



**2024 Budget Questions from Council and Answers (Second Round)**  
**September 13, 2023**

Overall

| Council Member | Question   |
|----------------|--|
| Stephen Volan  | Why was there no sergeant-at-arms present during budget week?  |
|                | The officer who usually works the Council meetings was off that week on vacation, and it was otherwise a staffing issue. Chief Diekhoff was there on Tuesday evening, but the other nights BPD simply didn't have the available officers not otherwise occupied with community runs to attend the meetings.  |
| Stephen Volan  | How much does one employee without dependents cost the city annually — is \$14,274 an average, or a fixed amount per employee regardless of dependents?  |
|                | Addressed in the previous responses, see page 6.   |
| Stephen Volan  | What were the results of the parking cashout initiative, and why did the administration remove it from this budget?  |
|                | Addressed in the previous responses, see page 2.   |
| Stephen Volan  | With respect to the installation of fiber citywide, what proportion of the network is being strung aerially vs buried, and why?  |
|                | The ratio of aerial to underground for the Meridiam network design and fiber deployment is approximately 35% aerial to 65% underground. Initial installation has focussed on underground areas of the design while access to electric poles (Duke) was secured. Aerial work is anticipated to begin in October further accelerating the deployment of the network. The mixture of aerial and underground construction is determined by the private entity but generally reflects the fact that aerial is generally less costly and quicker to deploy. Underground conduit and fiber are generally deployed where there are no electric poles or other operational concerns required. |

BT

| Council Member | Response   |
|----------------|--|
| Stephen Volan  | Council unanimously approved Resolution 23-10, requesting an appropriation for a downtown circulator bus. BT is about to take the first step in establishing the Green Line express bus, a feasibility study, within which Mr. Connell said a circulator bus route could also be studied for little or no additional cost (estimated at zero to \$20,000). Will the Green Line study include a study of a downtown circulator, and if it costs a little extra, will the administration ensure BT has the funds to include the circulator in the study? |
|                | BT plans to include consideration of downtown services, which could include a circulator, in phase 2 of the studies for the Green Line, expected in 2024.  |
| Stephen Volan  | What is the number of the new route serving high-density apartments mentioned by Mr. Connell?  |
|                | #14, Muller Park Express   |
| Stephen Volan  | What were the Sunday numbers BT was hoping to see that Mr. Connell mentioned, and what are the actual numbers?   |
|                | The expectation for Sunday ridership is it should be comparable to Saturday ridership levels, which it is. (Saturday averages 35 passengers per hour of service, 33 passengers per hour on Sunday) More importantly, in terms of equity, Sunday service is important to transit-dependent individuals who must commute to and from work on Sundays.  |
| Stephen Volan  | What obligation if any will BT have to provide services previously provided by Rural Transit? The situation is unclear.  |
|                | BT is under no obligation to provide such services. Discussions are ongoing to determine feasibility and whether an equitable funding option to support services previously provided by Rural Transit can be identified and agreed to.   |
| Stephen Volan  | You said that BT raised \$3.8M which led to another \$8.14M in federal funds. Can you please be more specific about what this money was for, and how exactly our money led to more federal money?  |
|                | BT received \$3.8M in ED LIT funding from the City in 2023. Most of those ED LIT funds (\$1.9M) were pledged as local matching funds for federal grants for Electric Buses, Micro Transit Vehicles and a new CAD/AVL operating platform. The federal grants were approved resulting in \$8.14M in federal dollars.   |

## Fire

| Council Member | Question  |
|----------------|---|
| Stepen Volan   | The news that a new "Truck 1" would be smaller to better navigate downtown was welcome, and the more appropriate approach to managing the city's right-of-way than widening streets to accommodate larger vehicles (which would increase motor vehicle speeds and risk no fewer lives than a larger truck might save). Can you please describe the old and new trucks, indicating dimensions that help illustrate the differences that make the new truck better for downtown?  |
|                | Old Truck 1 is a dual rear axle 100 foot platform aerial that is 49 feet long, 8 feet 6 inches wide, 12 feet tall, weighing 80,500 pounds, and has a turning radius of 43 feet. The new Truck 1 will be a single rear axle 100 foot straight stick aerial (no bucket on the front) that is 39 feet 4 inches long, 8 feet 6 inches wide, 11 feet 7 inches tall, weighing 59,000 pounds, and has a turning radius of 31 feet 4 inches. While vehicle widths do not vary much in the fire service, the shorter length and reduced turning radius make navigating smaller and tighter streets much easier. The single axle change from a dual axle and change from a steel aerial ladder to an aluminum aerial ladder both reduce the weight and allow us to downsize the main drive engine thus improving fuel efficiency. |
| Stephen Volan  | Can you provide a table with fire run data from the present to at least five years back, including false alarm calls? Please specify which calls came from the city and which from the IU campus.   |
|                | Please find the requested information attached to this question as <a href="#">Attachment 5. 2023 BPS Report</a>  |

## HAND

| Council Member | Question   |
|----------------|--|
| Stephen Volan  | Do the current numbers for new housing — 10,000 built or in the pipeline — mean the 2020 Housing Study Goals of 2600 by 2030 are met? Did the Housing Study underestimate the need, or is supply overdoing it?   |
|                | We are doing well on the rental development side, but please note that we will soon have a new number from the Regional Opportunities Initiative study that was updated this year. This new number will give us an idea (for Monroe County) of the number of |

units needed in the coming years. The “10,000” number referenced above refers to the number of bedrooms approved since 2016. The Housing Study was done in 2020, and since then, approximately 3,650 total units have been approved, including market rate units. The study laid out a need for units in terms of price point of rent paid per month (rental development) and sale price (for ownership development), but did not specify these prices in terms of bedrooms. Thus, this makes comparison of numbers somewhat complicated. The table below provides a rough numbers comparison for consideration, with a caveat that rental prices vary based on unit size, and a consideration for land scarcity within City limits when it comes to owner development (the numbers below include the Osage Place development from Habitat for Humanity, as well as the 45-lot community land trust project off of Arlington Park Drive).

| HOUSING ESTIMATES                          | Housing Study | Constructed/Approved Since 2020 |
|--|---------------|---------------------------------|
| Affordable rental (<\$700)                 | 808           | 279                             |
| Market rental (>\$700) (Workforce housing) | 229           | *263                            |
| Affordable low own (<\$130K)               | 605           | 70                              |
| Moderate market (\$130-200K)               | 365           | 55                              |
| High market (>\$200K)                      | 585           | 93                              |
| <b>Totals</b>                              | <b>2,592</b>  | <b>760</b>                      |

\*Number is for workforce housing approved, does not include other market rate units approved

**Public Works**

| Council Member | Response   |
|----------------|--|
| Stephen Volan  | Fleet: How many mechanics lines are there? How many are filled? A year ago Public Works staff told me there were 13 mechanics; in August Mr. Wason said there were only 8. |
|                | <a href="#">Addressed in the previous responses, see page 25.</a>  |
| Stephen Volan  | Parking: What portion of the \$328K in new enforcement dollars is for PT scooter enforcement? How much has the city collected in   |

|               |  |
|---------------|--|
|               | fees from the scooter companies, and to what extent do those fees cover Parking Services costs to enforce?   |
|               | Addressed in the previous responses, see page 23.  |
| Stephen Volan | Sanitation: Tell us about Routeware. What is “peak route management performance”, and how are you “maintaining” it?  |
|               | Routeware is a Smart Cities enterprise software system that is designed to maximize route efficiency, verify service and optimize safety for both municipal and private trash haulers. It allows for trash and recycling routes to be adjusted easily and quickly to provide for the most efficient and effective service to the customers we serve. It also provides real-time tracking of sanitation vehicles, which increases transparency and safety for personnel.  |
| Stephen Volan | Sanitation: Does Sanitation employ a route manager? If not, why not?   |
|               | No. Route management is a joint effort of front-line staff, office staff, and the Sanitation Director.   |
| Stephen Volan | Sanitation: Do you ever check your projections against actual collections? Against expected revenues based on the number of accounts? Who checks the accounts, in either sanitation billing or garage permit billing? Is there a regular internal audit of the 13,000+ sanitation accounts?  |
|               | <p>Anticipated revenue is projected every year as part of the annual budget process. These projections are created using current account information, container rates and expected collection volumes based on past trends. These projections are regularly checked to actual collections by the City’s Controller’s Department and General Fund support is utilized when revenues do not fully cover the costs of delivering sanitation services.</p> <p>Sanitation office personnel regularly check and maintain sanitation account information. In fact, Sanitation staff have been conducting an extensive field audit this year to verify that actual conditions match what is on file in the system. They have found some issues and have made necessary account corrections and edits.</p> <p>For parking garage permits, Parking Services staff regularly check and audit garage accounts (for cash, credit and check/ACH accounts) on a monthly basis — making changes as necessary. The City’s Controller’s Office also conducts both scheduled and random audits of the accounts as well.</p> |

## Parks

| Council Member | Response   |
|----------------|--|
| Stephen Volan  | Why isn't the golf course cost recovery goal 100% each year, instead of 85%? (Esp when it was 130% last year)  |
|                | The golf business is very weather dependent which is reflected in the cost recovery goal. Several months of good weather in 2022 brought the higher cost recovery outcome. |

| Council Member | Response   |
|----------------|--|
| Dave Rollo     | What is the total cost of this gateway project?  |
|                | \$1,176,795.60   |
| Dave Rollo     | Who reviewed and approved it?  |
|                | The City Council approved the gateways as part of the Bicentennial Bonds in 2018. The Board of Park Commissioners reviewed and approved the specific project and contracts.  |
| Dave Rollo     | Council, to my knowledge, was unaware of this prior to last week's budget presentation. Correct me if I'm wrong.   |
|                | Parks Bicentennial projects including the Gateways were included in the Parks Department's 2022 and 2023 budget presentations. Significant other public outreach and involvement has been conducted. We have prepared a timeline and summary of the project, which is included as <a href="#">Attachment 5</a> . |
| Dave Rollo     | What is the completion date, and/or is it too late for review?   |
|                | The Gateway project is expected to be completed before the end of 2023. Delays or additional rounds of review beyond the extensive public process to date would cause significant cost increases.  |



## Bicentennial Gateways Timeline:

- November 2018 – Bicentennial Bonds for Gateways approved by City Council: \$1.25M
- July 2019 – Contract with Rundell Ernstberger Associates (REA) for conceptual design work for gateways. Scope of services included inventory and analysis of existing conditions at four proposed gateway locations:
  - Arlington Heights Bridge enhancements over State Road 46 Bypass
  - Bloomfield Road (W. 2<sup>nd</sup> St) between Basswood Drive and Weimer Road (West)
    - SR 46/E 3<sup>rd</sup> Street and State Road 446 (East)
    - Miller Showers Park traffic island between College Ave. and Walnut St.(North)
- December 10, 2019 – REA conceptual design presentation to Board of Park Commissioners followed by a public forum in City Hall atrium following the Park board meeting. Public meeting information was shared via social media and press release.
- April 2020 – received cost summary per potential gateway:
  - Arlington Heights Bridge Enhancements - \$573K
  - West Gateway - \$1.2M
  - East Gateway - \$1.2M plus cost to purchase privately owned property
  - North Gateway - \$2.3M
- Spring 2022 - REA re-contracted to restart project after COVID delays, staffing changes. Due to cost summary from 2020 two of the proposed locations (East and West) were dropped from the scope of work.
- December 2022- Preliminary designs were announced for both Miller Showers Park and the Arlington Ped Bridge and were presented to Parks Board at their December 15, 2022 meeting. A public forum followed the meeting in the City Hall atrium. Public forum information was shared via parks social media and also via a [press release](#) that pointed people to the meeting and to an online feedback system set up to take feedback for about 3 weeks. 61 individual responses on the feedback form.
  - Preliminary designs were shared with Holly Warren and then presented to the Bloomington Arts Commission (BAC) for feedback on December 14, 2022.

- January 2023 - Feedback received about the tower from both the online feedback and the BAC focused on two main themes -- the funding/need for the project and, substantively, the feeling that the original concepts were too "general" and not tied into Bloomington enough. At this point we discussed further with Holly Warren and others and pushed the designers to update the design to tie in more with the theme of "BLOOMING"ton -- the laser cut pattern was updated to be symbolic of a leaf structure, which repeated similar to Bloomington's quilt logo (using the Bloomington quilt logo was explored but not feasible/recommended for the pattern). The shape of the monolith was altered to become more of a leaf or flower bud, as was presented in a much earlier concept design.
- Spring 2023 - Indiana Department of Transportation informed staff that the Arlington Ped Bridge would need to be replaced at some point in the next 5-10 years. It was determined to not put art on the bridge due to its short potential lifespan.
- Spring 2023 - the landscape site plan was reviewed through Tree Commission to incorporate feedback and update species.
- April 2023 - Bo-mar Industries was suggested as a manufacturer for the art element. City staff members including Parks staff and Holly Warren went to Indianapolis to review updated concept designs (incorporating feedback) from REA and toured the Bo-mar plant in Beech Grove as the potential manufacturer.
- May 2023 - contract awarded to bo-mar for the monolith construction.
- July 27, 2023 - contract awarded to Reed & Sons for the general contracting/site preparation aspects of the project.
- The current project is under its allocated budget. The additional funds, along with interest generated by the bond and from other projects in Bicentennial Series C means there will be a surplus of funds in this account in 2023 for further investment according to the bond issuance.

## Costs:

|   |                        |
|---|------------------------|
| Original REA Design Contract*             | \$53,600.00            |
| Contract Addendum with REA early 2022     | \$133,925.00           |
| Bo-Mar                                    | \$395,105.00           |
| Reed & Sons                               | \$575,000.00           |
| Reed & Sons - Change Order 1 for sidewalk | \$21,215.73            |
| Deduct for landscape alternates           | -\$2,050.13            |
| <b>TOTAL</b>                              | <b>\$1,176,795.60*</b> |

*\*plus anticipated increase associated with ROW permit delays*



## Public Issues/Questions:

**The gateway will be too bright and will cause issues for birds and wildlife and add to light pollution.**

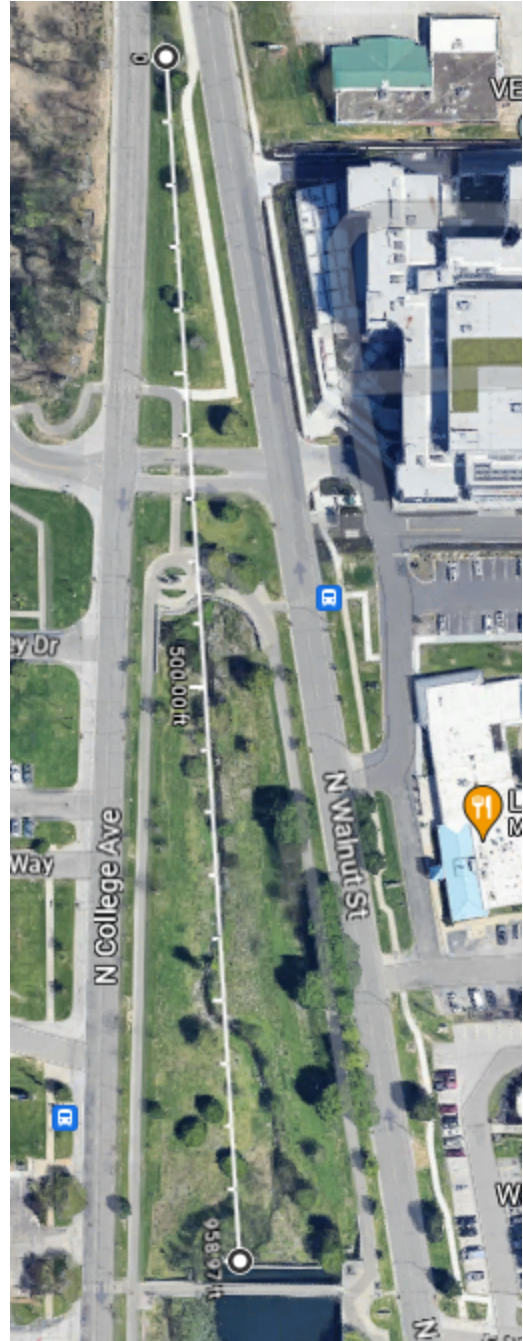
While it's true that any lit structure will contribute to light pollution, the gateway design does not have lights that shine up towards the sky, and the lights inside the monolith are set behind a translucent acrylic, which is additionally covered by laser-cut metal. The LED light colors and levels are fully controllable. The location of the gateway art element is approximately 950 feet north of the nearest stormwater detention pond at Miller Shows Park. Additionally, Parks staff will be able to completely turn the lights off on heavy bird migration nights. Because the tower is designed with translucent panes and covered in metal the chance of a bird strike on the tower itself is very low.

**The gateway will overshadow *Red, Blonde, Black and Olive*.**

Jean-Paul Darrieau's iconic sculpture will remain in its home at Miller Shows Park just south of the Gourley Pike crossover. The new gateway piece is located more than 400 feet to the north of the location where *Red, Blonde, Black and Olive* has been exhibited since the early 2000s (it was previously located elsewhere in the park).

**The gateway monolith should be solar powered.**

While this monument itself is not solar powered due to its location and limited site footprint, the department is committed to being a part of the City's climate action plan, which includes solar installations on facilities and at parks. Currently Parks and Recreation has 11 solar installations at different parks and facilities, and two more are currently planned for installation in late 2023 or early 2024.



**The gateway could conflict with any future Walnut/College corridor decisions.**

The pending Walnut/College corridor study was considered during the design phase of this project and the gateway art was placed in a location that should remain unaffected regardless of the result of the corridor study. One possibility of the corridor study would involve installing a roundabout in the vicinity of the Gourley Pike/Old 37 crossover between College Ave and Walnut St. This could affect some of the public infrastructure in the area but planned investment in this area for this project was strategic to make even short-term improvements.



**This money should be used for something else.**

This money was appropriated specifically in 2018 for this purpose as part of the [Bicentennial Bond Package Series C](#).

**There was no public feedback.**

See timeline above.