body side bolsters shall be a minimum of 3.7” x 8.6” at the mid span section and 5” x 8.6” at the major upper and lower connecting points of the mainframe
170		The bolsters shall be contour shaped to the sidewall and formed from minimum 8 gauge x 80,000 PSI minimum yield steel
171		The reinforcement bolsters shall be fully welded to the curved body side sheets

172	Hopper Construction	Floor longitudinal long members shall be formed trapezoidal shape 9.6” x 11” with a 3.3” base sill of 7 gauge, 80,000 PSI minimum yield formed channels
173		Packer panel guide rail bottom edge shall be located 3.7” above longitudinal floor corners and integral to body floor sheets
174		The guide rail channel shall have interior dimensions of 3.5” x 4.2”
175		The top flange of the guide rail channel shall be reinforced with a 45˚ plate, which shall also serve as a self cleaning device
176		Hopper shall be of flat floor and straight vertical sidewalls
177		Hopper shall be designed to properly handle thirty (30) gallon through three hundred (300) gallon automated side loader carts
178		Hopper long members shall be formed trapezoidal shape 9.6” x 11” x 3.3” base sill of 7 gauge, 80,000 PSI minimum yield formed steel channels
179		The module shall eliminate the need for external relays and wire splicing PSI minimum yield AR400 steel plate:
180		Hopper sides shall be constructed of a minimum .1875” 184,000 PSI minimum yield AR400 steel plate
181		A hopper sump shall be provided in forward floor area of the hopper
182		Sump shall have a 40 gallon minimum capacity and have dual clean-out doors, 14.5” wide x 7” high, on each side of the body
183		A tool, with hanger brackets, for easy cleanout shall be provided
184		An access door opening, 26.75” wide x 36.25” high, shall be provided on hopper left hand side wall
185		Folding steps and grab handles shall be provided to ease entry
186		The front of the hopper, forward of the packer mechanism, shall be accessible by removing a 79.75” wide x 36” high expanded metal screen
187		A hydraulically actuated packer traversing a minimum of 60”, while packing, shall clear the hopper of material with a maximum cycle time of fourteen (14) seconds
188		A proximity switch will automatically reverse the packing cycle and return the packing panel to the front head
189		An automatic back-up reversing means shall be provided should the packing panel be unable to reach the rearmost packing position of 60”
190		The packing panel face sheet shall be constructed of a minimum 25”, 80,000 PSI minimum yield, abrasion resistant steel plate
191		A spill shield, fabricated from 11 gauge, 50,000 PSI minimum yield steel shall be affixed to the top of the packing panel
192		The packer panel and spill shield shall be reinforced with a combination of structural members for maximum rigidity

193		Hopper zone guide rails (2) in the side of the body shall be comprised of a .25”, 50,000 PSI minimum yield formed angle welded to 3.5” x 3.5” x .3125” ASTM (American society for testing and materials) A500 tubing on each side of body
194		The tubing shall run the full interior length of the hopper and extend 28” into the body
195		Hopper zone guide rails shall be clad on each side in the following manner
196		Top wear bar, .25” thick x 2” wide, 145,000 PSI minimum yield, AR steel
197		Side wear bar, .25” thick x 2.5” wide, 145,000 PSI minimum yield, AR steel
198		Bottom wear bar, .25” thick x 2.5” wide, 145,000 PSI minimum yield, AR steel 6” x .25" ASTM A500 Grade B structural tubing clad in following manner
199	Packing Mechanism	Top wear bar, .25" thick x 2” wide x 35” long, 145,000 PSI minimum yield, AR steel
200		Side wear bar, .25” thick x 2” wide x 35” long, 145,000 PSI minimum yield, AR steel
201		Bottom wear bar, .375” thick x 3.5” wide x 35” long, 145,000 PSI minimum yield, AR steel
202		The packer panel shall be provided with bolt-on lugs for each of the two (2) packing cylinders
203		The cylinders shall be attached to the packer panel lugs via 2” diameter pins
204		Cylinder removal may be accomplished by either pulling the pins or removing the entire bolt-on lugs
205		The lugs shall be attached to the packing panel with six (6) .75" diameter bolts for each lug assembly
206		The body front head shall also be provided with bolt-on lugs for packing cylinders
207		The lugs shall retain each cylinder pin with six (6) .75" diameter bolt
208		The packer will be hydraulically actuated by two (2) double acting multi-stage - minimum 5.5”x4.5”x 3.5” bore x 169” stroke cylinders having chrome plated tubes, and shall have spherical bearings on both ends
209		Packing force shall be a minimum of 83,000 pounds
210		Cylinder force shall be a minimum of 118,000 pounds
211		The packer shall be designed to allow dumping of a container regardless of the position of the packing panel during the compaction cycle

212		The packing mechanism shall be capable of extending to the rearmost end of the body, past full pack position, provide off-loading function when the tailgate is raised
213	Tailgate	The 5 cubic yard minimum (bustle) must be one piece top hinged, and shall hydraulically open approximately 30º above horizontal
214		Hydraulic filter shall be a 16-micron absolute and rated for no less than 70 GPM. and include visual and electrical bypass indicators
215		Tailgate shall be constructed of a minimum 10 gauge, 80,000 PSI minimum yield steel on rear and side walls
216		The bustle tailgate shall be reinforced by a minimum 12 gauge, 80,000 PSI minimum yield steel horizontal boxed brace
217		The tailgate will be secured to the body by two (2) sets of hinges with 2” hinge pins at the roof line
218		A heavy duty rear door positive seal of rubberized gasket material shall be installed the full length of the bottom and 56.5” up sides of tailgate to prevent leakage
219		The tailgate shall be raised and lowered hydraulically actuated by two (2) double acting cylinders with a minimum 3” bore x 35.25” stroke x 1.5” diameter chrome plated rod
220		Cylinder design shall include an orifice fitting in the base port, which shall prevent rapid descent of the tailgate in the event of a hydraulic failure
221		The tailgate shall be locked by two (2) cylinders having a minimum 3” bore x 1.5” diameter hardened chrome plated rod x 3.62” stroke
222		Shall have fully-automatic Shur-Lock or equal tailgate locks
223		The lift base shall support the lift arm, the dump arm, the level pivot, the level link, the pivot link, and the reach link
224		The lift base shall rest atop the chassis frame rails for superior vertical distribution of loads induced into the chassis frame rails
225		The lift base shall consist of a .75" x 16” x 61”, 50,000 PSI minimum yield steel, surface plate for chassis frame mounting and shall be reinforced by four (4) vertical ribs for rigidity and arm pivot placement
226		The ribs shall utilize .75" x 6.5”, 50,000 PSI minimum yield steel
227		The front-to-rear mounting length shall not exceed 18”
228		The lift arm shall consist of a 4.5” x 9.5” fabricated structure with a 4” x 3” structural tube to serve as support for the dump arm
229		The dump arm shall consist of a 4” x 3” structural tube that will support the appropriate grabbers determined by local demands
230		The level pivot shall be a fabricated channel with a 4.7” web x 8.2” flanges x .25”, 50,000 PSI minimum yield steel

231	Lifting Mechanism	The level link shall be a 1.5” x 3” x 0.188” structural tube machined at each end for steel spherical bearings and two (2) 1.5” x 4” TGP pins
232		The pivot link shall be a 3” x 3” x 0.375” structural tube machined at each end for steel spherical bearings and two (2) 1.5” x 4” TGP pins
234		The pivot link shall be a 3” x 3” x 0.375” structural tube machined for a Convex steel bushing of AISI 615C on the top end and a 2” spherical bearing on the bottom end
235		The Convex bearing shall be sealed by (2) Garlock 9220, “U-cup” 90 durometer urethane seals
236		Both ends shall be supported by two (2) 2” x 3.5” pins
237		The reach link shall consist of two (2) parallel 3” x 5” x .375 structural tubes linked mid span and properly lined bored each end for four (4) Convex bushings of AISI 615C, sealed by two Garlock 9220 “U-cup” 90 durometer urethane seals, and supported by one (1) 3“ x 14.5” upper pin and one (1) 3” x 13.4” lower pin
238		The lifting mechanism shall be capable of lifting containers ranging from 30-96 gallons at level container placement, and shall be capable of extending, grabbing, raising, dumping, and returning a container from any position without the need to “retract” the lift arm and shall perform the following lift cycle functions in approximately eight (8) seconds at engine idle
239		The lift shall be powered by three (3) hydraulic cylinders with cushions at each end of the stroke
240		The raise and reach cylinders shall have hardened and chrome plated rods and shall be manufactured by John Deere or equal
241		Control valves shall be direct acting, feather-able, air actuated
242		The lift mechanism shall traverse the container from the point of engagement to the elevated and rotated position of discharge through a compound elliptical curve devoid of abrupt directional changes and high gravity forces to preserve container structural integrity and greatly reduce container maintenance
243		Lifting mechanism shall have a means to automatically count the number of times the arm goes through a cycle
244		The maximum operating pressures shall be 2500 PSI
245		The hydraulic system shall operate at an acceptable temperature without the need for external hydraulic temperature without the need for external hydraulic oil cooler devices
246		The hydraulic pump shall be a front engine, crank driven, tandem vane pump system with electronic over-speed control
247		The flow shall be 28 GPM (gallons per minute) @ 800 RPM. The lift operation shall be limited to 28 GPM @ 800 RPM. The packer panel operation shall be limited a flow 52 GPM @ 1500 RPM in neutral or foot on brake

248	Hydraulics	All hydraulic tubes will be securely clamped to prevent vibration, abrasion, and excessive noise
249		All hydraulic hoses shall conform to SAE standards for designed pressure
250		All high pressure hoses shall be sleeved with fabric guard for added protection
251		The hydraulic reservoir shall have a 50 gallon gross capacity and a 45 gallon net capacity
252		The tank shall be complete with a screened fill pipe and cap, filter breather, clean out cover, oil level sight and temperature gauge, and suction line shut-off valve
253		The hydraulic system shall be protected by a three (3) micron, in tank, return line filter along with a 100 mesh (140 micron) reusable oil strainer in the suction line
254		A hydraulic pump shut down system shall also be included, which shall prohibit prolonged operation of the hydraulics when the filter is in the by-pass mode
255	Lubrication	All body hinges, cylinder rod ends, cylinder base trunnions and high cycle pivot points shall be supplied with grease fittings
256		Grease chart shall be permanently affixed on the body
257		A lube system (Vogal or equal) shall be installed for arm & packer
258	Hydraulic Oil	The hydraulic system to be fully filled and purged of air at the time of delivery
259		Oil to be AW 46 all temp. or equal compatible with full temperature range of the system and SAE VG rated
260	Controls	The lift controls shall be a combination of electric over air over hydraulic and air over hydraulic and located in the cab convenient to the operator
261		The reach and lift shall be direct air over hydraulic for the x-x axis and y-y axis functions to be controlled by appropriate movement of the joystick
262		The grabber functions shall be electric over air over hydraulic and shall be controlled by thumb switches on the upper portion of the joystick
263		The lift controls shall be self-centering type, returning to the neutral position when released
264		These controls shall direct oil flow via a three (3) section “on-command” valve
265		Selectable auto-dump and auto-stow shall be provided
266		The packer button controls shall be electrical push buttons located in the cab convenient to the operator
267		Separate push buttons shall be provided for “Pack” and “Retract” to provide complete packer panel movement control in either direction

268		Pushing the “Pack” button shall automatically extend and retract the packer panel for a complete cycle
269		An emergency on/off button shall be provided to stop packer panel movement during the extend or retract cycles
270		Tailgate raise and tailgate lock controls shall be individually controlled by pneumatic toggle switches inside the cab
271	Electrical System	A PLC (Programmable Logic Controller) electronic control center shall be provided to monitor system functions
272		The PLC shall be installed inside the truck cab and shall possess self diagnosing error codes which identify the trouble source
273		Both audio and LED (light-emitting diode) outputs must be made available to aid in locating trouble source
274		All electrical wiring connectors to be automotive double-seal, with wiring in split convoluted loom
275		All wiring connections to be soldered with rubber molded covering or crimp type connectors with shrink wrap
276		All switches not manually operated shall be proximity in type
277		A control panel light shall be provided to warn the driver/operator any time the lift is not fully stowed
278		Wiring schematics shall be included
279	Lighting	Clearance, back up, and directional lights shall be Lexan lens, shock mounted in a protective housing
280		The entire unit shall be flush mount, replaceable pop out style
281		All lights shall be provided in accordance with FMVSS (federal motor vehicle safety standards) #108 and ANSI (American national standard institute) 245.1-1999, plus mid body turn signals on each side of the body and a center brake light on the rear
282		Two (2) strobe lights shall be mounted, one (1) front of body, one (1) rear of body. Strobe lights shall have their own designated fused circuit and separate switch
283		Work lights shall be installed at the lift arm and hopper area.
284		Work lights shall be installed on rear tail gate that illuminate when in reverse
285	Rear Under-Ride and Tire Guard	The body shall be equipped with a rear under-ride guard as standard equipment to meet Federal Motor Carrier Safety Regulation 49CFR393.86, TTMA RP No. 41-02, and SAE J682 Oct84
286	Accessories	Mud guards shall be supplied for both sides of rear axle
287		A 10 lb. ABC fire extinguisher shall be mounted in cab
288		Triangle safety kit shall be mounted in cab
289		First aid kit shall be mounted in cab
290		Folding ladder on curb side to access the hopper shall be provided

291	Accessories	Broom and shovel kit with brackets on body shall be provided
292		Clean out tool (hoe) with brackets on body shall be provided
293		3rd Eye camera system to all rear view, left view, hopper view when cart dumping, front post for arm operation on curb view, and shall have a left truck chassis mounted monitor
294		Shall have work lights as required to illuminate areas for night use
295		The truck shall be properly cleaned of all dirt, grease, and weld slag
296		The body and hopper shall be steel grit blasted
297		One coat of polyurethane primer imron 5000 shall be applied
298		Finish paint coat shall be baked
299		The body shall be painted to match truck chassis
300	Painting	Inside body shall be primed only not painted
301		A rust protection shall be applied in the body cavities
302		Conspicuity tape according to ANSI standards shall be installed on body
303		Automated arm shall be painted safety yellow
304		Body shall be lettered to say; CITY OF BLOOMINGTON SANITATION DIVISION on both sides of the body, Blue in color
305	Undercoating	The entire underside of body shall be coated with an approved bed liner type material and shall include all crossmembers of the body
306	Training	Offeror must expect to train operators at the time of completing unit by all parties, in the complete operation of the equipment. If unit is a combination package, all venders associated with the unit must be present for their portions of the training. The number of City personnel to be trained and hours of training shall be determined by the Director of the Sanitation Division
307		A minimum of four (4) hours of training in maintenance and trouble-shooting shall be provided by factory trained personnel. This training shall include hydraulic trouble-shooting procedures and basic maintenance for the packer. The number of City personnel to be trained shall be determined by the Fleet Manager of Fleet Maintenance
308	Certification	The body manufacturer shall be ISO 9001 certified
309		All internal inspection documents such as intermediate inspection
310		Welding shall conform to CSA-W47.1 standard
311		Body shall conform to ANSI Z245.1-1999
312		Length of warranty on defective parts shall not be less than five (5) years
313		Length of warranty on hydraulic cylinders and hoses shall not be less than five (5) years
314		Length of warranty on automated arm shall not be less than five (5) years

315	Warranty	Length of warranty on paint product shall not be less than five (5) years
316		A clear and concise statement of the terms and conditions of the warranty shall be supplied
317		All warranty work shall be provided on site as required
318		Warranty work shall be performed on weekends if the Director of the Sanitation Division feels it's necessary
319	Delivery (FOB Destination)	Unit shall be delivered with four (4) sets of keys
320		Please state number of business days after ARO
Cost of Quoted Truck Chassis & Refuse Body:		$
321	Body Raise	Body tilt for maintenance
322	Diagnostic Equipment	Diagnostic program for truck chassis
323		Diagnostic program for refuse body

*** UNIT SHALL BE DELIVERED TO CITY OF BLOOMINGTON FULLY SERVICED WITH (2) EACH: SHOP MANUAL, PARTS CATALOG, OPERATING AND SERVICE MANUALS. ***

There shall be a daily charge of $100.00 that will be accessed for each day that the delivery is delayed (late).

SANITATION REAR LOADER PACKER

Replacement for Sanitation

LOW ENTRY CHASSIS AND CAB SPECIFICATIONS

#	AREAS	SUGGESTED SPECIFICATIONS
1	GVW	62,000 Minimum
2	Frame	Frame rail rating shall be a minimum of 120,000 PSI (pounds per square inch) steel
3		3,000,000 lb. in RBM (resist bend moment) minimum
4		No tapering or weakening in the front or rear sections
5		1/4” Inside frame reinforcement shall be included
6		Bumper shall be channel type painted steel
7		Cross-members shall be 3 piece, C channel with gussets
8		Front tow pin towing device
9		Frame to be Huck bolted
10	Wheel Base	Wheelbase will be as required for proper weight disposition
11	Engine	In line 6 cylinder electronic controlled diesel with minimum displacement of 11.0 liter with minimum 345 horse power at Gov. RPM (revolutions per minute)and 1250 lb. /ft. torque at 1300 RPM minimum
12		1500 watt block heater minimum
13		Dual or two stage fuel filter
14		Heated fuel-water separator
15		Spin-on type engine oil filter
16		Single stage dry type air filter
		Electronic type hand throttle
		Engine protection shutdown, includes oil pressure, oil temp, coolant temp, and intake manifold temp
		Bidder shall include performance data sheet with bid
17	Exhaust System	Exhaust shall be single 5” vertical w/curved tip, muffler shield and shall be the height of the body
		Vertical exhaust shall be mounted on left hand side of vehicle with transverse mounted DPF (diesel particular filter)/ SCR (selective catalytic reduction)
		Maximum radiator cooling shall be furnished by Mfg. for model being bid
		Shall have automatic On-Off fan drive
		Antifreeze shall provide -30 degrees F. protection.

18	Cooling System	A remote reservoir/surge recovery tank with low coolant sensor shall be furnished
19		Each unit to be furnished with corrosion resistor in cooling system
20		All radiator and heater hoses shall have constant torque type hose clamps
21		PTO (power take off) shaft shall not pass through the radiator
22	Front Axle	Front axle shall be rated for a minimum of 20,000 lb.
23	Front Suspension	The front springs shall be a minimum of 20,000 lb.
24	Front Shocks	Front shocks shall be furnished, standard for model bid
25	Front Hubs	Hubs shall be ferrous
26		Front wheels shall have oil filled hubs
27	Rear Axle	Rear axles shall be rated at a minimum of 46,000 lb. recommended for severe application
28		The rear axle ratio shall be as to have a cruising speed of 65 mph
29		Shall have driver controlled inter-axle differential lock and traction lock differentials (both axles)
30		Synthetic axle lubricant-all axles
31	Rear Suspension	The rear suspension shall be a minimum capacity of 46,000 lb.
32		Split walking beam type suspension with rubber bolster springs and have auxiliary rubber springs with four (4) premium shock absorbers
33		Hendrickson Haulmaax type or equal heavy duty suspension
34	Transmission	Truck shall be bid with an Allison type or equal automatic transmission 6 speed HD4500 rugged duty rated
35		Shall have water to oil type transmission fluid cooler
36		The transmission shall have an approved, (by Allison) Torque Converter for truck application
37		Actuation control system shall be a single station, w/lighted quadrant
38		Neutral to range inhibitor
39		Transmission shall be equipped with a back up alarm
40	Driveline	Driveline shall be 1760 Heavy-Duty w/ coated splines
41		Dual ABS air brake system, 18 cu. ft. minimum compressor gear driven (No Belts)
42		Front and rear brakes shall be S cam type air
43		Front shall be a minimum 16.5” x 6” and have outboard mounted cast drums
44		Rear brakes shall be S cam type air with 30-30 MGM or Anchorlock piggy-back spring actuated, brake chambers, two per axle

45	Brakes	Rear brakes shall be a minimum 16.5” x 7” and have outboard mounted cast drums
46		Rear Chambers shall be mounted in a upward position away from the ground, or a forward position on the axle not on the back of the axle
47		Rear brake camshaft shall be reinforced
48		Air reservoirs shall be located inboard and under frame
49		Front and Rear automatic slack adjusters. NO EXCEPTIONS
50		All brakes assemblies shall have backing plates. NO EXCEPTIONS
51		Air system Diagram (shipped loose 0)
52	Air Drier	A Bendix air dryer model AD-IP or equal shall be installed on each unit and also furnished (1) BW DV-2 heated drain valve on primary tank
53		Pull cords drain valves on all other air tanks or have central water drain manifold
54	Air Compressor Air Filter	Air compressor shall be piped directly into engine's main air filter eliminating need for "On compressor filter"
55	Electrical System	12-Volt system, 160-amp alternator minimum
56		There shall be a minimum of three (3) batteries threaded stud type, furnished
57		Each battery shall have a minimum C.C.A. rating of 900
58		Aluminum battery box mounted left hand back of cab
59		Heavy-Duty battery disconnect switch
60		Shall have water proofed electrical connections
61		Shall have a Heavy-duty body power cable w/1 junction box at end of frame and 1 junction box outside LH frame rail BOC
62		Electrical circuits shall be protected by circuit breakers, rated for each function
63		One (1) positive and one (1) negative external jump lug shall be provided with insulated covers, red & black, located at battery box
64		Electrical schematic shall be furnished
65	Starter	Starter shall be rated as Heavy-Duty for this application by the manufacturer
66	Steering	Left hand drive
67		Heavy-Duty factory installed power steering with gear driven power steering pump (No Belt Driven) with external filter
68		Steering wheel shall be adjustable
69		Front shall be aluminum hub piloted, disc, standard of manufacturer

70	Rims & Wheels	Rear shall be steel hub piloted, disc, standard of manufacturer
71		One piece, 22.5" X 9.00" rim intended for radial tires on front
72		One piece, 22.5" X 8.25" rim intended for radial tires on rear
73	Tires	Tire size for front axle 315/80R X 22.5, 20 ply
74		Tire size for rear axle 11R X 22.5, 16 ply
75		Tires for steering axle shall be Goodyear G287 or equal
76		Tires for drive axle shall be Goodyear G177 or equal
77	Fuel Tank	75 Gallon minimum aluminum mounted to left frame rail
78		Heated fuel filter/water separator
79		Perforated metal anti-siphon device
80		Aeroquip or equal fire resistant fuel lines
81		DEF (diesel exhaust fluid) clearly identified tank shall be mounted on left hand BOC (back of cab) for clear body installation
82		Fuel tank shall be clearly identified for "Diesel Fuel Only"
83	Cab	Low entry cab forward galvanized steel or aluminum
84		Entry step not to exceed 19” from ground level
		Crew cab (seating for three (3))
85		Cab lift/tilt pump control on RH (right hand) fender
86		Key start/shutoff
87		All units shall have interior overhead dome light
88		All windows shall be tinted safety glass
89		Cab doors, RH and LH std.
90		Outside grab handles shall be installed on each side of cab
91		Front flared fenders or a minimum 4” fender flares on cab
92		Front fender mud flaps
93		Cab shall also have dual sun visors and dual arm rest
94		Chrome air horn
95	Seats	Drivers high back, air adjustable suspension with heavy duty trim
		Passenger seat shall be DOT approved for two (2) people to ride comfortably
96		Seat material used for the top seat panel and the top back panel shall be of a breathable, synthetic type material
97		Seat-belts, Retractors, lap & shoulder for all seating
98		All side panels shall be the standard of the Mfg.
99		All fabrics used shall be dirt and stain resistant

100	Dash Mounted Gauges	Each unit shall have fuel, oil pressure gauge, tachometer, hour meter, voltmeter, engine temperature gauge, air pressure, transmission temperature gauge mounted in the dash
101		An electric (not electronic) hour meter shall operate through the alternator or an oil pressure type switch
102	Windshield Wipers	Windshield wipers shall be bid as electric powered intermittent
103		Unit bid shall provide windshield washers
104	Windows	Two piece windshield
105		Rear cab corner windows for better visibility
106		An electrically operated window shall be provided on both doors
107		Control (s) shall be placed within easy reach of driver
108		All glass shall be tinted
109	Radio	Each unit shall be furnished with AM/FM radio. FACTORY INSTALLED
110	Heater, Defroster, and Air Conditioning	The heater and defroster shall be the manufacturer's best fresh air type heater with dual defrosters and minimum 3 speed blower
111		Factory installed air conditioning
112	Mirrors	Exterior-moto mirror package LH & RH motorized and heated
113		Overall mirror shall be minimum 7"x16"
114		Each mirror shall have a heated 8" standard convex with universal mounting brackets installed on lower outside corner on both West Coast mirrors
115	Lights and Reflectors	Self-canceling directional signals, with road hazard switch
116		Shall have a Kysor Solid State or equal flasher
117		Five (5) cab lights
118		All lighting to meet or exceed ICC regulations
119	Paint	Shall be a premium quality Dupont Imron or equal high gloss enamel
120		Chassis, suspension, bumper, and axles shall be painted black
121		Cab and wheels shall be standard white, base coat/clear coat
122		Aluminum fuel tank and battery box shall be unpainted
123	Reflective Triangles	Set of (3) three reflectors and reflecting elements or surfaces incorporated therein shall be adequately protected by enclosure in a box specially designed and constructed so that reflectors may be readily extracted for use
124		These units shall comply with Federal Motor Carrier Safety Regulations as covered in Subpart H - Emergency Equipment -393.95 (One set per truck)
125		Each vehicle shall be delivered with a dry chemical fire extinguisher and approved mounting bracket

126	Fire Extinguisher	Classification: 10-BC
127		Fire extinguisher shall permit visual determination of whether it is fully charged
128		Mounting of fire extinguisher shall comply with Federal Motor Carrier Safety Regulations as given Subpart H - Emergency Equipment 393.95
129	First-Aid Kit	Each unit shall be delivered with a First-Aid kit
130		Mounting of First Aid Kit shall comply with Federal Motor Carrier Safety Regulations as given Subpart H - Emergency Equipment 393.95
131	PTO (power take off) Equipment	Shall have a 1350 series crankshaft adapter flange
132		Provisions for front mounted pump shall be provided
133		The pump shall not be installed in an exposed position in front of the bumper or be attached to the bumper
134		Grill shall be designed and furnished in a manner that will not require modification later by the installer
135		Shall have screen over air intake opening in bumper
136		Remote PTO & throttle provision
137	Warranty	Cab structure, frame and cross members, suspension, axles, steering system, engine, transmission, and cooling system shall be warranted a minimum of Five (5) years, 100,000 miles, parts and labor
138		Tires and electrical system shall carry the individual vender's warranty
139		Vehicle layout including frame layout, prior to production
140	Manuals	Successful offeror will include on delivery of chassis all service, parts, and two (2) operating manuals
141		Successful offeror will include on delivery of chassis all service, parts, and two (2) operating manuals
	BODY SPECIFICATIONS	
	The following specifications are minimum requirements for the installation of the Refuse Body	
142	Body Capacity	The body shall be rounded to permit a maximum capacity
143		The minimum capacity of the body shall be 25 cubic yards excluding hopper area
144		The structural integrity of the body shall allow high density loading of up to 1,000 pounds per cubic yard of normal refuse
145		The hopper capacity shall be 3.9 cubic yards. minimum
146		Inside height from floor to corner of roof sheet to be no less than 79"

147	Body Dimensions	Outside height of body not to exceed 97 1/2”
149		Inside width no less than 89”
150		Outside width no more than 96”
151		Overall length shall be no more than 270”.
152	Tailgate Dimensions	Maximum overall width at hopper opening shall be 85"
153		Inside tailgate loading width shall be a minimum of 80” and a minimum of 55” in height
155		Loading sill height below top of chassis frame shall be at least 3 1/2”.
156	Body Construction	The body interior shall have a smooth floor
157		The sides and roof shall be smooth curved construction
158		All materials shall be steel unless otherwise specified
159		In order to prevent damage from corrosion and fire, no cylinders, valves, or other hydraulic components shall come in contact with refuse packed into the body
160		Body sides, roof, and floor shall be reinforced so as to withstand continuous operation at maximum imposed loads without harmful deformation or excessive wear
161		Body sides shall be a minimum 8 gauge, 80,000 PSI minimum yield high tensile steel sheet, fully welded to the crown rail and to a 4.7” x18 floor skirt rail
162		Body roof shall be a minimum of 10 gauge hi-tensile steel and fully welded to the roof corner rails to contain and dissipate forces equally through the body structure
165		Body floor shall be a minimum 7 gauge hi-tensile steel
166		Body to be adequately braced at all points to withstand repeated maximum packing pressure without distortion
184	Access Door	An access door shall be installed on the front/left side of body with a closer latch
185		Steps and grab handles shall be provided to ease entry
217	Tail Gate	The tailgate is to be hinged to the body at the roof line
218		It is to be raised for load ejection by two (2) 4” cylinders, mounted on the outside of the tailgate
219		Cylinders shall contain a restricting mechanism to prevent rapid descent of tailgate in the event of hydraulic failure
220		The tailgate shall be equipped with heavy-duty 1” diameter turnbuckles, one on each side to secure the tailgate in the closed position against the body and to prevent leakage
221		An extruded rubber gasket is to be affixed to the tailgate, minimum of 21" up each side

222		Riding steps are to be provided on each side of tailgate, and grab handles will be located in a convenient place for rider safety
226		The steps must be made out of the grip-strut grate material which will comply with ANSI standards
227		Riding steps shall extend to the rearmost of the hopper
		The tailgate shall be equipped with a tailgate ajar switch with a light fixed into the cab
228	Mud Flaps	Mud flaps shall be mounted in front of front tandem axle tires, and rear or rear tandem axle tires.
229	Rear Under-Ride and Tire Guard	The body shall be equipped with a rear under-ride guard as standard equipment to meet Federal Motor Carrier Safety Regulation 49CFR393.86, TTMA RP No. 41-02, and SAE J682 Oct84
230	Packing Mechanism	Packing plate to be 3/16” minimum 80,000 PSI yield strength steel
231		Carrier plate to be 3/16” minimum 50,000 PSI yield strength steel
232		Packer plate cylinders shall be a minimum 4” double acting
234		The packing plate is to compact material into the body against the ejector panel for tighter, denser load
235		Carrier plate must retain the compacted material in the body and provide protection for the cylinders
236		When the packer plate reaches the rearmost position, the packer plate must stop approximately 16” above the loading sill to avoid a pinching action and to assure operator safety
237		The packer control must be reactivated to complete the cycle
238		This control must be able to stop or reverse the packing mechanism from any position in the cycle
239		The packing cycle time shall be no greater than 28-32 seconds
240	Ejection System	Unloading shall occur by full ejection method
241		Dumping or raising of body is not acceptable
242		Ejection panel shall to be a minimum of 3/16” 100,000 PSI yield strength steel to assure that the heavy duty panel can withstand the packer plate pressure and the ejection of a highly compacted refuse load
243		The ejection panel is to travel the full length of the body and be equal in area to the cross section area of the body
244		Ejector panel must be designed to act as a bulkhead against which refuse is compressed by the packer plate
245		Ejector panel shall travel on a minimum of two (2) wear shoes
246		The ejector panel shall be guided by a track which shall minimize pivotal movement of the ejector as refuse is packed against it

247		The ejector panel shall extend and retract without the assistance of clamp bars or associated hardware
248		The ejection cylinder shall be double acting with a minimum four (4) stage telescoping hydraulic cylinder with a minimum base section of six (6)”.
249	Hydraulic System	The hydraulic pump is to have a counter-clockwise rotation, 1 1/4” diameter shaft (keyed), SAE four (4) bolt “C” flange, 2” inlet port, 1 1/4” discharge port, minimum 26 GPM at 1,000 RPM
250		Pump to be activated by an air shift
251		Working pressure shall be a minimum of 2,000 PSI
252		There shall be an in tank suction strainer
253		A replaceable, 10 micron filter with by-pass valve shall be furnished in the tank return line of the hydraulic system, with a visual indicator when the filter is in by-pass mode is to be supplied
254		Hydraulic oil tank shall have an air tight filter cap, having a 140 micron air greater filter and have a capacity of not less than 35 gallons
255		Hydraulic hoses are to be SAE approved construction and to have burst pressure four (4) times greater than the working pressure
256		A valve assembly is to be provided with sufficient capacity to operate all hydraulic components
257		For ease of service, the valve assembly is to be located so that at no time or load condition will it be necessary to remove the load in order to obtain access to the valve assembly
258		All cylinder rods must be chrome plated
259		All hoses shall be shielded to prevent being torn by branches and/or other debris
260		Hydraulic system must contain a device that when the tailgate is in a closed position, the force that can be applied to the ejector panel is to be limited to not more than 1,000 lbs.
261	Hydraulic Oil	The hydraulic system to be fully filled and purged of air at the time of delivery
262		Oil to be AW 46 all temp. or equal compatible with full temperature range of the system and SAE VG rated
263	Controls	The dual lever control for the packer operation is to be located curbside at the rear and be manually operated
264		An automatic throttle advance must be provided
265		The control must have the capability of stopping, starting, and reversing the packing mechanism
266		To avoid possible damage from brush and/or other large objects, these controls must be located outside the hopper

267		A push button switch that activates a buzzer in the cab is to be provided on both sides of the tailgate to signal driver
268		Tailgate lift and ejector controls complete with engine speed-up switch are to be located street side at the front of the body
269		Controls are to be body mounted
279	Lighting	Body lighting must comply with DOT regulations
280		For maximum visibility, a light bar above the hopper must also be provided consisting of four (4) 4” red stop, tail, and turn signal lights
281		Two (2) 4” clear sealed beam utility type lights to illuminate hopper and two (2) 4” clear sealed beam utility type mounted on each side of hopper (one per side) to illuminate curbs
282		Utility lights shall have their own designated fused circuit and separate switch, one for each set of lights
283		Two (2) strobe lights shall be mounted, one (1) front of body, one (1) rear of body
284		Strobe lights shall have their own designated fused circuit and separate switch
		There shall be two (2) additional fused circuits with switches ran to the hopper area for later use if additional lighting is needed
		Lighting switches shall be dash mounted and clearly labeled
		One (1) 3-light I D cluster and one (1) license plate light with bracket
		All lights and wiring shall be shielded to prevent breakage from tree branches and other debris
286	Broom & Shovel holders	There shall be a broom and shovel holder mounted on curb side at the rearmost portion of the debris body
287		The broom and shovel holder shall be mounted in a position that would make them in easy reach of a person on ground level
288	Safety Equipment	3rd Eye camera system to all rear view in reverse and shall have a in truck chassis mounted monitor
289		Refuse cart lifter shall be designed to incorporate a sweeping action that will automatically adjust for uneven terrain, preventing operators from having to lift carts onto the lifter faceplate
290		Cart tipper shall offer sufficient ground clearance and shall be thin enough to work in conjunction with commercial container latch kits
291		Shall be powered by a rack and pinion actuator for smooth operation
292		Shall be compatible with standard domestic 2-bar roll-out carts Shall dump cart high and deep enough inside of the hopper opening to prevent spillage and to increase route stops before cycling packer blade

293	Refuse Cart Lifter	Shall have a lift capacity of 400 lbs.
294		Shall have a cycle time of no more than 10 seconds
295		Shall have self-lubricating bearings on all moving parts
296		Shall have a safety yellow powder coating finish
297		Cart lifter shall be mounted, one (1) on each side of the rear of tailgate for a total of two (2) per truck.
298		Controls for the cart lifter shall be mounted on the side of the tailgate
299		The control must have the capability of stopping, starting, and reversing the cart
300		All hoses shall be shielded to prevent being torn by branches and/or other debris
301	Undercoating	The entire underside of body shall be coated with an approved bed liner type material and shall include all cross-members of the body
302	Painting	The truck shall be properly cleaned of all dirt, grease, and weld slag
303		Cleaning shall be in keeping with accepted industry practices
304		A liberal coat of Sikkens Wash primer Red self-etching primer to be applied
305		Topcoat finish shall be Sikkens Autocryl acrylic urethane enamel
306		White in color to match chassis cab
307		Body shall be lettered to say; CITY OF BLOOMINGTON SANITATION DIVISION on both sides of the body, Blue in color
308	Training	Offeror must expect to train operators at the time of completing unit by all parties, in the complete operation of the equipment. If unit is a combination package, all venders associated with the unit must be present for their portions of the training. The number of City personnel to be trained and hours of training shall be determined by the Director of the Sanitation Division
309		A minimum of four (4) hours of training in maintenance and trouble-shooting shall be provided by factory trained personnel. This training shall include hydraulic trouble-shooting procedures and basic maintenance for the packer. The number of City personnel to be trained shall be determined by the Fleet Manager of Fleet Maintenance
310	Certification	The body manufacturer shall be ISO 9001 certified
311		All internal inspection documents such as intermediate inspection
312		Welding shall conform to CSA-W47.1 standard
313		Body shall conform to ANSI Z245.1-1999
314		Length of warranty on defective parts shall not be less than five (5) years

315	Warranty	Length of warranty on hydraulic cylinders and hoses shall not be less than five (5) years
316		Length of warranty on automated arm shall not be less than five (5) years
317		Length of warranty on paint product shall not be less than five (5) years
318		A clear and concise statement of the terms and conditions of the warranty shall be supplied
319		All warranty work shall be provided on site as required
320		Warranty work shall be performed on weekends if the Director of the Sanitation Division feels it's necessary
321	Delivery (FOB Destination)	Unit shall be delivered with four (4) sets of keys
322		Please state number of business days after ARO
Cost of Quoted Truck Chassis & Refuse Body:		$
323	Diagnostic Equipment	Diagnostic program for truck chassis
324		. Diagnostic program for refuse body

*** UNIT SHALL BE DELIVERED TO CITY OF BLOOMINGTON FULLY SERVICED WITH (2) EACH: SHOP MANUAL, PARTS CATALOG, OPERATING AND SERVICE MANUALS. ***

There shall be a daily charge of $100.00 that will be accessed for each day that the delivery is delayed (late).

REFUSE CART LIFTER

If you cannot meet our suggested specifications…please describe yours.

Sanitation

INSTALLING OF CART TIPPERS

#	AREAS	SUGGESTED SPECIFICATIONS
1	Refuse Cart Lifter	Refuse cart lifter shall be designed to incorporate a sweeping action that will automatically adjust for uneven terrain, preventing operators from having to lift carts onto the lifter faceplate
2		Cart tipper shall offer sufficient ground clearance and shall be thin enough to work in conjunction with commercial container latch kits
3		Shall be powered by a rack and pinion actuator for smooth operation
4		Shall be compatible with standard domestic 2-bar roll-out carts Shall dump cart high and deep enough inside of the hopper opening to prevent spillage and to increase route stops before cycling packer blade
5		Shall have a lift capacity of 400 lbs.
6		Shall have a cycle time of no more than 10 seconds
7		Shall have self-lubricating bearings on all moving parts
8		Shall have a safety yellow powder coating finish
9		Cart lifter shall be mounted, one (1) on each side of the rear of tailgate for a total of two (2) per truck.
10		Controls for the cart lifter shall be mounted on the side of the tailgate
11		The control must have the capability of stopping, starting, and reversing the cart
12		All hoses shall be shielded to prevent being torn by branches and/or other debris
13	Mounting	Cart lifter shall be mounted on the preexisting City of Bloomington Sanitation Refuse Truck(S)
14	Warranty	Length of warranty on defective parts shall not be less than two (2) years
15		A clear and concise statement of the terms and conditions of the warranty shall be supplied
16		All warranty work shall be provided on site as required
17	Delivery	Please state number of business days after ARO
	COST	$

*** UNIT SHALL BE DELIVERED TO CITY OF BLOOMINGTON FULLY SERVICED WITH (2) EACH: SHOP MANUAL, PARTS CATALOG, OPERATING AND SERVICE MANUALS. ***

There shall be a daily charge of $50.00 that will be accessed for each day that the delivery is delayed (late).

KNUCKLEBOOM TRASH LOADER

SANITATION

TRUCK SPECIFICATION:

#	AREAS	SUGGESTED SPECIFICATIONS
1	CAB	Conventional, with tilt hood
2	Cab to Axle	168" or as required
3	GVWR	33,000 lbs. minimum
4	Frame	120,000 psi (pound per square inch minimum single channel bolted, the frame outside rails are to be clear for 48” past the cab
5		Two front tow hooks
6	Front Bumper	Required
7	Front Axle	12,000 lb. minimum
8	Rear Axle	23,000 lb. minimum, single speed with ratio to provide a cruise speed of 65 MPH
9	Springs	Front: 12,000 lbs. minimum
10		Rear: 23,000 lbs. minimum
11		Overloads: 4,500 lbs. multi leaf on rear
	Shock Absorbers	Double action heavy duty type on front axle
12	Hub Seals	Double action heavy duty type on front axle
13	Wheels	Hub piloted one piece, 22.5" X 8.25" rim intended for radial tires
14	Tires	Front : Straight thread radial Goodyear 11R22.5 G159 or equal H rated
15		Rear: Mud & snow thread radial Goodyear 11R22.5 G177 or equal H rated
16	Engine	Inline 6 cylinder diesel with minimum displacement of 6.5 liter with 230 to 240 h.p., 600 to 650 lb. net torque at 1500 to 1600 RPM
17		Integral cooler
18		1,250 watt block heater
19		Heated fuel/water separator filter

20		Single stage dry type air filter
21		Electronic type speed control or settable fast idle
22	Cooling System	Increased cooling capacity radiator with overflow recovery system
23		Constant torque type hose clamps
24		Heavy duty fan
25	Transmission	Allison MD3000 type 6 speed automatic
26		Auxiliary in-line filter and temperature
27		Back up alarm
28	Steering	Power steering with gear driven pump (No Belts) with external filter
29		Steering wheel shall be adjustable
30	Battery	Dual 12 volt maintenance free with 1800 total Cold Cranking Amps minimum
31	Alternator	130 amps minimum
32	Brakes	Dual air with 13.2 CPM (cubic feet per minute) gear driven compressor minimum
33		Heated Bendix AD-IP (spin-on cartridge) or equal air dryer
34		Heated BW DV-2 valve on primary tank
35		Front and rear automatic slack adjusters
36		Dust shields on front and rear drums
37		Air compressor intake shall be piped into main air filter
38	Mirrors	Heated West Coast type with spring loaded preset. (7" X 16")
39		Heated 8” convex mounted on main mirror frame
40	Interior	Vinyl bench type seat
41		Power windows
42		Dome light
43		Dual electric horns
44		Heater/defroster
45		Air conditioning
46		AM/FM radio
47		Cigarette lighter or power outlet
48		Electric intermittent wipers w/ washers
49		Tinted glass
50		Rt. and Lt. sun visors

51		Arm rest mounted on inside of doors
52		Rt. and Lt. cab outside grab handles
53	Running Boards	Right side with slip-strut type step
54	Fuel Tank	Single 50 gallon step type on left side with grip strut step
55	Instruments/ Gauges	Amp. meter, oil pressure gauge, temperature gauge, fuel gauge, speedometer, tachometer, ignition activated engine hour meter, transmission oil temperature gauge, warning lights/chime for low air pressure
56	Lights	Self-canceling directional signals with heavy duty road hazard switch
57		Five (5) cab lights
58		All lighting shall meet or exceed DOT regulations
59	Warning lights	There shall be two (2) amber high profile, high intensity strobe lights mounted on a light bar that is clamped or bolted to the rain rail on the cab
60		Their shall be brush guards around the strobe lights
61		Amber strobe lights shall have its own switch mounted in easy reach of driver
62	Fuel Tank	Single 50 gallon step type on left side with grip strut step
63	Mud Flaps	Front fender mounted mud flaps, behind front tires
64		Mud flaps shall be mounted in front of and rear of rear axle tires.
65	Color	Exterior: White
66		Interior: Blue or dark gray
67		Frame: Black
ALL TRUCK CHASSIS ITEMS SHALL BE FACTORY INSTALLED IF AVAILABLE. ALL NON FACTORY INSTALLED ITEMS MUST BE CLEARY STATED.		
KNUCKLEBOOM TRASH LOADER SPECIFICATIONS:		
68	Boom	The main boom shall be comprised of two 4” x 8” x 3/8” minimum thick high tensile steel tubes connected to each other only at their center line to allow for shock absorbing flexing action of the boom
69		The boom shall incorporate one double acting cylinder 5” in diameter, with a 2 ½” shaft and 32” stroke minimum
70		The tip boom shall have an extendible/retractable telescopic section controllable from the operators platform
71		The inner and outer sleeves shall be separated by replaceable nylatron wear blocks on all four sides to prevent metal to metal wear

72		The boom reach from center of rotation to the center of bucket connection shall be a minimum 15 feet with the telescopic tip retracted and 20 feet extended
73		The unit must also be capable of reaching and lifting items a minimum six (6) feet below level of ground on which truck is sitting
74		The boom rotation shall be a minimum of 280 degrees and a maximum of 300 degrees
75		Boom rotation shall be accomplished by direct drive hydraulic actuator, with a minimum torque rating of 72,000 in. lbs.
76		Gear type rotators are not acceptable due to the metal to metal wear on gear type rotators
77		The hydraulic hoses for the telescopic section must be enclosed in a steel box for protection of the hydraulic hoses
78		Boom connection points must be equipped with replaceable nylatron bushings and a 2 inch minimum bolt with castled nut to prevent spreading of the connection pivot point
79		Boom lift capacity shall be a minimum 4,400 lbs. at 16 feet and at least 3,200 lbs. at 20 feet
80		A capacity shall not exceed 85% of vehicle tipping moment
81	Pedestal Assembly	The pedestal assembly shall be an open A-frame type to allow flexing under repeated load shocks
82		Total height shall not exceed 7 feet from mounting plate to the top of the pedestal/main boom connection point
83		The swing post shall be a single piece high strength solid steel turning in nylatron bearings
84	Trash Bucket	The trash bucket shall be actuated by a single double acting 4" x 12" cylinder with a 2" shaft minimum
85		The bucket shall be capable of continuous rotation with no need for physical stops
86		The bucket rotation motor shall have minimum of 4,500 lbs. torque rating
87		The bucket shall have a trample ram in the center of the bucket for smashing down loads on the carrier
88		The trash bucket shall be a minimum of 4 feet long with a opening width of 5 feet between pickup blades
89		No hydraulic hoses shall be below the bucket rotator
90		The bucket center pin shall be connected with pins and shall have grease zerks
91		The bucket shall be a minimum 7 gauge steel and have a minimum of 5 ribs per side

92		The pickup blades shall be high impact tempered steel that form a reverse curve in the closed position to prevent scalping and digging of lawn
93	Hydraulic System	An automatic hydraulic pressure sensing truck engine control system shall be supplied
94		The P.T.O. (power take off) shall be a Chelsea Hot Shift type or approved equal
95		The P.T.O. shall include SAE fittings, hose lines and all equipment listed as standard
96		An over speed control shall be installed to prevent over revving of the engine
97		The hydraulic lines shall be located safely away from engine and exhaust system so as to prevent a fire should the hydraulic lines burst
98		Shall have an automatic P.T.O. shut off system
99		Automatic P.T.O. shut off system shall be designed to automatically disengage the P.T.O. when attempting to shift from neutral position to the drive or reverse positions
100		To prevent the boom from collapsing in case a hydraulic hose should rupture, all lift and tip boom cylinders shall include a safety lock valve
101		The control valve shall be a Gresen stack type or equal with port relief
102		The hydraulic pump shall be a Commercial Shearing P-20 or approved equal
103		Heavy wall tubing and high tensile steel wire braided hoses rated at 4,000 PSI, 16,000 PSI minimum burst shall be used
104		The main relief pressure shall be set not to exceed 2,400 PSI
105		To lessen the possibility of a hydraulic hose getting punctured, the hose on the tip boom and the tip boom extension shall have a steel cover, except at the main boom and bucket connection points
106		The hydraulic reservoir shall be a minimum capacity of 35 gallons, baffled with suction and return line filters and cut off valve for easy servicing
107		The hydraulic tank shall have a sight gauge with thermostat and vented fill cap
108		All hydraulic cylinders shall be double acting with heavy chrome plated rods acting with heavy chrome plated rods
109		The hoses at the pedestal shall have a steel shied in front of them to deflect hydraulic oil should a hose burst

110	Controls	A single bank of control valves shall be mounted at the midpoint of the loader with the control handles accessible at the operation platform on both side of the truck to avoid operator confusion
111		For the operators safety, the dual controls must be positioned so the boom cannot swing over operators head
112		The control rods shall have grease zerks for each section of the control rod
113		The platform shall be made of “Grip Strut” serrated steel for safer operator footing
114	Outrigger System	The outriggers shall be equipped with structural supports to avoid side loading and bending of cylinder shaft
115		The outriggers shall have large steel pads to minimize damage to the street
116		The outriggers shall telescope out and down to reach a horizontal distance of 11’8” between outer edges
117		The outward stabilizers movement shall be powered by two hydraulic cylinders with a bore 2” minimum and a stroke of 20"
118		The sleeves that accomplish this outward movement must be separated by Nylatron bushings on all four sides to prevent metal to metal wear and to allow a greater area for grease
119		The downward movement shall be powered by two hydraulic cylinders with a minimum bore of 3” and a stoke of 22
120	Work Lights	There shall be two (2) work lights, one (1) mounted on each front corner of the debris body to illuminate work area at night
121		Each work light shall have its own switch mounted in easy reach of driver
122		Shall have light(s) to illuminate work station area at night with its own switch mounted in easy reach of driver
123	Body & Hoist	The body floor shall be a single sheet of 3/16” smooth plate, 8’ wide and 18’ long, continuously welded to the rub rails
124		The headboard shall be a minimum 10 gauge smooth steel plate, 42 inches high continuously welded to the floor
125		The top rails and rub rails shall be a minimum 3 inches structural channel
126		Side front portion to be 42 inches high angling up to 48 inches for the remainder of the body and the rear doors
127		The side stakes shall be a 2” x 4” x 10 gauge formed channel
128		Total of 3 on the headboard and 8 on each side, with 12” x 2” x ¼” formed plate post to prevent side flare out
129		The cross-sills shall be a minimum of 3” structural channel on 12” centers

130		The long-sills shall be a minimum of 8” structural steel channel gusseted at every other cross-sill
131		Barn doors shall be fitted on the rear of the body with provision to swing each one completely around to the side and latch open for dumping
132		A positive lock shall be provided at the top and bottom for locking doors closed
133		Doors to be fabricated from the same material as the sides and must have an all around outside frame and one center upright brace
134		The hydraulic hoist shall be scissor type
135		Venco or equal single cylinder with a capacity of 15 tons
136		Hoist must raise the body to a minimum 45 degree angle without the rear of the body touching the ground
137		Lights and reflectors meeting Federal lighting standards must be installed on the body
138	Training	Bidder must expect to train operators at the time the unit is delivered
139	Color	The boom assembly shall be painted white
140		The sub frame, hydraulic tank, platform and other misc. equipment shall be painted black
141		The dump body shall be painted white to match the truck chassis
142	Rustproofing	Shall have spray on rust protection applied
143	Warranty	State in detail on truck chassis, engine, transmission, body, hoist, and hydraulic system
144	Delivery (FOB Destination)	Shall be delivered with four (4) sets of keys
145		Please state number of business days after ARO
Cost of Quoted Truck:		$

*** UNIT SHALL BE DELIVERED TO CITY OF BLOOMINGTON FULLY SERVICED WITH (1) EACH: SHOP MANUAL, PARTS CATALOG, OPERATING AND SERVICE MANUALS. ***

There shall be a daily charge of $50.00 that will be accessed for each day that the delivery is delayed (late).

Appendix E: Notes from Meetings of the Advisory Committee

Notes from Meeting #1 of the Advisory Committee, Thursday, October 20, 2016

I. Introduction of Committee Members in Attendance

Adam Wason, Director of Public Works, City of Bloomington-Chairman
Shelby Walker, Director of Sanitation, City of Bloomington-Vice-Chairman
Steve Volan, City of Bloomington Common Council
Jacqui Bauer, Sustainability Coordinator, City of Bloomington
Sandi Clothier, Neighborhood Representative, Near West Side Neighborhood Assoc.
Calvin Davidson, Solid Waste Industry-Ray's Trash Service
Tom McGlasson Jr., Executive Director, Monroe County solid Waste Management District
Chad Roeder, Member of City of Bloomington Environmental Commission
Jim Sherman, Former member of the City of Bloomington Common Council and current utilities Service Board Member

II. Background of the Sanitation Services Delivery Model

Wason stated that Mayor John Hamilton has tasked him to come up with a new and modern sanitation delivery model that will focus on:

- Employee safety.
- Replacement of aging sanitation fleet that are beyond their usefulness.
- Implementation of a modern approach to improve service delivery, lower environmental impact and save costs.

1. *Current Operation Practices*

Walker, provided an overview of the current collection practices and issues such as:

- Curbside collection for solid waste, recycling, yard waste, large item, and leaf collections service 15,000 households.
- Sanitation Division operates on a 4 day work week, Monday through Thursday, 10 hour shift with 23 employees and 2 staff members. Employees arrive between 4:00 & 4:30 am, trucks leave between 4:30 & 5:00 am and arrive back at garage around 12 Noon. The remainder of the day is spent on cleaning the equipment on the trucks.
- Trucks are staffed with a 3 man crew consisting of 1 driver, and 2 laborers. The laborers hang off the back of the packer along the route going from stop to stop.
- Each laborer manually lifts solid waste, recycling, yard waste containers and dumps the contents into the packer.
- Sanitation is funded through trash and yard waste stickers purchased by the resident and the City's general fund.
- City is currently paying $41.76/ton tipping fees.

<u>Current Operation Issues:</u>

- Current operation practices are outdated, dangerous and expensive.

- Hazardous working conditions due to repetitive heavy lifting, getting on and off of the trucks. Some of the injuries have been debilitating to employees that have prevented them from returning to work. This has resulted in worker's compensation claim to be above $75, 000 each year for the past several years.
- Fleet vehicles are old, worn out and expensive to maintain.
- The general fund support has increased over $1,000,000 beyond revenue from stickers.

2. *Modernization Proposal*

   Wason, provided an overview of the modernization proposal.

- Switching operations to a fully automation system in all areas where possible and semi-automated in all other areas. This will not result in a reduction in labor force.
- Purchase 4 new trucks with side or rear-loading cart tippers in the first year of implementation and then purchasing 2 trucks per year over the next 3 years.
- Purchase 32,000 solid waste and recycling carts, 35, 65, & 96 gallon sizes. The 96 gallon cart will be for recycling. RFID tags for data collection purposes are planned to be placed in all carts.
- Moving to single stream recycling collection.
- Generate a new revenue stream by moving to a volume-based payment system through the City's utilities bill.
- Yard waste and large item collection procedures will not change but stickers will not be required.

3. *What we don't know*

- What color should the carts be and should we offer 3 sizes? Need to pay attention to colors that will fade.
- Are there cart manufactures that use recycled resins?
- Should the carts have educational information stamped on them?
- Where should the carts be placed on the streets?
- How to deal with collection procedures on one-way streets and where parking is allowed on both sides of the street.
- What does the route re-configuration look like?
- What are the sizes of the arms on the new trucks and how much clearance room will they need to pick up the carts?
- **S**hould yard waste collection be moved to automation?
- Should we look into offering curbside composting and/or food waste collection services?
- What does customer services staff looks like for Utilities and Public Works? Need to make sure we have appropriate staff levels will in place during transition.
- What would be the costs involved in the transition phase compared to the current practice?

III. Questions and Comments

- How loud will the automation trucks make when the carts are dumped by the arm?
- Inventory should be streamlined for efficiency.
- Keep education messages on the cart and/or lids simple so it doesn't get outdated quickly.

- Robust social media and education campaigns are critical to a successful transition.
- City of Columbus stopped using the small size totes because they were not practical.
- Should prize systems be integrated into the education campaigns such as monthly gift card drawings for participation?
- RFID tags should be included in this program.
- Totes should be the same color with different color lids.
- Evaluate the City's liability issues.
- Develop a timeline for transition.
- Consider redelivery fee so people don't change sizes of carts frequently.
- Allow residents to have x number of excess pickups each year.
- What should the appropriate fees be charged per cart? Should solid waste fees be based on weight of cart? Scales can be high-maintenance so volume-based is a better option.
- Trucks with both back and side loaders may be a problem; trucks with arms on both left and right are not worth the extra money because you don't use the left arm enough to justify the extra cost.

IV. Next Steps for Committee

1. Review and evaluate automated collection systems.
2. Research, analyze and make recommendations to the proposal.
3. Host public meetings.
4. Provide a final written proposal to Mayor Hamilton with 60-90 days

V. Adjournment

Notes from Meeting #2 of the Advisory Committee, Thursday, November 10, 2016

I. **Introduction of Committee Members in Attendance**

Adam Wason, Director of Public Works, City of Bloomington-Chairman
Shelby Walker, Director of Sanitation, City of Bloomington-Vice-Chairman
Steve Volan, City of Bloomington Common Council
Jacqui Bauer, Sustainability Coordinator, City of Bloomington
Sandi Clothier, Neighborhood Representative, Near West Side Neighborhood Assoc.
Calvin Davidson, Solid Waste Industry-Ray's Trash Service
Tom McGlasson Jr., Executive Director, Monroe County Solid Waste Management District
Chad Roeder, Member of City of Bloomington Environmental Commission
Jim Sherman, Former member of the City of Bloomington Common Council and current utilities Service Board Member
Rance Fawbush, City of Bloomington Utilities
Kenny DePasse, Republic Services

II. **Discussion Topics**

1. *Facts & Figures Worksheet*
Walker presented "Facts & Figures" worksheet that provided sanitation collection services' current and projected costs. Please see worksheet for specific cost details. Highlights as follows:

- Projections for 2017 costs were based upon a July 1st start date. Members requested that all future budget documents be presented in the City's traditional budget format of categorical spending
- 3,700 homes are serviced each day with current trash collection system compared to. Every household would immediately receive a cart – will take some time to transition everyone to side loaders, but everyone would be billed according to the new system unless a phased in approach is recommended
- Commingle recycling is collected every other week with current system compared to weekly single stream recycling collection every week with automation which should result in an increase in participation rates.
- Yard waste collection tonnage is projected to remain the same.
- Appliances will remain on the monthly collection system. In 2016, 150 appliances have been collected so far.
- Trash reduction should occur as a direct result of the weekly single- stream recycling cart with the automation system.There will be a reduction in trash collected b/c larger recycling carts will allow for more recycling. However, this could be offset by people who will start using city trash service since they will be charged on their utility bill.

2. *Future Considerations: Single-Stream Recycling*
- What is accepted level of contamination?
- Identify the education initiatives to utilize during the automation transition?
- On some occasions due to a lack of available working trucks, staff has to currently treat recycling as single stream. Materials are still recycled, as they are taken to the Republic Services MRF.

3. *Future Considerations: Yard Waste*
    - Should yard waste collection move to a cart system and when?
    - Should food waste collection move to a cart system and when?

4. *Future Considerations: Rates, Billing, and Incentives*
    - Take an in depth look at CBU's billing format and limit the real estate to keep bill on one page.
    - Will the estimated $2.22 capital recovery fee for cart and truck replacement be sufficient?

    - Utilize the online billing system for education purposes. Currently only, 1/4 of the users receive electronic bills. To increase this, the City needs to get the word out to more people about how to receive bills this way during education about new sanitation charges
    - Implement a flat rate or a tier rate system?
    - What kind of incentives should be in place for low volume users? Can this be considered once data sets are established from RFID tracking systems? It is not feasible upon initial implementation, but potentially at a later dates.
        - Monthly pick up
        - Rebates for low volume users
        - Rebates for households that have pickups infrequently
        - Monthly rewards for recycling participants
        - Reduce fee when users move from a larger to a small trash cart?

5. *Future Considerations: Alternative Fuel Trucks*
    - Mayor and MCSWMD supports alternative fuel sources; however, we need to determine if the costs make sense for automation.
    - Diesel fuel is cleaner and becoming more cost effective. Automated side loader trucks use less fuel because the engine doesn't need to run at higher RPM when loader is working.
    - Compressed Natural Gas Trucks require additional regulations so maintenance will be more costly and a larger fleet is required to be cost effective.
    - Form a subcommittee for the purchase of truck purchases. Calvin and Kenny have agreed to review recommendations on truck purchases.

6. *Future Considerations: Assistance Program*
    - Currently donate 12,000 trash stickers for SCCAP for low income households. How do we continue to provide assistance with automation system? If CBU billing is utilized, mirroring their system of SCCAP support that they provide.

III. **Questions and Comments**
    - An agenda and prior meeting notes were requested for future meetings.
    - New current and projected costs worksheet.
    - How many crew members on a rear tipper truck? 1 driver and 2 loader
    - Life span for carts and trucks? Carts-10 years and trucks-7 years

IV. **Next Steps for Committee**

1. Review and evaluate proposed automated collection systems.
2. Research, analyze and make recommendations to the proposal.

3. Develop a rate fee system.
4. Host public meetings.
5. Provide a final written proposal to Mayor Hamilton

V. **Adjournment**

Notes from Meeting #3 of the Advisory Committee, Thursday, December 8, 2016

I. **Introduction of Committee Members in Attendance**

Adam Wason, Director of Public Works, City of Bloomington-Chairman
Shelby Walker, Director of Sanitation, City of Bloomington-Vice-Chairman
Steve Volan, City of Bloomington Common Council
Jacqui Bauer, Sustainability Coordinator, City of Bloomington
Sandi Clothier, Neighborhood Representative, Near West Side Neighborhood Assoc.
Calvin Davidson, Solid Waste Industry-Ray's Trash Service
Tom McGlasson Jr., Executive Director, Monroe County Solid Waste Management District
Jim Sherman, Former member of the City of Bloomington Common Council and current utilities Service Board Member
Efrat Feferman, Assistant Director of Finance, City of Bloomington Utilities

II. **General Project Update:**

Wason updated the committee on a recent conversation with Mayor Hamilton regarding the sanitation modernization program.

- It was anticipated that revenues would not increase right immediately after the program launched.
- Financial support through the General Fund is expected to continue, but it is hopeful that the total support needed will decrease as an automated system sees efficiencies.
- If revenues exceed current levels it will allow the City to move forward with other projects such as food waste and composting programs.
- Volan asked if the Administration thinks revenue will cover all of costs for sanitation.
    - Wason stated that the Mayor doesn't look at this as a revenue making program but as providing our community with more efficient collection services that result in the following savings in:
        - Fuel consumption
        - Worker's compensation claims
        - Reduction of labor force
        - Reduction of the general fund support ($1.0 8million general fund support avg. over last five years)
- Sherman stated that he does not want to publicly state that the revenue to will be paying for all of sanitation costs.

a) **Capital Equipment Demonstration Update:**

Wason and Walker provided an equipment update to the committee.

- Walker stated that staff along with Fleet Manager Mike Young have been looking at a lot of different types of truck demonstrations.
- Wason commented that staff is determining what type of equipment is good and bad for Bloomington, and committee members Davidson and DePasse will also be part of the truck recommendation process.
- Wason also stated that equipment will not be purchased before going before the Council with a rate structure recommendation.

- Davidson informed the committee that he has been looking at the cart manufacturers that will best work in our community. He also stated that staff is looking at barcodes stickers instead of the RFID technology. He explained that barcodes are a potentially cheaper option.
- Wason commented that staff is looking at all cart and truck manufacturers with purchases going through the NJPA
- Sherman asked if staff is talking to other cities for recommendations and comparisons. Wason confirmed that staff will conduct full reference checks on potential manufacturers and will contact their clients.
- Wason also stated that DPW will bring a consultant on board to review contracts, capital purchases and costs associated with sanitation automation services to make sure we're spending efficiently.

b) **Food Waste and Composting Initiatives**
Wason provided a food waste and composting initiatives update to the committee.

- Mayor Hamilton asked Wason to look into these initiatives because he wants Bloomington to be a more progressive city.
- A 3rd cart option in sanitation modernization could be for automated yard waste collection services if revenues outpace current levels.
- Staff will also be looking to support the community in alternative ways for food waste and composting initiatives such as:
    - Backyard composting
    - Potential for EC and BCOS could partner again on compost bin distribution program.
    - IDEM states that food waste is required to be permitted.
- Lake County accepts frozen pre-consumer food waste that comes from farms, and mixes it with yard waste, turning it into a compost pile.
- Post-consumer food waste is defined as leftover food waste from the home.

III. **Update Financial Information**
Walker and Tom Uher presented the Categorical Breakdown of the estimated 2018 budget to the committee. Highlights of the of presentation are as follows:

a) **Capital Equipment Demonstration Update:**
- Capital Recovery Fee is based upon a 10-year cart and a 7-year truck replacement schedule.
- Motor Repair costs may go down due to the purchase of new equipment; however it is not a known figure because repair costs will still occur with new automated equipment.
- McGlasson asked if there is an inflation cost in the structure of the Capital Recovery Fee because the cost of the carts will go up over time.
    - Wason stated that's something we need to consider when structuring fee. Davidson agreed that would be a good idea because the price of oil fluctuates which then causes the cart prices to rise as well.
- Volan recommended that the inflation fee not be separated out but built into the capital recovery fee based upon the size of the carts. The key is that there has to be multiple size costs.
- Feferman asked why we don't offer citizens the "opt out" option.Wason stated that if automation is the route chosen to go, an opt out option does not allow for predictable revenue

streams. After several years of data are able to be reviewed, pay as you throw options could become an option.

b) **Forecasted Revenue Models**
Uher presented the Forecasting Revenue Models to the committee.

- 4 different revenue models were presented to the committee. The first matched current revenues with no fixed fee. The second matched current revenues with a fixed fee. The third offered increased revenues. The fourth covered operational costs.
- There was little difference in total revenue with varying proportions of users choosing each cart size
- Wason explained the incentive based "per gallon" graduated charge for each cart size to encourage a reduction in the amount of solid waste used and increase the amount of recycling.
- An increased fixed fee minimized the impact of the per-gallon charge when total revenues are kept to a lower amount.
- Davidson stated that Ray's Trash Service customers periodically requests additional pickups and pays for it up front. He questioned whether a similar service would be offered in Bloomington.
- Davidson stated that when the City of Westfield owned their water utility they went to a quarterly billing for sanitation services. With complications in combining sanitation and utility billing, this is an option to look into for Bloomington.
- Volan suggested that we publicly promote the 96 gallon rate, at the maximum rate and offer significant discounts for less volume of trash.

c) **Final Report Expectations and discussion**
Wason provided Final Report Expectations and discussion to the committee.

- Wason stated that he will send out an outline for discussion topics for the report to the mayor to the committee members.
- Proposed a possible meeting date to the committee for January 5th
- Proposed to schedule Public Information sessions once report is finalized.

d) **Next Steps**
Wason outlined the next steps for the sanitation modernization program to the committee.

- Create a Subcommittee for Equipment and Capital Purchases. He proposed utilizing committee members Davidson and Depasse**.**
- Reiterated that the rate structure is a priority for staff and committee members because the public will want to know the justification and how much it's going to cost.
- Volan asked when do we involve Communications Director Mary Catherine

Sanitation Modernization Advisory Committee

Meeting Notes

Thursday, February 2, 2017

I. Introduction of Committee Members in Attendance:

Adam Wason-Director of Public Works, City of Bloomington-Chairman
Shelby Walker-Director of Sanitation, City of Bloomington-Vice Chairman
Steve Volan-City of Bloomington Common Council Member
Jacqui Bauer-Sustainability Coordinator, City of Bloomington
Calvin Davidson-Solid Waste Industry- Ray's Trash Service
Sandi Clothier-Neighborhood Representative
Tom McGlasson Jr. -Executive Director, Monroe County Solid Waste Management District
Jim Sherman-Former member of the City of Bloomington Common Council and current utilities Service Board Member
Kenny Depasse-Republic Services

II. Final Report Discussion:

Adam Wason updated the committee members on section topics of the final report document. Highlights of discussion topics are as follows:

- There is a possibility of phasing implementation which would be based upon quadrants, days of week and other miscellaneous factors.
- Phasing implementation may be logistically difficult to implement all regions at once.
- Possibility of 30-60 days between zones; however, do not want to stretch it out over a too long of period.
- We need to think carefully about timing of the deployment in different areas. For example, we need to implement the student areas in August if at all possible.
- A good response will be needed to potential concerns relating to increase price per gallon for larger carts.
- Need to clarify language in the report regarding yard waste.
- Adam presented at meeting of emeritus professors yesterday.
    - Some concerns were raised about carts being cumbersome.
    - Biggest concerns coming from residents that produce very little trash and feel that they are being penalized even though they are doing the right thing.
- In the communication and education section of the report, the following items need to be included:
    - Old trash cans will be recycled by cart manufacture and be converted into new toters.
    - New carts will contained of recyclable content.
    - General public needs to be made aware why recycling collection will be moving to single stream.

VIII. Adjournment:

Sanitation Modernization Advisory Committee

Meeting Notes

Monday, February 13, 2017

I. Committee Members in Attendance:

Adam Wason-Director of Public Works, City of Bloomington-Chairman
Shelby Walker-Director of Sanitation, City of Bloomington-Vice Chairman
Jacqui Bauer-Sustainability Coordinator, City of Bloomington
Calvin Davidson-Solid Waste Industry- Ray's Trash Service
Sandi Clothier-Neighborhood Representative
Tom McGlasson Jr.-Executive Director, Monroe County Solid Waste Management District
Jim Sherman-Former member of the City of Bloomington Common Council and current utilities Service Board Member
Efrat Feferman- Assistant Director of Finance, City of Bloomington Utilities
Kenny Depasse-Republic Services

II. Final Report Discussion:

- Adam Wason led the discussion on changes made from the committee members to the final report document. He also stated that Administration is not considering the separate billing (postcard) anymore and feels strongly that the best option is to place the fees on CBU billing. Highlights of edits are as follows:

- **Page 5, Current Operations and Data:**
  - Add City currently offers residents 18 gallon bin.
- **Page 5, Financial Review Table:**
  - Change format of graph to make it more readable.
- **Page 8, Recycling Operations:**
  - Add citizens may request a smaller recycling cart than the 96 gallon cart.
- **Page 8, Yard Waste, Biweekly Service:**
  - Clarify the size of the yard waste container by deleting "as is currently required" adding 35 gallon container.
- **Page 10**, **Initial Capital Expenditures:**
  - Add the word "Estimate" to the heading on the Major Capital Purchases for 2017 table to reflect that these are estimated figures.
- **Page 13, Fee Scenario 1: Maintain General Fund Support Table**
  - Add the phrase "fixed fees per container are all inclusive."
  - Highlight the per gallon rates in the table.
  - Combine fixed fee per household and capital recovery fee.
  - Add committee recommends scenario 1.
- **Page 14, Fee Scenario 2: Maintain General Fund Support Table**
  - Highlight the column of fixed fee and un-highlight the percentages and additional fees.
- **Page 14, Budget Review Table**
  - Remove the last three lines of figures for clarification purposes.

III. Comments and/or Questions from Committee Members:

- SV asked what the percentage of route changes would occur from automation?

- ♣ SW stated approximately under 10%.
- ♣ AW added that route changes will also be depended upon the configuration of semi-automated routes because they will take more time to complete.

- SV asked what the average solid waste gallon container is collected per resident?
  - ♣ SW stated that most residents place two 35 gallon containers of solid waste each week which means that each resident generates approximately 65 gallons of solid waste.

- JB-stated that in our education and communication efforts, we should indicate to the general public that each cart contains x number or percentage of recyclable content and that the trucks have a relative efficiency rating.

  - SC-mentioned that she's a member of CONA and would like to update them on the automation program.

    AW stated that staff will be reaching out to CONA and neighborhood associations about the program which will be part of the education component.

IV. Next Steps:

- Adam Wason informed the committee what the next steps will be for this program.
- The committee's edits will be made to the document.
- The committee will receive a copy of the final document prior to it being released to the general public.
- The administration will send out a news release regarding the committee's recommendation to Mayor Hamilton.
- The billing system specifics will be presented to the Utilities Service Board in the near future and will inform the committee members of that meeting date.
- Hopeful that Town Hall Meeting dates will be scheduled and released soon.

VIII. Adjournment:

Title 6 HEALTH AND SANITATION

Chapters:

Chapter 6.04 – REFUSE ANDSOLID WASTE, RECYCLING AND YARD WASTE COLLECTION BY THE CITY

Chapter 6.05 - COMMERCIAL REFUSE HAULING AND COLLECTION

Chapter 6.06 - GARBAGE AND WEEDS

Chapter 6.07 - SNOW AND ICE REMOVAL

Chapter 6.12 - SMOKING IN PUBLIC PLACES AND PLACES OF EMPLOYMENT

Chapter 6.15 - USED MOTOR OIL DEPOSITORY

Chapter 6.04 REFUSE ANDSOLID WASTE, RECYCLING AND YARD WASTE COLLECTION BY THE CITY

Sections:

6.04.010 Definitions.

6.04.020 Collection supervised by the board of public works and department of public works.

6.04.030 Precollection practicesSolid Waste Collection.

6.04.040 Refuse containers.cycling Collection.

6.04.05045 Yard waste receptacles. Waste Collection.

6.04.060 Large Item Collection.46 Recycling.

6.04.070 A47 Large items and appliance Collections.

6.04.080 General Collection Practices and Guidelines

6.04.050 Collection practices.90 Fees and Billing

6.04.100060 Enforcement procedures.

6.04.110070 Removal of solid waste refuse, yard waste and recycling containercarts.

6.04.120080 Enterprise fund.

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6.04.010 Definitions.

As used in this title, the following terms have the following meanings unless otherwise designated:

~~"Appliances" includes refrigerators, stoves, washers and dryers and similar items. Construction materials, tires, automobile parts, and electronics such as televisions, home entertainment equipment and computer equipment are not included and will not be collected.~~

"Appliances" includes refrigerators, stoves, washers and dryers and similar items. Construction materials, tires, automobile parts, and electronics such as televisions, home entertainment equipment and computer equipment are not included and will not be collected.

"Ashes" means the residue of combustion of such fuels as wood, coal, coke, charcoal and similar materials.

"City-approved cart" means those solid waste and recycling carts which are provided by the city for owners or occupants of residential premises for the placement of solid waste and recycling collection by the city.

"City-owned or city-approved cart" means those city-owned or city-approved carts which the city purchases and provides to the owners or occupants of residential premises for the placement of solid waste and recycling collection by the city.

"Combustible waste" means all waste substances capable of burning, including garbage, paper, rags, excelsior, wood, grass, leaves and similar materials. At no time will the City collect propane, butane or other combustible or pressurized gas carts.

"Garbage" means all putrescible animal solid, vegetable solid and semisolid wastes resulting from processing, handling, preparation, cooking, serving or consumption of food or food materials.

"Hazardous waste" means a solid waste or a combination of solid wastes that because of its quantity, concentration or physical, chemical or infectious characteristics, may:

1. Cause or significantly contribute to an increase in serious irreversible, or incapacitating reversible illness; or

2. Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of or otherwise managed. This may include but is not limited to automobile fluids, gasses, oils, all batteries, paints, solvents, stains or other items considered hazardous to humans or the environment.

"Noncombustible waste" means all waste substances incapable of burning, including tin cans, tinware and other metallic substances, bottles, glassware, earthenware, ashes and similar materials and, also, discarded articles, the greater part of which is incapable of burning, such as roofing material, electric batteries, etc.

"Owner" means and includes, the record titleholder, or any person residing in, renting, leasing, occupying, operating or transacting business in any premises, and as between such parties the duties, responsibilities, liabilities and obligations imposed in this chapter shall be joint and several.

"Putrescible waste" means waste that is subject to organic decomposition.

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"Recycling" means a process by which materials that would otherwise become solid waste are collected, separated or processed, and converted into materials or products for reuse or resale.

"Refuse" means all putrescible and non-putrescible solid wastes, including animal wastes, garbage, solid waste, ashes, dead animals, abandoned vehicles as defined in Section 15.04.020 of the Bloomington Municipal Code.

"Residential premises" means and includes single-family dwellings and any multiple-family dwelling up to and including four separate living units or family quarters per parcel.

"Responsible party" means person or persons held accountable for the illegal placement of solid waste in recycling or city-owned or city-approved carts.

"Solid waste" means any garbage, refuse, other discarded material including solid, liquid, semisolid or contained gaseous material resulting from single family residential activities of units of four or fewer.

"Yard waste" means all vegetative matter including grass, weeds, leaves, brush, tree trimmings, hedge clippings and garden waste.

~~"Bulk trash" means all rubbish, excluding yard waste, of a size or weight that exceeds an appropriate container for storage and collection.~~

~~"City trash pick up tag" and "city yard waste pick up tag" means any adhesive sticker or tag distributed solely by the city of Bloomington or its agents which shall bear an identification mark established by the city.~~

~~"Garbage" means putrescible animal and vegetable wastes resulting from handling, preparation, cooking, and consumption of food.~~

~~"Large items" includes sofas, chairs, tables, and similar items. Construction materials, tires, automobile parts, and electronics such as televisions and computer equipment are not included and will not be collected.~~

~~"Putrescible substances" means substances which are subject to organic decomposition.~~

~~"Recycling" means a process by which materials that would otherwise become solid waste are collected, separated or processed, and converted into materials or products for reuse or resale.~~

~~"Refuse" means all putrescible and non-putrescible solid wastes, including animal wastes, garbage, rubbish, ashes, street cleanings, dead animals, abandoned vehicles as defined in Section 15.04.020 of the Bloomington Municipal Code, and solid market and industrial wastes.~~

~~"Rubbish" means non-putrescible solid wastes consisting of both combustible and noncombustible wastes, such as paper, cardboard, tin cans, wood, glass, bedding, crockery, construction debris, and similar materials.~~

~~"Yard waste" means grass, weeds, leaves, brush, tree trimmings, hedge clippings, and other yard and garden materials.~~

(Ord. 04-23 § 1, 2004; Ord. 02-40 § 1, 2002; Ord. 93-13 § 1, 1993; Ord. 90-10 §§ 2, 3, 1990; Ord. 87-46 § 1, 1987; Ord. 79-1 § 2 (part), 1979).

6.04.020 Collection supervised by the board of public works and department of public works.

All ~~refuse~~solid waste, recyclables, and yard waste~~, and~~ ~~yard waste, and recyclables~~ accumulated in the city that meet~~s~~ the requirements of this chapter shall be collected, conveyed and disposed of by the city under the supervision of the Board of Public Works and the Department of Public Works. The board

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shall have the authority to make regulations concerning the days of collection, type and location of ~~container~~cart~~s~~, and such other matters pertaining to the collection, conveyance and disposal as it finds necessary, and to change and modify the same, provided that such regulations are not contrary to the provisions of this chapter.

Yard waste, recyclables and other solid waste must be separated from one another when placed at the curb for collection. It is a violation of this chapter to mix these items, subject to fines as set forth in Section 6.04.100 of this chapter. The Sanitation Division will not collect these items if they are mixed together.

(Ord. 90-10 § 4, 1990: Ord. 79-1 § 2 (part), 1979).

~~6.04.030 Pre-collection practices.~~

~~(a) Garbage. All garbage, before being placed in garbage cans for collection, shall have drained from it all liquids and shall be wrapped. Garbage must be free of vermin and pests.~~

~~(b) Rubbish. All rubbish shall be drained of liquid before being deposited for collection.~~

~~(1) All cans and bottles which have contained food shall be thoroughly rinsed and drained before being deposited for collection. All broken glass shall be wrapped.~~

~~(2) Other articles less than four feet by two feet by two feet shall be taken if the article can be loaded by one person.~~

~~(c) Yard Wastes.~~

~~(1) All grass, weeds, leaves and other similar yard and garden materials shall be placed in appropriate receptacles separate from refuse and shall not be mixed with any other substances.~~

~~(2) 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.~~

~~(d) Recycling. Recyclable items will include the following: All items must be placed in the appropriate cart and the lid must be closed.must be sorted into the following two categories and each category must be placed into a separate paper sack or bin.~~

~~(1) Paper Products. All staples, wood and styrofoamStyrofoam must be removed from cardboard and paper products. All paper products must be dry.~~

~~(2) Metal Cans, Glass Containers and Plastic Bottles. All containers, bottles and cans must be clean, rinsed out and with the lids removed.~~

~~(e) Yard waste, recyclables and other refuse must be separated from one another when placed at the curb for collection. It is a violation of this chapter to mix these items, subject to fines as set forth in Section 6.04.060 of this chapter. The sanitation department will not collect these items if they are mixed together.~~

~~(Ord. 04-23 § 2, 2004; Ord. 02-40 § 2, 2002; Ord. 93-13 § 2, 1993; Ord. 90-10 §§ 5—7, 1990; Ord. 79-1 § 2 (part), 1979).~~

6.04.0~~3~~40 ~~Refuse~~ Solid Waste ~~containers~~Collection.

(a) ~~Refuse~~ Solid waste ~~container~~cart~~s~~ shall be provided by the City of Bloomington~~owner, tenant, lessee, or occupant of the premises.~~. ~~Refuse containers~~Said carts shall be maintained in good and

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sanitary condition, with no ragged or sharp edges or any other defect liable that could to hamper or injure the person collecting the contents thereof.

(b) All garbage and rubbish shall be put in a watertight metal, plastic, or other the approved container. Garbage and rubbishSolid waste will only be collected from the containercart provided by the City on the customer's assigned collection day of Bloomington. Items outside of the cartcart will not be collected. with a tight-fitting cover, or in a securely sealed bag. Residents shall choose a cart they deem appropriate for their needs from the following sizes: thirty-five (35) gallon, sixty-four (64) gallon, or ninety-six (96) gallon.Refuse containers shall be of a size not to exceed thirty-five gallons in capacity. A single container or bag, when filled, shall not weigh more than forty pounds. Approval Approval of containers and bags shall be by the director of the sanitation department.

(c) Any container that does not conform to the provisions of this chapter shall be promptly replaced upon notice. It will be the responsibility of the resident to notify the Ssanitation Division should a containercart 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. Should a damaged container result in a non-collection, T

the director of the sanitation department shall serve such notice to the resident by tagging the container.

(d) Trash 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) A city sanitation trash pick up tag must be placed on every refuse container or suitable article every week before collection. The city shall provide trash pick up tags, for a charge of two dollars each, through retailers in Bloomington. No items of refuse shall be collected by the sanitation department without the approved sanitation trash pick up tag affixed thereto. All solid waste, before being placed in said carts, shall 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. Carts not placed appropriately at the curb or without the lids closed will not be collected.

(Ord. 04-23 §§ 3, 4, 2004; Ord. 02-40 § 3, 2002; Ord. 93-13 §§ 3—5, 1993; Ord. 84-33 § 2(c), (d), 1984; Ord. 79-1 § 2 (part), 1979).

6.04.040 Recycling Collection.

(a) Recycling collection is provided free of charge to recipients of solid waste collection. Collection occurs every week on the customer's assigned collection day. Recyclable items must be placed into the recycling cart provided by the City of Bloomington. Residents shall choose a cart they deem appropriate for their needs from the following sizes: sixty-four (64) gallon, or ninety-six (96) gallon. The lid must be closed with the cart facing the street for collection to occur. Carts not placed appropriately at the curb or without the lids closed will not be collected.

(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 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 carts must be clean, rinsed out and with the lids removed.

(Ord. 04-23 § 7, 2004).

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6.04.~~045~~ 050 Yard Wwaste ~~receptacles.~~Collection

~~(a) Yard waste receptacles shall be provided by the owner, tenant, lessee, or occupant of the premises. Yard waste receptacles shall be maintained in good and sanitary condition, with no ragged or sharp edges or any other defect liable to hamper or injure the person collecting the contents thereof.~~

(a) ~~(b) All yard waste shall be placed in one of the following receptacles:~~

~~(1)~~All grass, weeds, leaves and other similar yard and garden materials shall be placed in appropriate water tight thirty-five (35) gallon or less container or two-ply biodegradable wet strength paper bag with each weighing less than forty (40) pounds separate from solid waste and recycling and shall not be mixed with any other substances. Said containers 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 (4) feet and securely tied in bundles not more than two (2) feet thick before being deposited for collection.

~~A watertight metal, hard plastic or other approved container with a tight-fitting cover, which shall be of a size not to exceed thirty-five gallons in capacity. A single container, when filled, shall not weigh more than forty pounds. Approval of containers shall be by the director of the sanitation department.~~

~~(2) A two-ply wet strength paper bag to be securely sealed~~ ~~are to be provided by the resident.~~~~with a yard waste pick up tag described in subsection (c) of this section. Bags shall be of a size not to exceed thirty-five gallons in capacity. A single bag, when filled, shall not weigh more than forty pounds. Approval of containers shall be by the director of the sanitation department.~~

(c) ~~) The city shall provide yard waste pick up tags for a charge of one dollar each through retailers in Bloomington, one of which must be placed on every container, bag or bundle containing yard waste.~~ 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. ~~city at no charge.~~ Those bags may be filled with leaves only and placed out for collection on the customer's assigned collection day~~in accordance with the established collection schedule. without the required yard waste pick up tag~~. The bags may not contain trash or other refuse. Yard waste in plastic bags will not be collected.

(Ord. 04-23 §§ 5, 6, 2004; Ord. 02-40 § 4, 2002; Ord. 90-10 § 8, 1990).

~~6.04.046 Recycling.~~

~~(a) Recycling collection is provided free of charge to recipients of city trash and refuse collection. Collection occurs every other week~~every week ~~on the customer's regular trash day. Recyclable items must be placed into the recycling container provided by the City of Bloomington. The lid must be closed with the container facing the street for collection to occur. sorted into the following two categories and each category must be placed into a separate container.~~

~~(1) Paper products.~~

~~(2) Metal cans, glass containers and plastic bottles.~~

~~(b) Sorted Rrecyclables shall be placed in the a plastic bin, cardboard box, paper bag or other approved container. Containers placed at the curb without the lids closed will not be collected.Recyclables may~~

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not be placed in plastic bags. Recyclable containers shall be of a size not to exceed thirty-five gallons in capacity. A single container, when filled, shall not weigh more than forty pounds.

(c) The department of public works shall prepare and promulgate annually a list of what types of paper products, metal cans, glass containers and plastic bottles are recyclable. The list may change from time to time as the recycling market adjusts to shifting demands and technologies.

(Ord. 04-23 § 7, 2004).

6.04.060 47 Large items and appliancesItem Collection.

(a) Large Items. Two city sanitation trash pick up tags must be placed on every large item placed out for collection. Large items, other than appliances, may be placed at the curb on the customer's customer's assigned regular refuse/trashcollection day. The Department of Public Works, upon approval by the Board of Public Works, shall prepare and promulgate annually a list of what types of are considered large items. For the purposes of route optimization, customer's are required to call the Sanitation Division by eight (8) o'clock 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.

The city shall provide trash pick up tags, for a charge of two dollars each, through retailers in Bloomington. These trash pick up tags are the same as those that are used for refuse containers. No large items shall be collected by the sanitation department without the approved sanitation trash pick up tags affixed thereto. **6.04.070 Appliance Collection.**

(ab) Appliances as defined in section 6.04.010 will be collected weekly on Fridays. For the purposes of route optimization, customers are required to call the Sanitation Division by twelve (12) noon on Thursdays. Large Appliances. Two city sanitation trash pick up tags must be placed on every appliance placed out for collection. Appliances may be placed at the curb no more than twenty-four (24) hours before the day of pick upcollection.

(b) Any appliance containing engine oil and/or gasoline shall be drained of these substances prior to placement at the curb for collection.. Appliance pick up shall occur on the last ThursdayFriday of each month of the year, or as may be approved otherwise by the director of public works. Customers must call the sanitation department by five p.m. on the last Tuesday of the month Thursday and inform them that they are setting the appliances out for collection. The city shall provide the collection of appliances for $ per item. trash pick up tags, for a charge of two dollars each, through retailers in Bloomington. These trash pick up tags are the same as those that are used for refuse containers. No appliances shall be collected by the sanitation department without being placed on the the approved sanitation schedule. trash pick up tags affixed thereto.

(Ord. 04-23 § 8, 2004).

6.04.085 0 General Collection practices.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

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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. All ~~container~~carts, ~~bags, bundles~~ yard waste, and other ~~articles~~items to be ~~picked up~~collected must be placed adjacent to the curbs, facing the street and suitable for ~~packers~~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 assisted service.

(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 or containers are to be at least four (4) feet from any tree, pole, mailbox, fire hydrant, etc and at least ten (10) feet away from any cars parked in the street.

(3) The cart is not to be painted, abused, mutilated, altered or modified in any manner. ~~All containers shall be put back in an upright position, and the covers replaced.~~

(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) 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.

(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.

(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 adequately sealed before being placed in a refuse cart.

(~~h~~d) Collection shall ~~be~~ not be made from alleyways. ~~where road conditions permit and alley service is more convenient than street service. The Director of Sanitation shall have the authority to determine which alleys will have collection service and when weather conditions permit such service.~~

(~~i~~e) Collection shall be made only ~~during~~ between the hours of ~~five~~5:00 a.m. and ~~ten~~ 10:00 p.m.

(~~j~~f) 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, ~~rubbish~~solid waste, garbage or yard waste from places of residence on routes within the city limits that are served by the ~~C~~city ~~S~~sanitation ~~department~~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. ~~Such authorization shall be determined by the board of public works~~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.

(Ord. 02-40 § 6, 2002; Ord. 93-13 § 6, 1993; Ord. 91-62 § 1, 1991; Ord. 90-10 § 9, 1990; Ord. 84-33 § 2(a), 1984; Ord. 79-1 § 2 (part), 1979).

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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) in the manner provided by law and ordinance.

(a)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 of Bloomington Sanitation Division.

1. 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.
   - 35 Gallon Solid Waste Cart Fee Range: $4.82-$6.51
   - 64 Gallon Solid Waste Cart Fee Range: $8.60-$11.61
   - 96 Gallon Solid Waste Cart Fee Range: $13.72-$18.52

(b) 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:
   - 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.
   - Yard waste: $1.00 per approved cart, bag or bundle.
   - Large Items: $10.00 per approved large item.
   - Appliances: $10.00 per approved appliance.
   - Additional pickup requests: 125% of regular weekly solid waste charges based on 4.3 weeks on average per month, per year.

(c) The fees for solid waste disposal collection services provided to single-family residential dwellings shall be billed directly to customer of record with CBU. In the event that the single-family residential dwelling of four (4) 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.

(d) Bills shall be paid in accordance with the policies and procedures set forth by CBU and the Board of Public Works.

(e) Late fees of 3% of the unpaid balance will be assessed to any account holder that fails to pay the amount due within twenty (20) 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.

(f) 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 of solid waste disposal to the residential premises. 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.

6.04.100~~060~~ Enforcement procedures.

(a) If the Director of Public Works, Sanitation Division Director, D~~d~~irector of the H~~h~~ousing and N~~n~~eighborhood D~~d~~evelopment D~~d~~epartment, the A~~a~~ssistant D~~d~~irector, any N~~n~~eighborhood C~~c~~ompliance O~~o~~fficer, 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. For purposes of issuing a 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. ~~This shall include the director of sanitation or his designee.~~

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Liability for fines shall not attach to nonpossessory property owner(s) for a period of seven (7) days following issuance of the NOV, provided that the violation is remedied, or that the nonpossessory property owner(s) presents to HAND, within seven (7) 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 (1) or more of the responsible parties in one (1) 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 of Bloomington department of housing and neighborhood development;~~ City of Bloomington Controller's Office

(7) That the fine may be contested in the Monroe County Circuit Courts.

(c) Schedule of Fines. The fine for any violation of Section 6.04.100~~070~~ shall be fifteen dollars ($15.00). The fine for all other violations of this chapter shall be fifty dollars ($50.00). Nonpossessory property owners shall not be subject to fines for the seven (7) day~~n-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) If the responsible party fails to remedy the violation cited in the NOV, the city legal department ~~shall~~ 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.

(Ord. 04-23 §§ 9—12, 2004; Ord. 02-40 § 7, 2002; Ord. 00-18 § 4, 2000).

6.04.110~~070~~ Removal of refuse, yard waste and recycling ~~container~~carts.

~~Container~~Carts, ~~bags~~ 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 ~~refuse~~solid waste, recycling or yard waste or ~~recycling~~ is to be collected and it shall be removed from the street or sidewalk on the same day as the collection is made. ~~If a containment area is permanently located in an alleyway, such area shall be located so as not to hinder refuse, yard waste or recycling pick-up or traffic by pedestrians or vehicles.~~

(Ord. 02-40 § 8, 2002: Ord. 90-10 §§ 12, 13, 1990: Ord. 84-33 § 2(b), 1984: Ord. 79-1 § 2 (part), 1979).

6.04.120~~080~~ Enterprise fund.

The revenues collected by the city from the distribution of city sanitation ~~decals~~ fees shall be deposited in a non-reverting enterprise fund. This fund shall be established for the purpose of accounting and paying for the costs of collecting, disposing, and recycling of refuse. When necessary, the common council may approve additional operating transfers into this fund.

(Ord. 93-13 § 8, 1993).

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In the Buskirk-Chumley Theater, Kirkwood Avenue on Tuesday, February 16, 2017 at 7:15pm with Council President Susan Sandberg presiding over a Special Session of the Common Council.

COMMON COUNCIL
SPECIAL SESSION
February 16, 2017

Council President Sandberg welcomed everyone and called the meeting to order. She noted that since it was a Special Session for the State of the City, the meeting would be considered adjourned when the Mayor's remarks concluded. She then asked Clerk Nicole Bolden to call the roll.

CALL TO ORDER

Roll Call: Sturbaum, Ruff, Granger, Sandberg, Mayer, Piedmont-Smith, Volan, Rollo

ROLL CALL

Absent: Chopra

Mayor Hamilton presented the State of the City Address (text provided by the Office of the Mayor), which was as follows:

STATE OF THE CITY ADDRESS

"Thanks: City Council. All elected officials. Reps IU. Ivy Tech. MCCSC. The OOTM staff who worked very hard for this evening. Especially to all the 700 workers every day every hour doing their part. People are working very hard and deserve recognition. And thank you all for being here and those watching CATs or other media. Thank you for caring about your city government and our future path.

Thanks to Sounds of South for the wonderful music (my son Eric singing along with the group!). And thanks so much to Professor Ross Gay, a treasure of IU and Bloomington, for the moving poetry. . . and to my family Dawn and Eric and Matthew.

Not quite 20 years ago, Robin Chase was sitting around Boston thinking about how she wanted more mobility but didn't want to own a second car in the family. She and a friend thought how cool it would be to have a convenient way to share a car among themselves, and others. The friend had been in Berlin where she saw something like that in action. Before long Robin and friends founded Zipcar. It started as one green VW bug named "Betsy." Betsy was parked in front of Robin's home, with a key hidden under a pillow on her front porch and a piece of paper in Betsy's glovebox where you wrote down when you used the car and the time you brought it back. Sixteen years later Zipcar has 10,000 cars and a million members around the world -- including here in Bloomington – and has revolutionized, with others, how we move around. Especially young people. And also including me. The more we can do to reduce individual car trips and increase and make more affordable the shared economy the better.

Robin's story of starting Zipcar is charming and inspiring. I share it tonight, especially, because of what Robin has said about the process . When Zipcar began, there were lots of reasons to think sharing cars wouldn't work well. But Robin's mantra was: " Trust people. Believe in honesty. Think people are good. Trust in those things. By doing so you make them happen." And she did those things, and did make it happen. Most directly she said: "Let's build the world we want to live in ."

Let's build the world we want to live in. For us that starts with LET'S CREATE THE CITY WE WANT TO LIVE IN. It's up to us. Not the federal government. Not the state government. Not the media or the bloggers or the dividers or the fear-mongers, we'll talk more about some of them in a bit, but . . . it's us. In these challenging, scary times, it's our time.

For Approval

State of the City Address (*cont'd*)

Bloomington is full of people like Robin Chase– people thinking about how our city ought to operate or how people ought to relate to each other . . . people helping refugees resettle and working hard to welcome more, helping the homeless get a home, helping the addicted get treatment, starting a business, helping protect children, and animals. Helping our planet. And more.

I'm not ignorant of reality and pressures -- what we can control locally and what we cannot. But I believe we must do what we can do. We must believe in people. Work for the future. . .

I'd like to do three things with you tonight. Let's review 2016 and what we've done together. And then let's talk about 2017 and where we're headed. And finally I'd like to think with you about the extraordinarily challenging political environment in which all this is happening, and Bloomington's role in it.

On my first day as Mayor, January 1, last year, I loosely borrowed from Dr. Seuss and Horton Hears a Who when I said I believe government needs to "Say What We'll Do. And Do What We Say." That's a basic rule. Last year in the State of the City address, I outlined several significant challenges facing our city - the economy; crime and public safety; lack of investments in infrastructure; challenges in city operations (sanitation and water quality for example); lack of attention to employee training/skills; and threats to our public education system. I also pointed out two structural challenges needing attention, of annexation and regionalism.

Based on dozens and dozens of house parties Dawn and I attended, as well as lots of conversations with other people, I identified four key areas of emphasis for us going forward -- SAYING WHAT WE'LL DO -- to respond to challenges such as these, and to pursue the opportunities in front of us. Those four areas were: Jobs/Economy, Affordable Housing, Public Education, Innovative and Transparent Government
So how did 2016 go? Did we DO WHAT WE SAID? Here are some highlights:

JOBS/ECONOMY (and the underlying quality of life issues): We activated the Trades District with 3 projects thus far, including the announced North American headquarters and design center of Tasus. Our Wage Growth Task Force developed six strong, specific recommendations to move us toward a more equitable, dynamic economy for all (you'll hear more about those in the weeks ahead). We approved plans and schedule for the new Switchyard Park, which will enhance our quality of life and economic vitality. We are working closely with IU Health and IU to plan for the largest investment in Bloomington's economy in decades, the Regional Academic Health Center, as well as the transition from the current hospital site. Regional collaborations grew as we worked with the county, the Regional Opportunity Initiative and more. We made great strides on the exciting city-wide Broadband fiber project, which I'll discuss more in a moment

AFFORDABLE HOUSING: With City Council we created a New Housing Development
Fund, to let us make significant local investments in affordable homes. Several new projects were announced that created or supported new affordable units, including Evergreen for low-income seniors and PedCor at the Trades District for low-income renters. Crawford 2 is adding more permanent supportive housing for the chronically

For Approval

State of the City Address (*cont'd*)

homeless; Urban Station is creating permanently affordable downtown workforce housing, and for the first time, with Dunn Hill, investors in market-rate, transit-oriented student apartments will be funding affordable units as well. Beyond those projects, we're continuing to advocate for and seeking to experiment with Tiny Homes, Accessory Dwelling
Units, and an Inclusionary Zoning program. 2016 saw lots of work on the city's new all-important Comprehensive Master Plan, which will be presented this year.

On PUBLIC EDUCATION: All I want to say is THANK YOU Bloomington, because the critical Referendum was passed with a resounding 81% of the vote. Thanks to all who worked on and supported that investment in our future.

INNOVATIVE & TRANSPARENT GOVT: Both transparency and innovation are fundamental in our government. We've been working hard at it: We've created B-Clear and a Dashboard to share dozens of data sets, with more every month, to help the public know and analyze what's going on in every facet of government, from finances to public safety to streets and parks and animal welfare; it's your government and your information; We've held weekly public availabilities, either myself or department heads, at the Farmers Market and many other venues. I've also scheduled weekly one-on-one meetings with any resident on any topic they choose. And our anonymous tip line lets anyone can share information helpful to the city. I've insisted that our administration always shares information, whether good or bad, like we've done over the past year with the water quality challenges, non-working parking meters, ever-changing timing on I-69 construction, and more. I convened an outside Fiscal Task Force and implemented their report to assure tight controls to prevent fraud and waste. An Innovation Task Force recommended a new department and innovation fund to support change and experimentation. With Council support we have made historic investments in public safety equipment and our water utility infrastructure. And it's gratifying that after extensive collaborative dialogue, a new four-year labor contract was approved by our firefighters and the city administration.

Beyond these four categories, I'll share just a few of the many examples of the good activity all around us. . .

At the Animal Shelter from 2015 to 2016, we had a 40% reduction in euthanasia rates, and a 40% increase in foster homes taking at risk-animals. More than 2,300 animals were adopted in 2016, 100 more than in 2015. And we promised an ANNOUNCEMENT tonight and this is one: we have just approved the design and a $2 million upgrade to the Animal Shelter, for next generations of services for animals (and for our scores of employees and volunteers).

Locally, LOTS is going on with solar power. . . SIREN's and others' efforts have been fantastic. Just last year, Bloomington's solar installations went up 20% from 150 to 180. And our solar production went up 35% to nearly 1.5 Megawatts! As the city installs solar on our police station and the Showers building, we expect in 2017 to see another 30% growth in solar production. And perhaps even more exciting, as we've offered wholesale rates for the solar panels to individuals, we've had more than 250 people attend information sessions, and nearly 90 have signed expressions of interest for the shared purchase program!

For Approval

State of the City Address (*cont'd*)

Public Art flourishes too. As just one example: three new public-private partnerships for beautiful murals, with Vectren, Bicycle Garage and Civil Street, and Rhino's youth adding more than 600 linear feet of new outdoor art to brighten our city!

We all should be very proud of progress we've made and the momentum we are building together. As it has been my privilege to see up close, the people of Bloomington can have confidence and take pride in your government: its work ethic, expertise and values. Could I ask all the city council members to stand please? Stay up please. And the department heads who work so hard every day, please stand. Now I want to ask all city employees in the house, please stand. And stay standing. And all volunteers on any city board or commission please stand as you are able? And all of this happens only in collaboration -- would all our partners in county and township government also stand -- stay standing please. And with the incredible array of nonprofit and civic organizations active in Bloomington, would all who have ever volunteered with or worked with any nonprofit and civic organization please stand. OK and now anyone who has attended a city council meeting (hint hint, this is a council meeting). This is Bloomington Strong. Bloomington United --and please give yourselves a generous hand!! Thought you might need a stretch anyway.

2016 was a very busy year for all of us in City government. And 2017 I promise you we will be keeping up the pace. We have a LOT on our plates going forward.

Let me itemize just some of the issues and opportunities that I am confident we will be addressing in 2017:

JOBS/ECONOMY: In the Trades District we will keep our focus on job growth. And the new Regional Academic Health Center and the current hospital site will receive serious community planning. In my view we must expand the downtown Convention Center - in full partnership with our County government and in a high-quality, architecturally significant way. It's a critical downtown asset, and the I-69 corridor is a new threat to downtown civic vitality. As I've previously outlined, our community would benefit from more creative financing partners for small businesses, affordable housing, energy and nonprofit sectors, so I'm excited about a SECOND ANNOUNCEMENT THIS EVENING that in collaboration with the Community Foundation the city will work to establish an independent community development financial institution (a CDFI) to help meet those needs. Together the city and the Community Foundation have committed $150,000 to support development of this CDFI that can partner with existing financial institutions to accelerate job creation, sustainable affordable housing, and our clean energy and nonprofit sectors. I want to thank the Community Foundation's leadership in joining in this entrepreneurial local effort. With changes coming from I-69 (Eventually?!), our full regional engagement and integrated planning with our county and regional partners is critical. Charting our course forward will be essential, in the upcoming Comprehensive Master Plan, the Unified Development Ordinance, and more this year. My last word for the evening on jobs and the economy is BROADBAND. World-class digital connectivity is the 21st century equivalent of the 20th century's electricity and water.

After extensive work with community partners, and an international review process, last December I announced a potential collaboration with Axia, a visionary digital infrastructure company. I'm very pleased that we have several representatives from Axia with us tonight. We

For Approval

State of the City Address (*cont'd*)

are in the middle of a very important process to determine Bloomington's digital future. Axia is actively researching and engineering a city-wide, open-access, gigabit speed fiber network for Bloomington residents. If that engineering is successful, which we should know within a few weeks, then it will be up to us as a community to indicate whether we want to go this direction. Again, if the engineering is successful, Axia will conduct an "Expression of Interest" campaign, in which we all, residents, will indicate whether we are interested in their construction of this network. More to come on all that, but I will be asking for your support in enabling Bloomington to make real progress and be a model city in reducing the digital divide that continues to threaten our equity and opportunity.

On AFFORDABLE HOUSING what I can say is we must continue and redouble our efforts. We've made incremental progress, but I look forward to working closely with the City Council to implement and experiment with new approaches. This is a fundamental challenge that we must meet head on -- to assure Bloomington is a city that works for people from all walks of life. We're not where we were a year ago, but we are not where we need to be. We need to be more imaginative, more persistent, and more open-minded, about what can work in this, Indiana's most expensive housing market.

Our efforts to build a more INNOVATIVE and TRANSPARENT GOVERNMENT will continue: Earlier this week the Sanitation Work Group released its recommendations for implementing the modernization of our system. 2017 should begin weekly recycling pick up, automated equipment to protect our workforce, continued volume-based pricing for trash, and implementation of direct billing to eliminate the need for those stickers. Last night the City Council at my request BEGAN the process formally to consider the first major city annexation in a generation. I am committed to transparency on this as all matters, and we have a lot of discussion ahead. Let me assure you we will all work together on these issues in the months and years ahead -- it's about creating the community that we want to live in -- efficient and well planned for the future, coordinating well all the layers of government. Bloomington has done this together many times in our 199-year history, and I am confident we will work together for a good outcome. Public Safety will continue to be a fundamental focus. Last week our Police and Fire Chiefs jointly reported on Public Safety in 2016. And 2017 will see recommendations continue from our Downtown Task Force. I applaud the outstanding efforts of our public safety employees and our wider community, and I encourage all of us to continue to work together toward a more safe, civil, and just Bloomington. We will continue to invest in our city employees. We budget at least 1% of payroll for training. For the first time in many years all employees are receiving regular performance evaluations. We are instituting 360 degree reviews of all city managers. And I sincerely thank the Council for supporting in 2017 a living wage with benefits for ALL full-time city employees. With the Council we continue our responsible investment in our infrastructure of equipment and trails, roads, sidewalks, intersections. New data like the Overall Condition Index Maps for streets and sidewalks will help all of us mark our progress and set our priorities? Data on how long it takes to fill a pothole helps us assure continuous improvement. And finally, at this very moment, scientific surveys are in the hands of 3,000 randomly chosen residents, to give us our first objective data about attitudes, goals, priorities, and more. Results will be public and discussed in the weeks ahead. I'm excited to work with Council and all of you to learn from and act on that information.

For Approval

State of the City Address (*cont'd*)

These are all areas I look forward to addressing and working on together. It's a very significant, perhaps unprecedented, combination of activities and opportunities. I am energized to continue our progress, as we experiment, learn, fail, improve, create, borrow, repeat, all together.

And there's one more thing I know we need to be working on in 2017, because this time next year, when we're gathered together, we will be commencing our Bicentennial Year as a city and county. We turn 200 years old in 2018! So hold onto your hats, because we have a whole lot to celebrate at age 200!!

Take a breath. Think about all that we are doing together – what we've done, and what we're planning. Here in Bloomington.

I want to close by talking about Bloomington and our place in the world. Of course what we do here matters a great deal to us. But it matters to more than just us. It matters to the rest of the state, to the country, indeed to the world. And it matters to future generations.

Step back a minute to think about the context of the state and national government. I'm no historian, and it's hard to see history while you're in the middle of it, but seems to me we're still in a major struggle that dates all the way back to our nation's founding about the role of government in what they called our great "experiment." During the past century, in the New Deal an active government essentially was the partner/supporter of the people, and in the Reagan/Gingrich eras government was explicitly named as the enemy of progress.

Overall it was and is a debate about the power of government, of We the People, to improve lives, increase opportunity and justice, to do good. I can't help note that in the 20th century our federal government led our success in the face of three threats to our way of life and very existence: the global depression of the 1930s, the fascist movements driving WWII, and the Cold War and Communist ideologies. And oh yes, we averted potential global nuclear destruction.

Despite these great achievements -- and many many more – some still think of government as the enemy of our own future and progress. And today, the party that has been so hostile to the positive role of government is at its most powerful position across the country in 100 years.

So today, TODAY, we're in a very challenging political environment. How's that for an understatement? I think I know where our minds go first. But let's start closer to home.

State government seems bound and determined to control local decisions from Indianapolis, tying our hands against common-sense approaches we would choose to take, about Guns (as I wrote about last year, decrying pistols at our pools and machine guns on parade, or with Campus-Carry proposals now); plastic bag bans, sanctuary city bans, annexation straight jackets, shared car and shared rental units controls, property maintenance controls, local transit funding restrictions, or possibly prohibiting solar net metering, or affordable housing strategies like inclusionary zoning, and on and on. It is exasperating -- maddening -- that a state legislature wants to act like a city council. Let me say this clearly to the state legislature in

For Approval

State of the City Address (*cont'd*)

Indianapolis: we have a great city council here in Bloomington, and PLEASE JUST LET THEM DO THEIR WORK!!

Let the state focus on the basics IT should do -- how about taking care of the state's infrastructure -- including completing the road we drive to and from Indianapolis -- and how about protecting LGBTQ rights, and health care, and passing hate crime legislation, and fair legislative districts, and how about protecting basic reproductive rights? How about investing appropriately in real PUBLIC schools and pre-K support? That would be a decent focus.

And our federal government. Frankly my friends, we are heading into uncharted waters. Dangerous and uncharted waters. In the 28 days of the new Administration, we have seen incredible threats to our national future and continued statements of bigotry and misogyny and fear-mongering and alternative facts.

I don't know where we're ultimately headed, but I hear terrible threats and attempts: plans for border walls, human round-ups and deportations; DEregulation of industry and RE-regulation of our most personal decisions; DISregard for the courts and laws and apparent HIGH regard for Russian despots and the Alt Right. I hear plans to cripple public education and climate change protection. Alternative facts are repeated ad nauseum while science is ignored. And for goodness sakes can't they hear us demand that they drop their plans to destroy our century-old Planned Parenthood.

I don't know where we are ultimately headed, but I do know this: Bloomington didn't change on November 8th or January 20th. Our values and our people -- we remain who we are, with respect for all, with diversity in our DNA, with compassion and commitment to justice. We will not shrink. We will not falter. We will not fail.

We know better in Bloomington. . . We know that at its best government, on behalf of all of us in the community, provides the foundation for the beautiful work and activities of diverse, creative, caring individuals and families and organizations that make up our community, that define our future. Our government protects our safety, with police and fire and regulations. It invests in our basic institutions like public education, transportation, energy. And it protects our liberties and freedoms, so we can think, worship, speak, love, travel, dream, and create, as we wish.

Yes, Bloomington is special. It's a wonderful place. There is no place just like us. But, we are not alone. We are not isolated. In fact, we're in a great big family of American cities working to create fulfilling lives and opportunities. American cities are the engines of our national economy and the creative centers of our diverse culture. I believe American cities can change the world. Together, we are changing the world.

Like in our families we are proud of our siblings, as a U.S. city, we should be very proud of our sibling cities, what so many of them are doing across the country. If you read or watch what mayors all across the US are saying in speeches just like this. . . .Local-funded pre-K in Dayton. Affordable housing focus in Austin. Safety for refugees and immigrants in San Francisco and Los Angeles and New York and Chicago. Distributed local power grid in Boulder.

For Approval

State of the City Address (*cont'd*)

We need to be part of that movement, of leading from the bottom up. . . We are stronger knowing there is a movement. We won't have the same help from the federal or state government.

The challenges we face in cities -- they are with us every day. We must embrace them as responsibilities and opportunities.

And we in Bloomington, aren't we right in the middle of these challenges? Right at the center of the debate about our country's direction? We're a blue city in a red state. What better place than a progressive, university city, with a manufacturing history in a midwestern state, a welcoming and creative environment, at a sustainable scale for an urban/rural mix -- what better place to show how we can succeed together?

I like a book called "Small, Gritty, and Green. Bloomington is Small, Gritty and Green. Or can be. Small enough size to get things done, at a good human scale, with a great and convenient quality of life. We're gritty, knowing how to make things, full of practical sense, with a strong infrastructure of streets and utilities etc. to base on. We're green with an ever more sustainable economy with energy, food, transportation, given our scale and geography. And one more thing I'd add, we're GLOBAL, with people and connections from all around the world, in our university and businesses and arts and organizations.

We have a big future ahead, and let me just briefly suggest items we should think about together LOCALLY. How might we rise to meet them? I'm looking to the City Council, and to institutions in our community, and to all of you as individuals. I don't know that we will tackle these in 2017, but I want to encourage us, challenge us, to consider them together:

Local Water - we're halfway through Lake Monroe's 100-year designed life. But we haven't done a serious study about its quality and protection for decades. Overall, our water sources deserve more attention and planning. Perhaps that could be part of a Bicentennial effort?

Local Food - There are so many reasons to invest in local food and agriculture: economics and jobs, resilience, environmental, moral. Bloomington is wonderfully situated surrounded by rural land. How can we increase our local food economy and local food consumption, for jobs, for health, for sustainability? Perhaps supporting a food hub to strengthen both the producer and consumer side makes smart sense?

Local Energy - How do we accelerate the changing field of new energy? And make it more affordable for more people ? And consider larger installations like at our water utility plants, our reservoirs, using more localized production and microgrids? Can we build more resilience?

Local Pre-K efforts - The Wage Growth Task Force urged support for and increase of quality pre-K education opportunities in Bloomington. Some cities do this around the country. Perhaps our community should develop local support for more quality pre-K programs, and more affordability, to assure that every kid in town has a fair shot.

Those are just four ideas. No doubt you have plenty more. I have to say I really like Bloomington's prospects. Nothing's automatic, but we are so well positioned, so today's institutions like Cook and IU and Ivy

For Approval

State of the City Address (*cont'd*)

Tech and IU Health can thrive. And also so tomorrow's innovative companies and organizations grow in Bloomington -- from Secretly Group in the music business to NCS servicing sophisticated research centers, and providing quantum computing materials, to Envisage with cutting-edge security software, to 39 Degrees North and Cigital, and Solution Tree, to B-Town Diner and Lucky Guy Bakery, to Lotus and Middleway House, and Shalom and The Hub, and Sprout Box and Upland and the Uptown and so many more.

We in Bloomington must create the community we want. We live in Indiana, and the United States, and planet Earth. But we act here. Together. We create and sustain a city where the artists, the entrepreneurs, the workers, the volunteers, the parents, the students, the shop owners, the dreamers, the teachers, the nurses, where we all live together.

I close with a reminder. Democracy is a relay race. Bloomington's story is a relay race. We are all relay runners in the great journey of democracy. And it's a LONG relay race. A series of marathons. The ultimate ultra-marathon -- striving toward more justice and opportunity, and handing it off to the next generations. Indeed there's no finish line, really, we hope.

Sometimes during this relay race the terrain is smooth and downhill, the weather is warm, and the wind is at our backs. It's a beautiful run. At other times our turn requires running up steep hills and through raging storms and strong headwinds and straight-out pain. Our forerunners ran through wars and global depressions and slavery and a great deal more . . . But the relay hasn't stopped for 240 years.

Now, today, here, we help carry the torch. All of us.

It's ironic, of course, that the Statue of Liberty, a statue of a woman holding the torch of liberty high, was dedicated at America's centennial, when women didn't have the vote, and wouldn't have the vote for another 45 years. They certainly didn't have liberty in America.

For most of our history, we kept many runners sidelined from democracy's relay race. To our perpetual damage and shame, our relay was run with generations of great Americans barred from the main track: People of color. Women. Native Americans. Immigrants. People of different faiths or no faith. LGBTQ+. People with disabilities.

When barred from the track, of course, people were still there, steadfastly pressing and urging their desire to be a full partner in the great relay. . . Our country's and our city's story has been one of people demanding to be full partners, and our country and our city getting stronger and stronger as more and more join in the great relay.

But we face difficult times now. Very difficult. I'm not sure what this next leg of the relay race will be like. Powerful forces are trying again to exclude some of us, to hold us back, drag us down. Make NO MISTAKE, we need ALL of us in this relay. And Bloomington – all Bloomingtonians -- must carry our baton proudly and high and far. . .

And I know that we are good at this as a community -- we are really good at getting through tough times and keeping the relay going. . . we've been thru it. . .we will run through it together.

For Approval

State of the City Address (*cont'd*)

I know last summer a new lifeguard saved the life of a 5-year old at a city pool. I know last week a firefighter administered a life-saving dose of naloxone. I know a Downtown Resource Officer helped a person in homelessness find a warm place to sleep. I know a group of high schoolers helped build a new home for a hard-working family. I know hundreds of people are ready to open their homes and hearts to refugees seeking peace. I know a woman in danger found a safe place for herself and her family. And I know thousands of Bloomingtonians are sending emails and writing checks and calling offices and volunteering and rallying in plazas and marching in the streets, and rolling up our sleeves to do our part [that's critical].

This is our Bloomington. Together, LET'S CREATE THE CITY WE WANT TO LIVE IN!!

Thank you so much for your presence here, and your commitment to each other and to Bloomington.

As noted by Council President Sandberg, this meeting is now adjourned. Please join us in the lobby for refreshments."

ADJOURNMENT

The meeting was adjourned at 8:10pm.

APPROVED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2017.

APPROVE:

_____
Susan Sandberg, PRESIDENT
Bloomington Common Council

ATTEST:

_____
Nicole Bolden, CLERK
City of Bloomington

For Approval