

In The Council Chambers of the Municipal Building, on Thursday, May 3, 1973, at 7:00 p.m., with Council President Charlotte T. Zietlow presiding.

REGULAR SESSION
COMMON COUNCIL
CITY OF BLOOMINGTON
INDIANA

Present: James Ackerman, Richard Behen, Hubert Davis, Wayne Fix, Brian De St. Croix, Jack Morrison, Sherwin Mizell, Charlotte Zietlow.

ROLL CALL

Absent: Alfred Towell was out of town.

James Register, Corporate Counsel; Martha Sims, Controller; Rasoul Istrabadi, City Engineer; Tom Crossman, Planning Director; Carl Chambers, Chief of Police; Marvard Clark, Assistant City Engineer; Bill Workman, Chief Mechanic and Acting Director of Transportation; James Wray, Acting Interim Redevelopment Administrator; Ted Najam, Assistant to the Mayor

CITY OFFICIALS PRESENT

About 100 people at the height of the meeting, including members of the press.

OTHERS PRESENT

Councilman Morrison moved that the minutes of the meeting of April 19, 1973, be adopted as distributed. Councilman Mizell seconded the motion. The motion was approved by a unanimous voice vote.

MINUTES

April 19, 1973.

Ted Najam, assistant to the mayor, addressed the council, speaking for the mayor: Pursuant to the ordinance which was passed several weeks ago, establishing an economic development commission for the city of bloomington, the mayor has made, with the approval of the council, two appointments to the economic development commission, and would now like to make a third appointment. The mayor recommends the appointment to the economic development commission of Mr. Richard Haynes, Vice President and Chief Appriaser for workingmen's federal savings and loan association, for the third seat on the commission. The mayor would also like to recommend the appointment of three people to three of the five seats on the private parking committee. The mayor would like to recommend the appointment of Charles Dibble, Elizabeth Egan, and Vivian LeBeau, all of whom worked on the drafting committee with Hubert Davis.

MESSAGE FROM THE MAYOR

Councilman De St. Croix moved tht the Council approve the appointments of Richard Haynes to the economic development commission and of Charles Dibble, Elizabeth Egan and Vivian LeBeau to the parking committee. Councilman Ackerman seconded the motion. The motion was CARRIED by a unanimous voice vote.

Councilman De St. Croix moved that Ordinance No. 73-37 be introduced and read by the clerk by title only, with posting as required by law. Councilman Morrison seconded the motion. The motion was carried by unanimous voice vote.

ORDINANCES - INTRODUCTION

No. 73-37 - annexation Peoples State Bank West 17th street

In the absence of the city clerk, Amy Mannread Ordinance No. 73-37 by title only.

Councilman De St. Croix moved that Ordinance NO. 73-38 be introduced and read by the clerk. Councilman Morrison seconded the motion. The motion was carried by a unanimous voice vote.

No. 73-38 - deleting 20.72.110 of the municipal code

In the absence of the city clerk,
Amy Mann read Ordinance NO. 73-38 in its
entirety.

Councilman Ackerman moved that Ordinance
No. 73-39 be introduced and read by the
clerk. Councilman Morrison seconded the
motion. The motion was carried by a
unanimous voice vote.

No. 73-39 - amending
Ord. 73-11

In the absence of the city clerk, Amy
Mann read Ordinance No. 73-39 in its
entirety.

Rasoul Istrabadi, City Engineer, addressed
the Council. He said that the changes in
the site plan ordinance are needed to
enable quicker processing of site plans.
He said that it would be good if the
council could hold a special meeting to
consider this ordinance rather than waiting
until the next regular council meeting.
He noted that the building season is upon
us and, as much as possible, delays in this
matter should be avoided.

Councilpresident Zietlow said that a special
meeting would be called to consider the
second reading of Ordinance No. 73-39.

Caroline Peery addressed the Council on
behalf of the Older Americans Center;
she read the following statement from
Representatives of the Center for Older
Americans on behalf of all retired citizens
in the City of Bloomington:

SCHEDULED BUSINESS

Senior Citizens Month
Presentation

"As you are aware, May is NATIONAL SENIOR CITIZENS MONTH and it is
our pleasure during this time of tribute to all older Americans
throughout our Nation that we respectfully express our
appreciation to you, the City Administration.
Firstly, we say thank you for recognizing the retired population
as a vital, functional and stable force in the community with
various needs, problems, concerns and challenges.
Secondly, we say thank you for helping to conquer many of our
needs, problems, concerns and challenges. And specifically, many
thanks are in order to your for our Center for Older Americans which
has helped to enrich retirement living for many of us. We must not
fail to personally thank you for the new bus system which allows
those of us over 65 to ride at a reduced rate.
Thirdly and lastly, we say thank you for being aware of the skills,
wisdom, talents and experience that older Americans have to offer the
City of Bloomington and Monroe County.
So, during this Month of May, as we celebrate National Senior Citizens
Month, we are pleased to pay "our" tribute of appreciation to
you, the City Administration."

Councilpresident Zietlow: We are very happy that you are with us
tonight and, please come any time and let us participate in the
wisdom that you have - we appreciate any ideas that we get from
any of you.

Councilman Ackerman: I am no longer the liaison for the parks and
recreation department but I still would like to express a personal
word of appreciation to Miss Wanda McKee who I think is doing a
magnificent job working at the older americans center and I think
this is a part of our community that not only the people who are
using it but I think we are all very proud that it continues to
exist and thrive as it has been doing.

Councilman De St. Croix moved that Ordinance No. 73-30 be advanced to second reading and read by the clerk by title only. Councilman Morrison seconded the motion. The motion was carried by a unanimous voice vote.

ORDINANCES - SECOND READING

No. 73-30 - annexation area around Knightridge Manor Apts.

In the absence of the City Clerk, Amy Mann read Ordinance NO. 73-30 by title only.

Councilman De St. Croix moved that Ordinance No. 73-30 be adopted. Councilman Morrison seconded the motion.

Mr. REgester explained that this is not a voluntary annexation; the ordinance, if passed, would annex Knightridge manor apartments on the west side of indiana highway 446 and south of indiana highway 46.

Councilman Morrison: As the corporate counsel have you laid out any type of planning toward annexation instead of just leapfrogging; have you laid out a constructive plan for annexation?

Mr. REgester: I would say that the answer to that is yes that we have and we intend to continue to do so, but if there are members of the council who wish to indicate a different priority than that which we have attempted to pursue we will be glad to get your suggestions. You have on your desk there the list of properties that have been annexed up to this time which included voluntary annexation of properties amounting to \$866,925, which included a number of homes on east maxwell lane that was discussed at some length in the council meeting and was suggested to me by different members of the council; you also have on the second page the total of the land that has been annexed of the four industries amounting to \$10,571,465. The total of all annexations down to the date of this list was \$11,732,840. That is a part of a plan and the legal department, of which I am a member, was under the impression that what the department was doing was with the consent and even with the encouragement of this council to prepare ordinances to effect these annexations if the council wished to pass these ordinances. And, Councilman Morrison, I want to point out to you that all of these annexations were included in ordinances that were brought to the council, introduced and discussed and passed. Now I - at the risk of being impertinent and I'm not - I would like to ask, Do you have some kind of a plan about just exactly what our priorities ought to be? Our attitude is that everybody that is inside the city and everybody who is an integral part of the city - who shares in its benefits should pay a part of their share of the total costs of government. Now that is a general statement.

Councilman Morrison: The thing that I don't particularly go along with is the fact that if you're going to annex why not make it a solid annexation instead of just like spot zoning, THIS IS spot annexation.

Mr. Regester: That was tried, Councilman Morrison, when some 5000 acres or whatever was attempted to be taken in in one ordinance and that was abandoned because in the judgement of the legal department and the judgement of this council in my opinion that was a bad ordinance because you were willing to repeal that ordinance. And that was a case of no leap-frogging - that was a case of taking in a big territory. It is our judgement that that attempted to do too much in a mass. Now if you get back to answer your question, what we have attempted to do was to pick out areas which obviously were an integral part of the city of bloomington as far as their relationship - that were enjoying water, and sewer and other facilities of that kind and who were contiguous to the city. That is part of it. We have avoided annexing areas which were without sewer because we would be inviting trouble - we have a number o f

those areas under study now. We think it is inconsistent to take in an area that is not sewerred and then call down the wrath of the city on those people because they don't have proper waste disposal systems. But we have tried to keep this in an orderly manner.

Councilman Morrison: Well, I see it in a little different fashion - I see it in a fashion of attempting to annex the clusters which has the highest rate of taxation per acre - that's the way it looks to me. In the annexation to the west you are missing about three quarters of a mile and jump to get a cluster. I say that if the cluster is worth getting to dead head services, in between is just as equally as good.

Councilpresident Zietlow: I think we should confine discussion to the ordinance at hand which is the annexation of the Knightridge manor appartments area.

Mr. REgester: I am happy to have Mr. Morrison's suggestions and I am sure that we will welcome his suggestions and the suggestions of all of the members of the council for guidance. I want to point out that it doesn't make any difference what the legal department does in terms of planning and writing ordinances - you have to pass them. If you don't pass them, we're not a legislative body. And in a moment I'll get to the present status of the three other ordinances which has attracted some attention by people here. But I want to discuss the status of that and tell you where it is now and what you people can do about it. And also what the legal department intends to do as far as the legality is concerned.

Councilman Mizell: Pertinent to this particular ordinance and echoing Mr. Morrison's comments and concerns, there are apartment complexes which are closer in to the center of the city - I would mention Yorktown courts and meadow park apartments, which are actually closer in to the center of the city and completely surrounded by parts of the city.

Mr. REgester: Those properties that you are talking about were hung up on the appellate court decision in the other case. They are within that area. That is in the Guthrie Case. So we are precluded on that and will be until next April.

Councilman Mizell: I do fully expect that April 1, 1974, we will have annexation ordinances for those apartment complexes.

Mr. REgester: Let's say the legal department will prepare them if we are urged to by the council.

Councilman Mizell: As one member of the council, I'm urging you to right now.

Mr. Regester: I'm encouraged.

Mr. Regester showed a map of the boundaries of the area to be annexed in Ordinance No. 73-30, it runs from third street-Indiana highway 46, and the intersection of that road and knightridge road south one quarter of a mile and then it runs west about half that distance.

Mr. and Mrs. Dolzall, who own the house on the corner of the property in question, addressed the council. Mr. Dolzall asked why only this small corner was being annexed. Mr. Regester said that the rest of the property in the area to which Mr. Dolzall made reference was tied up in the Guthrie case and we cannot introduce an ordinance on that until April, 1974.

It was noted by several people that the properties in question do have water and sewer though they areserved by private lines.

Councilman Behen: I would just like to make mention of the fact that from the discussions that we have had that some major type of priorities are going to have to be established as far as what we really want to do with annexation for the city and some total picture is goi ng to have to be drawn of what we really are attempting to do. Councilman Morrison pointed out a very sensitive area where we have properties that are not included in the litigations that you mentioned that are not being annexed and if it is solely on the basis of them

not having sewer facilities and that is the only reason that we are not attempting to annex them my feelings are that we are only contributing further to crazy quilt pattern of the boundaries of our city. And whether it be an apartment complex or a housing development I think we are going to have to formulate between the legal department and the city council what our goals are for annexation. The city council and the legal department are going to have to formulate what these goals are going to be.

Mr. REgester: Up until this point we thought we were pursuing a course of which you approved - at least you approved the ordinances that have been passed to date.

Councilman Behen; Assumptions are easy things to make. When annexation ordinance were presented to council, it was quite easy for me to vote where they were voluntarily asked to be annexed. It was quite easy when they were properties that embraced businesses that were very impersonal things - but where we are involved in apartment complexes where these peoples rents are going to go up considerably or where we are involved in housing developments where peoples home payments may go up considerably, then I am quite concerned.

Mr. REgester: I would like to ask Councilman Behen if it is his opinion that a corporation owning millions of dollars worth of property should be treated less justly taxwise than a person owning an individual house.

Councilman Behen: I would like to answer that if I may, I have posed the question a number of times of what Indiana University's responsibility is to this community and the answer I always get is that they create many jobs, they create many homes that are taxed and thereby add to the tax value of the community. Is this then untrue of industry doing much the same thing?

Councilman Davis: I would simply like to comment that it is obvious that there is a better plan than we thought there was. From Councilman Mizell's question, which was some of my own questions, it is obvious that the legal department is proceeding on a plan; we have now gotten down to the point in annexation that it is going to be somewhat harder for us. We need better communication at that point. But I do think that I would like for the legal department to know that though we do need that meeting - we need better communication about what we want to do and our priorities, that they have my support and their philosophy that everyone that is in the city ought to bear the cost of the city is a philosophy I share.

Councilpresident Zietlow; As councilpeople as representatives of the citizens of the city and taxpayers of Bloomington we are providing for the facilities which the city extends indeed to a whole corporate area beyond the city limits and there are many areas which consider themselves part of the city although they do not pay taxes and I do feel that we are asking a great deal of our taxpayers to support people who are not taxpayers and I think it is beyond the scope of our ability.

Councilman Morrison: I would like to ask if this would be possible - I wouldn't mind going along with the annexation of an aptment complex but I do strongly object to having just one single family residence included in this ordinance; I think it is unfair to the property owner as a citizen and as a taxpayer - he pays county taxes like anybody else - to have him included into this ordinance and connected to this apartment complex. That is what I am objecting to. It seems to me that if we are going to leapfrog one way we can leap frog another.

Councilpresident Zietlow: Are you saying that we should treat apartments different from individual families?
As I understand the reason for the leapfrogging is the Guthrie case.

Mr. Dolzall: I have no objection to becoming a part of your fair city; I've lived here for 13 years but I don't like you to jump on my nest and eliminate all these other nests that are strictly adjacent to me - that is my only point of contention. Everyone should be treated fairly.

Councilman Mizell: I would like to ask the corporate counsel for his figures on the differences between the relative cost of providing services to single family homes and the amount of tax income which is derived from single family homes and the cost of providing services to apartment complexes and business versus the amount of tax income obtained.

Mr. Register: I can't give you that. That would have to come from the utilities department, the department of transportation and the people that have charge of trash pickup.

Councilman Mizell: I've been given to believe that as far as income which is obtained from single family homes that it costs more for the city to provide the services to a single family home than the city receives in taxes.

Mr. Register: The point that I think we have to make and that is a rather serious point for the city - an economic viewpoint is that any single family house, either in a cluster or by itself that would come into the city by annexation - either voluntary or involuntary - immediately would be entitled to receive city services, including trash pick up, street maintenance, fire and police protection but those owners would not pay a dollar in taxes until May of 1975. There would be a lag. I think the problem the council faces as a legislative body and they will have to decide the expediency of this and the justice of it, is whether or not we do wish to be a complete whole community with the corporate city rendering service to the entire community - such as they should do as they are attempting to do it on bus service - and there would be many other services - street repair and all that, and also receive taxes from the people incorporated. I think it is a difficult economic question and one that I don't think is capable of easy solution, at all.

Councilpresident Zietlow: I think the question, is, if carried out to its logical extension, is whether or not a taxpayer actually paid in taxes for the services he gets. My guess is that many of us do not pay for all the services we get; that we are getting a lot more services for each tax dollar than we are paying.

Councilman Mizell: This is exactly my point. It seems contrary to the argument that corporate counsel advanced before that people maybe obtain the services but they are not paying for those services right now, therefore we should incorporate them into the city and give them the additional services that we have to offer and still not have payment in the form of taxes, commensurate to those services.

Councilpresident Zietlow: Then we get to the question of what you want this city to be.

There being no further discussion, the question was called.
ORDINANCE NO. 73-30 WAS ADOPTED BY A ROLL CALL VOTE OF AYES 5,
Nays 3 (Nay: Morrison, Mizell, Behen)

Councilman Morrison explained his vote: I would love to see this complex of apartments into the city but I will have to vote "no".

Councilman Mizell explained his vote: I would also like to see the apartment complex brought into the city but I do not wish to bring in a private citizen who does not have the services under that same ordinance.

Councilman Behen I'll repeat Councilman Mizell, and vote "no".

Councilman De St. Croix: In so far as ordinances 73-31, 32 and 33 will not be introduced for second reading tonight due to action this afternoon I wonder if counsellor Regester could inform us of that action.

Discussion - no action:
Ordinances 73-31, 32 & 33

Mr. Regester: In reference to ordinances 73-31, 32, and 33, which would, if passed at any time, annex the properties of Highland Village and Van Buren Park, this afternoon Mr. Stephen Ferguson, on behalf of residents in that area, filed in the Monroe Superior Court, Room One, a complaint for permanent injunction and temporary restraining order, and Judge Dixon, after Mr. Owens, City Attorney, and myself, corporate counsel, had appeared in opposition to the complaint itself and the restraining order, did issue a temporary restraining order today, but there will be hearing at 9:00 a.m. on Monday morning before him as to whether that should be dissolved or made permanent. I certainly don't intend here to debate the merits of that case except to say that we two attorneys connected with the city will oppose this injunction and attempt to get the restraining order dissolved. Now, as I pointed out awhile ago, even if our efforts legally are successful that does not constitute the passage of an ordinance annexing anybody. All that does is permit the council to act on it if they wish. There are two separate matters.

Councilman Behen: Would it be your recommendation as the legal representative of the city whether we could, or should not or can't discuss that at this time for the benefit of these people who have come to hear.

Mr. Regester: That is up to the Council, I'm just making the report, on why you may not vote on this and I would think it would be logical extension of that restraining order that you can't vote on it I wouldn't think that discussion would be pertinent.

Councilman De St. Croix: According to the rules of council ordinances are discussed at second reading; there is no second reading of these ordinances tonight. I would also like to point out that counsellor Regester has indicated that he would like to limit his remarks on the ordinances in question until such time as he has an opportunity to represent the city in the court case regarding the restraining order. The council will have to take further action on these if the city does win its fight on the restraining order and we will have to have a second reading on these ordinances and we will have discussion at that time. I would like to recommend that the council not entertain discussion at this point. That we hold until the courts make their determination as to the validity of the ordinances and then at that point, after justice has been served - in whatever manner - we proceed according to the recommendations of the court.

Councilpresident Zietlow: I am willing to accept that, I would hate to have any discussion here prejudice the case in the court. I think it would be bad timing.

Councilman De St. Croix moved that Appropriations Ordinance No. 73-4 be advanced to second reading and read by the clerk by title only.

Appropriations Ordinance No. 73-4

Councilman Morrison seconded the motion; the motion was carried by a unanimous voice vote.

In the absence of the city clerk, Amy Mann read Appropriations Ordinance No. 73-4 by title only.

Councilman De St. Croix moved that Appropriations Ordinance No. 73-4 be adopted. Councilman Ackerman seconded the motion.

Councilman Behen: I would like to lead off the discussion of the ordinance in that I feel that the allocation of more money for this particular phase of the efforts of this administration have not even paused long enough for guidelines to be established for the success of the venture. Further expenditures at this particular time when we have no basis for the success of the original expenditure of \$229,000 in my opinion are slightly premature. In view of that I would have loved to have seen this thing presented to us two or three months from now rather than now, to see just exactly what the ridership on the mass transit system might be and I think what we are all going to have to finally ask ourselves as council members is how large a deficit do we want to accept in operating a mass transit system.

Jim Wray addressed the Council: As you are all aware there has been a change and Mr. Bill Workman is succeeding me as acting director of transportation but I did prepare this so I will speak to it. Mr. Behen, as to your remarks, immediately after the system was instituted with the last appropriation we did a considerable amount of study of an interim program to decide where the routes should be established. There were some priorities which I think that all the council members were aware of; we felt we should take care of our old customers under the two bus transit system that we had operating during the first year of the administration. So, when all was said and done, we spent about \$200,000 - we appropriated about \$200,000 and had neglected the westside of the community which all members of the council, either directly or indirectly, stated contained the type of areas we should serve; the factories, the apartment complexes - and there are two subsidized housing areas out there - Oakdale Square and Parke Square. And we feel that this ordinance will round out the system to an acceptable level. It will also allow us to take in Fritz Terrace and a Small area north of town. In addition to the decision to take care of our old customers first we also felt that we should run the buses where the bulk of the population lives. As is obvious by the exodus earlier tonight there is a large portion of the westside of Bloomington that is not annexed to the city, it does mean that our buses will be running through a considerable amount of territory that does not have potential riders - it is not developed yet. But, by the same token it does run through a couple of high density areas and we feel that this would be consistent. It would also allow us to question temporarily what plans we do have for the westside if we do annex it. This would be a major step, which with very minor alterations could go toward what we hope becomes one of the basic services of the city of Bloomington. We do feel that this ordinance is consistent.

Councilman Fix: I would like a little more explanation of item 11, salaries and wages.

Mr. Wray: My apologies for not getting you something typed up on this, I don't have it - I will give you the theory; I will be glad to get it to you. Basically, the rest of the expenditures are prorated over two more buses as was done on the first six. We feel those figures are fairly consistent, with the exception of line item 11, salaries and wages and insurance, line item 51 which was neglected in the first ordinance. Under salaries and wages,

we have discovered that set up the way we are we are running about an hour longer than we had anticipated. It was just impossible to crystal ball that far ahead last winter when we were trying to set this up and the ordinance that was finally adopted after the old system was cut from the budget. We have to put a little in there for the rest of the bus system or we may ultimately have to start cutting back service about an hour or a half an hour a day. The second thing that is causing the increase a little more than a pro-rata share is the fact that I feel it is essential to hire a manager for this bus system. There is \$11,000 in there for salaries and wages that does not include that of drivers - this is figured on an annual basis - we have no idea of just when we will get the rest of the buses and hire additional personnel - there will be some left at the end of the year. This can be set up for an eight month period if the council so wishes. The \$11,000 is for a manager, with some additional money for existing clerical help or additional clerical help, to figure the many costs that are requested by the citizens and the council. I don't feel it is fair to add on, currently 10 people - we will be going to 14 or 15 - and additional payrolls, as well as the other required clerical help, without paying somebody a little more money for it. I also think that for the success of the operation there should be a person directly accountable for it. It does start quite early in the morning - 5:30 and go to 6:30 or 7:00 in the evening. I feel it is unreasonable to expect somebody who currently works for the city to come in at those hours and keep track of it all day.

Councilman Behen: I don't feel that you have answered the points that I brought up, of a premature request for this and the degree that we might eventually have to subsidize this mass transit system.

Mr. Wray: I will give the same answer that was given before: there is no way we know how much we are going to have to subsidize it. There has been a sharp reduction in ridership since fares went into effect, there has also been a change in the Indiana University schedule the last week - we don't know how much this will affect our system. We are relatively sure now that there will be a drop-off before we get busy on promotion again. How much money are you going to make in the shoe business next year? You are asking me the same question.

Councilman Behen: I would have a criterion to go by had I been giving them away for a month; then I would know what kind of volume there would be. That's why I asked the question about being premature.

Mr. Wray: What's acceptable for a service to be provided by government? You are asking for a feasibility study without having a feasibility study made.

Councilman Behen: All I am trying to bring to the attention of council in bringing this premature point up is that I think that if you have guidelines to follow - performance to follow, ridership to follow, then you have a basis to make a decision on and we are being asked to make a decision on absolutely a limbo thing that we don't know yet.

Councilpresident Zietlow: The purpose of this expansion is to serve areas which are not now being serviced.

Councilman Behen: When that service that is now existing is enthusiastically received I would be the first one to say, yes, let's go and let the rest of this community be serviced by this.

Councilman Davis: My feeling is that the addition of two vehicles right now is no more premature than the institution of the six-bus system was initially. Both of them were indeed premature; we made the decision that we are to go with a bus system for this community and I buy that but it was a premature decision. There is a technical study underway right now which will be ready by mid summer. This system we have now is inadequate. This system plus two vehicles will be inadequate. Once we know what we really need and will have some sort of information - no guarantees but some sort of information. The question we face

now is simply do we go with an inadequate premature system that ignores, as the routes show, the far west side or do we go with a premature, inadequate system that does include ~~xxxxxxx~~ that. I would say that we go with the system that does include that. Whether we go with it or not, we will face additional questions once we know what we really need in this city.

Councilman Ackerman: I would just like to echo everything Councilman Davis said; he made all the points I'd already made. It seems tome that it would be nice to have this study available but we in the council unanimously voted for a bus system three or four months ago in a lot more blind faith than we now have, We now have the experience of seeing the bus system run over several months and if it were true that the bus system so far had run into major snags and major problems, that we really weren't meeting a need, that there was just a zero response from the community I would vote against this ordinance tonight. But I feel that the response has been quite positive and I hope that it will continue to grow and I think it is very unreasonable to deny this service to a significant segment of the community.

Mr. Wray: If it weren't being used, we wouldn't be proposing this ordinance.

Councilman Mizell: I am in a rather curious position this evening because one of the gaps of the previous service that was afforded the community that was discussed before was out in the area that I represent. Buses used to come down into Park Ridge East and along Third Street, serving Hoosier Acres and Park Ridge East and so on. And the new bus system forsome reason or other does not serve those areas including newly annexed areas of Grandview Hills and Eastern Heights. But what I was really wanting to point out to the council is what appears to me to be a discrepancy in that the original appropriation 73-1 put nine buses on the street.....

Mr. Wray: It put six buses on the street; the seventh back-up bus is not on the street.

Councilman Mizell: ...if we have six buses on the street and one in reserve for a cost of -

Mr. Wray: we spent very near \$120,000 on equipment - the original buses were bid at about \$15,700 each, when we got through putting radios in we had enough money for fare boxes- and we painted the buses I believe out of ahothor line item. Then we bought a seventh bus for a back up bus. In other words, theequipment cost a few dollars less than we anticipated. With buying the seventh bus, it was a total of \$229,000.

Councilman Mizell: ... okay, seven buses then for a cost of \$229,000..

Councilman Davis: No, I'm sorry, a major part of the costs are operational and only six buses were put on the streets.

Mr. Wray: There are six buses operating which means we have operating costs for six buses.

Councilman Mizell: I'll accept six buses. The question I have really is these six buses cost us \$229,000 and now we are going to get a third addition - two more buses at a fifty percent cost, \$106,000. Now, why is there a discrepancy? If we are getting six buses operational for \$229,000 why can we now only get two buses operational for \$106,000?

Mr. Wray: We went over the bulk of the change, the bulk of the difference. We have pretty well prorated line items 25 through 72 with the exception of insurance, which is \$2,000 which is insurance for the entire system - if this isn't passed I will have to ask for transfer resolutions; it was an oversight on my part to include it. The last one was paid from the Board of Works since it was not revenue sharing money - the last bus system we had.

Salaries and wages has been increased because the hours of service are somewhat longer than had been anticipated - about an hour a day. By the time you have split routes and you run a little longer in the evening and start out on some routes a little earlier in the morning. When you are talking about six buses operating it doesn't take long to eat into your salaries and wages which means, as I stated earlier you would have to have a slight reduction in some of the service, at one end of the other, the hour starting in the morning, or the hour finishing in the evening. There is also figured into salaries and wages \$11,000 for a supervisor for the buses and some increased pay for the secretaries that are keeping the figures, doing the payroll and invoicing for the bus system.

Councilman Mizell: I just wanted to thank Councilman Davis for what I thought was a pretty strong presentation - I think of some of the reasons why we need to expand the system. I think the argument that if we are going to be able to determine the adequacy of the system we ought to have a city wide system that does serve the needs of the community - I think that we have evidence in the audience this evening of why we do need a bus system that serves the entire community; those are representatives of the older American Center who are here tonight, people who depend on the bus system. And I would like to point out that senior citizens also live in the far out eastern and western regions of the city and those are the areas primarily that will be served by the expansion of these two new buses. I would also like to point out that it is coming into the news far more frequently - the impact of the energy crisis and the increase in gasoline prices. The planning department is now running survey analyses on the condition of roadways in this community and preliminary data indicates that the roads are now being used at two times or more the capacity they were built for. I think we've got a basic choice here. We are either going to take, admittedly an extension of a risk we took before when we instituted the bus system. We can't tell if it is going to work; we can't tell how much of a subsidy it is going to need - those are things we are only going to be able to determine after the thing is carried out. But it would appear to me that we also ought to realize the risks we are taking if we don't try and institute a realistic, city wide bus system, that serves all of the community. We are in fact locking ourselves into a mode of private transportation that is going to choke this community with its fumes, that is going to tie up the city with its cars, that is going to cost the city hundreds of thousands of dollars to keep the roadways in repair. To rebuild roads to meet the load requirements that they are now facing daily, which are well over twice the loads that those streets are built for. I think that if we are going to talk about the economics of it we ought to consider those economic factors as well as the cost of two additional buses and the salaries associated with it.

A member of the audience addressed the Council: I am from that portion of the Highland Village that is way on the west side, I pay city taxes and I would just like to know where this new route is going to be. Is it going to be in that portion that was published in the Herald-Telephone yesterday? and if it is I am violently against the purchasing of new buses on the basis of this gentleman's question right here - we're flying into something blind. I've been in this city for a little over two years; there's holes in the street were here when I came here; the only thing they are just getting bigger and deeper. Why spend it on buses?

Councilman Behen: I can't find too many areas of disagreement pertinent to the environment that councilman De St. Croix pointed out to all of us, but when he or Councilman Davis, either one, quotes that we went into the thing blindly originally, that we did, but now my contention that at least we have a barometer - then we had no barometer. And the barometer are the existing buses that we have running on the streets and when they prove their worth of carrying people - it will prove the fact to me and probably to any of the rest of you that people are willing to leave their cars at home and use these public transportation vehicles then I can go along with this.

Councilpresident Zietlow: I just want to say we have got a long term educational process in getting people away from their cars. The thing that I think the buses are doing is providing services for people who do not have cars - children and old people and people who just can't afford cars or can only afford one car. I think that is the first thing and I think that we are providing that service already and I think that we have to provide a decent enough service that people who would otherwise take their cars have a real alternative to using them - if it is almost as convenient; it won't ever be quite as convenient perhaps - but it does seem to me that we have a whole area of the town that we aren't paying attention to for either of these things....

Councilman Behen: We have this golden opportunity to let other areas of the town prove to us that they want buses and thereby extend that service to the areas that don't have them. It doesn't seem to me - I'll be more graphic with it - if the buses are successful in any one given area of town it would lead me to believe that then we could at that point expand it to other areas of town. Had we no bus system which we had when we assumed office then we had no barometer to go by, now we have that barometer and before we spend this, almost half again what we spent originally...

Councilpresident Zietlow: But if the provision of services and the fact that people are using them is any indication of success, we've had more people riding the bus in the first month of service than we had in the whole last year.

Councilman Behen: But that isn't the barometer; when you are giving anything away - when you are giving something away you will get a lot of takers.

Councilpresident Zietlow: But it means there are a lot of people who are ready for the service.

Councilman De St. Croix: I just wanted to respond to the gentleman from Highland Village's comment. You are right about holes in the street - they have been there for more than two years - I've been here longer than that. But I would just like to point something out. I believe that that problem will be dealt with as soon as the monsoon is over with; it is difficult to pave when you are up to your armpits in water. Beyond that, the reason, sir, that we have that type of problem in this community is that 1. we have too many cars; 2. the roads were not built to support the volume of traffic they have; 3. if we don't come up with an alternative to private transportation you won't have to worry about the holes in the road because there won't be any road - you'll just be driving on holes because it will be physically impossible for this city to build roadways to meet the volume of traffic based on the projections that this city has been meeting in private vehicular growth over the past ten years - the average number of passengers in a car in the city of Bloomington is just slightly over one person per vehicle if you take any kind of realistic road count. That is not economically realistic - it is not realistic in terms of utilization of resources; it is bad in terms of time and you just can't move anywhere fast enough. If we can move a bus through with 19 people on it instead of 19 cars strung out we are serving the community better.

Councilman Ackerman: I would just like to amplify on a point that Councilman De St. Croix made in his earlier address. It doesn't seem to me that we really are way out in left field in moving ahead in a modest way with buses - two days ago the standard oil company felt constrained to run a two-page ad in an Indianapolis newspaper urging people to form carpools, urging people to plan their trips more economically, stating that if every person - if every car could save one gallon of gas per week that there would be no energy crisis today; that would be one thing. Also a gas station attendant told me that he is quite sure that within six months the price of gasoline would then go to 50¢ a gallon. It seems to me that we are cooperating and providing a service that will increasingly be necessary here in Bloomington.

(The council took a five-minute break in business.)

Councilman De St. Croix: Before we get back into this debate I would like to ask council's indulgence and ask council to pass a voice resolution that we ask the board of public works (1) to fix the microphone system and (2) to relocate the microphones so that people can speak into them.

Councilpresident Zietlow: We will communicate with the Board of Public Works this request.

Councilman De St. Croix: That was requested before; two months ago.

Councilman Fix: I have a for Jim Wray on the Appropriations Ordinance. I will preface my remarks with an observation my father used to make to me and I now understand what he meant; he said that if I live to be 200 I'll never get used to these prices. Now I understand what he meant. What I would like to know is are we planning on in 1974 whatever subsidy that is needed for these buses to come from revenue sharing or are we going to try to attempt to get some kind of a budget out for it from the general fund?

Mr. Wray: Within the administration executive branch we are still debating this. Our original stand was to set this up with revenue sharing; I think that we would still stick with that stand at this time.

Councilman Mizell: I had a question as to - how is the transportation department organized? There is the street department, the bus department? In transportation you take care of streets....

Mr. Wray: Streets, which is MVH fund; transportation, which is financed from revenue sharing; and fleet maintenance which is owned by the City of Bloomington Sanitation Department.

Councilman Mizell: In everything except the buses, how many people are currently employed?

Mr. Workman: There is approximately 38, excluding bus drivers.

Councilman Mizell: And there are 8 bus drivers?

Mr. Workman: There are nine and one back up man.

Councilman Mizell: The question I wanted to ask was the justification for the salary for a manager for eight or nine people.

Mr. Wray: There are already about ten people, if we add this on we are talking about 4 more. We are then talking about 11 or 12 people. I state a number of reasons - the hours that they work, the fact that there is a lot of PR involved - there is going to have to be a lot more public relations involved. If you'd like to come down sometime and answer the phone you can appreciate the quantity of phone calls that come in of people requesting bus information.

Councilman Mizell: Now is this person who will be hired as a manager, is he going to be in advertising - is he going to have some specialty in advertising or transportation management.

Mr. Wray: The person I have in mind and I hate to see us get into personalities on every salary ordinance that comes up, but if we're going to have to - the person I have in mind does have experience in operating and managing a bus system and I do know that I can get him for the price we're talking about and I do know that he has a good bit of experience in laying out routes and promoting a bus system, especially from a public relations standpoint, training drivers - which is your number one public relations man on a bus system.

Councilman Mizell: Well, I really wasn't interested in personalities, I was really interested in a job description.

Mr. Wray: That's it - he is going to be in charge of seeing the drivers get out properly, that citizen complaints are promptly looked into and corrected if corrective action is needed. He will answer complaints and correspondence, supervise the money and see that the buses are kept in good operating condition, and are neat and cleaned up everyday - everything with the bus system. I'm not prepared to write the description but I think that if you just - you could pretty well feature what would have to be

have to be taken care of in the course of a day. Coordinate the drivers, see that the substitutes are there - they do work split shifts which means there are two relief periods at all times during the day. He must be sure that the relief drivers show up - some of them have to be taken downtown-they switch at fifth and Washington or in front of the service center, of course the easiest one. There is a problem of transportation - all these things must be taken care of.

Councilman Mizell: I hope that all this will be put to paper so that an individual that is hired recognizes what the responsibilities are going to be. How long is the bus system been in operation now?

Councilman Behen: As I recall it was the 19th of March that they were put on the street.

Councilman Mizell: What's your experience been as far as maintenance and repairs are concerned.

Mr. Workman: Our experience with maintenance is we've had very little of it. The main maintenance we pull is preventative maintenance on the buses - that was the reason we need this other bus - the seventh bus, because the bus has to be worked on in the daytime and we had nothing to put back on the street. And we're talking about a bus that in approximately in a month's time will run between five and six thousand miles - on each bus.

Councilman Mizell: What is the cost then, per month, per bus for maintenance?

Mr. Workman: Well, what figures we have at this time, I would say thirty-five to forty dollars. That is preventive maintenance - filters and oil, etc. That is parts and labor. As the buses wear, of course, it will be more.

Councilman Behen: The maintenance at this point, Councilman Mizell, will have no bearing on what the total maintenance might be. I mean we are dealing with totally new vehicles.

Councilman Mizell: Well, yeah, it does have some bearing on the items number 25 and 32 - repairs and garage and motor.

Mr. Wray: It has an effect on 25, 32 is gasoline and oil.

Councilman Mizell: I was just wondering, so far we have an estimate of about \$4200 for maintaining ten buses for a year. The warranty is for how long?

Mr. Workman: The warranty on the engine extends up to fifty thousand miles - it is prorated I think after you pass 25 thousand or so. But I see no problems. There is one thing I would like to say, on these extra buses - we have three lines down there into the service center for the dispatcher and those phones are ringing continually of people practically begging us to get more buses on the streets so they can ride. They virtually beg to see if we can get more buses to cover more territory. I think, Councilman Morrison, you were down there once and you can probably testify to how the phone is just continuously ringing.

Councilman Morrison: I wasn't in that part, I was in the street department part.

Mr. Workman: You were in the dispatcher's.

Councilman Morrison: It wasn't ringing that much, though was it?

Mr. Workman: I'm sure that if you will come down it will ring.

Councilman Mizell: I just wanted to get a handle on what we might expect in repairs. \$16,000 or \$4000? Line item 25 has \$12,000 in appropriations ordinance 73-1 and \$4,000 in this ordinance, 73-4. It is now costing about \$40 a month to maintain a bus.

Councilman De St. Croix: I would like to point out that it has been my experience whenever I get a new car, for example, that the first few thousand miles maintenance is minimal but after that it always seems to me that the sky falls in, and that costs go up. And if we are running

these buses at the rate of about 5 or 6 thousand miles a month then we are talking about a pretty rapidly escalating maintenance schedule. Thus far I imagine all they are doing is changing oil and maybe a filter or something like that which is really a minimal level of maintenance but if you are talking about getting in there and doing a major tuneup and that kind of thing. Preventive maintenance requires that type of tuning and whatnot and that costs a lot more than the maintenance schedule we are on now. So, to assume that because it is costing forty dollars a month now I don't think we can prorate that out over the year and figure that as being the base cost; I think it is going to be growing, as we put more miles on the buses.

Councilman Fix: When will we receive the two buses?

Mr. Wray: I have no way of knowing.

Councilman Fix: This goes to Councilman Mizell's point on the repairs and gas and oil, in case we don't get them until december.

Mr. Wray: I haven't checked recently. There was approximately a four to six week delay two weeks ago. This can change to a considerably longer period of time very readily, as was evidenced by some of the problems we are having in getting equipment for the sanitation department - in fact we can't get trucks now until 1974 model year. There is getting to be a shortage of equipment. I would say it would possibly be four weeks; this depends on what other cities are doing; I know the demand is increasing.

There being no further discussion, the question was called. APPROPRIATIONS ORDINANCE NO. 73-4 was ADOPTED by a ROLL CALL VOTE OF AYES 6, Nays 1, Abstention 1 (Nay: Behen; Abstention: Morrison)

Councilman Mizell explained his vote: I have severe reservations on the appropriations that we're being asked to consider here as to whether or not they are actually called for. But as I have stated all along I am very much in favor of getting the buses on the street as quickly as possible; I would like to remedy a lot of the problems that we have right now where areas of the city have been essentially disenfranchised by the bus service, including newly annexed Eastern Heights, Grandview Hills, Hoosier Acres, and Parkridge East, which essentially means I myself can't ride the bus. Weighing those two I have to accept the figures although I really do question them and vote in favor of the ordinance.

Councilman Fix said, in voting: I would like to comment that I am satisfied in my own mind that people want the buses; I am definitely not satisfied in my own mind that they want the expense of the buses. But we need two more buses for sure. so I vote yes.

At 9:08p.m. the Council entertained petitions and communications from the audience, of which there were none.

PETITIONS &
COMMUNICATIONS

Councilman De St. Croix: I have a question which I think gets back to Councilman Mizell's concerns and perhaps some of the concerns Mr. Fix had. Mr. Wray, what happens to monies, say that we are appropriating for mass transit, that aren't expended, as part of revenue sharing.

Mr. Wray: They are put back into the revenue sharing trust fund.

Councilman De St. Croix: So, therefore, Council could realistically get a report from the transportation department of what the costs

were and contrast that with the monies that were appropriated, from revenue sharing and when we come to budget setting time have a pretty good idea of whether or not those figures were accurate. So I think we do have a vehicle for checking on the figures

Councilman Ackerman moved that Ordinance No. 73-34 be introduced and read by the clerk by title only. Councilman De St. Croix seconded the motion. The motion was carried by a unanimous voice vote.

ORDINANCE NO. 73-34

rezoning
from B-1 to B-3
for skating rink on
17th street

In the absence of the clerk, Amy Mann read Ordinance NO. 73-34 by title only.

Councilman De St. Croix moved that Ordinance NO. 73-34 be adopted. Councilman Ackerman seconded the motion.

Mr. Crossman explained that this is a skating rink on 17th street immediately adjacent to the bowling alley. The zoning in the proposed zoning map for our future ordinance, both as the council has reviewed it up to this point and as the plan commission has reviewed it, is entirely in accordance with the use that is proposed. The applicants did considerable work in revamping their ingress and egress and parking facilities and met most of the concerns of the planning commission - I guess all of the concerns of the planning commission. The staff recommended it; the planning commission sends it to the council with their recommendation.

Councilman Mizell: I might comment that the plan commission was concerned with the traffic flow within the parking area and particularly the flow adjacent to the rink itself, any of you who have utilized the frank southern center recognize the problem with children leaving the center and running - tending to run out into the street to get rides home, etc.. The problem became so acute that a chain link fence had to be constructed to keep the children from moving out into the street. This was part of our concern and I think that this has been handled very nicely, if you notice the map that accompanies the petition. The traffic flow is arranged so that the cars will have to go into the rink area itself rather than have children waiting out on seventeenth street, which is a rather busy street. We hope that we have taken care of the safety factor involved in the arrangement of this traffic pattern.

Councilman Behen: Will there be speed bumps in the driveway? That would be the ideal situation to have speed bumps there.

Councilman Mizell: The nature of the distances involved you couldn't really get up very much speed - you're talking about very short distances, that are actually involved in the traffic flow pattern. There are too many turns and the distances between turns are so short that you couldn't really get up speed.

Councilman De St. Croix: Have any recommendations ever been made to the Traffic Commission to post the roadway immediately in front of and adjacent to this property as No Stopping or Standing? So that people don't ignore this beautiful pickup pattern and stop on seventeenth street?

Councilman Davis: There has been nothing before the traffic commission but if that became a problem that would get fast action.

Councilman De St. Croix: It seems to me that is an added safeguard against people short-circuiting the pickup route.

ORDINANCE NO. 73-34 WAS ADOPTED BY A ROLL CALL VOTE OF
AYES 8, NAYS 0.

Councilman De St. Croix moved that ordinance NO. 73-35 be advanced to second reading and read by the clerk by title only.

No. 73-35 - rezoning trailer park

Councilman Ackerman seconded the motion; the motion was carried by a unanimous voice vote.

In the absence of the city clerk, Amy Mann read Ordinance NO. 73-35 by title only.

Councilman De St. Croix moved that Ordinance NO. 73-35 be adopted. Councilman Ackerman seconded the motion.

Mr. Crossman explained that this is a request from Ken Rumble to extend an existing mobile home park on the northwest side of the city. The proposed zoning ordinance calls for an RL classification in that area which is appropriate for a mobile home parks. The application is for an immediate rezoning to R-4 which is the zoning classification of the present ordinance for mobile home parks. The proposal meets the minimum criteria that are presently outlined in the city zoning code, for R-4 zoning classification.

In response to a question from Councilman De St. Croix, Mr. Rumble said that the proposed extension of the mobile home park would be along the lines of mobile home parks he has constructed in the past. The extension would involve 91 more lots.

ORDINANCE NO. 73-35 WAS ADOPTED BY A ROLL CALL VOTE OF AYES 8, Nays 0.

Councilman De St. Croix moved that Ordinance NO. 73-36 be advanced to second reading and read by the clerk by title only. Councilman Ackerman seconded the motion. The motion was carried by a unanimous voice vote.

Ord. NO. 73-36 - swimming pool fences

In the absence of the city clerk, Amy Mann read Ordinance NO. 73-36 by title only.

Councilman De St. Croix moved that Ordinance NO. 73-36 be adopted. Councilman Ackerman seconded the motion.

Councilman De St. Croix said that he was concerned that a child could easily drown in water that was less than forty-eight inches deep, the depth specified for fencing in the ordinance as drafted.

Councilman De St. Croix moved that the Ordinance No. 73-36 be amended by changing the depth of water requiring a fence from forty-eight (48) to thirty-six (36) inches. Councilman Ackerman seconded the motion.

THE MOTION TO AMEND WAS CARRIED BY A ROLL CALL VOTE OF AYES 8, Nays 0.

There was extensive discussion of the ordinance, and the problems thereof. It was determined that an inflatable "temporary" or "portable" swimming pool presented the same hazards of drowning as do permanent bodies of water, so that they should also be bound by the fencing requirement.

It was also determined that the ordinance would not include rivers.

Councilpresident Zietlow explained that the impetus for the ordinance came from an excavation on east third street--there are quite a few children in the neighborhood and there was real fear by parents there that their children might wander into it, and drown. The person who has the pool has objected rather violently to the ordinance. But the whole idea is that fish ponds are attractive nuisances to children and we want to try to prevent any real accidents from happening.

Councilman De St. Croix moved that Ordinance No. 73-36 be adopted as amended. Councilman Ackerman seconded the motion. The motion was CARRIED BY A ROLL CALL VOTE OF AYES 8, Nays 0.

Councilman De St. Croix moved that Resolution NO. 73-33 be introduced and read by the clerk. The motion was seconded by Councilman Ackerman and carried by a uannimous voice vote.

RESOLUTIONS

No. 73-33
R-30 closeout

In the absence of the city clerk, Amy Mann read Resolution NO. 73-33 in its entirety.

Councilman Morrison moved that RESolution NO. 73-33 be adopted. Councilman Mizell seconded the motiinn.

Mr. Wray explained the nature of the resolution: we have learned that we are going to be \$25,000 short in the closing of R-30 the Dyer Project. The interest over the past 12 years exceeded what had been allocated and was the primary cause for the overrun. Therefore we must file an ammendatory to raise our loan availability to \$2,420,000 from approximately \$2,390,000. The ammendatory has been approved by the redevelopment commission. This is essentially a paper transaction to make the budget real at the closeof the project.

RESOLUTION NO. 73-33 WAS ADOPTED BY A ROLL CALL VOTE OF AYES 8, Nays 0.

Councilman De St. Croix moved that Resolution NO. 73-34 be introduced and read by the clerk. Councilman Morrison seconded the motion. The motion was carried by a unanimous voice vote.

NO. 73-34 - temporary loan

In the absence of the city clerk, Amy Mann read Resolution NO. 73-34 in its entirety.

Councilman De St. Croix moved that Resolution NO. 73-34 be adopted. Councilman Ackerman seconded the motion.

Martha Sims, Controller, explained that this had already been approved by the Utilities Service Board.

RESOLUTION NO. 73-34 WAS APPROVED BY A ROLL CALL VOTE OF AYES 8, Nays 0.

Councilman De St. Croix asked that the Controller's office, in the next month or so, come up with a memorandum explaining the past deficit and how it was paid off and what that represented in other funding. He said he thought it would be helpful for the Council to have this before budget time.

Councilman Ackerman moved that Resolution NO. 73-35 be introduced and read by the clerk. Councilman De St. Croix seconded the motion. The motion was carried by a unanimous voice vote.

73-35 - Senior Citizens Month

In the absence of the city clerk, Amy Mann read Resolution No. 73-35 in its entirety.

Councilman Behen moved that Resolution NO. 73-35 be adopted. Councilman De St. Croix seconded the motion.

RESOLUTION NO. 73-35 WAS ADOPTED BY A ROLL CALL VOTE OF AYES 8, Nays 0.

Councilman De St. Croix: I am going to move that resolution no. 73-36 be introduced but I am going to point out that there is a deadline for submission of items for the agenda. It would appear to me that when we are talking about \$200,000, \$400,000, etc., that is clearly something that Mr. Walkenshaw should know about well in advance. Next time something like this is submitted I will entertain a motion not to include it on the agenda.

73-36 - investment of funds

Councilman De St. Croix moved that Resolution NO. 73-36 be included on the agenda and introduced and read by the clerk. The motion was seconded by Councilman Ackerman and carried by a unanimous voice vote.

In the absence of the city clerk, Amy Mann read Resolution NO. 73-36 in its entirety.

Councilman De St. Croix moved that Resolution NO. 73-36 be adopted. Councilman Behen seconded the motion.

Councilman De St. Croix: I would like to request that the council secretary send Mr. Walkenshaw a memorandum about the council agenda deadlines; and to the Utilities Service Board. The council concurred in this request.

RESOLUTION NO. 73-36 WAS ADOPTED BY A ROLL CALL VOTE OF AYES 8, Nays 0.

None.

REPORTS FROM OFFICIAL BOARDS AND COMMISSIONS

None.

REPORTS FROM STANDING COMMITTEES

None.

REPORTS FROM SPECIAL COMMITTEES

None.

REPORTS FROM CITY OFFICIALS AND DEPARTMENT HEADS

MESSAGES FROM
COUNCILMEMBERS

Councilman Mizell expressed concern over the problem of people moving into the city who have a number of cartons and other packing materials which the garbage people will not collect.

Councilpresident Zietlow said that this situation is supposed to have changed with the new ordinance and the city sanitation department. According to the new ordinance, any item that one person can pick up, within specified liberal dimensions. She noted that a constituent of hers had asked her to thank the council for the comprehensive service of trash collection - this constituent found that in rainy weather the street department crews go around picking up rubbish and other large items, including brush, in addition to the expanded service provided by the city's trash collection program.

Councilman Mizell asked that it be publicized to inform residents of the city of the greater scope of our trash collection program.

Councilman De St. Croix noted that the city has ostensibly already had its spring clean up trash collection but that it was not well publicized. He asked if it might be possible to have another such pick up and to get it better publicity.

Councilman De St. Croix restated his earlier request that the Board of Public Works be asked to do something about relocating the microphones so that everyone on the council can speak into them and be heard.

Councilman Behen noted that the new buttons for the Bloomington TRansit system are available and expressed the hope that the city employees and members of the community would wear them.

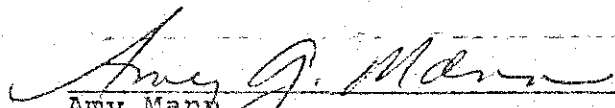
Councilpresident Zietlow said that a question has been raised about the family bus passes. She said she understands that when a family pass is purchased, each member of the family will get a pass.

Councilman Morrison moved that the meeting be adjourned. The motion was seconded by Councilman De St. Croix and carried by a unanimous voice vote.

The meeting was adjourned at 10:15 p.m., E.S.T.


Charlotte T. Zietlow, Councilpresident

ATTEST:


Amy Mann
Council Secretary

RESOLUTION No. 73-33

RESOLUTION OF THE COMMON COUNCIL CITY OF BLOOMINGTON, INDIANA
AUTHORIZES THE FILING OF AN AMENDED, COMBINED PART I and PART II
LOAN AND GRANT APPLICATION FOR PROJECT IND. R-30.

WHEREAS, it is necessary and in the public interest that the City of Bloomington Department of Redevelopment avail itself of the financial assistance provided by Title I of the Housing Act of 1949, as amended, to carry out the urban renewal project described as Dyer Project Ind. R-30, hereinafter referred to as the "Project"; and

WHEREAS, it is recognized that the Federal contract for such financial assistance pursuant to said Title I will impose certain obligations and responsibilities upon the Local Public Agency and will require among other things (1) the provision of local grants-in-aid; (2) a feasible method for relocation; (3) other local obligations and responsibilities in connection with the undertaking and carrying out of urban renewal projects; and

WHEREAS, Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin under any program or activity receiving Federal financial assistance and Executive Order 11063 prohibits discrimination on the basis of race, color, creed or national origin in sale, lease or other disposition of residential property (including land intended for residential use) or in the use or occupancy thereof; and

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, DEPARTMENT OF REDEVELOPMENT:

1. That the United States of America and the Secretary of Housing and Urban Development be, and they hereby are, assured of full compliance by the Department of Redevelopment with regulations of the Department of Housing and Urban Development effectuating Title VI of the Civil Rights Act of 1964 and applicable Executive Orders.

2. That an application on behalf of the City of Bloomington Department of Redevelopment for a loan under Section 102(a) of said Title I to be increased to the amount of TWO MILLION FOUR HUNDRED TWENTY THOUSAND DOLLARS (\$2,420,000.00) and for a project capital grant, and a Federal grant for the making of rehabilitation grants to the full amount available for undertaking and financing the Project is hereby approved, and that the Mayor is hereby authorized and directed to execute and file such amended application with the Department of Housing and Urban Development, to provide such additional information and to furnish such documents as may be required in behalf of said Department, and to act as the authorized correspondent of the City of Bloomington Department of Redevelopment.

Adopted this ³~~30~~^{May} day of ~~April~~, 1973.

Charlotte T. Zietlow
CHARLOTTE T. ZIETLOW, PRESIDENT
COMMON COUNCIL

ATTEST:

Amy M. Johnson
GRACE E. JOHNSON, CITY CLERK

Francis X. McCloskey
FRANCIS X. McCLOSKEY, MAYOR
CITY OF BLOOMINGTON, INDIANA

RESOLUTION No. 73-34

May 3, 1973

BE IT HEREBY RESOLVED by the Common Council of the City of Bloomington, Indiana, that the Controller of said City is hereby empowered to make the following temporary loan for the purpose of cash operating balance, such loan to be secured by a pledge of taxes to be received, which are not otherwise allocated, to-wit:

FROM: WATER DEPRECIATION FUND \$500,000.00
TO : GENERAL FUND \$500,000.00

Charlotte T. Zietlow
Charlotte T. Zietlow, President
Common Council, City of Bloomington

APPROVED:

Francis X. McCloskey
Francis X. McCloskey, Mayor
City of Bloomington, Indiana

Adopted:

May 3, 1973
Date

WHEREAS, there are now over five thousand citizens of the City of Bloomington and the County of Monroe who have reached the age of 65, and

WHEREAS, those Americans over 65 have left us a heritage, a strong and growing nation as a result of their courage, resourcefulness and devotion, and

WHEREAS, each individual and the City of Bloomington should be aware of the skills, wisdom and experience of older Americans; and should be concerned with establishing opportunities for the use of such skills, wisdom and experience,

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE City of Bloomington, Indiana, that the month of May, 1973, be celebrated as

SENIOR CITIZENS MONTH

and the Council urges all members of the Bloomington Community to join together in directing their thoughts and efforts toward our Senior Citizens during this and every month.

Charlotte T. Zietlow
Charlotte T. Zietlow, Council President

Francis X. McCloskey
Mayor Francis X. McCloskey

adopted: May 3, 1973

RESOLUTION No. 73-36

May 3, 1973

INVESTMENT OF FUNDS

BE IT HEREBY RESOLVED by the Common Council of the City of Bloomington, Indiana, that the Controller of said City is hereby empowered to make the following investments into Government Securities yielding the highest rate of interest obtainable, consistent with safety, to-wit:

<u>FUND</u>	<u>AMOUNT</u>	<u>MATURITY DATE</u>
Water Operation & Maintenance	\$200,000	8 months
Water Meter Fund	35,000	8 months
Water Depreciation Account	400,000	8 months
Special Water Construction Acct.	200,000	90 days
Sewage Works General Fund (Operation & Maintenance)	200,000	8 months
Sewage Works Sinking Fund	275,000	60 days
Sewage Works Depreciation Acct.	140,000	8 months

Charlotte T. Zietlow

Charlotte T. Zietlow, President
Common Council, City of Bloomington

Francis X. McCloskey
Francis X. McCloskey
Mayor

adopted: May 3, 1973