

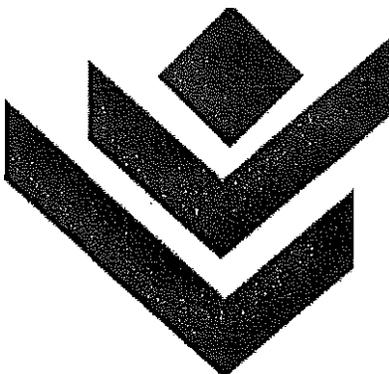


CITY OF
BLOOMINGTON
COUNCIL MEETING
APRIL 10, 2017

AGENDA

CONSENT AGENDA

REGULAR AGENDA



City Logo Design Rationale

The symbol for the City of Bloomington is multifaceted in its visual and conceptual approach. Visually the symbol and the City's identity represent a modern progressive style which is consistent with the City's government. The symbol is based on three different concepts which combine to represent the City in a contemporary and appropriate way.

First and foremost is the chevron. The City government is a respected agency dedicated to serving the public. In this way, the chevron represents service, rank and authority.

The symbol may also be seen as a three dimensional building. This represents growth and diversity in our community.

Finally, the flower or plant derived from the original name "Blooming Grove," represents a community that is friendly and safe. Progress and growth are also associated with plant life as well as regeneration and renewal.

The symbol's positive upward movement is representative of the City's commitment to excellence!

Brief Summary of Five Council Priorities

Five Priorities

At the September retreat, Council informally selected its top five priorities, and since that time staff has seen that these five areas are the dominant focus of the Council's policy deliberations. The selected priorities are:

1. Economic Development
2. Infrastructure
3. Financial Planning
4. Reduced Emergency Response Times
5. Downtown Implementation Plan

The value in naming priorities is to establish policy direction, make that direction known to stakeholders and guide policy, budget and operational decisions. As we work to develop the City's FY17 budget, staff would find value in formalizing the five priorities for the next fiscal year.

Prior to formalization, we have prepared this brief summary to begin the dialogue about what each priority means, where it stands and what it will take to advance each going forward.

1. Economic Development

- A. Economic development was overwhelmingly recognized by the Council as **essential to the financial sustainability** of the community. It is our prime means to diversify our tax base and expand our revenue streams.
- B. City of Bloomington economic development is undertaken in parallel with **regional collaboration** and economic development initiatives of the EDC, B/N Advantage and others.
- C. The time is right to review our **economic development strategic plan and incentive policy**. Tools such as TIF are invaluable for the redevelopment of areas such as Colonial Plaza, and will be key to our success.
- D. Economic development cannot stand alone and depends on sound infrastructure and quality of life to successfully ensure a financially-sound future for our community.

2. Infrastructure

- A. The City is decades behind in funding much-needed **infrastructure maintenance**, estimated to total \$400M or more. Reliable infrastructure with the capacity to handle growth is essential to economic development, quality of life and the City's financial long-term stability.
- B. Our City's recently completed **infrastructure Master Plans**, encompassing streets, sanitary sewers, storm water, facilities, sidewalks and more provide detailed inventory, condition rating and make it possible for us to assess and prioritize critical needs.
- C. The next essential step is to develop a **five year Capital Improvement Plan** to address the most urgent/timely needs, AND a funding strategy.
- D. Some projects included in the City's Master Plans are prime candidates for borrowing. Financing options are many, and Council will determine a preferred strategy, ranging from conservative to aggressive.

3. Financial Planning

- A. Since the Great Recession, we are all adapting to a new economy that requires us to have a **long-term, continuously evolving plan for financial sustainability**, including a plan for appropriate reserves. We must have a balanced budget to avoid the pitfalls and reputational damage that many other governments continue to experience.
- B. A deficit in the City's General Fund was averted in the near term through Budget Task Force recommendations and the Council's recent adoption of a 1% sales tax increase. However, the City's expenses, especially those tied to Police and Fire pensions and labor costs, will continue to increase over the years. The **potential for a General Fund structural deficit** will continue to threaten future budgets.
- C. It will take all of us, including our citizens, to develop solutions for achievement of financial sustainability. We must focus on refining our financial projections, re-forecasting when appropriate, identifying programs and services, establishing appropriate levels of service performance measures, and prioritization.
- D. A **Capital Improvement Plan and funding** is critical to the City's financial strategy now and going forward.

4. Reduced Emergency Response Times

- A. Despite the excellent efforts of our first responders, the Fire Master Plan identified that **service to the City's northeast portion is inadequate and response times are below our standards**. Long-term, the Master Plan recommends a new Fire Station facility to serve the northeast area of the City. In the short-term, we must identify creative and innovative methods to reduce EMS and fire suppression response times.
- B. Quality public safety services are essential to a community's Economic Development and, with so many financial resources devoted to public safety, **finding efficient solutions to public safety issues** contributes to the long-term financial health of the community.

5. Downtown Implementation Plan

- A. The Downtown Master Plan was adopted by the City Council in 2013 without an Implementation Plan. Increased interest in Downtown economic development, notably in the proposed addition of hotel and/or convention center space, indicates this is the time to **design the City's role** in success of the Downtown.
 - a. It will take inside and outside **resources to vet potential Downtown projects**.
 - b. We must determine the amount and type of **public engagement** that is appropriate for Downtown development proposals.
 - c. Traditionally, municipalities play a role in Downtown **streetscape improvements** and meeting its **parking needs**.
- B. We can **build upon the qualities that make our Downtown special**, such as our ties to President Lincoln and Route 66, both expertly displayed in the new Visitors Center at the McLean County Museum of History. Smart economic development in Downtown will expand on existing assets and attractions like the Museum, the BCPA and the Coliseum.

RESOLUTION NO. 2016 -29

A RESOLUTION ADOPTING A MISSION, VISION AND VALUES STATEMENT FOR THE CITY OF BLOOMINGTON

WHEREAS, the City of Bloomington ("City") is an Illinois home-rule municipality; and

WHEREAS, the City is known as the "Jewel of the Midwest;" and

WHEREAS, the City is a great place to live, work and play; and

WHEREAS, the City Council desires to adopt a statement expressing the Organizational Mission, Vision and Values of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of Bloomington, McLean County, Illinois, as follows:

Section 1. The above stated recitals are incorporated herein by reference.

Section 2. The City Council of the City of Bloomington hereby formally adopt the following as the City's Organizational Mission, Vision and Values:

Mission: To lead, serve and uplift the City of Bloomington

Vision: A Jewel of Midwest Cities

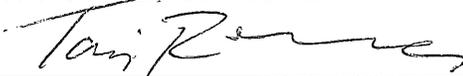
Values: Service-centered, results-driven, inclusive.

Section 3. All resolutions in conflict with this Resolution, as well as any previous statements adopted on the mission, vision and values of the City are hereby repealed.

Section 4. This Resolution shall be in full force and effect immediately after its passage and approval.

APPROVED by the City Council of the City of Bloomington, McLean County, Bloomington, Illinois, July 25, 2016, by a vote of 7 to 1. (Nay: Alderman Kevin Lower) (Absent: Alderman David Sage)

CITY OF BLOOMINGTON



Tari Renner, Mayor

ATTEST



Cherry L. Lawson, City Clerk



CITY COUNCIL MEETING AGENDA

CITY COUNCIL CHAMBERS

109 E. OLIVE STREET, BLOOMINGTON, IL 61701

MONDAY, APRIL 10 2017; 7:00 P.M.

- 1. Call to order**
- 2. Pledge of Allegiance to the Flag**
- 3. Remain Standing for a Moment of Silent Prayer**
- 4. Roll Call**
- 5. Recognition/Appointments**
 - A. Proclamation declaring April 2017 as, “Autism Awareness Month.”
 - B. Proclamation in Recognition of the “Illinois State University Big Red Marching Machine.”
 - C. Proclamation in Recognition of the “50th Anniversary of Katherine Switzer’s Historic Run.”
 - D. Appointment of Amelia Buragas to the Bloomington-Normal Economic Development Council Board.
- 6. Public Comment**

(Each regular City Council meeting shall have a public comment period not to exceed 30 minutes. Every speaker is entitled to speak for up to 3 minutes. To be considered for public comment, complete a public comment card at least 5 minutes prior to the start of the meeting. The Mayor will randomly draw from the cards submitted. Public comment is a time to give comment. It is not a question and answer period and the City Council does not respond to public comments. Speakers who engage in threatening or disorderly behavior will have their time ceased.)
- 7. “Consent Agenda”**

(All items under the Consent Agenda are considered to be routine in nature and will be enacted by one motion. There will be no separate discussion of these items unless a Council Member, City Manager or

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Corporation Counsel so requests, in which event, the item will be removed from the Consent Agenda and considered in the Regular Agenda, which is Item #8.

The City's Boards and Commissions hold Public Hearings prior to some Council items appearing on the Council's Meeting Agenda. Persons who wish to address the Council should provide new information which is pertinent to the issue before them.)

- A. Consideration of approving the Minutes of the March 27, 2017 Regular City Council Meeting, March 27, 2017 Work Session Meeting, the March 11, 2017 Budget Work Session Meeting and the November 14, 2016 Work Session Minutes. *(Recommend that the reading of the minutes be dispensed with and the minutes approved as printed.)*
- B. Consideration of Approving Bills, Payroll, Procurement Card Purchases, and Electronic Transfers in the amount of \$5,735,911.35. *(Recommend that the Bills, Payroll, Procurement Card Purchases, and Electronic Transfers be allowed in the amount of \$5,735,911.35 and orders drawn on the Treasurer for the various amounts as funds are available.)*
- C. Consideration of approving a Resolution Waiving the Formal Bidding Process and Authorize an Extension of the Agreement with Henson Disposal of Bloomington, IL for the Processing of Recyclable residential Construction and Demolition (C&D) Waste in the amount of \$190,000. *(Recommend that the Resolution and Agreement with Henson Disposal Inc. be extended for three (3) more years at \$50.01 per ton for the first year for a total of \$190,000, with the price per ton for the second and third year being established by mutual agreement prior to the beginning of each year be approved, and the Mayor and City Clerk be authorized to execute the necessary documents.)*
- D. Consideration of adopting a Resolution supporting the 2017 Illinois Municipal League's (IML) Agenda and the Financial and Capital Needs of the City of Bloomington. *(Recommend that the Resolution be adopted supporting the 2017 Illinois Municipal Agenda and the Financial and Capital Needs of the City of Bloomington, and authorize the Mayor and City Clerk to execute the necessary documents.)*
- E. Consideration of the application of the Bloomington-Normal Jaycees for a limited alcoholic liquor license Class LB, which would allow the selling and serving of beer and wine only by glass for consumption on the premises for a fundraiser to be held on May 19, 2017 from 5:30 to 8:30 p.m. at the Miller Park Zoo. *(Recommend that the application of the Bloomington-Normal Jaycees for a limited alcoholic liquor license Class LB, which would allow the selling and serving of beer and wine only by glass for consumption on the premises for a fundraiser to be held on May 19, 2017 from 5:30 to*

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8:30 p.m. at the Miller Park Zoo be approved and the Mayor and City Clerk authorized to execute the necessary documents.)

- F. Consideration of the application of Lakes Venture Fresh Thyme Farmer's Market located at 403 North Veterans Parkway, Unit 2, requesting a PAS Liquor License which would allow the sale of all types of packaged alcohol for consumption off the premises seven days a week. *(Recommend that the application of Lakes Venture Fresh Thyme Farmer's Market located at 403 North Veterans Parkway, Unit 2, requesting a PAS Liquor License which would allow the sale of all types of packaged alcohol for consumption off the premises seven days a week be approved contingent upon compliance with all health and safety codes.)*
- G. Consideration of Approving an Appointment to the Bloomington-Normal Economic Development Council Board. *(Recommend that Amelia Buragas be appointed to the Bloomington-Normal Economic Development Council Board.)*

8. "Regular Agenda"

- A. Consideration of an Ordinance Reducing the speed limit on Fox Creek Road from West Oakland Avenue to Stonehedges Court. *(Recommend That the Ordinance amending City Code Chapter 29, Section 156.5, which provides for Altered Speed Limits on certain City Streets, be approved to reduce the speed limit to 30 mph on Fox Creek Road from West Oakland Avenue to Stonehedges Court, and the Mayor and City Clerk be authorized to execute the necessary documents.) (Presentation by David Hales, City Manager 5 minutes, Council discussion 10 minutes.)*
- B. Consideration of approving a Text Amendment to Chapter 29 prohibiting truck through-traffic on Clinton Boulevard from Empire Street to Division Street. *(Recommend that the Ordinance providing for a Text Amendment to Chapter 29, Motor Vehicles and Traffic, Section 201, be approved, and authorize the Mayor and City Clerk to execute the necessary documents.) (Presentation by Jim Karch, Public Works Director 5 minutes, Council discussion 20 minutes.)*
- C. Consideration of authorizing payment for Property, Liability, Excess Liability, and Excess Worker's Compensation Insurance Coverage for the City of Bloomington in the amount of \$783,084 for the period of May 1, 2017 through April 30, 2018. *(Recommend that the payment to Arthur J. Gallagher Itasca, IL for Insurance Coverage and Insurance Broker Service from May 1, 2017, through April 30, 2018, be approved in the amount of \$783,084.) (Presentation by Steve Rasmussen, Assistant City Manager, Mike Nugent of Nugent Consulting, LLC; and Walt Larkin of Arthur J. Gallagher Itasca 10 minutes, Council discussion 10 minutes.)*

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- D. Consideration of Adoption of the FY 2018 Proposed Budget and Appropriation Ordinance. (*Recommend that Council approves the Fiscal Year 2018 Appropriation Ordinance, and authorize the Mayor and City Clerk to execute the necessary documents.*) (*Presentation by David Hales, City Manager and Patti-Lynn Silva, Finance Director 5 minutes, Council discussion 20 minutes.*)

- 9. City Manager's Discussion**
- 10. Mayor's Discussion**
- 11. City Aldermen's Discussion**
- 12. Executive Session – *Cite Section***
- 13. Adjournment**
- 14. Notes**

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RECOGNITIONS



Council Date: April 10, 2017

COUNCIL AGENDA ITEM NO. 5

Recognition/Appointments

- A. Proclamation declaring April 2017 as, "Autism Awareness Month."
- B. Proclamation in Recognition of the "Illinois State University Big Red Marching Machine."
- C. Proclamation in Recognition of the "50th Anniversary of Katherine Switzer's Historic Run."

PROCLAMATION

Declaring April 2017 Autism Awareness Month

WHEREAS, in the United States, Autism is the 2nd leading childhood development disorder. As many as 1.5 million Americans today are believed to have some form of autism. It is a complex neurodevelopmental disorder that is present throughout the lifespan; and,

WHEREAS, Autism was first identified in 1943. Based on statistics from the U.S. Department of Education and other governmental agencies, autism is growing at a rate of 10-17% per year and now considered the fastest growing developmental disorder in the United States; and,

WHEREAS, about 1 in 45 individuals are diagnosed with autism, making it more common than pediatric cancer, diabetes, and AIDS combine. It occurs in all racial, ethnic, and social groups; and,

WHEREAS, an increase in community awareness is necessary in understanding Autism.

NOW, THEREFORE, I, Tari Renner, Mayor of the City of Bloomington, do hereby proclaim April 2017 as

Autism Awareness Month

I encourage all Residents of Bloomington to recognize Autism Awareness Month.


Tari Renner
Mayor




Cheryl Edwison
City Clerk

Proclamation
Recognition of the
Illinois State University
Big Red Marching Machine

***WHEREAS**, we are here to celebrate the accomplishments of the Illinois State University Big Red Marching Machine; and,*

***WHEREAS**, the Big Red Marching Machine traveled to Dublin, Ireland in March 2017; and,*

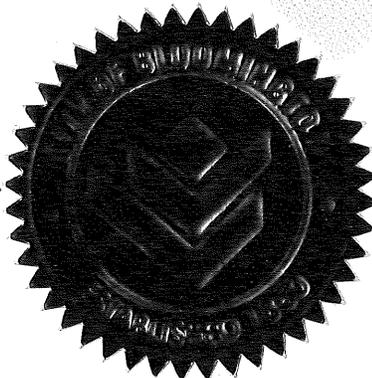
***WHEREAS**, the Big Red Marching Machine performed in the Lord Mayor of Dublin's St. Patrick's Day Parade and took the award for Best Overall Band; and,*

***WHEREAS**, the Big Red Marching Machine also performed in the 47th Limerick International Band Competition and won the award for Best Overall Band. The Limerick competition included 1,000 musicians from 17 bands from all over the world; and,*

***WHEREAS**, the Big Red Marching Machine has approximately 175 band members and are led by Musical Director, Gavin Smith. The Limerick Leader newspaper quoted Gavin as saying, "It was a good experience for everyone, the trip over here. Everyone was so great. All the other ensembles were fantastic. It's not about winning and losing, it's about the experience, coming over to a new culture, and new society."*

***THEREFORE**, today, April 10, 2017 we congratulate Musical Director, Gavin Smith and members of the Illinois State University Big Red Marching Machine for their outstanding accomplishments.*

Tari Renner
Tari Renner
Mayor



Cherry Lawson
Cherry Lawson
City Clerk

PROCLAMATION

50th Anniversary Katherine Switzer's Historic Run

Whereas, in 1976, Katherine Switzer, wore the bid number 261 as she ran the Boston Marathon, overcoming the thought that a woman could not run such a distance; and,

Whereas, Katherine Switzer persevered and completed the race and became a symbol of women's strength in running. She founded 261® Fearless, Inc. to promote women and running, envisioning a worldwide community of women dedicated to supporting each other through social, non-competitive running; and,

Whereas, 261® Fearless, Inc. is a global community of women who have found strength, power and fearlessness from putting one foot in front of the other. This strength has allowed each woman to overcome doubt and adversity in her life and she has the ability and desire to give support to other women who want to take on their personal challenges through running or walking; and,

Whereas, we recognize the Bloomington-Normal 261® Fearless Club as the 1st Chapter in the United States. The 261® Fearless Club breaks down the barriers of geography and creates a global community of women runners of all abilities encouraging healthy living and a positive sense of self-fearlessness; and

Whereas, Katherine Switzer will run the 121st Boston Marathon in Celebration of the 50th Anniversary of her Historic Run; and,

Whereas, Katherine will be running with a team of women representing her new global non-profit 261® Fearless, Inc. on April 17, 2017; and

Whereas, It is most appropriate that we recognize the accomplishments of Katherine Switzer and the 261® Fearless Club mission.

Now, Therefore, I, Tari Renner, Mayor of Bloomington, on behalf of the City of Bloomington and the Citizens of Bloomington extend our sincere congratulations on the 50th Anniversary of Katherine's Historic Run.



Tari Renner
Mayor



Cherry Larson
City Clerk

CONSENT AGENDA



CONSENT AGENDA ITEM NO: 7A

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of approving the Minutes of the March 27, 2017 Regular City Council Meeting, March 27, 2017 Work Session Meeting, the March 11, 2017 Budget Work Session Meeting and the November 14, 2016 Work Session Minutes.

RECOMMENDATION/MOTION: That the reading of minutes be dispensed and approved as printed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND: The minutes of the meetings provided have been reviewed and certified as correct and complete by the City Clerk. During a recent review of the City's records, staff notice that the minutes of the November 14, 2016 Council Work Session Meeting had not been previously approved by Council, and therefore are bringing those minutes forward for Council consideration.

In compliance with the Open Meetings Act, Council Proceedings must be approved within thirty (30) days after the meeting or at the Council's second subsequent regular meeting whichever is later.

In accordance with the Open Meetings Act, Council Proceedings are made available for public inspection and posted to the City's web site within ten (10) days after Council approval.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable

Respectfully submitted for Council consideration.

Prepared by: Cherry L. Lawson, C.M.C., City Clerk

Recommended by:


David A. Hales
City Manager

Attachments:

- March 27, 2017 Regular City Council Meeting Minutes
- March 27, 2017 Work Session Meeting Minutes
- March 11, 2017 Budget Work Session Meeting Minutes
- November 14, 2016 Work Session Meeting Minutes

SUMMARY MINUTES
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL
OF BLOOMINGTON, ILLINOIS
MONDAY, MARCH 27, 2017; 7:00 P.M.

1. Call to Order

The Council convened in Regular Session in the Council Chambers, City Hall Building, at 7:00 p.m., Monday, March 27, 2017. The Meeting was called to order by Mayor Renner.

2. Pledge of Allegiance to the Flag

The Meeting was opened by Pledging Allegiance to the Flag followed by a moment of silent prayer.

3. Remain Standing for a Moment of Silent Prayer

4. Roll Call

Mayor Renner directed the City Clerk to call the roll and the following members of Council answered present:

Aldermen: Kevin Lower, David Sage, Mboka Mwilambwe, Amelia Buragas, Scott Black, Karen Schmidt, Joni Painter, Diana Hauman, Jim Fruin, and Mayor Tari Renner.

Staff Present: Jeffrey Jurgens; Corporation Counsel, Cherry L. Lawson; City Clerk, Bob Yehl, Water Director; Craig McBeath, Webmaster; Nicole Albertson, Human Resource Director, Jim Karch, Public Works Director; and other City Staff were also present.

Staff Absent: David Hales, City Manager; Steve Rasmussen, Assistant City Manager; and Brendan Heffner, Chief of Police.

5. Recognition/Appointments

- A. Proclamation declaring the month of April 2017 as Stepping Stones Campaign
- B. Proclamation declaring the month of April 2017 as Blue Bow Campaign Child Abuse Prevention Month.
- C. Reappointment of Patricia Marton and Robin VanDermay to the Citizens Beautification Committee.
- D. Reappointment of Barbara Meek to the Board of Zoning Appeals.
- E. Reappointment of Larry Stevig to the Building Board of Appeals.
- F. Reappointment of Angelique Racki to the Cultural District Commission.
- G. Reappointment of John Elterich to the Historic Preservation Commission.

- H. Reappointment of Rhonda Smith and Kiranmayi Konam to the Human Relations Commission.
- I. Reappointment of Alicia Whitworth to the Library Board of Trustees.
- J. Reappointment of Kevin Suess to the Planning Commission.
- K. Reappointment of Rodney Smithson to the Property Maintenance Review Board.
- L. Reappointment of Kyle Silver to the Bloomington-Normal Sister City Committee (Japan).
- M. Appointment of Dianne Hollister to the Library Board of Trustees.

6. Public Comment

Cecelia Tucharadt
Donna Boelen

Glen Ludwig
Bruce Meeks

Patricia Marton
Scott Stimely

7. Consent Agenda

Items listed on the Consent Agenda are approved with one motion, and is provided in BOLD, and items that Council pull from the Consent Agenda for discussion are listed with a notation Pulled from the Consent Agenda.

Motion by Alderman Hauman, seconded by Alderman Painter, that the Consent Agenda be approved, with the exception of Items 7A, 7C, 7D, 7I, and 7K.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Hauman, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 7A: Consideration of approving the Minutes of the March 13, 2017 Regular City Council Meeting, and the March 11, 2017 Budget Work Session Meeting. ***(Item pulled from the Consent Agenda)***

Alderman Mwilambwe stated that as he read the minutes for the Budget Work Session, it seems like there was something that was attributed to him that was not what he said, and something that was not attributed to him is what he said.

Mayor Renner stated that it is possible that the names are switched. He asked since we are not 100% sure at this point, could we just postpone this and vote on it at the next meeting.

Motion by Alderman Mwilambwe, seconded by Alderman Lower, that the Minutes of the March 11, 2017 Budget Work Session Meeting be postponed until April 10, 2017 to allow for corrections to be made.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Hauman, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Hauman, seconded by Alderman Schmidt, that the Minutes of the March 13, 2017 Regular City Council Meeting be approved as printed.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Hauman, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 7B: Consideration of Approving Bills, Payroll, Procurement Card Purchases, and Electronic Transfers in the amount of \$ 6,018,994.51.

The following was presented:

Item 7C: Consideration of approving the Work Session Meeting Minutes of the October 26, 2009, May 11, 2009. December 17, 2007, February 12, 2007, September 11, 2006, January 24, 2005, October 11, 2004, August 2, 2004, November 29, 2003, October 13, 2003, September 22, 2003, September 2, 2003, August 26, 2003, August 25, 2003, October 9, 2002, February 26, 2002, January 7, 2002, October 1, 2001, August 20, 2001, September 11, 2000, June 7, 2000, January 31, 2000 and March 12, 1998 Work Session Council Meetings. *(Item pulled from the Consent Agenda)*

Alderman Hauman stated that she had read Jeff Jurgen's email to the Council earlier, but is still uncomfortable voting to approve the work session meeting minutes since she was not there.

Mayor Renner stated there had been a backlog of minutes and asked if there was audio when these were developed.

Mr. Jurgens stated that he did not believe there was audio, but there are the hand-written notes of the previous City Clerk. This Clerk's office is trying to type those up and more formalize them. We do not have any record that they were actually approved, not to say 100% that they were not.

Mayor Renner stated the record would show that most of the Council and himself as Mayor, he was not Mayor, most of the Council members were not on the Council at the time of many of these.

Alderman Mwilambwe stated that earlier he spoke with Jeff and also felt a little uncomfortable in not having been there to approve something that he was not a part of. He remembered Mr. Jurgens saying that he is not sure if they had been approved and asked if we could check.

Mr. Jurgens stated that we are not 100% sure that they have not been approved but our best estimate is that they were not ever formally approved and were never able to find evidence of that. Alderman Mwilambwe asked if we were able to check with previous employees.

Alderman Fruin asked Ms. Lawson if she was still transcribing or taking them from handwritten notes and asked why we have not gone to using technology and voice recognition and have this done automatically.

Ms. Lawson stated that at each Council meeting and our special Council meetings, this meeting is recorded by way of video as well as audio and so we are able to go back after the meetings and either review on audio or the video streaming and transcribe those minutes. As of February, the Clerk Office started having an outside vendor transcribe the minutes, so that office did not spend that much time on transcribing. The only things that are transcribed in the office are the Special Council Meeting minutes.

Alderman Black stated that it does not bother him to vote on these minutes as it just seems like it is housekeeping.

Mr. Jurgens stated that to some extent this is natural, but it is not always uncommon for you to have to go back and vote on meeting minutes that you were not a part of.

Motion by Alderman Black, seconded by Alderman Painter, that the reading of minutes be dispensed and approved as printed.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Abstain: Alderman Diana Hauman

Motion carried.

The following was presented:

Item 7D: Consideration of Approving Reappointments and Appointments to Various Boards and Commissions. *(Item pulled from the Consent Agenda)*

Motion by Alderman Painter, seconded by Alderman Hauman, that Patricia Marton and Robin VanDerMay be reappointed to the Citizens Beautification Committee, that Barbara Meek be reappointed to the Board of Zoning Appeals, that Larry Stevig be reappointed to the Building Board of Appeals, that Angelique Racki be reappointed to the Cultural District Commission, that John Elterich be reappointed to the Historic Preservation Commission, that Rhonda Smith and Kiranmayi Konam be reappointed to the Human Relations Commission, that Alicia Whitworth be reappointed to the Library Board of Trustees, that Kevin Suess be reappointed to the Planning Commission, that Rodney Smithson be reappointed to the Property Maintenance Review Board, that Kyle Silver be reappointed to the Bloomington-Normal Sister City Committee (Japan), and that Dianne Hollister be appointed to the Library Board of Trustees.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Hauman, Black and Fruin.

Nays: None.

Recuse: Alderman Karen Schmidt

Motion carried.

The following was presented:

Item 7E: Consideration of declaring as surplus a 2008 Ford Clubwagon Econoline E350 Super Duty Van and approving the donation of a Surplus Vehicle to the YWCA McLean County.

The following was presented:

Item 7F: Consideration of approving the appointment of Joshua Hansen, Compensation and Benefit Manager as the Illinois Municipal Retirement Fund (IMRF) Authorized Agent for the City of Bloomington effective March 28, 2017.

The following was presented:

Item 7G: Consideration of approving the purchase of a video conferencing solution to be installed in Fire Station One (Headquarters), Fire Station Two (Hamilton Road) and Fire Station Six (East Oakland Avenue).

The following was presented:

Item 7H: Consideration and acceptance of the bid from Otto Baum Company, Inc. in the amount of \$89,880.00 for tuck pointing and sealing work at Fire Stations #2, #4 and Headquarters as set forth in the City of Bloomington Bid 2017-30 opened on February 23, 2017.

The following was presented:

Item 7I: Consideration of approving a Professional Services Contract with BLDD Architects, Inc. for architectural design services for the renovation of Fire Station #3 located at 2301 E. Empire, (RFQ 2016-04). *(Item pulled from the Consent Agenda)*

Alderman Fruin stated that his only concern is encouragement to his colleagues to maybe take a look at this going forward and the reason we are approving this tonight without a bid process is an action we took back in March of 2016 when we established certain firms for certain services and we approved the three-year contract period. At some point, there should be some dollar limit that some of these are put out for bid.

Motion by Alderman Fruin, seconded by Alderman Hauman, that the professional services contract with BLDD Architects, Inc. for architectural design services for the renovation of Fire Station #3 (2301 E. Empire) in the amount of \$310,000 be approved, and the Mayor and City Clerk be authorized to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Black, Hauman, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 7J: Consideration of approving the purchase of one E-One 1500gpm Rescue Pumper Engine.

The following was presented:

Item 7K: Consideration of approving the donation of 48 bicycles to the West Bloomington Revitalization Partnership for the Walk-In Bike-Out Program. *(Item pulled from the Consent Agenda)*

Motion by Alderman Painter, seconded by Alderman Hauman, that Council approves the donation and the bicycles be given to the West Bloomington Revitalization Partnership.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Hauman, and Fruin.

Recuse: Aldermen Scott Black and Karen Schmidt

Nays: None.

Motion carried

The following was presented:

Item 7L: Consideration of the analysis of bids and award of a contract to Rowe Construction, a Division of United Contractors Midwest, Inc. for the Vernon & Towanda Intersection Improvements, MFT (Motor Fuel Tax) No. 14-00353-00-TL.

The following was presented:

Item 7M: Consideration of approving the purchase of a scheduled replacement vehicle for the Parks Division of the Parks, Recreation, and Cultural Arts Department.

The following was presented:

Item 7N: Considering of approving the FY18 Rock Salt Contract with the Illinois Department of Central Management Services.

The following was presented:

Item 7O: Consideration of review and approval of funding a shoreline stabilization installation at the Evergreen Lake Comlara Park picnic areas through the City's Intergovernmental Agreement with McLean County, the Town of Normal, and the McLean County Soil and Water Conservation District.

The following was presented:

Item 7P: Consideration of rejecting a bid from CAD Construction, Inc. for replacement of the Lake Bloomington Water Treatment Plant Annex Roof.

The following was presented:

Item 7Q: Consideration of authorizing the purchase of White and Yellow High Durability Latex Traffic Line paint and Glass Beads for pavement marking materials from Diamond Vogel Paint of Bloomington.

RESOLUTION NO. 2017 – 09
A RESOLUTION AUTHORIZING WAIVING THE TECHNICAL BIDDING
REQUIREMENTS AND APPROVING THE PURCHASE OF TRAFFIC LINE
PAINT AND GLASS BEADS FROM DIAMOND VOGEL PAINT

The following was presented:

Item 7R: Consideration of an Ordinance Amending Ordinance No. 2016-21, Which Rezoned Certain Premises Located At 1110 Redwood Avenue From R-1C To B-1, Removing The Condition In Said Ordinance Prohibiting Access From The Premises To Redwood Avenue.

ORDINANCE NO. 2017- 23
AN ORDINANCE AMENDING ORDINANCE NO. 2016-21, APPROVING REZONING OF
CERTAIN PREMISES TO B-1 FOR PROPERTY LOCATED AT 1110 REDWOOD AVENUE,
BLOOMINGTON, ILLINOIS REMOVING THE CONDITION IN SAID ORDINANCE
PROHIBITING ACCESS TO AND FROM REDWOOD AVENUE

The following was presented:

Item 7S: Consideration of a request for \$20,000 in funding for the McLean County Medivan Cooperative program to continue ridership through year end.

8. Public Hearing

The following was presented:

Item 8A: Public hearing for the Program Year (PY) 43/Fiscal Year (FY)18 CDBG Action Plan and consideration of authorizing submittal of the PY43/FY18 CDBG Action Plan to the US Department of Housing and Urban Development.

Ms. Toney spoke about some changes that have happened since February that the budget was tentatively approved. As part of our action plan process, the City is required to do a public notification. The action plan became available to the public on February 24th, and we are required to have it available for at least 30 days prior to the public hearing. The City received notification that we received two grants that were applied for last fall and both are from the Illinois Housing Development Authority. She stated, \$721,554 was requested in the budget to be put in for revenues.

Alderman Sage stated that a little bit more than a third of the budget is on housing rehabilitation and asked if a lot of that is unspecified.

Alderman Fruin asked if we had ever considered housing rehabilitation assistance outside of the CDBG Program. Ms. Toney stated that they are exploring a CDBG tool that is called the Neighborhood Revitalization Strategy Area.

Alderman Schmidt stated that in some years there has been CDBG money for sidewalk upgrades and asked if that was in there this year.

Public hearing only, no action.

The following was presented:

Item 8B: Public Hearing for the FY 2018 Proposed Budget.

Ms. Silva stated the Public Hearing tonight is for the budget that was the proposed budget on February 27th which is for a total \$213,830,887. A grant totaling \$311,000 was added to the packet, but public comment is actually on the original budget less the \$300,000.

Alderman Painter thanked all the staff because the budget reflects over \$2,000,000 in cuts that every Department has made on their own and was difficult to do.

Alderman Black stated that the staff has done a lot of extra work on this and believes this is our best budget yet in being able to show people the programming that is going into the services that they receive. He asked what the next steps of the budget are.

Ms. Silva stated that we are proposing to adopt the budget on April 10th at the next City Council meeting, but we have until April 30th to adopt the budget.

Alderman Fruin stated that we have to be careful that we are a balanced community and if we start looking at neighborhood issues, ward issues, we are going to be heading down the wrong path. This is about balance and about previous discussions and maybe their obligations, implications, but it is no different than the coliseum or BCPA or things that we have committed to that we have said we would build it, we have developed it, we have approved it and not to follow through with our intentions and our prior discussions, that is concerning. Be careful that

we do not pull the plug on things that we have already discussed and debated and approved in the past.

Alderman Schmidt stated that what she hears being said is that we need to take care of what we have got, and taking care of what we have got is looking at what has been neglected for many, many years.

Ms. Silva thanked her staff, the Budget Manager and all the Department heads who helped in making those reductions.

Public hearing only, no action.

9. Regular Agenda

The following was presented:

Item 9A: Consideration of a Resolution approving the submittal the PY43/FY18 CDBG Action Plan to the US Department of Housing and Urban Development.

RESOLUTION NO. 2017-10

**RESOLUTION AUTHORIZING THE FILING OF A COMMUNITY DEVELOPMENT PROGRAM APPLICATION FOR PROGRAM YEAR FORTY-THREE (43)
(May 1, 2017-April 30, 2018)**

Motion by Alderman Hauman, seconded by Alderman Painter, that Council approve the Resolution approving the submittal of the PY43/FY18 CDBG Action Plan to the US Department of Housing and Urban Development, and authorize the Mayor and City Clerk to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Hauman, and Fruin.

Nays: None.

Recuse: Aldermen Scott Black and Alderman Karen Schmidt

Motion carried.

The following was presented:

Item 9B: Consideration of the analysis of bids (COB Bid #2017-32) and award of the contract, in amount of \$1,489,904.31 for the Linden Street Bridge over Sugar Creek Improvements, MFT No. 15-00354-00-BR.

Mr. Karch stated that the actual lowest bid is underneath the Engineer's estimate and the budget, so staff would recommend that it is awarded.

Alderman Lower stated that he did still object but that he wanted to make notice of public record that he is going to vote yes. He stated that he objects to the fact that we are voting in absentia into the future on 30 to 40% of a bridge to allow for a trail that we do not know is ever going to exist.

Motion by Alderman Black, seconded by Alderman Schmidt that the contract in amount of \$1,489,904.31, to construct the improvements be awarded to Stark Excavating, Inc. and the Mayor and City Clerk be authorized to execute the necessary documents

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Hauman, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 9C: Consideration of awarding a Construction Contract with Layne Christensen Company for the St. Peter Aquifer Test Wells 1 and 2 Project.

Mr. Yehl stated that in July of 2016 the design contract was presented. What we have now is a construction contract, so we are moving to the next step. The contract that was approved in July had a number of items included. We are at the bidding phase at this time looking to award that to a contractor with still some things to come from our consultant. We propose to award the contract to Layne Christensen Company, which is a 1.49 million dollar contract.

Alderman Sage stated that his perception is that now we have a more cost effective option and he wanted to acknowledge that.

Motion by Alderman Hauman, seconded by Alderman Lower, that the minor variance to the bid submittal be waived, based on the staff recommendation below, and the contract for the St. Peter Aquifer Test Wells 1 and 2 Project (Bid #2017-33), to Layne Christensen Company for the St. Peter Aquifer Test Wells 1 and 2 Project in the amount of \$1,848,772.00, at the unit prices listed, and in conformance and meeting all requirements of

the original Contract documents, and authorize the City Manager and City Clerk to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower, Sage, Mwilambwe, Buragas, Painter, Hauman, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

10. City Manager's Discussion

Chief Mohr did not have any comments to offer.

11. Mayor's Discussion

Mayor Renner thanked Alderman Scott Black for taking the Mayor's Open House on Friday. He stated that he attended the One Voice trip. One of the big takeaways is that nobody in Washington seems to know what is going to happen next in terms of the budget or anything. We did have a resolution that was drafted by City Councilman Jim Fruin and Normal Town Councilman R.C. McBride to talk about what we might do as two communities moving forward.

12. City Alderman's Discussion

Alderman Fruin stated he thinks it is a nice document to help our unification. If we are going to move forward, it is principles, it is policy, it is intentions, it is guidelines.

Alderman Hauman reminded everyone that Wednesday evening, March 29th, Alderman Buragas and she are holding a Town Hall Meeting at the BCPA, 5 to 7pm.

13. Adjournment

Motion made by Alderman Black, seconded by Alderman Hauman, to adjourn the meeting at 8:27p.m.

Motion carried (viva voce).

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk

**SUMMARY MINUTES OF THE
WORK SESSION CITY COUNCIL MEETING
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL
OF BLOOMINGTON, ILLINOIS
MONDAY, MARCH 27, 2017; 5:30 P.M.**

The Council convened in Work Session in the Council Chambers, City Hall Building, at 5:47 p.m., Monday, March 27, 2017.

1. CALL TO ORDER

The Meeting was called to order by Mayor Renner who directed the City Clerk to call the roll and the following members answered present:

2. ROLL CALL

Aldermen: Kevin Lower, David Sage, Mboka Mwilambwe, Amelia Buragas, Joni Painter, Karen Schmidt, Scott Black, Diana Hauman, Jim Fruin, and Mayor Tari Renner.

Staff Present: Jeff Jurgens, Corporate Counsel; Cherry Lawson, City Clerk; Nicole Albertson, Human Resources Director; Jim Karch, Public Service Director; Melissa Hon, Assistant to the City Manager; Bob Yehl, Water Director; Brian Mohr, Fire Chief; Patti-Lynn Silva, Finance Director; and other City staff were present.

Staff absent: David Hales, City Manager; Steve Rasmussen, Assistant City Manager; and Brendan Heffner, Chief of Police.

3. PUBLIC COMMENT

Matt Wing

4. Presentation and discussion on an Ordinance Reducing Speed Limits on Fox Creek Road, West Oakland Avenue to Stonehedges Court. (Presentation by Jim Karch, Public Works Director 10 minutes, Council discussion 30 minutes.)

Mr. Karch stated, the roadway in that area was built in 1997, and was built for the long term to be able to serve the large southwest side of the community. Currently, it is a minor collector road that accommodates approximately 1,500 to 3,000 cars a day at Fox Creek Road, and Veteran's Parkway serves about 10,000 cars a day. There are three different options. Option one is to leave it at 40 mile an hour, option two lower to 35 and option three is lower to 30 mile an hour. The options presented are not staff nor City Manager recommended, but is important to talk about. There is not a high violation rate. The road was designed at 40 miles an hour with the curve in mind. Option two is to lower the speed limit to 35. This is from a professional staff

recommendation. Whenever we make a recommendation, we are required to base it upon standards of some sort. We have conducted speed studies along this road. It was built in 1997 and it did not take long for those who live along there to say this is fast, and we do not like the 40 miles an hour. Studies were conducted in 2001, 2007 and 2012. The violation rates are very low, so there is not excessive speeding. Staff also reviewed some key metrics that took into account the number of driveways, crashes, and whether there is parking available.

Those areas studied allowed staff an opportunity to review and make a recommendation of lowering this to 35 miles an hour. It is important to know that it actually was not crashes that made this kick down to 35. There were three crashes in the last three years, and none of those were from excessive speed but were from distracted driving or weather. What did justify it was the number of driveways and parking on the street.

The City Manager is recommending a 30 mile an hour speed limit. City staff have heard recent conversations on Hershey Road, and speed is a factor in crash severity. There is the argument and balance as a community of where the Council want to land on speeds, taking into account that speeds can vary for arterials, collectors and residential.

Alderman Sage asked Mr. Karch how he knew that excessive speed was not a contributor to the accident. Mr. Karch stated that his information was from the Police reports. Alderman Sage asked, if 35 miles per hour is the staff-recommended speed, why staff put up signs that said 30 miles an hour. Mr. Karch stated that there was justification for it to be 30 miles per hour. That is a key indicator. Whenever you have advisory signs, they are just that.

Chief Heffner stated, without looking at the report, the officers do take all the information that they can gather at the scene to determine the causations, and if they thought it was speed they would have denoted that.

Alderman Lower stated that he was not sure that the right thing was done with Hershey Avenue. It is important to realize that this is a collector street and it is not a through street for a large volume of traffic. He asked how much traffic is being seen here as compared to some of those areas. Mr. Karch stated that right now the average daily traffic is between 1500 and 3000. Fox Creek Road over by Veterans Parkway is 10,000 by comparison. Hershey road was 18,000 by comparison. Alderman Lower asked if there was a school zone in the area along this route.

Alderman Mwilambwe asked, depending on what choice is made, what process will be implemented to evaluate how it is working once the decision is made, and how long would it take to do that. Mr. Karch stated that it is easy to make the change. The change in the speed limit signs is just to take one sign down and put up another sign. Depending upon what the decision is from the Council, if it was 35 we would keep the advisory signs. If it was 30, we would take down the advisory signs as there is no need for an advisory sign reflecting exactly what the regulatory sign says. Whenever there is a change made in a speed limit, staff put up flags and probably message boards so there would be awareness. Evaluation would come in the form of a speed study that probably would be done after the completion of the bridge.

Alderman Buragas stated it was unusual to have three recommendations coming from the

staff level, one from the City Manager and one from the staff itself and appreciated the fact that we have multiple recommendations.

Alderman Schmidt stated that she supported this going to 30 miles per hour. Option three is the one that takes us further to embracing and understanding what complete streets are.

Alderman Fruin stated that he would be inclined to go with 30 for different reasons. In recalling Hershey, consistency was important so we wanted 30 up and down Hershey. Hershey had very few driveways, very few streets. What I see as different here is that you have more driveways and you do not have the pass through that you have on Hershey, which are two different scenarios. As for consistency, why not take this all the way to Veterans Parkway. We need to get a handle on this. He stated he is more inclined to go with 30 based on our Hershey Road decision.

Alderman Hauman asked if there is a breakdown of speed limits in terms of how many miles we have that are 30, 35 and 40 in the city.

Alderman Black stated that he did not have a strong opinion about this, but it sounds like a lot of public outreach has been done. It is incumbent upon us to craft a process that engages the public when these discussions come forward. He stated that he would be happy with either option two or three.

5. ADJOURNMENT

Mayor Renner asked for a motion to adjourn the meeting.

Motion by Alderman Schmidt, seconded by Alderman Hauman, that the meeting be adjourned. Time: 6:13 p.m.

Motion carried, (Viva Voce).

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk

SPECIAL CITY COUNCIL
FY 2018 BUDGET WORK SESSION MEETING MINUTES
Saturday, March 11, 2017; 8 AM
Osborn Room – Bloomington Police Department
305 East Street; 2nd Floor; Bloomington, IL

1. Call to Order

The Council convened in a Special Session Meeting in the Osborn Conference Room at the Bloomington Police Department at 8:00 a.m. The Meeting was called to order by Mayor Renner.

Mayor Renner directed the City Clerk to call the roll and the following members of Council answered present:

Aldermen: Kevin Lower, David Sage, Mboka Mwilambwe, Amelia Buragas, Scott Black, Karen Schmidt, Joni Painter, Diana Hauman, Jim Fruin, and Mayor Tari Renner.

Staff Present: David Hales; City Manager, Jeffrey Jurgens; Corporation Counsel, Cherry L. Lawson; City Clerk, Steve Rasmussen; Assistant City Manager, Brendan Heffner, Chief of Police; Bob Yehl, Water Director; Scott Sprouls, IS Director, Nicole Albertson, Human Resource Director, Tom Dabareiner, Community Development Director; Jim Karch, Public Works Director; and other City Staff were also present.

2. Public comment

Bruce Meeks

3. Opening remarks at 8:15 am

a. Tari Renner (5 minutes)

Mayor Renner thanked the staff, City Manager and all others for the hard work put into the budget.

b. David Hales (5 minutes)

Mr. Hales thanked the Mayor and Council for their time. Recognized the passing of Tina Salamone and a celebration is planned in her honor. Thanked the Department Heads for their involvement and attendance. Stated there are threats we face as a City that impact the decisions made on all budget topics. There continues to be an uncertain global, national, state and even regional economy. We continue to face citizen opposition to any kind of tax increase.

Increasing internet sales and the impact on a reduction of local sales tax collection. Possible state reduction of state shared revenue. We are also facing what could be a possible General Assembly enacted freeze on property tax increases, and there are rising labor costs. Lastly, the very

large backlog of deferred capital. On the positive side, we have a very dedicated group of employees. Stated an overview of objectives for the meeting.

4. Recommended FY2018 budget highlights (15 minutes)

David Hales and Patti-Lynn Silva: Ms. Silva thanked the Budget staff for their efforts. The City total budget is \$213 million dollars. The total budget is going up just 3% or \$6.2 million dollars. The general fund is going up .61%.

5. Priority Based Budget Overview (15 minutes)

David Hales and Melissa Hon: Mr. Hales stated that too often not only staff, but even the City Council, does not have a good understanding of the specificity of all the programs the City provides. Ms. Hon thanked the directors and their staff for all the hard work. Reiterated that this is just a preliminary draft, and this will be a working document that we will be able to refine every year as we move forward. The numbers in priority-based budgeting document are FY17.

Moving forward, it is will be important to refine the document, really making sure that we have consistency across the Departments when it comes to defining programs, making sure that we have complete and meaningful descriptions for each of them. Also confirming and documenting those mandate levels and making sure that we evaluate and determine the degree to which each of those programs will help us achieve the priorities or end results. Mr. Hales stated that due to the lack of resources, our directors and staff cannot provide high-quality services and deliver all the programs that are listed, and even some that are not listed, at a high level.

6. Departmental Budget Presentations

a. Brendan Heffner & Ken Bays – Police (10 minutes)

Mr. Heffner stated that they are looking at positions city wide and a Communications Center Supervisor is needed. This person will serve as a frontline operational supervisor in the 911 center and be there to monitor and oversee the operations of the Center. The Communications Center is having a CAD upgrade. In regards to the funding to expand the roles at the Boys and Girls Club, a female is being sought to work more full-time with the young ladies. The crossing guards have worked out excellent with no problems. The pilot is ongoing with the body-worn cameras. Mr. Hales thanked the Council setting aside around a half million dollars. The general concept is how we are exploring and looking at how to utilize that bringing down EMS and fire suppression response times.

b. Brian Mohr – Fire (10 minutes)

Mr. Mohr thanked the Council and Mayor for approving the tax levy that Mr. Hales talked about. The funding is going to be looked at to go towards reducing those response times. A Management Analyst has been hired this past year and is doing a great job at being able to pull the data from the Record Management System. One thing that continues to affect the Fire Department is overtime. We have a fire engine that we will be looking to replace. We purchased an engine the first part of February of 2016, and it should arrive next week.

We have been working to upgrade our Records Management System to Cobb Services hoping to improve service level from them and have been disappointed in the support from that company.

c. *Bob Yehl – Water (10 minutes)*

Revenue is expected to be about 15.6 million, our expenditure is about 21.5 million. Most of the expenditures are taken up with staff and capital projects. One of the two capital projects is continuation of an outside consultant to help with technical resources. Also filled an internal, full-time engineer position. Besides not having a lot of technical resources, we do not have field inspectors. There is a line item to hire outside consultant resources on an as-needed basis.

d. *Jim Karch – Public Works (10 minutes)*

This is the first time that we have all the pieces in place on the infrastructure that really matter. On a positive note, we have had excellent utilization of staff. We are also hopeful for the approval of the Traffic Engineer. A negative we have is the sewers as they are one of the biggest threats to us as a community, and that continues to be a challenge.

e. *Jay Tetzloff – Parks, Recreation & Cultural Arts (10 minutes)*

Cost recovery is something that has been talked about. Going forward in the 18 budget, we have a cost recovery of 61%, which is up about 1.4% than what we are currently. We are doing everything we can to recover all the costs that we feel are appropriate and at the appropriate level. On the expense side, we have cut about a half million dollars from our expense line. Right now we are working on our Parks Master Plan.

f. *Tom Dabareiner – Community Development (10 minutes)*

Community Development is a Department that has no capital budget. Everything we do depends on people. The budget reflects the people in the Department, and they are doing a really good job. In the last year, we were able to get up to full staff with every allowed position, but it is still hard. We do have a request for one position in this budget. There is a request for consulting help with the building code update as we are behind. If you do the math and ratios per population basis, other communities have three to four more times more planners than we do.

g. *Nicole Albertson – Human Resources (5 minutes)*

There is a really great team of Department Heads. As we wrap up '17 heading into '18, the Department is going to focus on a few high-level areas. Focus will be maintained on total compensation, ensuring fair wages and competitive benefits and trying to maintain cost containment on the health insurance side. Worker's Compensation is a major budget line item for the Department. We are working very hard to maintain and build our Department and develop our internal resources.

h. *Patti-Lynn Silva – Finance (5 minutes)*

In 2008, the Finance Department had 17 full-time employees, and we function currently

with 13. Mr. Hales commented even though the Department was down four people from 2008, the competency level of is so much greater now than it ever has been.

i. Scott Sprouls – Information Services (5 minutes)

The IS fiscal year 2018 budget is built around support not only for the Operational Departments but for the Illustrative Departments. We are that partner for a lot of the different Departments in their major initiatives. We have some upgrades to do. We continue to replace aging equipment. We hope to be working this next year on a lot of improvements for Departmental software.

j. Jeff Jurgens – Legal (5 minutes)

Legal is involved in all of the projects in some capacity whether through the bidding process, contracts, and employees' issues. The legal budget is .65% of the total City budget. We continue to be very appreciative of the City's business.

k. Cherry Lawson – Clerk (5 minutes)

Ms. Lawson stated that when she first started with the Department, one of the big jobs was to do an assessment of where we were at. From that, we started reorganizing the Department looking at pretty much every aspect of service, customer service from the outside as well as internally. From that, we began to look at how we store our records and how we process documents. We did not have standard operating procedures, and so that has been one of the main things that has been focused upon.

- l. Austin Grammer – Economic Development (5 minutes) - The budget for the Office of Economic Development includes the City's support for the Bloomington-Normal Economic Development Council to support the attraction and retention of major employers to the community, the Convention and Visitors Bureau to market the community to the traveling public and attract major conferences and sporting events, the Downtown Bloomington Association, McClean County Museum of History and the Chamber of Commerce to promote downtown Bloomington as a destination to shop, live and play.

7. Break (15 minutes)

[9:27 AM Minutes:] Start

[9:45 AM Minutes:] End

8. FY 2018 Capital Projects List (page 225-226) (10 minutes) – David Hales

On Page 225, Volume II, at the top is the Motor Fuel Tax. The big project is the Fox Creek Road bridge replacement and the Fox Creek Road widening project, very costly, over 7 million dollars. We have been saving up money in the Motor Fuel Tax for this project. We hope the state will honor and pass through the state grant which was obtained to help with the cost of the project. We get a little under 2 million dollars each year from the State Motor Fuel Tax. The street master plan is still yet to come. The next area is capital improvement.

9. 5-Year CIP and Next Steps (10 minutes) – David Hales:

The 5-Year Capital Improvement Program is still a work in progress because of the budget because of several other critical issues and staffing. That is our next priority to finish that up within the next 60 days.

10. Long-Term Financial Planning (15 minutes) – David Hales and Patti-Lynn Silva:

The long-term financial planning consists of many things that you are already doing. The CIP is a big part of our long-term financial plan. We have been very focused on the 2018. As we look to the 2019, we can work to balance 2019 in the general fund. We have a real win with the 2018 budget moving some things ahead. The four positions that were mentioned are all funded in this budget as we see it. There were also dollars put in for diversity recruitment. Mr. Hales added that on the diversity, it is kind of money for maybe a half-time, part-time person, contract person. The four positions are the Traffic Engineer, Telecommunications Supervisor, a Custodian in Facilities and Assistant City Planner.

11. Mayor & City Council discussion (60 minutes)

Alderman Sage stated that the Fox Creek Road Project is a large project. That was intended to be finished years and years ago. We have, in a very intentional and diligent manner, tried to piecemeal the parts of that over the last few years. We have a lot of foot traffic back and forth, particularly from the Danbury Court Apartments up to Casey's. The number of situations where tragedy has been avoided with accidents on that bridge is numerous. While it is probably characterized as an infrastructure project, it is first and foremost a public safety project.

Alderman Fruin stated that he kept hearing about everything we have on our plate and we cannot do it all. Another thing we talked about is taking things off our plate, and we are not very good at taking things off our plate. We need to find ways to do that. We are passing these things down many years before they get accomplished. Is there something we can do to help manage expenses to slow down the revenue we are going to have to ask for? He stated that we need to get the public more engaged in how we're spending our money.

Alderman Schmidt stated that she had three different things that are not related. The first was related to filling of positions and second had to do with economic development. How does the City decide when and through what process to fill a position in house or outsourced the work, i.e., Traffic Engineer, Custodian, etc.? How is that determined as she is looking at long-term planning, cost avoidance and having the opportunity to switch gears when necessary? Mr. Hales stated, historically there was a time whenever the City experienced a vacancy, the Council asked whether the work could be outsourced. When the work could not be outsourced, the City looked in-house to fill the position. He would like to bring to the Council a policy, as he is not sure the present Council support the measure. However, he believes there is an internal bias (not in the negative) to have the position filled in-house as opposed to contracted. The City has; however, had some great experience with outsourcing some its work, such as the Water Department. We are trying to do that, but prefers to bring forward a policy, although it may be controversial with the unions through collective bargaining agreements, as a policy would codify and support of a policy direction position of the City.

Alderman Schmidt stated her second concern deals with economic development, and the funding for B-N Advantage EDC. She asked how much in funding is provided to them each year. She asked whether the City is scheduled to increase its funding level in B-N Advantage. Mayor Renner stated that was up to the Council to make that determination. Mr. Hales stated there are additional funds in the budget approximately \$400,000 that has yet to be allocated by the Council towards economic development. The City kept that very general; that could be funds that could be allocated to B-N Advantage, regional efforts, or kept local to expand our current economic development efforts, or even a combination thereof. When the EDC Board acted on their budget for FY2018, they prepared a status quo budget, or one that had significant increases—assuming that they could collect additional revenue from the public and private agencies. The EDC Board kept its budget at a status quo. However, in speaking with Kyle Hamm, they would like to come forward to present a proposal to for increased funding.

Mayor Renner stated, B-N Advantage is still a work in progress at this time. They are in the progress of determining how much they wish to ask from the private sector. They do have a list of those companies that the City would wait until that has been determined how B-N Advantage would move forward.

Alderman Buragas asked how we prioritize in these areas of the existing City where we have businesses and residents who are dealing with substandard infrastructure. Fox Creek Road is a great example. There are people using it, and it does not meet their needs. But then there are things in the budget for the Capital Improvement like Hamilton Road in the amount of \$2.75 million for planning for a road in an area that right now is not very well developed. There are residents living in that area, but the roadway is not built out. She cannot help but wonder whether Hamilton Road should be a one to five year priority or even a five to ten year priority. Alderman Lower stated, it has been on the books for 15 years, which allowed the growth of State Farms South in that area. The City is currently experiencing traffic issues; one of the worst intersections in the county is at Morrissey Drive (Route 150) and Rose Lane. The traffic concerns in this area affects many businesses and residents traveling in that area, and this is an area that the City could fix.

Mr. Hales stated that the Streets Master Plan will be a piece of that puzzle, especially on those big projects and their prioritizing. Alderman Buragas, although she does not travel in the area of Hamilton Road, she does recognize the community is struggling in that area with issues of not having adequate sidewalks and curbs, and wondered whether the funds would go further in that area.

Alderman Black commented on the allocation of \$558,000 in the next fiscal year budget towards sewer realigning, which Council agreed was a good program to handle some of those older sewers—a very cost effective way of dealing with some of those challenges. He expressed concern over allocating \$300,000 in funding for Kickapoo Creek sewer oversizing. Though the City is contractually obligated to do this, there is a time whereby the City's historic core neighborhoods are told that funding is not in the budget for needed maintenance. However, sewer oversizing in an area that affects only a handful of our residents seems to be a priority to this Council. He suggested, (although the City is contractually obligated to realign the sewers) rather than budgeting \$300,000 for sewer realigning, to perhaps budget \$100,000. Then, over three years the City would come back

to complete the work in that area. The remaining funds could go into maintaining the sewers in the historic areas of Bloomington. From an economic standpoint, people have said that they would like to invest in the historic areas of Bloomington; however, the sewers are inefficient as well as the infrastructure in those areas. He feels that this is a priority in this community. He stated that he is very proud that the City passed the \$10 million street resurfacing bond, as the work has been done throughout the entire City. As the City move forward, he suggested we target sections of the community to focus on improving; there has been little work done in certain areas of the community i.e., Ward 1 and Ward 4.

Mr. Hales stated, that those projects come forward when the City is notified of development in certain areas, at that time there is a contractual obligation by the City at which time staff will allocate funding for those projects.

Alderman Schmidt stated her third concern is the expansion of Bloomington Public Library, and in some ways this relates to economic development, as well. In a conversation with Austin Grammer, she spoke of the number of people that come out to the Library—the traffic of visiting Bloomington Public Library. She wished to advocate for Ms. Hamilton in terms of what the future expansion will look like for the City, as well as who will partner with the City. Mr. Hales stated, the feasibility study will be looking at several issues surrounding the expansion of the library as well as reducing any duplicity of services with neighboring communities.

Ms. Hamilton stated, she is looking to have a joint meeting of the Council and the Library Board some time following the elections. The Library Board views the study with Farnsworth as being completed, that at this time, they are seeking additional direction. One of the frustration of the Board is that there had not been a firm direction on whether the Library will stay in its current location or moved to another location. The Board wants the opportunity to meet with Council to understand its direction in terms of a permanent location for the Library. Ms. Hamilton mentioned that there are three seats that will need to be filled as of April 30.

Alderman Fruin thanked Ms. Hamilton for the opportunity to meet, and for placing the responsibility for the direction of the Library on the City Council. Over the last 10 years, the City has had three to four consultants who has spent roughly \$20,000. Ms. Hamilton needs direction from the Council as to whether an addition needs to be done, or whether there is some thought to moving the Library downtown. As a Council, it has been non-committal in making a decision about the Library. Whatever the decision, it needs to be made so that the City could move forward. He proposed Mayor Renner or Mr. Hale submit questions to Council to ask what do they want to see with the Library in terms of location.

Mr. Hales stated, it is a direction and a funding question as it will not serve the City to state where the Library should be located, if the Council is not going to fund the project. Funding is the biggest issue that the City face with the Library. Ms. Hamilton stated, it is not uncommon for communities to delay a library project; that the Library wish to be good stewards of the public funds. That if the Board is given some direction, then they will know how to proceed with perhaps other maintenance concerns with its current location. Mr. Karch thanked Ms. Hamilton for her

comments as Public Works is directly impacted by the Library expansion project.

Alderman Sage stated that there were some things he needed to say again. In thinking about customer-facing areas like Public Works, Fire, Police, Community Development, one thing that several people alluded to is how do we optimize the resources that we have now? Another thing said this morning is we need more people. He stated that he wanted to give a shout out to the General Departments. They are the glue that helps hold all those other Departments together. He thanked everyone for the work on Priority-Based Budgeting.

Alderman Fruin stated that we invested a lot of money in the Grove area and have invested an equal amount of money in the Pepperidge-Fox Creek area. We have infrastructure in place, and if that is our fastest growing neighborhood, how many people have driven out to the Grove recently? How many people have driven to Fox Creek lately? We are on community and we need to support all our neighborhoods.

Alderman Mwilambwe stated that Mr. Hales spoke with a lot of urgency about economic development and agreed with that, and the City needs to be even more aggressive in that area. He echoed the comments of Alderman Schmidt, stating he is surprised the City has not done more to support Mr. Grammer in economic development. The results from Mr. Grammer's efforts have been good for the community. More needs to be done to provide support in this area, that rather than delay this for months, the City needs to move forward. Mayor Renner commented on the successes of the TIF districts, and with Kroger Market Place moving into the boundaries of the City.

Mr. Hales stated that we are going to want to be strategic in how we continue to look at expansion of our Economic Development program. He stated that he had heard, in terms of economic development, discussion about trying to attract a major employer and that it had been talked about for a long time. He stated he felt like it was time for the community to get together and talk about what does it look like? What are we willing to do? Mr. Hales stated that there is no current business attraction going on, and we are paying the price.

Alderman Sage stated the struggle he has is that we find it very easy to talk about the things we want to do. We need to make some decisions about some things we want to stop doing – some service delivery that we are either going to decrease or eliminate. We talk about that. The problem is we have never done anything with that. I find it hard to make the jump to say we are going to hire more people and do more things and continue to grow the budget without having a legitimate, credible conversation about how do we reallocate and move existing dollars around to higher priority items.

Alderman Lower stated that we really need to think about prioritization and exactly what our fundamental essential services are and allocate the proper amount of funding for those first, and then figure out ways in which to pay for things that the public wants, and it will probably end up on a demand-type basis. If the users demand it, let them pay for that for the most part. For the vast majority of folks, they are willing to spend the additional funding.

Alderman Fruin asked where we are on updating our existing fees and permit costs and things like that. All those things that we do – fees, permits – how do we keep that updated? Mr. Hales stated it was on the to-do list.

12. LUNCH from 12:15-12:45 pm

Council and staff worked through lunch.

13. Mayor & City Council discussion from 12:45-1:50 pm (as determined by Mayor & City Council) -

14. Closing remarks

- a. David Hales (5 minutes)
- b. Tari Renner (5 minutes) - Mayor Renner thanked Mr. Hales, Ms. Silva and all the Department Heads for all they had done.

15. Adjourn

Mayor Renner asked for a motion to adjourn the meeting.

Motion made by Alderman Black, and Alderman Mwilambwe seconded the motion to adjourn the meeting.

Motion carried (viva voce).

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk

**SUMMARY MINUTES OF THE
WORK SESSION CITY COUNCIL MEETING
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL
OF BLOOMINGTON, ILLINOIS
MONDAY, NOVEMBER 14, 2016; 5:45 P.M.**

The Council convened in Work Session in the Council Chambers, City Hall Building, at 5:47 p.m., Monday, November 14, 2016.

1. CALL TO ORDER

The Meeting was called to order by Mayor Renner who directed the City Clerk to call the roll and the following members answered present:

2. ROLL CALL

Aldermen: Kevin Lower, David Sage, Mboka Mwilambwe, Amelia Buragas, Joni Painter, Karen Schmidt (arrived: 6:22 PM), Scott Black, Diana Hauman, Jim Fruin, and Mayor Tari Renner.

Staff Present: David Hales, City Manager; Steve Rasmussen, Assistant City Manager; and Jeff Jurgens, Corporate Counsel; Cherry Lawson, City Clerk; Nicole Albertson, Human Resources Director; Jim Karch, Public Service Director; Melissa Hon, Assistant to the City Manager; Bob Yehl, Water Director; Brian Mohr, Fire Chief; Brendan Heffner, Chief of Police; Patti-Lynn Silva, Finance Director; and other City staff were present.

3. PUBLIC COMMENT

Matt Wing

4. Presentation and discussion regarding the route changes with Connect Transit public transportation. (Presentation by Andrew Johnson, General Manager, Connect Transit 10 minutes. Council discussion 20 minutes.)

Ms. Buchanan thanked the Council for their support of capital funding and the first-time contribution operations allows for upgrade to some of the services. She stated that the Transit Board realized several years ago that the bus routes were inefficient and needing improvement. The Board directed staff to research, review and recommend improvements in the efficiency and effectiveness of the bus system. The Board approved hiring a nationally-recognized consultant to work with the community, the Board and the staff to provide a comprehensive operational analysis of the entire route system and to recommend some changes. The Nelson\Nygaard firm was selected, and they showed us with a carefully developed route restructure plan, ridership does increase over time. Following 18 months of community input and multiple design revisions, a new route design was recommended to the Board of Directors and was unanimously approved by

the Board. A change of this magnitude was significant and created new opportunities for some riders and confusion, fear and concern among others. The new bus route design is an ongoing education process for riders.

Mr. McCurdy stated that discussion regarding route restructure began long before the Bloomington Board of Trustees voted to unanimously accept the route restructure and proposal in May of this year. The principles that Nelson\Nygaard applied are the same applied in communities across the nation with great success. It was anticipated that not everybody would be happy with the significant changes to the system. We were watching flat-to-declining ridership numbers. The primary factor in transit ridership across the nation is gasoline process. He stated that he was hopeful that the route restructuring, which Nelson\Nygaard predicts will result in a double-digit percentage ridership increase in two years, will help counter those numbers. If we start making adjustments based on complaints, we will return to a route system that is not based on research, not based on numbers, not based on customer data, but instead it will be based on customer complaints and who has the loudest voice, and that would result in routes that would be a disservice to the community.

Mr. Johnson stated that staff and Board are completely committed to ensuring that we have a fully-functioning public transit system. He introduced Chief Operating Officer, Isaac Thorne, to go through what is working with the new system, what is not working and what is being done about it.

Mr. Thorne stated that we do have a very popular route that is not serving Bloomington-Normal, which is the Green Route between uptown station and downtown Bloomington. There are some issues in the evenings keeping that bus on time and those are being worked on. Another issue with the purple route is dwell time and we looking at moving the purple route to downtown Bloomington to the transfer station. Another issue is the changes in the routes. New features have been added that were not there in the old routes and that is interlining of routes. Another issue is peak and off-peak hours.

Alderman Lower stated that he was very in touch with his constituency and thinks there is value in the Council and Connect Transit listening to folks. Alderman Sage encouraged Connect Transit to do some focusing on some performance metrics. Mr. Jackson stated that every month a list of metrics was published in their Board packet.

Alderman Black stated that a lot of feedback has come to Council regarding Connect Transit. He asked if someone calls into the office or somehow voices a complaint, what the process is. Mr. Jackson introduced Melissa Christman, External Relations, who provided additional information on the process.

Ms. Christman stated that any time someone calls to talk to one of the dispatch operators or customer services reps, or if there is an email received through our website or via social media that is related to customer service of some sort, there is a software program where the whole conversation is logged in. There are five operations supervisors on staff who are able to go in and look at those complaints. Every one of them is logged and every one of those is followed up within five days.

Alderman Black asked for clarification on the procedural mechanism to change a route. Mr. Jackson stated that it is a Board of Trustees decision and if the Council is hearing feedback that would be transmitted to the Board of Trustees, especially those who are appointed by the Council. At that point, it would be discussed in a Board meeting.

Alderman Black stated at the last meeting in April, there was a lot of conversation about first mile-last mile options. Uber was on the table at one point and then it was off the table and wanted to know where that conversation is right now. Mr. Jackson stated that the conversation is somewhat paused because we are looking to see what the effectiveness of our Tripper routes are, and we are still pursuing some other mobility potentials. Also right now we are sitting tight based on the state situation because adding extra money into the system is something that we are reluctant to do right now.

Alderman Mwilambwe thanked Mr. Jackson for coming before the Council to present an update as well as acknowledged issues that are being worked on.

5. Presentation on the Estimated Tax Levy for the Bloomington Public Library. (Presentation by Jeanne Hamilton, Library Director 10 minutes. Council discussion 15 minutes.)

Ms. Hamilton stated that the Library requests that the Council adopt the estimated 2016 Library Property Tax Levy in the amount of \$4,683,111. Except for a \$33,233 increase in fiscal year 2015, the library tax has remained flat over the past seven years. In the past year, the Library also received a \$36,000 decrease in state funding. Today, they were informed that the Library will receive over \$10,000 less than the property tax levy dollar amount from this past year. The Library will not be able to meet community needs if we continue at a flat levy rate and are not able to capture the growth in the equalized assessed value.

Mayor Renner asked what this would mean to a typical household. Ms. Hamilton stated that was a three (\$.03) cent increase. The average home value is \$165,000 and this past year's bill was \$138.05 and the new bill would be \$138.08.

Alderman Buragas stated as she reviews the information, the tax rate is not changing. Looking at the information that we were given, the tax rate has actually decreased over time compared to 2014, 2013, and 2012. The Library, while maintaining its services and sometimes trying to expand those services, has kept its tax levy and its tax burden flat.

Alderman Painter stated her concern is that there are a lot of people that are contesting their property tax increases. If that goes through, where does this whole formula stand? Ms. Hamilton stated, that is one of the reasons why we have a \$10,000 decrease that was found out today because of contested tax bills and if somebody does not pay their tax bill.

Alderman Fruin thanked Ms. Hamilton, her staff and the Board for their work. His observation has been that over the years the Library has been very efficient and well run and has held the tax levy pretty flat for the most part. When we talk about tax levy and tax rates, what gets lost in all this is that people are really fed up with property taxes. Our property taxes are as high as anywhere around. People are not coming here because of the property taxes, and people are

leaving because of property taxes. We have to deal with the reality and make sure the media tells the story in the right way.

Alderman Black stated, it is very strange that we are in a position where we are approving a tax levy, although the board that recommends it is not an elected board. He stated he keeps hearing the words circulation is down and wanted to know if that is accurate. Ms. Hamilton stated it is slightly down, but since fiscal year 2006 we are up 45%. If you looked at a graph of it, we saw a big boom in the recession and we are tapering off from that. Part of the reason is we have limited space.

Alderman Black stated that he knows the library needs more space. We have talked about City Hall needing a renovation. This is a great opportunity to really get strategic and how can we combine some of these facilities and how can we partner with Normal. The number one question is looking towards the future, is this going to be another seven years before we come back and have this conversation again or where do we see the finances of the library are going.

Alderman Mwilambwe asked about the tech mobile that is mentioned in the memo as far as the projected cost and what kinds of programs will be done with that. Ms. Hamilton stated that they were thinking a van and equipping it with laptops and being able to go out to parks and do programs to support things that we have never really had success having those sorts of things on the bookmobile. A van would be about \$30,000 and the equipment that would go inside would be about \$50,000.

Alderman Lower asked if any contingency planning had been done in case that it was decided not to increase the levy and what that would look like. Ms. Hamilton stated that they would look at lowering some of the fixed asset planning for the future and also look at other areas of the budget and see where we can tighten our belt.

6. Presentation on the Estimated Tax Levy for the City of Bloomington. (Presentation by David Hales, City Manager and Patti-Lynn Silva, Finance Director 10 minutes. Council discussion 15 minutes.)

Mr. Hales stated that we want to keep in mind that tonight begins the tax levy approval process. In this proposal we have a little over a half million dollars of increase in the so-called levy, even though that will not amount to a tax rate increase. Each year as we have more and more investments made – commercially, industrially, home – our costs of providing services to those so-called new growth investments goes up. It is important as part of our long-term financial strategy that we capture that new growth property tax revenue to help ensure that we can provide those services.

Ms. Silva stated we have about \$5.6 billion dollars' worth of real property in our city. If you take a third of that, you are about \$1.8 billion, which is our EAV. That is what we apply our tax rate to. The tax rate itself is not increasing even if you put the library and the city together.

Chief Mohr stated that 35% of our call volume for EMS is in the downtown primary response district. Our utilization of the medic here at headquarters is so high and at some point in time when it is utilized so much, it is not there for service, so we are drawing ambulances in from

the outside response districts. By adding another ambulance here to headquarters, we could more evenly distribute those calls for service and decrease our utilization to make it more efficient for all of the community, not just the headquarters' primary response district.

Alderman Buragas stated in the EAV, that includes \$14 million dollars' worth of new commercial and residential value in the city. She asked if we could extract from that, that over the last year we have seen \$42 million dollars, when multiplied times three (x3), worth of new or increased property value for commercial and residential properties in our community. She stated a question came up about pensions with new employees and part of the issue we have right now is we have a backlog where over time the pension systems were underfunded and now we are trying to get caught up. She asked if that underfunding problem will get worse with new employees or are we sufficiently planning when hiring new employees that their pensions are fully funded moving forward.

Ms. Silva stated that we are sufficiently planning to adjust those pension needs.

Alderman Fruin stated he feels that time needs to be spent on expense management across the board.

7. ADJOURNMENT

Mayor Renner asked for a motion to adjourn the meeting.

Motion by Alderman Schmidt, seconded by Alderman Hauman, that the meeting be adjourned. Time: 6:55 p.m.

Motion carried, (Viva Voce).

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk



CONSENT AGENDA ITEM: 7B

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of approving Bills, Payroll, and Electronic Transfers in the amount of \$5,735,911.35.

RECOMMENDATION/MOTION: That the Bills, Payroll, and Electronic Transfers be allowed in the amount of \$5,735,911.35, and orders drawn on the Treasurer for the various amounts as funds are available.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

FINANCIAL IMPACT: Total disbursements to be approved \$5,735,911.35 (Payroll total \$2,086,659.90, Accounts Payable total \$2,029,823.78, and Electronic Transfers total \$1,619,427.67).

Respectfully submitted for Council consideration.

Prepared by: Frances Watts, Accounts Payable

Reviewed by: Jon C. Johnston, Procurement Manager

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales".

David A. Hales
City Manager

Attachment:

- Bills, Payroll, and Electronic Transfers on file in the Clerk's office. Also available at www.cityblm.org.
- Summary Sheet Bills, Payroll, and Electronic Transfers

CITY OF BLOOMINGTON FINANCE REPORT

Council of April 10, 2017

PAYROLL

Date	Gross Pay	Employer Contribution	Totals
3/24/2017	\$ 222,555.85	\$ 77,740.35	\$ 300,296.20
3/30/2017	\$ 1,373,840.03	\$ 121,527.56	\$ 1,495,367.59
3/31/2017	\$ 214,757.60	\$ 76,238.51	\$ 290,996.11
			\$ -
			\$ -
Off Cycle Adjustments			
		PAYROLL GRAND TOTAL	\$ 2,086,659.90

ACCOUNTS PAYABLE

Date	Bank	Total
4/10/2017	AP General	\$ 1,889,274.21
4/10/2017	AP Comm Devel	\$ 25,855.09
	AP IHDA	
4/10/2017	AP Library	\$ 83,120.03
4/10/2017	AP MFT	\$ 724.45
3/30/2017	Off Cycle Check Runs	\$ 30,850.00
	AP GRAND TOTAL	\$ 2,029,823.78

PCARDS

Date Range	Total
PCARD GRAND TOTAL	

WIRES

Date Range	Total
2/28/2017-3/31/2017	\$ 1,619,427.67
WIRE GRAND TOTAL	\$ 1,619,427.67

TOTAL **\$ 5,735,911.35**

Respectfully,

Patti-Lynn Silva
Finance Director



CONSENT AGENDA ITEM NO. 7C

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of approving a Resolution Waiving the Formal Bidding Process and Authorize an Extension of the Agreement with Henson Disposal of Bloomington, IL for the Processing of Recyclable residential Construction and Demolition (C&D) Waste in the amount of \$190,000.

RECOMMENDATION/MOTION: That the Resolution and Agreement with Henson Disposal Inc. be approved for three (3) years at \$50.01 per ton for the first year for a total of \$190,000, with the price per ton for the second and third year being established by mutual agreement prior to the beginning of each year be approved, and the Mayor and City Clerk be authorized to execute the necessary documents.

STRATEGIC PLAN LINK: 5. Great Place – Livable, Sustainable City.

STRATEGIC PLAN SIGNIFICANCE: 5c. Incorporation of “Green Sustainable” concepts into City’s development and plans.

BACKGROUND: Recent reports indicate that the McLean County landfill will reach capacity in the near future; possibly as soon as June 2017. As a result, the Solid Waste division of Public Works has been assessing different solutions to both, lower the amount of net waste produced by the City and derive solutions to improve sustainability in current department processes. Today, a significant driver for the City’s municipal solid waste (MSW) comes in the form of bulky waste’ which is collected at the curb on a biweekly basis from residents. This type of waste includes, but is not limited to: brush, indoor furniture, mattresses, carpet, and construction material (see Section 200.4 of the City Code for a full definition).

In 2014, the City collected roughly 4,930 tons of bulky waste, much of which, excluding brush, eventually made its way into the County landfill. The goal for regional recycling, established in the McLean County Integrated Solid Waste Management Plan, is 40%. The current recycling rate for the entire County, as reported in the McLean County Solid Waste Program 2015 Annual Report, is estimated at 37.7% of regional MSW; numbers for 2016 will be available at the end of Spring 2017. In addition, the Town of Normal has already renewed a similar agreement with Henson Disposal. If the City approves a similar recycling agreement, the Ecology Action Center projects that community-wide recycling in McLean County will increase approximately 40.6% of MSW; surpassing the regional recycling goal.

To best recycle the volume of C&D waste that the City produces, it is recommended to go through an IEPA-licensed C&D debris recycling facility. As such, Henson Disposal & Recycling is the only facility of its kind outside of the Chicago metropolitan area, and is conveniently located within the corporate limits of the City. This is critical because it would keep

transportation costs of the material down. Henson accepts all C&D debris which includes asphalt and wood shingles, wood, drywall and plaster, certain metals, cardboard and paper products, bricks, concrete, rocks, asphalt, glass, vinyl siding, etc. Many of such materials are popular items already collected at the curb by the City. According to the agreement, Henson guarantees that over 75% of what is delivered will be recycled. The remaining unrecyclable waste would then be taken to the landfill for disposal, but the total amount of waste the City would dispose of in the landfill would decrease as a result of this agreement. It is anticipated, based on historic data on bulky tons, that approximately 3,600 tons of bulky waste are collected in one year.

Staff requests that the Agreement with Henson Disposal Inc. be extended for three (3) more years at \$50.01 per ton for the first year, with the price per ton for the second and third year being established by mutual agreement prior to the beginning of each year.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:

FINANCIAL IMPACT: Payment to Henson Disposal Inc. for the processing of recyclable construction and demolition debris in the amount of \$50.01 per ton during FY 2018 will be contingent on the adoption of the budget by the Council. If the budget is passed, these payments will be made from Solid Waste - Bulk Disposal account (54404400-70652) for a total of \$190,000. Stakeholders can locate this in the Proposed FY 2018 budget book titled “Proposed Other Funds – Volume 2” on page 143.

COMMUNITY DEVELOPMENT IMPACT: *Not applicable*

Link to Comprehensive Plan/Downtown Plan Goals: Not applicable

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *Not applicable*

Respectfully submitted for Council consideration.

Prepared by: Maria Basalay, Public Works Office Manager

Reviewed by: Jim Karch, PE CFM, Director of Public Works

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- Resolution
- Agreement
- Henson Disposal Inc. Proposal Letter

RESOLUTION NO. 2017 – _____

A RESOLUTION AUTHORIZING WAIVING THE TECHNICAL BIDDING REQUIREMENTS AND APPROVING AN AGREEMENT WITH HENSON DISPOSAL OF BLOOMINGTON, IL FOR THE PROCESSING OF RECYCLING CONSTRUCTION AND DEMOLITION WASTE

WHEREAS, the City of Bloomington is a home rule unit of local government with authority to legislate in matters concerning its local government and affairs; and

WHEREAS, the City of Bloomington has in the past disposed of construction and demolition waste (“C&D Waste”) collected from residents at the landfill; and

WHEREAS, Henson Disposal of Bloomington, IL has a debris recycling facility in Bloomington, IL and is willing to accept C&D Waste for recycling at \$50.01 per ton for the first year, and extend Agreement for up to two more (2) years, with the price per ton for years two and three being established by mutual agreement prior to the beginning of each year; and

WHEREAS, Henson Disposal continues to operate an IEPA-licensed Construction and Demolition debris recycling facility; and

WHEREAS, the City Council determines it is in the best interests of the City to waive the bidding requirements to allow the City to contract with Henson Disposal.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

That the recitals set forth above are incorporated herein, the bidding requirements waived, and City Manager, or designated representatives, are authorized to secure the Recycling service of Construction and Demolition waste, and are authorized to execute any necessary documents to effectuate the service.

PASSED this _____ day of _____ 201__.

APPROVED this ____ day of _____ 201__.

CITY OF BLOOMINGTON

ATTEST:

Tari Renner, Mayor

Cherry L. Lawson, C.M.C., City Clerk

APPROVED AS TO FORM:

Jeffrey R. Jurgens, Corporation Counsel

CITY OF BLOOMINGTON
CONTRACT WITH

FOR

THIS AGREEMENT, dated this _____ day of _____, 2017, is between the City of Bloomington (hereinafter "CITY") and (hereinafter "CONTRACTOR").

NOW THEREFORE, the parties agree as follows:

Section 1. Recitals. The recitals set forth above are incorporated into this Section 1 as if specifically stated herein.

Section 2. Description of Services. CONTRACTOR shall provide the services/work identified on Exhibit A.

Section 3. Payment. For the work performed by CONTRACTOR under this Contract, the CITY shall pay CONTRACTOR: a lump sum amount of \$_____; or the amount(s) set forth in Exhibit B. Invoices shall be due and payable within 45 days of submission.

Section 4. Default and Termination. Either party shall be in default if it fails to perform all or any part of this Contract. If either party is in default, the other party may terminate this Contract upon giving written notice of such termination to the party in default. Such notice shall be in writing and provided thirty (30) days prior to termination. The non-defaulting party shall be entitled to all remedies, whether in law or equity, upon the default or a violation of this Contract. In addition, the prevailing party shall be entitled to reimbursement of attorney's fees and court costs.

Section 5. Indemnification. To the fullest extent permitted by law, CONTRACTOR shall indemnify and hold harmless CITY, its officers, officials, agents and employees from claims, demands, causes of action and liabilities of every kind and nature whatsoever arising out of or in connection with CONTRACTOR's operations performed under this Contract, except for loss, damage or expense arising from the sole gross negligence or willful misconduct of the CITY or the CITY's agents, servants or independent contractors who are directly responsible to CITY. This indemnification shall extend to claims occurring after this Contract is terminated as well as while it is in force. The indemnity shall apply regardless of any concurrent negligence, whether active or passive, of the CITY or CITY's officers, officials, agents, employees, or any other persons or entities. The indemnity set forth in this section shall not be limited by insurance requirements or by any other provision of this Contract.

Section 6. General Liability Insurance. CONTRACTOR shall maintain general liability insurance for bodily injury and property damage arising directly from its negligent acts or omissions, with general limits shall be less than \$2,000,000.00. Certificates of insurance shall be provided to CITY and CITY shall be named as an additional insured under the policy. Umbrella liability coverage must also be provided in the amount of \$4,000,000 for each occurrence, \$4,000,000 in aggregate.

Section 7. Representations of Vendor. CONTRACTOR hereby represents it is legally able to perform the work that is subject to this Contract.

Section 8. Assignment. Neither party may assign this Contract, or the proceeds thereof, without written consent of the other party.

Section 9. Compliance with Laws. CONTRACTOR and all work by CONTRACTOR shall at all times comply with all laws, ordinances, statutes and governmental rules, regulations and codes.

Section 10. Prevailing Wage. The following shall apply to this contract:

This contract is not for a "public work" and therefore Prevailing Wage does not apply. *Initial:* _____ (City) _____ (CONTRACTOR)

This contract calls for the construction of a "public work," within the meaning of the Illinois Prevailing Wage Act, 820 ILCS 130/.01 et seq. ("the Act"). The Act requires contractors and subcontractors to pay laborers, workers and mechanics performing services on public works projects no less than the current "prevailing rate of wages" (hourly cash wages plus amount for fringe benefits) in the county where the work is performed. The Department publishes the prevailing wage rates on its website at <http://labor.illinois.gov/>. The Department revises the prevailing wage rates and the contractor/subcontractor has an obligation to check the Department's web site for revisions to prevailing wage rates. For information regarding current prevailing wage rates, please refer to the Illinois Department of Labor's website. All contractors and subcontractors rendering services under this contract must comply with all requirements of the Act, including but not limited to, all wage requirements and notice and record keeping duties.

Initial: _____ (City) _____ (CONTRACTOR)

Section 11. Compliance with FOIA Requirements. CONTRACTOR further explicitly agrees to furnish all records related to this Contract and any documentation related to CITY required under an Illinois Freedom of Information Act (ILCS 140/1 et. seq.) ("FOIA") request within five (5) business days after CITY issues notice of such request to CONTRACTOR. CONTRACTOR agrees to not apply any costs or charge any fees to the CITY regarding the procurement of records required pursuant to a FOIA request. CONTRACTOR agrees to defend, indemnify, and hold harmless CITY, and agrees to pay all reasonable costs connected therewith (including, but not limited to reasonable attorney's and witness fees, filing fees, and any other expenses) for CITY to defend any and all causes, actions, causes of action, disputes, prosecutions, or conflicts arising from CONTRACTOR actual or alleged violation of the FOIA, or CONTRACTOR failure to furnish all documentation related to a request within five (5) days after CITY issues notice of a request. Furthermore, should CONTRACTOR request that CITY utilize a lawful exemption under FOIA in relation to any FOIA request thereby denying that request, CONTRACTOR agrees to pay all costs connected therewith (such as reasonable attorney's and witness fees, filing fees and any other expenses) to defend the denial of the request. The defense shall include, but not be limited to, challenged or appealed denials of FOIA requests to either the Illinois Attorney General or a court of competent jurisdiction. CONTRACTOR agrees to defend, indemnify, and hold harmless CITY, and agrees to pay all costs connected therewith (such as reasonable attorney's and witness fees, filing fees and any other expenses) to defend any denial of a FOIA request by CONTRACTOR request to utilize a lawful exemption to CITY.

Section 12. Governing Law. This Agreement shall be governed by and interpreted pursuant to the laws of the State of Illinois.

Section 13. Joint Drafting. The parties expressly agree that this agreement was jointly drafted, and that both had opportunity to negotiate its terms and to obtain the assistance of counsel in reviewing it terms prior to execution. Therefore, this agreement shall be construed neither against nor in favor of either party, but shall construed in a neutral manner.

Section 14. Attorney Fees. In the event that any action is filed in relation to this agreement, the unsuccessful party in the action shall pay to the successful party, in addition to all the sums that either party may be called on to pay, a reasonable sum for the successful party's attorneys' fees.

Section 15. Paragraph Headings. The titles to the paragraphs of this agreement are solely for the convenience of the parties and shall not be used to explain, modify, simplify, or aid in the interpretation of the provisions of this agreement.

Section 16. Term. The term of this Contract shall be:

Until all of the services and/or deliverables required to provided within this Contract are completed.

~~8~~ ~~ane~~ / ~~#~~ year from the date of execution.

~~8~~ ~~fwo~~ / ~~S~~ years from the date of execution.

Other: _____

The Contract shall also be subject to the following renewal terms, if any: _____

Notwithstanding anything herein, the provisions in Sections 5 and 11 shall survive termination.

Section 17. Counterparts. This agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all of which together shall constitute the same instrument.

CITY OF BLOOMINGTON

By: _____
Its City Manager

By: _____
Its _____

ATTEST:

By: _____
City Clerk

By: _____
Its _____

EXHIBIT A
SCOPE OF SERVICES / WORK PROVIDED

EXHIBIT B
FEES / COMPENSATION

HENSON

DISPOSAL & RECYCLING

P.O. Box 1058
705 N. East St.
Bloomington, IL 61702
USA

Phone: 309-829-5021
Fax: 309-829-5741
Email: hensondisposal@yahoo.com
Website: <http://hensondisposal.com>



Henson Disposal Inc.

March 20, 2017

Jim Karch, P.E., C.F.M.
Director of Public Works
City of Bloomington
115 E. Washington Street
Bloomington, IL 61702-3157

Dear Mr. Karch:

For the past year, the City of Bloomington has by agreement taken its CND/Bulky Waste debris collected from citizens to the Henson Disposal recycle center. We would request that the agreement be renewed for three years at \$50.01 price per ton established for year one, with the price per ton for years two and three to be established by mutual agreement prior to the beginning of each year.

We confirm that the Henson Disposal recycling center continues to operate a IEPA-licensed Construction and Demolition (CND) debris recycling facility. We are proud to help the City of Bloomington increase the recycle rate of material previously taken directly to the local landfill.

Sincerely,

A handwritten signature in black ink that reads "Tom Kirk".

Tom Kirk

President



CONSENT AGENDA ITEM NO. 7D

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of adopting a Resolution supporting the 2017 Illinois Municipal League's (IML) Agenda and the Financial and Capital Needs of the City of Bloomington.

RECOMMENDATION/MOTION: That the resolution be adopted supporting the 2017 Illinois Municipal Agenda and Calling for the Support of Certain Financial and Capital Needs of the City of Bloomington, and authorize the Mayor and City Clerk to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 5. Great Place to Live – Livable, Sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 5b. City decisions consistent with plans and policies.

BACKGROUND: Since 1913, the Illinois Municipal League (IML) has been the collective voice of cities, villages and towns, currently representing nearly 1,300 communities including the City of Bloomington. By educating members about current legislative issues and advocating on their behalf, the IML ensures that local elected officials and their constituents are represented in the decision-making process.

The IML has established a Legislative Agenda for 2017, focusing on five key issue areas: Municipal Authority; Municipal Revenue and Taxation; Meetings, Public Records and Notifications; Labor Law, Compensation and Employment Benefits; and Intergovernmental Cooperation. Specifically on this year's agenda are the topics of:

- Public Safety Pension Fund Consolidation
- Automatic Appropriation Authority for Local Funds
- Extension of Home Rule Eligibility
- Federal Definition of "Catastrophic Injury" in PSEBA Law
- Public Safety Employee Arbitration Reform
- Reinstatement of Public Duty Doctrine
- Assess Interest on Overdue Utility Payments
- Protect Equalized Assessed Value of Property
- Application Fee Provision for Telecom Utility Access to Public Right-Of-Way
- Notification to Taxing Bodies of Petition to Reduce Equalized Assessed Value
- Allow Municipalities to Select the Form of Surety used by Developers
- Sensible Change to Bidding Municipal Services

In addition to the IML's 2017 Agenda, staff is requesting support for the following financial and capital needs items specific to the City of Bloomington:

- Maintaining and even increasing the municipal share of Local Government Distributive Fund (LGDF) revenue. The LGDF distributions play a crucial role in keeping the local tax burden low, and additional LGDF revenues could be used to help offset costs incurred from unfunded state mandates.
- The Fox Creek Road Bridge replacement proposed will provide pedestrian and bike access over the Union Pacific railroad and increase the safety and capacity of Fox Creek Road. Approximately \$2.3 million, (60%) of the bridge replacement costs are eligible for reimbursement from the Illinois Commerce Commission's (ICC) Grade Crossing Protection Fund (GCPF).
- City Council's adoption of Resolution No. 2014-52 on October 28, 2014, identifying priority Illinois Department of Transportation (IDOT) projects, and requested that IDOT give priority and attention to the following projects within the City:
 - a. **Rerouting U.S. Route 150/IL Route 9**: The current routing of U.S. Route 150/IL Route 9 along Lee Street from Empire Street to Locust Street is detrimental to the neighborhood character and public safety. It also poorly serves the trucking industry. Accordingly, rerouting this section to U.S. Business 51 on Center Street would be fairly inexpensive and easily achieved. This would involve converting Locust to two-way traffic from Lee Street to Main Street to accommodate the necessary rerouting.
 - b. **Veterans Parkway and Illinois Route 9**: Substantial improvements are needed to the intersection at Veterans Parkway and Illinois Route 9. The City requests that IDOT move forward with the traffic congestion mitigation phase one engineering study that has been budgeted in the past. Advance preemption capabilities to improve response time and adaptive traffic signal control are also necessary for public safety.
 - c. **Hamilton Road Extension**: An extension of Hamilton Road on the southeast side, from Bunn Street to Commerce Parkway, is necessary to improve the east-west arterial streets within the City. This would have a substantial economic impact, but the project is estimated to cost \$14.5 million. Accordingly, the City seeks the assistance of IDOT in completing the project.

As many of the issues outlined in the IML's 2017 Legislative Agenda are of key importance to the City of Bloomington and other communities throughout the State of Illinois, and there are financial and capital needs specific to the City of Bloomington, the City seeks to formally lend its support by adoption of a resolution.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

NUMBER OF REQUIRED VOTES TO APPROVE THE ITEM: Majority attending

Respectfully submitted for Council consideration.

Prepared by:

Melissa Hon, Assistant to the City Manager

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales". The signature is fluid and cursive, with a large initial "D" and "H".

David A. Hales
City Manager

Attachments:

- Resolution
- Illinois Municipal League 2017 Legislative Agenda
- Illinois Municipal League 2017 Moving Cities Forward

RESOLUTION NO. 2017 - __

**A RESOLUTION SUPPORTING THE 2017 ILLINOIS MUNICIPAL LEAGUE'S
LEGISLATIVE AGENDA AND CALLING FOR THE SUPPORT OF CERTAIN
FINANCIAL AND MAJOR CAPITAL NEEDS OF THE CITY OF BLOOMINGTON**

PART 1 - THE 2017 ILLINOIS MUNICIPAL LEAGUE'S LEGISLATIVE AGENDA

WHEREAS, since 1913, the Illinois Municipal League (IML) has been the collective voice of cities, villages, and towns; and

WHEREAS, the IML currently represents nearly 1,300 communities including the City of Bloomington; and

WHEREAS, by educating members about current legislative issues and advocating on their behalf, the IML ensures that local elected officials and their constituents are represented in the decision-making process; and

WHEREAS, the IML has established a Legislative Agenda for 2017, focusing on twelve key areas; and

WHEREAS, many of the issues included in the IML's 2017 Legislative Agenda are of key importance to the City of Bloomington and other communities throughout the State of Illinois; and

PART 2- THE FINANCIAL AND MAJOR CAPITAL NEEDS OF THE CITY OF BLOOMINGTON

WHEREAS, the City Council supports maintaining and even increasing the municipal share of Local Government Distributive Fund (LGDF) revenue, and LGDF distributions play a crucial role in keeping the local tax burden low, and additional LGDF revenues could be used to help offset costs incurred from unfunded state mandates; and

WHEREAS, The Fox Creek Road Bridge replacement is being proposed to provide pedestrian and bike access over the Union Pacific railroad and to increase the safety and capacity of Fox Creek Road, and approximately \$2.3 million (60%) of the bridge replacement costs are eligible for reimbursement from the Illinois Commerce Commission's (ICC) Grade Crossing Protection Fund (GCPF); and

WHEREAS, the City Council adopted Resolution No. 2014-52 on October 28, 2014, identifying priority Illinois Department of Transportation (IDOT) projects, and requested that IDOT give priority and attention to the following projects within the City:

Rerouting U.S. Route 150/IL Route 9: The current routing of U.S. Route 150/IL Route 9 along Lee Street from Empire Street to Locust Street is detrimental to the neighborhood character and public safety. It also poorly serves the trucking industry. Accordingly, rerouting this section to U.S. Business 51 on Center Street would be fairly inexpensive and easily achieved. This would involve converting Locust to two-way traffic from Lee Street to Main Street to accommodate the necessary rerouting.

Veterans Parkway and Illinois Route 9: Substantial improvements are needed to the intersection at Veterans Parkway and Illinois Route 9. The City requests that IDOT move forward with the traffic congestion mitigation phase one engineering study that has been budgeted in the past. Advance preemption capabilities to improve response time and adaptive traffic signal control are also necessary for public safety.

Hamilton Road Extension: An extension of Hamilton Road on the southeast side, from Bunn Street to Commerce Parkway, is necessary to improve the east-west arterial streets within the City. This would have a substantial economic impact, but the project is estimated to cost \$14.5 million. Accordingly, the City seeks the assistance of IDOT in completing the project.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

That the Mayor and the City Council of the City of Bloomington hereby endorse and support the 2017 Illinois Municipal League's Legislative Agenda and further calls for the support of the City projects referenced within this resolution.

ADOPTED this ____ day of April, 2017

APPROVED this ____ day of April, 2017.

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk

APPROVED AS TO FORM

Jeffrey P. Jurgens, Corporation Counsel



Educate. Advocate. Empower.

2017 LEGISLATIVE AGENDA



2/10/17

Legislative Issue Areas



MUNICIPAL AUTHORITY

The operation of municipalities is a complex task that requires partnerships with both the federal and state government. The enactment of laws and regulations that preempt local authority only hinders the ability of municipal officials to meet the needs of residents and address community problems. Municipal officials must maintain the autonomy necessary to fulfill their appropriate responsibilities to those who elected them.

MUNICIPAL REVENUE AND TAXATION

Illinois municipalities continue to require additional revenues. The League commends the State for the provision of revenue sharing to Illinois municipalities. This successful partnership must be continued in good faith and in recognition that most of the services that benefit Illinoisans are provided by local government. Municipal governments must also have the autonomy to address their local revenue needs.

MEETINGS, PUBLIC RECORDS AND NOTIFICATIONS

The Illinois Municipal League believes that a vibrant democracy requires the active participation of an engaged citizenry. Citizens elect their local leaders and have an obligation to hold their leaders accountable. The Open Meetings Act, Freedom of Information Act and public notification laws are essential accountability mechanisms. These laws must be balanced to consider staff obligations, personnel information sensitivities, evolving technology and occasional abuses of the process by those seeking public information.

LABOR LAW, COMPENSATION AND EMPLOYMENT BENEFITS

As with the private sector, compensation and benefits decisions involving local government employees are appropriately made by the employer. Wages and benefits must balance the interests of the employee, employer and taxpayer. The General Assembly and Governor must avoid approving policies that increase the costs of municipal compensation, benefits and personnel without providing revenues to offset the financial obligations created by their actions. Existing state labor and employment policies must also be reexamined with the intent of ensuring that local governments can maintain personnel costs at sustainable levels.

INTERGOVERNMENTAL COOPERATION

Local governments and Illinois taxpayers benefit from the broad authority that allows local governments to cooperatively pool resources and share services. Service cooperation and consolidation reduces the cost of local governments, eliminates redundancies and appropriates resources wisely and effectively.

Illinois Municipal League: 2017 Legislative Agenda

PUBLIC SAFETY PENSION FUND CONSOLIDATION

HB 2682 – SPONSOR: Rep. Spain (R-Peoria)

ISSUE:

Public safety pension costs continue to increase and threaten to divert available municipal revenues away from funding other important programs and services intended to secure the health, safety and welfare of municipal residents. Benefit reductions appear highly unlikely following court decisions upholding what appears to be an absolutist interpretation of the “impairment clause” within the Illinois Constitution. The existence of 663 separate municipal public safety pension funds restricts investment opportunities and creates overlapping administrative expenses.

IML SOLUTION:

Combining administrative functions among the municipal public safety pension funds would reduce administrative costs and result in savings to municipalities and taxpayers. Consolidating investment dollars among the 663 municipal public safety pension funds would increase investment returns by allowing for added diversification and expanded investment authority.

AUTOMATIC APPROPRIATION AUTHORITY FOR LOCAL FUNDS

HB 617 – SPONSOR: Rep. McCombie (R-Savanna)

ISSUE:

Annual appropriation authority is required for Motor Fuel Tax (MFT), casino gaming, video gaming, Use Tax and 9-1-1 revenues to be distributed to municipalities. As we learned during the 2016 Fiscal Year, an annual appropriation requirement can prevent these funds from being distributed, despite the fact that they are non-General Revenue Funds and do not affect state government budgets.

IML SOLUTION:

Amend the Motor Fuel Tax, casino gaming, video gaming, Use Tax and 9-1-1 revenue laws to make them continuing appropriations so funds are automatically distributed (as with Local Government Distributive Fund revenue) without the need for an annual appropriation enactment by the General Assembly and Governor.

EXPANSION OF HOME RULE ELIGIBILITY

SJRC 9 – SPONSOR: Sen. Hutchinson (D-Olympia Fields)

ISSUE:

Municipalities of varying sizes must address similar problems and should have a broad array of powers available to meet community challenges. The Illinois Constitution automatically grants home rule status to municipalities that reach a population threshold in excess of 25,000 residents. Non-home rule communities are granted limited authority compared to home rule communities.

IML SOLUTION:

Grant municipalities with populations in excess of 5,000 residents home rule status. This would provide 171 communities with additional tools that they do not presently possess to address local issues. There are currently 213 home rule communities established either by population or referendum.

FEDERAL DEFINITION OF “CATASTROPHIC INJURY” IN PSEBA LAW

HB 2352 – SPONSOR: Rep. Ives (R-Wheaton)

ISSUE:

The Public Safety Employee Benefits Act (PSEBA) provides taxpayer-funded, lifetime health insurance benefits to police officers and firefighters, their spouses and dependents up to the age of 26. Eligibility for PSEBA benefits occurs when an employee is “catastrophically injured” while responding to an emergency. The absence of a definition of “catastrophic injury” within the PSEBA statute means that municipalities must pay lifetime health insurance premiums to otherwise able-bodied and employable individuals.

IML SOLUTION:

The ideal solution is to define “catastrophic injury” to mean an injury severe enough to preclude gainful employment. This would entail using the federal definition of “catastrophic injury,” which is found in the federal Public Safety Officer Benefits Act (PSOB).

PUBLIC SAFETY EMPLOYEE ARBITRATION REFORM

HB 797 – SPONSOR: Rep. Sosnowski (R-Rockford)

ISSUE:

Arbitrators are rendering decisions in labor disputes that compel local governments to offer wage and benefit awards that exceed available revenues. This results in budgetary difficulties, service reductions and layoffs to other employees.

IML SOLUTION:

Require arbitrators to base decisions primarily on actual available revenues and a municipality’s current financial status.

REINSTATEMENT OF PUBLIC DUTY DOCTRINE

SB 2029 – SPONSOR: Sen. Clayborne (D-East St. Louis)

ISSUE:

For decades, the common law public duty rule protected governmental entities and their employees from burdensome litigation costs. The public duty rule provides that a governmental entity and its employees do not owe a duty of care to provide services to individual members of the general public, such as police and fire protection services, because public entities owe a broader duty to the public at large. In 2016, the Illinois

Supreme Court ruled 4-3 that the public duty rule is no longer viable in Illinois common law.

IML SOLUTION:

The General Assembly should restore the broad protections previously provided by the common law public duty rule by codifying the public duty rule into statute. This would restore a long-standing policy that has always protected local governments and their employees from litigation costs.



ASSESS INTEREST ON OVERDUE UTILITY PAYMENTS

SB 937 – SPONSOR: Sen. McGuire (D-Crest Hill)

ISSUE:

During the budget impasse of Fiscal Year 2016, the State was not authorized to make utility payments for State facilities throughout Illinois. This led to several municipalities and private utility vendors continuing to provide services in the absence of payments. When the budget impasse was settled and bills were eventually paid, private utility companies such as Ameren and American Water received interest payments along with the vouchered amount. Municipalities providing identical services were not entitled to interest payments.

IML SOLUTION:

The General Assembly should require the State to treat a past due utility bill the same regardless of whether the bill is submitted by a private utility or a municipal utility.

PROTECT EQUALIZED ASSESSED VALUE OF PROPERTY

SB 56 – SPONSOR: Sen. Stadelman (D-Rockford)

ISSUE:

The assessed value of property used to be based solely on the property's "fair cash value." A 2010 law allows for the use of "compulsory sales" as fair comparable sales in the assessment challenge process. This policy results in a reduction in the assessed value of properties within a taxing district. Consequently, local governments must increase the mill rates to sustain the tax dollars needed to support local taxing bodies.

IML SOLUTION:

Eliminate the use of compulsory sales to establish assessed property value during an assessment challenge.

APPLICATION FEE PROVISION FOR TELECOM UTILITY ACCESS

TO PUBLIC RIGHT-OF-WAY – HB 2819 – SPONSOR: Rep. Andersson (R-Geneva)

ISSUE:

The Fourth Judicial Circuit Court found that an application fee for a permit to construct any facility on, over, above, along, upon, across or within a municipal right-of-way by a telecommunications carrier is prohibited.

IML SOLUTION:

The General Assembly should allow communities to apply an application fee to telecommunication carriers that want to gain access to the public right-of-ways.

NOTIFICATION TO TAXING BODIES OF PETITION TO REDUCE EQUALIZED ASSESSED VALUE – SB 1247 – SPONSOR: Sen. Althoff (R-McHenry)

ISSUE:

The Code of Civil Procedure does not require that taxing bodies be notified when a property owner is seeking an action in circuit court to reduce the equalized assessed value (EAV) of their property by \$100,000 or more. Consequently, local governments cannot present evidence challenging the proposed reduction in EAV and would, in any event, be unable to attempt to compensate for such a significant loss of EAV.

IML SOLUTION:

The statute within the Property Tax Code concerning appeals before the Property Tax Appeal Board (35 ILCS 200/16-180) includes a requirement that all affected taxing bodies receive notice from the board of review when a property owner files a petition seeking a reduction in EAV of \$100,000 or greater. A similar provision should be added to the Code of Civil Procedure.

ALLOW MUNICIPALITIES TO SELECT THE FORM OF SURETY USED BY DEVELOPERS – HB 3751 – SPONSOR: Rep. Moylan (D-Des Plaines)

ISSUE:

Throughout Illinois, developers have declared bankruptcy or abandoned partially built developments. This requires the municipality to collect the surety to complete subdivision infrastructure improvements such as streets, water pipes and sidewalks. If the subdivision improvements are guaranteed with a letter of credit, collection of funds is much simpler.

IML SOLUTION:

The General Assembly should restore the authority of municipalities to determine the form of surety that will be accepted for improvements within a subdivision.

SENSIBLE CHANGE TO BIDDING MUNICIPAL SERVICES HB 2681 – SPONSOR: Rep. Sente (D-Vernon Hills)

ISSUE:

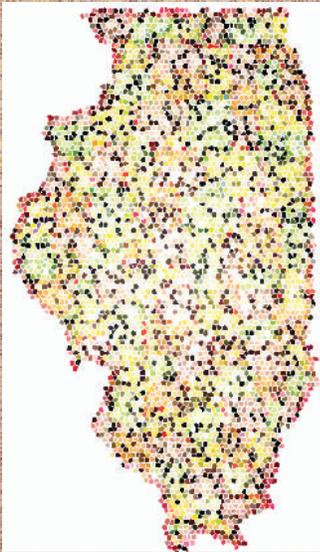
Non-home rule municipalities are prohibited from seeking up-front cost information for services provided by architects, engineers and land surveyors if those services are likely to exceed a cost of \$25,000. This process is known as Qualified Based Selection (QBS). Only after a firm has been selected can a municipality and the selected individual or firm begin negotiations for fees. Using QBS may prevent the local government from finding the best value among firms that meet the necessary qualifications because the traditional bidding system is not allowed.

IML SOLUTION:

Adopt the federal financial threshold for QBS, which would allow municipalities to use the Request for Qualifications (RFQ) process for projects that cost below \$150,000. This process allows municipalities to use a conventional bidding process for hiring professional services.



IML AT A GLANCE



1,298
COMMUNITIES
REPRESENTED



OVER 100 YEARS
OF ADVOCACY



2,000
CONFERENCE
ATTENDEES IN 2016

112,310
WEBSITE VISITS
IN 2016



12,908
MONTHLY MAGAZINE
SUBSCRIPTIONS

ABOUT THE ILLINOIS MUNICIPAL LEAGUE

Municipalities across Illinois provide critical services that citizens rely upon every day. These local municipalities are uniquely qualified to govern themselves, effectively managing their resources for the benefit of their citizens and the State.

Since 1913, the Illinois Municipal League (IML) has been the collective voice of cities, villages and towns. By educating members about current legislative issues and advocating on their behalf, IML ensures that local elected officials and their constituents are represented in the decision-making process.

ILLINOIS MUNICIPAL LEAGUE CORE PRINCIPLES

- Maintain Local Control
- Preserve Home Rule Authority
- Oppose Unfunded Mandates
- Preserve the Rights of Municipalities to Decide Employee Wages and Benefits
- Protect State-Shared Revenues



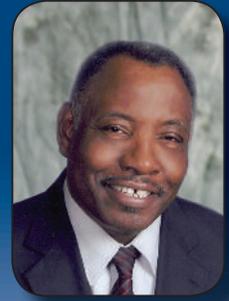
Educate. Advocate. Empower.



KAREN DARCH
Village President
Barrington
IML President



MARK W. ECKERT
Mayor
Belleville
IML First Vice President



EUGENE WILLIAMS
Village President
Lynwood
IML Second Vice President

Contact Us

Brad Cole, Executive Director

Patrick W. Hayes, General Counsel

Joe McCoy, Legislative Director

Joe Schatteman, Deputy Legislative Director

Jessica DeWalt, Assistant Counsel

Illinois Municipal League
500 East Capitol Avenue
Springfield, IL 62701
Office: 217.525.1220



www.IML.org

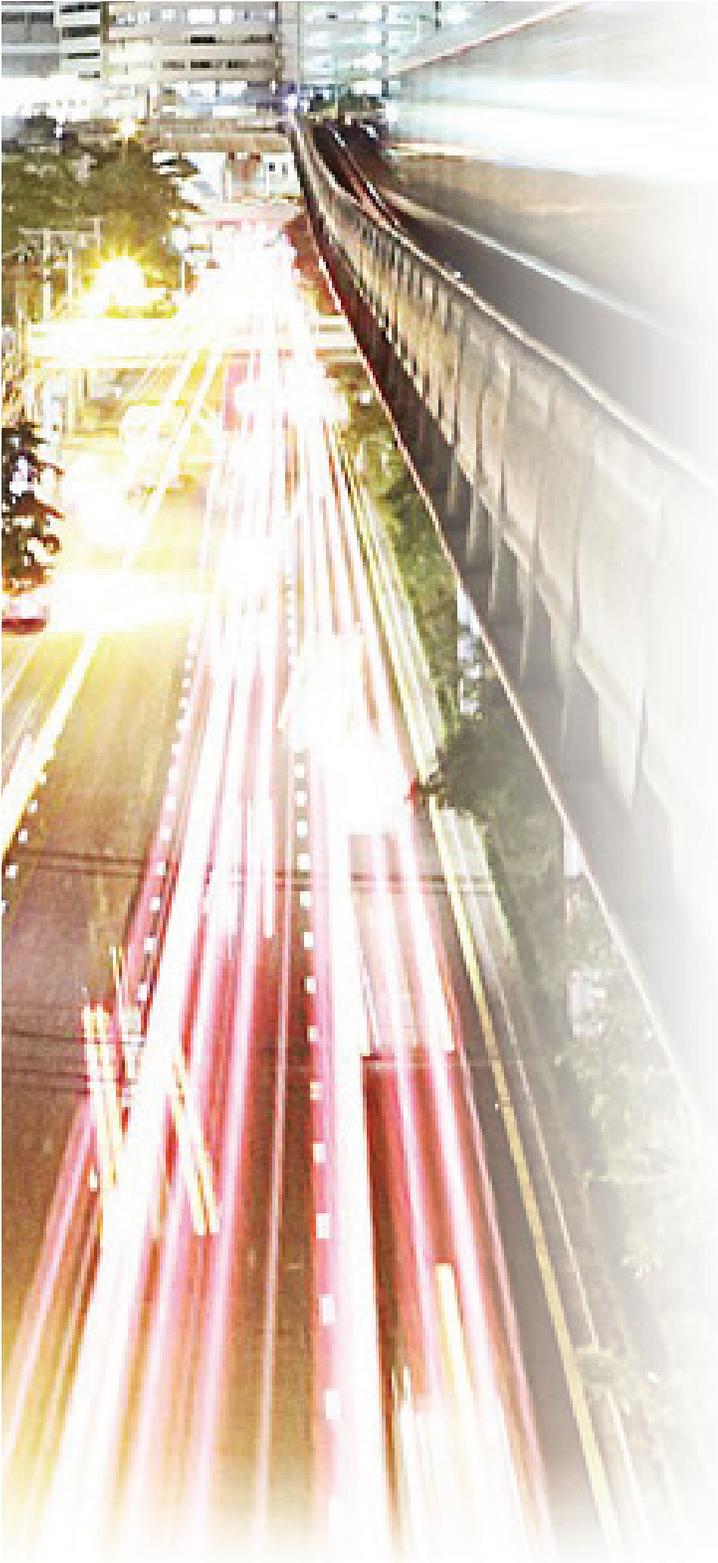


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MOVING CITIES FORWARD

February 21, 2017





MOVING CITIES FORWARD

Illinois' municipalities have reached a critical tipping point that has been worsened by the uncertainty created by the state's problematic financial outlook.

For many years, local leaders have made a series of decisions – difficult decisions – to maintain the financial solvency of their communities. All the while, local leaders have expressed concern that the state's financial problems would spill over and engulf local governments.

Necessary solutions can no longer be deferred. Illinois public policy toward local government is in need of immediate reform.

The “Moving Cities Forward” platform includes several significant solutions prioritized by the cities, villages and towns throughout Illinois. Several of these solutions have been sought by municipal leaders for many years. Some have been included within the Illinois Municipal League's (IML) legislative agenda and approved as resolutions by the IML membership. The purpose of the “Moving Cities Forward” legislative proposal is to reemphasize that these issues remain priorities and to urge state leaders to actively seek to support their cities, villages and towns.

Bills have been introduced for most initiatives in the “Moving Cities Forward” proposal. In some cases, IML will seek to include proposals currently without bill numbers into a broader budget and reform package.



Educate. Advocate. Empower.

Moving Cities Forward

AUTOMATIC APPROPRIATION AUTHORITY FOR LOCAL FUNDS

HB 617 (Rep. McCombie)

Policy Objective: Require several local revenue sources that are collected and distributed by the state to become continuing appropriations so that funds are automatically distributed to local governments and not dependent on the budget process.

Problem: Annual appropriation authority is required for Motor Fuel Tax (MFT), casino gaming, video gaming, Use Tax and 9-1-1 revenues to be distributed to municipalities. As we learned during the 2016 fiscal year, an annual appropriation requirement can prevent these funds from being distributed, despite the fact that they are non-General Revenue Funds and do not affect state government budgets.

Solution: Amend the Motor Fuel Tax, casino gaming, video gaming, Use Tax and 9-1-1 revenue laws to make them continuing appropriations so funds are automatically distributed (as with Local Government Distributive Fund revenue) without the need for an annual appropriation enactment by the General Assembly and Governor.



EXPANSION OF HOME RULE ELIGIBILITY

SJRCA 9 (Sen. Hutchinson)



Policy Objective: Amend the Illinois Constitution to expand eligibility for home rule status to give all municipalities that reach a population above 5,000 residents additional governing tools to meet the needs of their communities.

Problem: Municipalities of varying sizes must address similar problems and should have a broad array of powers available to meet community challenges. The Illinois Constitution automatically grants home rule status to municipalities that reach a population in excess of 25,000 residents. Non-home rule communities are granted limited authority compared to home rule communities.

Solution: Grant municipalities with populations in excess of 5,000 residents home rule status. This would provide 171 communities with additional tools that they do not presently possess to address local issues. There are currently 213 home rule communities established either by population or referendum.

CONSTITUTIONAL AMENDMENT TO LIMIT FUTURE STATE MANDATES

HJRCA 24 (Rep. Durkin)



Policy Objective: Amend the Illinois Constitution to require the state to fund state mandates.

Problem: The General Assembly frequently imposes unfunded state mandates on local governments. This increases the cost to local taxpayers and affects local government services.

Solution: The Illinois Constitution should be amended to require a three-fourths majority vote in order to impose an unfunded mandate on a unit of local government or school district. The intent would be to make it more difficult to impose an unfunded mandate unless a clear and compelling public policy purpose exists for raising local government operating costs.

PUBLIC SAFETY ARBITRATION REFORM

HB 797 (Rep. Sosnowski)

Policy Objective: Require the arbitration process to recognize the financial limitations that constrain municipal budgets.

Problem: Arbitrators are rendering decisions in labor disputes that compel local governments to offer wage and benefit awards that exceed available revenues. This results in budgetary difficulties, service reductions and layoffs to other employees.

Solution: Require arbitrators to base decisions on actual available revenues and a municipality's current financial situation.



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PUBLIC SAFETY PENSION CONSOLIDATION

HB 2682 (Rep. Spain)



Policy Objective: Address long-term costs by consolidating 663 separate public safety pension funds into a single fund for greater efficiency.

Problem: Public safety pension costs continue to increase and threaten to divert available municipal revenues away from funding other important programs and services intended to secure the health, safety and welfare of municipal residents.

Solution: Non-benefit reforms remain viable options for both short-term cost management and long-term cost reduction because such reforms would not be prohibited by the Illinois Constitution. Consolidating the 663 separate suburban and downstate public safety pension funds would reduce duplicative administrative costs and expand investment authority to achieve higher returns to offset the costs to municipalities and their taxpayers.

OPTIONAL UNFUNDED MANDATES FOR COMMUNITIES WITH FEWER FINANCIAL RESOURCES

HB 788 (Rep. Demmer)

Policy Objective: Allow local governments to exempt themselves from unfunded mandates that would create an unfeasible economic burden.

Problem: Unfunded state mandates only increase the costs of local governments. Additional mandates are imposed each year over the opposition of local governments. Some local governments are less able to absorb the costs of new mandates.

Solution: Allowing local governments to exempt themselves from specific unfunded mandates by a majority vote of the corporate authorities would reduce unwanted costs and protect the integrity of local revenue streams and budgets.



REASONABLE EXEMPTIONS FROM PREVAILING WAGE

SB 1360 (Sen. Rooney)

Policy Objective: Allow for reasonable exemptions from the Prevailing Wage Act.

Problem: Studies in other states and localities demonstrate that prevailing wage laws add significant costs to public construction projects. The Illinois Prevailing Wage Act should provide some measure of relief for public bodies and their taxpayers.

Solution: Amend the Prevailing Wage Act to provide an exemption for public works projects valued up to a specific dollar amount.

WORKERS' COMPENSATION REFORMS

Policy Objective #1: Reduce employer costs under the Workers' Compensation Act by reducing the number of weeks used to calculate Permanent Partial Disability benefits.

Problem: In July 2005, the Workers' Compensation Act was amended to change certain factors of compensation under the Act. This included the amount of compensation for non-fatal permanent partial disability under the "loss of use" schedule. The number of weeks for each injury under the schedule was increased by 7.5 percent. The change resulted in a significant increase in compensable amounts and higher employer costs.

Solution: Amend the Workers' Compensation Act to revert the compensation amounts and calculations back to the pre-July 2005 levels.

Policy Objective #2: Modify the Workers' Compensation Act to reduce the number of weeks that benefits are paid for a shoulder injury.

Problem: In 2012, the Illinois Appellate Court issued a ruling in *Will County Forest Preserve District v. Illinois Workers' Compensation Commission* to affirm an arbitrator and Illinois Workers' Compensation Commission decision that an injury to the claimant's shoulder entitled them to "Man as a Whole" compensation rather than compensation on the schedule as



to an arm injury alone. The result is that employers have a continued exposure to pay for repeated shoulder injuries. Prior to the 2012 Appellate Court decision, the employer exposure had been capped at 100% of an arm no matter how many shoulder injuries occurred.

Solution: Clarify that an injury to an arm is not necessarily a “Man as a Whole” injury.

Policy Objective #3: Require arbitrators and/or the Illinois Workers’ Compensation Commission to strictly adhere to American Medical Association (AMA) Guidelines when determining permanency ratings under the Illinois Workers’ Compensation Act.

Problem: In 2011, the Workers’ Compensation Act was amended to add the AMA Guidelines to Permanent Impairment to the list of criteria that should be used to determine permanency. A review of arbitrator decisions and anecdotal evidence from defense counsel shows that the guidelines are being applied inconsistently. Subjective impairment ratings provided by physicians, along with historic decisions of the Illinois Workers’ Compensation Commission (prior to the changes), are being admitted and given weight in new cases, greatly reducing the potential value of the change.

Solution: Mandate use of the AMA Guidelines to Permanent Impairment based upon the most current edition at the time of the rating or review. The statute also likely needs to be changed so that no weight is given to physician impairment ratings that are subjectively arrived at, or historic rating decisions of the Illinois Workers’ Compensation Commission.

TOUGHER SENTENCING FOR REPEAT GUN OFFENDERS

Policy Objective: Reduce gun crime violence perpetuated by repeat offenders by enhancing criminal sentencing to remove the most violent persons from Illinois’ cities, villages and towns.

Problem: Illinois has seen a proliferation of gun crime violence that shows no sign of abating.

Solution: State law should mandate that repeat gun crime offenders serve longer prison sentences.





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ILLINOIS MUNICIPAL LEAGUE

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Website: www.iml.org



CONSENT AGENDA ITEM NO. 7E

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of the application of the Bloomington-Normal Jaycees for a limited alcoholic liquor license Class LB, which would allow the selling and serving of beer and wine only by the glass for consumption on the premises for a fundraiser to be held on May 19, 2017 from 5:30 to 8:30 p.m. at the Miller Park Zoo.

RECOMMENDATION/MOTION: That the application of the Bloomington-Normal Jaycees for a limited alcoholic liquor license Class LB, which would allow the selling and serving of beer and wine only by glass for consumption on the premises for a fundraiser to be held on May 19, 2017 from 5:30 to 8:30 p.m. at the Miller Park Zoo be approved and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 5. Great place – livable, sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 5.d. Appropriate leisure and recreational opportunities responding to the needs of residents.

BACKGROUND: Bloomington Liquor Commissioner Tari Renner called a public hearing on March 14, 2017 on the application of the Bloomington-Normal Jaycees for a limited alcoholic liquor license Class LB, which would allow the selling and serving of beer and wine only by the glass for consumption on the premises for a fundraiser to be held on May 19, 2017 from 5:30 to 8:30 p.m. at the Miller Park Zoo.

Present were: Commissioners Tari Renner, Lindsey Powell, Jack Bataoel, George Boyle, Asst. Corporation Counsel, Asst. Police Chief Ken Bays, and Renee Gooderham, Chief Deputy Clerk.

Tony Brown, Bloomington-Normal Jaycees Representative addressed the Commission. Commissioner Renner questioned catering. Mr. Brown responded that there would be food trucks.

Mr. Boyle questioned checking identification. Mr. Brown stated that identification would be checked. Mr. Boyle questioned changes from the previous year. Mr. Brown stated that there were no changes. Mr. Brown noted that this was the second (2nd) year the Bloomington – Normal Jaycees had requested a limited liquor license.

Motion by Commissioner Powell, seconded by Commission Bataoel that the application of the Bloomington-Normal Jaycees for a limited alcoholic liquor license Class LB, which would allow the selling and serving of beer and wine only by glass for consumption on the premises for a fundraiser to be held on May 19, 2017 from 5:30 to 8:30 p.m. at the Miller Park Zoo be approved.

Commissioner Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Commissioners Powel, Bataoel and Renner.

Nays: None.

Motion carried.

Commissioner Renner noted that this item would appear on the April 10, 2017 City Council meeting agenda.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The Agenda for the March 14, 2017 Meeting of the Liquor Commission was placed on the City's web site. There also is a list serve feature for the Liquor Commission.

FINANCIAL IMPACT: N/A.

COMMUNITY DEVELOPMENT IMPACT: None.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: None.

Respectfully submitted for Council consideration.

Prepared by: Renee Gooderham, Chief Deputy Clerk

Reviewed by: Jay Tetzloff, Parks, Recreation and Cultural Arts Director
Cherry L. Lawson, City Clerk

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Legal review by: George D. Boyle, Assistant Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- Ordinance
- Application

ORDINANCE NO. 2017 -

AN ORDINANCE SUSPENDING PORTIONS OF SECTION 701 OF CHAPTER 31 AND SECTION 26(d) OF CHAPTER 6 OF THE CITY CODE FOR A FUNDRAISER ON MAY 19, 2017 AT MILLER PARK ZOO

WHEREAS, the Bloomington-Normal Jaycees are planning to hold a fundraiser on Mary 19, 2017 from 5:30 p.m. to 8:30 p.m. at Miller Park Zoo; and

WHEREAS, the Bloomington-Normal Jaycees have requested permission from the City to serve beer and wine during this event; and

WHEREAS, in order to legally possess alcohol in a City Park, Sections 701(a), (b) and (c) of Chapter 31 of the Bloomington City Code, which prohibits the drinking, selling and possessing of alcoholic beverages within the City parks and Section 26(d) of Chapter 6 of the Bloomington City Code, which prohibits possession of open alcohol on public property must be suspended:

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

Section 1: That Sections 701(a), (b) and (c) of Chapter 31 and Section 26(d) of Chapter 6 of the Bloomington City Code, 1960, as amended, are suspended as those ordinances pertain to the Miller Park Zoo, for the fundraiser on May 19, 2017 from 5:30 p.m. to 8:30 p.m. at Miller Park Zoo.

Section 2: Except for the date, location and times set forth in Section 1 of this Ordinance, Sections 701(a), (b) and (c) of Chapter 31 and Section 26(d) of Chapter 6 of the Bloomington City Code, 1960, as amended, shall remain in full force and effect. Nothing in this Ordinance shall be interpreted as repealing said Sections 701(a), (b) and (c) of Chapter 31 and Section 26(d) of Chapter 6 of the Bloomington City Code.

Section 3: This Ordinance shall be effective on the date of its passage and approval.

Section 4: This Ordinance is adopted pursuant to the home rule authority granted the City of Bloomington by Article VII, Section 6 of the 1970 Illinois Constitution.

PASSED this 10th of April, 2017.

APPROVED this 11th day of April, 2017.

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, C.M.C, City Clerk

APPROVED AS TO FORM

Jeffrey R. Jurgens, Corporation Counsel

APPLICATION FOR CLASS "L" LIMITED ALCOHOLIC LIQUOR LICENSE

Check Appropriate Category LB (Beer & Wine Only) LA (all types)

1. Name of Civic, Service, Charitable, Fraternal or Social Organization, Group or Entity seeking license:

Bloomington - Normal Jaycees

2. Names and Addresses of 3 to 5 responsible current members, officers or directors of the organization, group or entity:

Shelley Lukaszak - 1103 Ekstam Dr #206, Bloomington, IL 61704

Lauren Lacy - 1202 N Oak St, Bloomington, IL 61701

Tony Brown - 311 Clover Ct, Bloomington, IL 61704

3. Description of location at which the limited alcoholic liquor license will be utilized: Inside Miller Park Zoo

4. Is the premises within 100 feet of any church, school, hospital, home for the aged or indigent persons, or for War Veterans, their wives or children? Yes No

5. Dates on which the Limited alcoholic liquor license will be utilized: May 19, 2017

6. Hours during which alcohol will be sold: 5:30 - 8:30 pm

7. Description of the activity or event in connection with which the limited alcoholic liquor license will be utilized, specifying the nature of the proposed entertainment, if any: Fundraiser for the Miller Park Zoo - an evening at the zoo with local breweries and wineries throughout the zoo

8. Estimate of number of persons expected to attend: 100-150

9. Description of the proposed procedures for handling the following:

Sale of Alcoholic Liquor: Please see attached
(attach sketch plan showing location of alcohol sales area)

Crowd control: Please see attached

Identification Check: Please see attached

Traffic Check: Please see attached

Vehicle Parking: Please see attached

Pedestrian Control: Please see attached

Site & Vicinity Cleanup: Please see attached

10. a. Has the civic, service, charitable, fraternal or social organization, group or entity applying for this license been in existence continuously for at least one year? Yes No

Date Established 1957

b. Is the civic, service, charitable, fraternal or social organization, group or entity applying for this license incorporated under the laws of the State of Illinois? Yes No

Date Incorporated 4/23/1957

11. Has the civic, service, charitable, fraternal or social organization, group or entity seeking a Limited Alcoholic Liquor License received such a licensee within the past year Yes No

If yes, how many? 1

12. Submit completed application to City Clerk not more than 60 days or less than 30 days prior to the date on which license, if granted, will be utilized.

13. The following shall be furnished the City Clerk following the approval of application and prior to the issuance of license: (The license will not be issued unless all requested items are received).

a. Dram Shop Insurance Policy insuring the licensed group, organization or entity, each of the responsible individuals named as co-licensees and as named insureds. The amounts of coverage shall not be less than:

Crowd Control- Event patrons will be limited to inside the zoo where various volunteers throughout the zoo will assist the patrons.

Identification Check- There will only be one entrance to the zoo, where volunteers will check patron's ID's and be provided a wristband. Only patrons with wristbands will be allowed into the zoo/be served alcohol.

Traffic Check- The event will be in the zoo, so no traffic patterns will need to be changed.

Vehicle Parking- The Miller Park Zoo has a parking lot, with extra parking throughout the zoo.

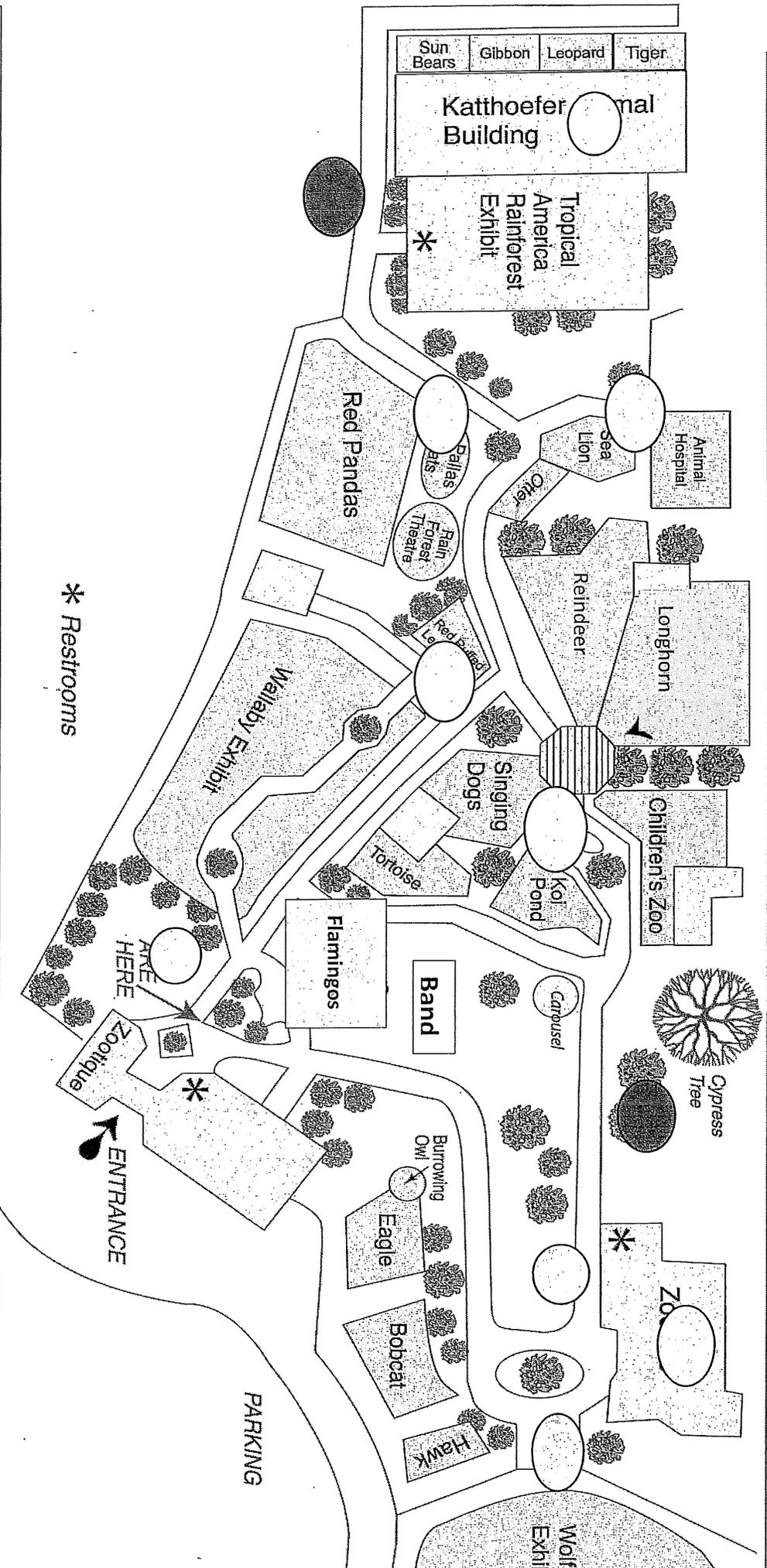
Pedestrian Control- The patrons will be contained within the zoo and pedestrian traffic in the park will not be effected by the event.

Site & Vicinity Cleanup- Volunteers will clean up the zoo after the event.



Morris Avenue

9



Potential beverage location

Food truck location

* Restrooms

ENTRANCE

PARKING



CONSENT AGENDA ITEM NO. 7F

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of the application of Lakes Venture, LLC, d/b/a Fresh Thyme Farmer's Market located at 403 North Veterans Parkway, Unit 2, requesting a PAS Liquor License which would allow the sale of all types of packaged alcohol for consumption off the premises seven days a week.

RECOMMENDATION/MOTION: That the application of Lakes Venture, LLC, d/b/a Fresh Thyme Farmer's Market located at 403 North Veterans Parkway, Unit 2, requesting a PAS Liquor License which would allow the sale of all types of packaged alcohol for consumption off the premises seven days a week be approved contingent upon compliance with all health and safety codes.

STRATEGIC PLAN LINK: Goal 5. Great place – livable, sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 5.d. Appropriate leisure and recreational opportunities responding to the needs of residents.

BACKGROUND: Bloomington Liquor Commissioner Tari Renner called a public hearing on March 14, 2017 on the application submitted by Lakes Venture, LLC, d/b/a Fresh Thyme Farmer's Market located at 403 North Veterans Parkway, Unit 2, requesting a PAS Liquor License which would allow the sale of all types of packaged alcohol for consumption off the premises seven days a week.

Present were: Commissioners Tari Renner, Lindsey Powell, Jack Bataoel, George Boyle, Asst. Corporation Counsel, Asst. Police Chief Ken Bays, and Renee Gooderham, Chief Deputy Clerk.

Eric Snow, Store Director, addressed the Commission. Mr. Snow described the business as a healthy market that sells groceries, fresh food, wine, liquor and beer. Commissioner Renner noted Christopher Sherrill, one of the officers of the corporation, had a felony from several years ago. Asst. Chief Bays stated that the Police Department did not have concerns given the length of time since the occurrence of the felony. Mr. Boyle referred to Exhibit A, Mr. Sherrill's conviction was expunged.

Commissioner Bataoel questioned prior experience. Mr. Snow stated that he was previously employed with Schnucks for twenty-seven (27) years.

Commissioner Bataoel questioned BASSETT (Beverage Alcohol Sellers and Servers Education) training. Mr. Snow responded affirmatively.

Motion by Commissioner Bataoel, seconded by Commissioner Powell, that the application of Lakes Venture, LLC, d/b/a Fresh Thyme Farmer's Market located at 403 North Veterans Parkway, Unit 2, requesting a PAS Liquor License which would allow the sale of all types of packaged alcohol for consumption off the premises seven days a week be approved contingent upon compliance with all health and safety codes.

Commissioner Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Commissioners Powel, Bataoel, and Renner.

Nays: None.

Motion carried.

Commissioner Renner noted that this item would appear on the April 10, 2017 City Council meeting agenda.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Public notice was published in the Pantagraph on March 6, 2017 in accordance with City Code. In accordance with City Code, approximately 109 courtesy copies of the Public Notice were mailed on March 6, 2017. In addition, the Agenda for the March 14, 2017 Meeting of the Liquor Commission was placed on the City's web site. There also is a list serve feature for the Liquor Commission.

FINANCIAL IMPACT: This is a new liquor license. The current annual license fee is \$1,600 which will be recorded in the Non-Departmental – Liquor Licenses account (10010010-51010).

COMMUNITY DEVELOPMENT IMPACT: None.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: None.

Respectfully submitted for Council consideration.

Prepared by: Renee Gooderham, Chief Deputy Clerk

Reviewed by: Cherry L. Lawson, City Clerk

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Legal review by: George A. Boyle, Assistant Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- Creation of New License Findings
- Questionnaire and Application
- Aerial Map

Chapter 6: Section 4B: Creation of New License – Findings

(a) Standard for Creation. The City Council shall not create a new liquor license unless it has previously found that the creation of such license is necessary for the public convenience of residents of Bloomington and is in the best interest of the City of Bloomington. (Ordinance No. 1981-18)

(b) Factual Criteria. In deciding whether creation of a new license is necessary, the City Council shall consider:

- (1) The class of liquor license applied for;
- (2) Whether most of the establishment's anticipated gross revenue will be from sale of alcohol or other resources;
- (3) The character and nature of the proposed establishment;
- (4) The general design, layout and contents of the proposed establishment;
- (5) The location of the proposed establishment and the probable impact of a liquor establishment at that location upon the surrounding neighborhood or the City as a whole giving particular consideration to; (Ordinance No. 2004-2)

(a) the type of license(s) requested in the application;

(b) the nature of the proposed establishment; (Ordinance No. 2004-2)

(c) the location of the building of the proposed establishment in relation to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station with particular emphasis on its entrances/exits, windows and parking facilities; (Ordinance No. 2004-2)

(d) the hours of operation of the proposed establishment; (Ordinance No. 2004-2)

(e) the effect of live entertainment and/or amplified music in the proposed establishment upon persons in the surrounding area, particularly with respect to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station; (Ordinance No. 2004-2)

(f) signs and lights which are visible from the exterior of the proposed establishment;

(g) whether a Sunday license is being requested for the proposed establishment;

(h) the extent to which other businesses are licensed to sell alcoholic beverages at retail in the area under consideration;

(i) whether and what types of alcohol the applicant proposes to sell in single serving sizes for consumption off of the premises. (Ordinance No. 2004-2)

- (6) The probable demand for the proposed liquor establishment in the City;
- (7) The financial responsibility of the applicant;
- (8) Whether the applicant, or (if the applicant is a partnership or corporation) whether any partner, officer or director of the applicant has ever held a liquor license and his or her performance as a licensee; (Ordinance No. 1977-69)
- (9) Whether the applicant intends to furnish live entertainment in the establishment, and if so, the nature of such entertainment;
- (10) Whether the applicant intends to obtain a dancing permit pursuant to Chapter 7 of Bloomington City Code;
- (11) Whether the proposed establishment poses any problem to the Bloomington Police Department or Liquor Commissioner in the enforcement of City Ordinance or State and Federal Law;
- (12) Whether a current City of Bloomington liquor license has been issued for the premises sought to be licensed in the application;
- (13) Whether the premises complies with all pertinent health and safety codes applicable within the City of Bloomington;
- (14) No license shall be created for, or maintained by, an establishment whose primary or major focus is video gaming. In determining whether an establishment's primary or major focus is video gaming, the following factors may be considered.

(a) The layout and design of the establishment, including such factors as:

- 1. The number of video gaming machines relative to the customer seating capacity of the establishment; and
- 2. The square footage of space devoted to video gaming relative to the amount of space devoted to other activities;

(b) Whether the probable revenue derived from the establishment will be primarily from video gaming;

(c) The number of employees at the establishment and their proposed function;

(d) Other relevant factors. (Ordinance No. 2013-13)

(15) The recommendation of the Liquor Commission. (Ordinance No. 2013-13)

(c) All licenses created hereby are subject to issuance by the Mayor in his discretion as provided in 235 ILCS 5/4-4 and Section 37 of this Chapter. (Ordinance No. 2013-13)

LIQUOR LICENSE QUESTIONNAIRE

TO THE APPLICANT:

On August 28, 1972, the Bloomington City Council enacted Ordinance No. 1972-57 revising standards for issuance of liquor licenses. The Ordinance, in addition to providing for an increase in the number of licenses, reflected a change in public attitude toward liquor licenses. Rather than lucrative privileges to be bought or sold, they are viewed as potential tools for community development, which can be an asset to the community. Consequently, licenses will be approved, not as a matter of right, but only where a need can be shown to exist and where the issuance of a license for a particular kind of establishment is supportive of and consistent with sound community planning. The following questions and the answers thereto can be of significant value in allowing the Liquor Commission to make an intelligent assessment of your application. Your cooperation in completing it as fully and in as much detail as possible is appreciated.

The questions in the Questionnaire apply equally to yourself and any partner, or any officer or director of a corporation. If more space is needed to answer any question completely, use additional paper.

1. LEGAL REQUIREMENTS: Answers by Fran Windsor: Officer of Lakes Venture. LLC

- | | | |
|-----|--|------------|
| (a) | Have you attained the age of 21 years? | <u>Yes</u> |
| (b) | Have you been a resident of the City of Bloomington for one year? | <u>No</u> |
| (c) | Are you a citizen of the United States? | <u>Yes</u> |
| (d) | Are you a person of good character and reputation? | <u>Yes</u> |
| (e) | Have you ever been convicted of a felony under the laws of the United States or any state? | <u>No</u> |
| (f) | Have you ever been convicted of being the keeper, or are you now the keeper of a house of prostitution? | <u>No</u> |
| (g) | Have you ever been convicted of pandering or any other crime opposed to decency and morality? | <u>No</u> |
| (h) | Have you ever had a Bloomington liquor license revoked for any cause? | <u>No</u> |
| (i) | (If applicant is a corporation). Is a holder of over 5% of corporate stock ineligible to hold a liquor license for any reason other than citizenship or residence? | <u>No</u> |
| (j) | Is the Manager of the establishment ineligible to hold a liquor license for any reason other than citizenship or residence? | <u>No</u> |

- (k) Have you ever been convicted of a violation of any federal or state law concerning the manufacture, possession or sale of alcoholic liquor? No
- (l) Do you own or have a valid lease to the premises for which the license is sought? Yes
- (m) Are you eligible for a state retail liquor dealer's license? No - The applicant holds multiple Retail Liquor Licenses in the state of Illinois
- (n) Is the establishment located within 100' of any church, school, hospital, home for aged or indigent persons or war veterans, their wives or children? No

2. NATURE OF LICENSE:

- (a) What class liquor licenses are you seeking? Class PAS
- (b) What type of establishment do you intend to operate with this license? (e.g. lounge, tavern, restaurant, wine & cheese shop). Grocery Store
- (c) State the significance of a liquor license to your establishment, present or future. As a full service grocery store, the ability to offer a select compliment of wine, beer and liquor provides an added convenience for Frèsh Thyme Farmers Market customers.
- (d) How will a liquor license of the kind requested benefit the City of Bloomington and its residents? In additional to providing healthy and organic food offerings, a liquor license benefits the City by providing convenience and a more affordable location to shop for all your grocery needs.
- (e) Upon what facts do you base your answers to the previous question? Frèsh Thyme Farmers Market currently operates 8 stores in Illinois; all of which have liquor licenses. It is an important part of the companies offering to its customers.
- (f) Do you intend to furnish live entertainment in the establishment to be licensed? No
- (g) If you answer "YES" to the previous question, state the nature of such entertainment. _____

- (h) Will most of the establishment's gross revenue come from sources other than sale of alcohol? Yes

- (i) If you answered "YES" to the previous question, from what sources will such revenue be derived? Groceries etc.
- (j) Do you intend to obtain and use a dance license? No
- (k) If establishment is not in operation, attach a drawing showing:
 (1) General design of establishment;
 (2) Where alcohol is to be distributed and/or served.

3. **IMPACT OF ESTABLISHMENT:**

- (a) State the location of the establishment. 403 N. Veterans Parkway Unit 2, Bloomington, IL 61704
- (b) What hours will the establishment be open? At present the hours of operation are scheduled to be 7am - 10pm Daily
- (c) What type or types of building(s) adjoin the establishment? Retail buildings adjoin. The business will be located in the Eastland Commons Shopping Center
- (d) If any adjoining buildings are office or commercial, approximately what hours are they open for business? No office buildings adjoin. Only other Retail.
- (e) If adjoining buildings are predominately residential, are they single or multi-family and what other business establishments are in the area? N/A
- (f) Describe streets immediately adjoining the establishment (e.g. Approximate width, one or two-way, parking restrictions, etc.) Eastland Drive and N. Veterans Parkway adjoin. Both are major thoroughfares.
- (g) How much additional traffic do you expect the establishment with a liquor license to generate? Existing Parking lot will be adequate.
- (h) Describe on and off street parking facilities to handle traffic anticipated. Existing Parking lot will be adequate.
- (i) How many establishments with liquor licenses are located within the immediate area of your establishment? The best we can determine there are 2 on-premise consumption licensed restaurants in the immediate area: Kobe Hibachi and Yumz.
- (j) What do you estimate to be the demand for your establishment in the area in which it is or will be located? It is estimated that alcohol sales will be approximately 5% of total sales.

(k) Upon what facts do you base your answer to the previous question? Fresh Thyme Farmers Market currently operates 8 stores in Illinois.

4. **RESPONSIBILITY:**

- (a) If establishment is presently in operation, attach a financial statement of the establishment's last fiscal year. N/A
- (b) If establishment is not presently in operation, attach a statement showing your assets and liabilities (or if a corporation, the assets and liabilities of the corporation). Please see attached.
- (c) Do you now or have you ever had a Bloomington liquor licenses? No
- (d) If you answer to the previous question is "YES", how many times have you been found guilty by the Bloomington Liquor Commission of violating Bloomington's liquor ordinance? _____

DATED this 6th day of February, 2017.

SIGNED:



Fran Windsor

(Name)

(Address)

Downers Grove, Illinois 60515

(City)

(State)

(Name)

(Address)

(City)

(State)

(Name)

(Address)

(City)

(State)

LICENSE APPLICATION
For the Sale of Alcoholic Beverages

TO THE LOCAL LIQUOR CONTROL COMMISSIONER OF THE CITY OF BLOOMINGTON,
McLEAN COUNTY, ILLINOIS:

1. Application is herein made a CLASS PAS LICENSE to sell Malt Vinous Beverages, pursuant to Chapter 6 of the Bloomington City Code 1960.

2. The undersigned applicant is ___ an individual; ___ a partnership; X ^{LLC} ~~a corporation~~; (Check one)

A. If an individual: Name N/A Age _____

Address _____

Legal resident of City of Bloomington for more than One (1) year? Yes ___ No ___

B. If a partnership: Following are the names of all partners who are entitled to share in any profit of the business:

Name: N/A Address: _____

Legal resident of City of Bloomington for more than One (1) year? Yes ___ No ___

Name: _____ Address: _____

Legal resident of City of Bloomington for more than One (1) year? Yes ___ No ___

C. If a corporation, state whether same is organized for profit X or nonprofit ____, under laws of the State of Delaware

Date of incorporation 9/19/2012

Objects of incorporation according to Charter of corporation. (Attach additional information by separate sheet if necessary)

Following are the names and addresses of all officers and directors of the said corporation and if the majority of stock is owned by one person, his name and address:

Name: Fran Windsor Title or position: Secretary

Address: _____ City/State/Zip Downers Grove, IL60515

Name: Chris Sherrell Title or position: President

Address: _____ City/State/Zip Downers Grove, IL60515

Name: Stephen Shoemaker Title or position: CFO

Address: _____) City/State/Zip Downers Grove, IL60515

Name: _____ Title or position: _____
Address: _____ City/State/Zip _____

3. This application is for renewal of license now held _____ or an original application (Check one)
4. Location and description of the premises or place of business to be operated under this license
403 N. Veterans Parkway Unit 2, Bloomington, IL 61704
- A. Trade Name dba Fresh Thyme Farmers Market
5. Is this location within 100 feet of any church, school, hospital, home of aged, or indigent persons, or for War Veterans, their wives, or children? Yes _____ No
6. Does the place of business have access to any other portion of the same building or structure which is used for dwelling or lodging purposes, and which is permitted to be used or kept accessible for use by the public? Yes _____ No
7. Is it proposed to sell food in this place of business? Yes No _____
8. Is applicant or any partner, officer, director, or majority stockholder engaged in the business of manufacturing or bottling malt vinous beverages or is the agent or any such person or corporation, or is a jobber of malt or vinous beverages? Yes _____ No
9. Has applicant, or any partner, officer, director, or majority stockholder ever been convicted of a felony, or of the violation of any law relating to the prohibition of the sale of intoxicating liquors, or any other crime or misdemeanor, (other than minor traffic violations)? Yes No _____ If yes, fully explain. Please see attached.
10. Has any other license issued to individual applicant, or to any partner, officer, director, or majority stockholder, issued for sale of alcoholic beverages, ever been revoked? Yes _____ No If yes, give further details.
11. Has a similar application ever been refused for cause that has been made by any of the foregoing persons? Yes _____ No
12. Is the applicant herein, the owner of the premises for which this license is sought? Yes _____ No
13. If no, the name of the building owner: Name BELL FAMILY, LLC
Address P.O. Box 1225 Bloomington, IL 61702-1225
Term of written lease, from (date) 5/3/2017 to 5/2/2047
(Copy of Lease attached)
14. Do you know of any reason whether stated in the above questions or not, that this application does not comply with the laws of the State of Illinois, or the Bloomington City Code 1960 in connection with the proposed sale of alcoholic beverages?
Yes _____ No

Applicants and each of them jointly and severally, including all partners, officers, directors, or majority stockholders, hereinafter named and whose signatures are affixed to this application, agree and acknowledge that they and each of them fully understand that any license issued hereunder may be revoked in accordance with the Ordinance of this City.

Dated this 6th day of February, 2017.

A. (Individual)

Individual's signature

B. (Partnership)

Business Name

(All Partners of applicant)

C. ~~(Corporation)~~ ^{LLC} Lakes Venture, LLC
(Corporate Name)
LLC

(President of Corporation)
LLC

SIGN HERE

Explanation for Q. 9

Chris Sherrell is an officer of the Applicant. On 9/11/95, Mr. Sherrell was convicted in Arizona of possessing marijuana for sale, a class 3 felony. He was placed on probation for 5 years, fined \$1,177.50, and ordered to do 340 hours of community service. On 7/23/09, the foregoing judgment of guilt was dismissed and all of Mr. Sherrell's civil rights were restored.



Eastland Dr

N PROSPECT RD

BUS 55

Fresh Thyme
Farmers Market

N ELDERADO RD

KRISPY KREME DR

MALONEY DR

0 100 200ft



CONSENT AGENDA ITEM NO. 7G

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of Approving Appointment to the Bloomington-Normal Economic Development Council Board.

RECOMMENDATION/MOTION: That Amelia Buragas be appointed to the Bloomington-Normal Economic Development Council Board.

STRATEGIC PLAN LINK: Goal 4. Strong Neighborhoods.

STRATEGIC PLAN SIGNIFICANCE: Objective 4e. Strong partnership with residents and neighborhood associations.

BACKGROUND: The Mayor of the City of Bloomington has nominated and I ask your concurrence in the appointment of Amelia Buragas of 1303 East Washington, Bloomington, Illinois 61701 to the Bloomington-Normal Economic Development Council Board. Amelia will be replacing Alderman Jim Fruin who previously served on the Board as Bloomington's appointment and whose term on the Board will expire at the end of his Aldermanic term which is April 30, 2017. Ms. Buragas' term on the Board will be effective May 1, 2017.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Mayor contacts all recommended appointments.

FINANCIAL IMPACT: Not applicable.

COMMUNITY DEVELOPMENT IMPACT: Not applicable.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: Not applicable.

Respectfully submitted for Council consideration.

Prepared by: M. Beth Oakley, Executive Assistant

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales".

David A. Hales
City Manager

Attachments:

- Roster

Bloomington-Normal Economic Development Council Board - New Board

Mayor Appointed	Staff/Chair	First Name	Last Name	Expiration	Appointment Date	Year First Appt	Email	Street	City	Zip	Term	Reappointment
	Chair	Mary	Bennett Henrichs	12/31/17	01/01/16	1/1/2016	mbennett@integrityts.com	816 S. Eldorado Rd. #4	Bloomington	61704	2 years	
		Tony	Penn	12/31/17	01/01/16	1/1/2016	tpblm.laborers@frontier.com	2012 Fox Creek Road	Bloomington	61705	2 years	
		Greg	Cook	12/31/17	01/01/16	1/1/2016	greg@greatplainsmedia.us	108 Boeykens Place	Normal	61761	2 years	
		Nick	Grojean	12/31/17	01/01/16	1/1/2016	nick.grojean.tvq@statefarm.com	One State Farm Plaza	Bloomington	61710	2 years	
		Jeff	Lynch	12/31/16	01/01/16	1/1/2016	jlynch@growmark.com	P.O. Box 2500	Bloomington	61702	1 year	
		Jared	Hall	12/31/17	01/01/16	1/1/2016	Jared.Hall@CommerceBank.com	1339 E Empire Street	Bloomington	61701	2 years	
		Tom	Good	12/31/16	01/01/16	1/1/2016	thomas.good@busev.com	2101 N Veterans Pkwy	Bloomington	61704	1 year	
		Eric	Jensen	12/31/16	01/01/16	1/1/2016	president@iwu.edu	P.O. Box 2900	Bloomington	61702	1 year	
		Bill	Lawrence	12/31/16	01/01/16	1/1/2016	blawrence@plinsurance.com	1242 E Empire	Bloomington	61701	1 year	
		Jay	Groves	12/31/16	01/01/16	1/1/2016	jrgroves@ilstu.edu	Campus Box 3250	Normal	61790	1 year	
		Aaron	Quick	12/31/17	01/01/16	1/1/2016	aquick@F-W.com	200 W College Ave, Ste 301	Normal	61761	2 years	
		Leann	Seal	12/31/16	01/01/16	1/1/2016	lseal@thesnydercompanies.com	1 Brickyard Drive	Normal	61761	1 year	
	Town of Normal	Jeff	Fritzen	12/31/16	01/01/16	1/1/2016	jfritzen@normal.org	1705 S Veterans Parkway	Bloomington	61701	1 year	
	McLean County			12/31/16	01/01/16	1/1/2016						
x	City of Bloomington	Jim	Ftuin	04/30/17	01/01/16	1/1/2016	jftuin@cityofblm.org	3001 Thornwood	Bloomington	61704	1 year	
	Ex-Officio Town of Normal	Mark	Peterson				mpeterson@normal.org	11 Uptown Circle	Normal	61761	309-454-9503	
	Ex-Officio City of Bloomington	David	Hales				dhales@cityblm.org	109 E Olive Street	Bloomington	61701	309-434-2210	
	Ex-Officio McLean County	Bill	Wasson				bill.wasson@mcleancountylvil.gov	115 E Washington Street	Bloomington	61701	309-888-5110	

Details:

Term: 1 year (Jan 1st - Dec 31st)
Term Limit per City Code: None
Members: 11 members
Number of members the Mayor appoints: 1
Type: Multi-Jurisdictional
City Code:
Required by State Statute: No
Intergovernmental Agreements:
Funding budgeted from COB for FY2014:
Meetings:

Number of Vacancies: 0
Number of Expired Board Members (Blm Appointments only): 1
Number of Expired Board Members Eligible for Reappointment: 1

Appointment/Reappointment Notes:

REGULAR AGENDA



REGULAR AGENDA ITEM NO. 8A

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of an ordinance reducing the speed limit on Fox Creek Road from West Oakland Avenue to Stonehedges Court.

RECOMMENDATION/MOTION: That the ordinance amending City Code Chapter 29, Section 156.5, which provides for Altered Speed Limits on certain City Streets, be approved to reduce the speed limit to 30mph on Fox Creek Road from West Oakland Avenue to Stonehedges Court, and the Mayor and City Clerk be authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 2. Upgrade City Infrastructure and Facilities. Goal 4. Strong Neighborhoods.

STRATEGIC PLAN SIGNIFICANCE: Objective 2a. Better quality roads and sidewalks. Objective 4a. Residents feel safe in their homes and neighborhoods. Objective 4e. Strong partnerships with residents and neighborhood associations.

BACKGROUND: Fox Creek Road was built as a minor collector road which connects low traffic areas to high traffic areas from the subdivisions west of the interstate to Veterans Parkway and back. Its purpose has changed little over the years, providing access to two elementary schools, the Den at Fox Creek golf course, and several neighborhoods containing an estimated 1,200 homes and lots that continue to develop.

The current speed limit on Fox Creek Road from West Oakland Avenue to Stonehedges Court is 40mph with multiple non-regulatory advisory signs recommending a speed of 30mph when approaching playgrounds and golf cart paths. Over the years residents along Fox Creek Road and surrounding neighborhoods have expressed safety concerns regarding vehicles speeding through the area. In the past 3 years, there have been 3 vehicle crashes from West Oakland Avenue to Stonehedges Court.

Historically, it is the City's practice to establish speed limits based on an engineering study's 85th percentile, or the speed that 85% of vehicles do not exceed. There are several "standard" or statutory speed limits established by law such as 30 MPH in urban areas, 55 MPH in rural areas and 70 MPH on rural Interstates. Any other speed limit posting is considered an altered speed zone. The National Manual on Uniform Traffic Control Devices (MUTCD) defines an altered Speed Zone as a speed limit, other than a statutory speed limit, that is based upon an engineering study. The City utilizes the Illinois Department of Transportation (IDOT) Policy on Establishing Speed Limits to establish altered speed limits.

The engineering study takes into account the actual speed being driven by individual vehicles. Using the data collected; the 85th percentile and the 10 MPH pace speed upper limit are

calculated. The resulting prevailing speed can be adjusted by taking into account on street parking, high numbers of crashes, pedestrians, and the number of conflicting driveways and side streets. The use of the 85th percentile to establish speed limits is a well-known, often recommended, method employed by agencies such as the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA) and other municipalities nationwide.

However, the 85th percentile is a recommendation, not a mandate, and other factors can impact speed limits. The 85th percentile assumes drivers are reasonable and cautious, want to avoid an accident and want to get to their destination in the shortest possible time. A concern with establishing the speed limit at the 85th percentile is that it may not be appropriate for all classes of roads. For example, property access, community concerns and the safety of other users are important factors in setting appropriate speed limits.

According to State Law and IDOT's Policy on Establishing and Posting Speed Limits on the State Highway systems, 30mph is the statutory speed limit on all streets and highways inside urban districts, with the exception of alleys. Additionally, speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road crash as well as the severity of the injuries that result from crashes. As people travel faster, the risk of death or serious injury rises dramatically when crashes occur. The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists. The U.S. Department of Transportation reports that a person walking struck by a person driving 40mph is 50% more likely to die than one struck by a person driving at 30 mph.

Upon receiving a citizen request, and after evaluation of the engineering study, the Public Works Department reviewed the speed limit and presented the following options to the Council: (1) leave the speed limit at the current 40mph; (2) lower the speed limit to 35mph based on the results of the engineering study; or (3) lower the speed limit to the statutory 30mph.

Based on Council discussion at the Work Session on March 27, 2017; citizen feedback; public safety principles; the mostly residential nature, including driveways, golf cart paths, playgrounds and on-street parking of Fox Creek Road from west Oakland Ave to Stonehedges Court; the City's recent adoption of Complete Streets; and because the City would simply be removing its previous "alteration" of the State's statutory speed limit, the City Manager is recommending that the speed limit on Fox Creek Road from west Oakland Ave to Stonehedges Court be reduced to 30mph.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Letters were sent out informing residents who live directly on Fox Creek Road of a Public Meeting on March 7th, 2017. Letters were also sent out to Alderman Sage, the Chairwoman of the Fox Creek Neighborhood Association, the Principals of Fox Creek Elementary and Pepper Ridge Elementary, and the Superintendent of Unit 5. Message boards were placed along Fox Creek Road informing residents about the meeting. The Meeting was hosted at the Den on Fox Creek Clubhouse, and was primarily a listening session so that the Engineering Department and Alderman Sage could hear resident's concerns with the speed limit on Fox Creek Road. A secondary letter was sent out informing the previous parties of the changed date when the memo

was to be presented to the Council. An email was sent out to the residents that attended the Public Meeting with the same information.

FINANCIAL IMPACT: Should the Ordinance be approved, the only change would be replacing any speed limit signs in place on that section of the roadway. This will all be completed in house by Public Works staff. Funding for any signage that may need to be replaced will come from the Street Maintenance-Traffic Sign Materials (10016120-71091). Stakeholders can locate this in the FY 2017 Budget Book titled “Overview & General Fund” on page 364.

NUMBER OF REQUIRED VOTES TO APPROVE THE ITEM:

Respectfully submitted for Council consideration.

Prepared by: Melissa Hon, Assistant to the City Manager

Reviewed by: David Hales, City Manager

Financial & budgetary review by: Chris Tomerlin, Budget Analyst

Community Development review by: (CD fill in once reviewed – name, title)

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- Ordinance Amending City Code Chapter 29, Section 156.5, Altered Speed Limits, by Removing Certain Portions of Fox Creek Rd.
- Map of Affected area

ORDINANCE NO. 2017 - ____

AN ORDINANCE AMENDING CITY CODE CHAPTER 29, SECTION 156.5 ALTERED SPEED LIMITS, BY REMOVING CERTAIN PORTIONS OF FOX CREEK ROAD.

WHEREAS, the City of Bloomington, Mclean County, Illinois (hereinafter referred to as “City”) is an Illinois home-rule municipality; and

WHEREAS, State law, specifically 625 ILCS 5/11-601, provides for “general” speed restrictions, specifying the maximum speed limit for an urban district for all vehicles as 30 miles per hour; and

WHEREAS, the City Code Chapter 29, Section 156.5, which provides for Altered Speed Limits on certain City Streets, specified an “altered” speed limit of 40mph on Fox Creek, Oakland to Scottsdale; and

WHEREAS, in the absence of an “altered” speed limit enacted by local government pursuant to 625 ILCS 5/11-604, the State’s general limit applies; and

WHEREAS, City citizens have requested to reduce the speed limit for certain portions of Fox Creek Road (i.e., from Oakland to Stonehedges); and

WHEREAS, the remaining portion of Fox Creek Road, from Stonehedges to Scottsdale will remain unchanged at an altered speed limit of 40mph; and

WHEREAS, the adoption of the Complete Streets policy has placed a priority on implementing strategies that recognize the importance of the transportation needs and safety of pedestrians, bicyclists, vehicles, and public transportation riders.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Bloomington, McLean County, Illinois, as follows:

SECTION 1. City Code “Chapter 29: Section 156.5: Altered Speed Limits” is amended as follows:

Fox Creek, ~~Oakland~~ Stonehedges to Scottsdale – 40 m.p.h.

SECTION 2. After its passage, the amended provisions of Chapter 29, outlined herein, shall be effective and commence 10 days after this Ordinance is printed in book or pamphlet form and be published by the authority of the corporate authorities and when appropriate signs giving notice of the limit are erected at the proper place or along the proper part or zone of the highway or street or road.

SECTION 3. The City Clerk is hereby authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 4. This Ordinance is passed and approved pursuant to the home-rule authority granted in Article VII, Section 6 of the 1970 Illinois Constitution

PASSED this ____ day of April, 2017.

APPROVED this ____ day of April, 2017.

Approved:

Tari Renner
Mayor

ATTEST:

Cherry Lawson
City Clerk

Fox Creek Road



Date: 3/18/2017





REGULAR AGENDA ITEM NO. 8B

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of approving a Text Amendment to Chapter 29 prohibiting truck through-traffic on Clinton Boulevard from Empire Street to Division Street.

RECOMMENDATION/MOTION: Recommend that the Ordinance providing for a Text Amendment to Chapter 29, Motor Vehicles and Traffic, Section 201 be approved, and authorize the Mayor and City Clerk to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 4. Strong Neighborhoods.

STRATEGIC PLAN SIGNIFICANCE: Objective 4e. Strong partnership with residents and neighborhood associations.

BACKGROUND: Starting in 2015, the City received numerous complaints about heavy trucks using Clinton Boulevard from a resident who lives along that street. Historically, there have been no restrictions on this traffic, but the complaints prompted a review by the City staff and City Council regarding use of Clinton Boulevard and truck routing citywide.

For Clinton Boulevard, the issue involves commercial vehicles, weighing 8,000 pounds or more, driving through the neighborhood and not conducting business, such as a furniture delivery. Public Works Director Karch contacted three known business users to request voluntary rerouting to reduce truck traffic on the boulevard. Each business responded in a positive way and communicated to their employees to use alternate routes when possible.

The City also undertook a citywide study on creating designated truck routes. The study's findings were presented to the Council in November. Staff recommended that the city opt against a comprehensive routing plan, and the Council agreed. However, staff and Council members agreed to review truck-related issues on a case-by-case basis.

Meanwhile, two years after staff initiated a voluntary rerouting, truck through-traffic on Clinton Boulevard remains a source of resident complaints.

Clinton Street vs. Clinton Boulevard

Clinton Street, from Oakland to Empire, is a state route (U.S. 150 and IL 9). It is mixed use (business and residential), with no on-street parking. Clinton Boulevard begins north of Empire Street and continues past Division Street into Normal. It is not a state route and is almost exclusively residential, with on-street



parking, and the vast majority of trucks using the boulevard are driving through, not stopping for business reasons. Clinton Boulevard is part of a historic district. Clinton Street is an arterial road while Clinton Boulevard is a collector street. There is clear distinction between the “Street” and “Boulevard” portions of Clinton, and that distinction could logically be extended to restrictions on commercial trucks, if the Council so chooses.

Extent of problem

The City has raw counts of vehicles using Clinton Boulevard from Emerson Street to University Street. The numbers are as follows:

- 2010 – 7,155 raw count
- 2006 – 7,951 raw count
- 1999 – 7,866 raw count

These traffic counts did not tabulate the number of trucks. However, an Illinois Department of Transportation traffic study from 2015 shows a raw count of vehicles at 6,623 on Clinton Street, with 517 vehicles (7.8 percent) being commercial trucks. Staff assumes that many of the trucks continue to use Clinton Boulevard, at least until reaching Emerson Street, because of convenience. Without legal restrictions, staff also expects continued, or increased, use of Clinton Boulevard by commercial trucks because Linden Street, from Locust to Empire, and Linden Street at the bridge north of Emerson are about to undergo repairs. This will complicate north-south through travel.

Alternatives

If a restriction is enacted, commercial trucks would have to divert from their northern course, in some cases, to avoid using Clinton Boulevard. This delay does not seem unreasonable given Council’s direction recently on speed limits and complete streets. The preservation of the existing residential neighborhood would take priority over the commercial traffic needs. School buses and Connect Transit buses would be exempt from the ban, according to staff interpretation of the ordinance.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Alderman Buragas has had numerous contacts with the neighborhood residents and has conveyed information to staff. There has not been a public meeting to seek citizen input on this issue.

FINANCIAL IMPACT: Minimum impact from the cost of signage that would be done in-house.

COMMUNITY DEVELOPMENT IMPACT: Not applicable

[Link to Comprehensive Plan/Downtown Plan Goals:](#)

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *Not applicable*

Respectfully submitted for Council consideration.

Prepared by: Stephen Arney, Engineering Technician
Candace Towery, Public Works Administration
Miscellaneous Technician

Reviewed by: Jim Karch, PE CFM, Director of Public Works

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- PW 4B ORDINANCE Clinton Blvd Truck Restriction
- PW 4C BURAGAS REPORT Clinton Blvd Truck Restriction
- PW 4D LOCHMUELLER MEMO Clinton Blvd Truck Restriction

ORDINANCE NO. 2017 - ____

AN ORDINANCE AMENDING CITY CODE CHAPTER 29, SECTION 201 TO ADD CLINTON BOULEVARD BETWEEN EMPIRE STREET AND DIVISION STREET TO THE LIST OF THROUGH TRAFFIC PROHIBITED STREETS

WHEREAS, the City of Bloomington, McLean County, Illinois (hereinafter referred to as “City”) is an Illinois home-rule municipality; and

WHEREAS, heavy truck traffic on residential streets can negatively impact public safety, quality of life, and can reduce the lifespan of city streets; and

WHEREAS, the Illinois Vehicle Code, 625 ILCS 5/15-316, authorizes local authorities to prohibit the operation of trucks or other commercial vehicles with respect to highways under its jurisdiction; and

WHEREAS, the City of Bloomington has a long-standing policy of regulating truck traffic to restrict through traffic on residential streets to encourage truck traffic to travel on state roads and arterial streets; and

WHEREAS, Clinton Boulevard between Empire Street and Division Street is not an arterial road, is purely residential in nature, and is recognized on the National Registry of Historic Places; and

WHEREAS, Clinton Boulevard between Empire Street and Division Street has experienced a significant increase in heavy truck traffic beginning in the fall of 2015; and

WHEREAS, residents on Clinton Boulevard between Empire Street and Division Street have petitioned the City of Bloomington to institute a through truck traffic ban on the street;

WHEREAS, Chapter 29, Section 200 defines a “truck” as any and all motor vehicles which are licensed or, if they were to be licensed in Illinois, would be licensed as a truck(s) under the Illinois Compiled Statutes, with a registered weight, GVWR, or actual gross weight, or GCWR exceeding 10,000 pounds.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Bloomington, McLean County, Illinois, as follows:

SECTION 1. City Code Chapter 29: Section 201(d), Through Traffic Prohibited, is amended by adding the following as a street where it is unlawful for any person to drive a truck except for the purpose of making business deliveries or pick up of personal property, or performing contractual services for hire, or of going to one's home as not otherwise prohibited by law:

Clinton Boulevard – Empire Street to Division Street

SECTION 2. After its passage, the amended provisions of Chapter 29, outlined herein, shall be effective and commence 10 days after this Ordinance is printed in book or pamphlet form and be published by the authority of the corporate authorities and when appropriate signs giving

notice of the prohibition are erected at the proper place or along the proper part or zone of the highway or street or road.

SECTION 3. The City Clerk is hereby authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 4. This Ordinance is passed and approved pursuant to the home-rule authority granted in Article VII, Section 6 of the 1970 Illinois Constitution

PASSED this ____ day of April, 2017.

APPROVED this ____ day of April, 2017.

Approved:

Tari Renner
Mayor

ATTEST:

Cherry Lawson
City Clerk



This study was requested by the City of Bloomington, Illinois to provide background information and recommendations for the creation of a policy to establish truck routes on City streets. A good policy will balance the needs of residents' quality of life and truck access to support economic development. The efficient movement of goods is necessary to keep the cost of living down and to increase economic activity that allows cities to prosper.

This report examines existing policies in the State of Illinois, McLean County, and the City of Bloomington, as well as municipal truck ordinances from other communities in Illinois and across the Midwest. A list of recommendations is presented as best management practices for consideration during the creation of a new truck route policy. Guidance is also provided regarding appropriate weight limits and seasonal weight restrictions.

Existing Policies

State of Illinois

In Illinois, the maximum gross weight for vehicles on all highways (unless otherwise posted) is based on the federal bridge formula. The maximum legal dimensions and weights on state, federal, and local routes are set forth in Section 15-111 of the Illinois Vehicle Code¹, and are shown in **Appendix 1**.

Generally, the maximum gross vehicle weight limit on all roadways is 80,000 pounds, the maximum width is 8'-6", and the maximum height is 13'-6". The maximum length for Class I highways is not specified, while the other types of roadways have progressively more prohibitive maximum length restrictions. A typical urban roadway could be designated as Class II, and a more restrictive Class III designation could be used for historic or downtown areas where shorter trucks should be used to navigate smaller turning radii. Applicable statutes from the Illinois Vehicle Code are provided below:

Section 1-126.1 of the Illinois Vehicle Code defines the different classes of highways:

Sec. 1-126.1. Highway Designations. The Department of Transportation may designate streets or highways in the system of State highways as follows:

(a) Class I highways include interstate highways, expressways, tollways, and other highways deemed appropriate by the department.

(b) Class II highways include major arterials not built to interstate highway standards that have at least 11 foot lane widths.

(c) Class III highways include those State highways that have lane widths of less than 11 feet.

(d) Non-designated highways are highways in the system of State highways not designated as Class I, II, or III, or local highways which are part of any county, township, municipal, or district road system. Local authorities also may designate Class II or Class III highways within their systems of highways.

¹ Illinois Vehicle Code: <http://www.ilga.gov/legislation/ILCS/ilcs3.asp?ActID=1815&ChapterID=49>

Section 15-116 of the Illinois Vehicle Code defines the designated truck route system:

Sec. 15-116: Designated Truck Route System.

The Department of Transportation shall maintain and provide a listing of all Class I, Class II, and Class III designated streets and highways as defined in Chapter 1 of this Code. The Department shall also maintain and provide a listing of all local streets or highways that have been designated Class II or Class III by local agencies. Local agencies shall be responsible for reporting to the Department all streets and highways under their jurisdiction designated Class II and Class III. Local agencies shall also provide to the Department reference contact names and telephone numbers. The Department shall also maintain and provide an official map of the Designated State Truck Route System that includes State and local streets and highways that have been designated Class I, Class II, or Class III.

Municipalities are allowed to designate Class II and Class III truck routes within their jurisdiction, but it is the responsibility of the municipality to report those routes to be included in the official map:

Illinois Vehicle Code Sec 11-214: Local Government Reporting.

(a) Local units of government shall report to the Illinois Department of Transportation and the Department shall post on its official website (i) all preferred truck routes under the local unit of government's jurisdiction which are not classified as Class II or Class III truck routes; and (ii) the unit of local government's designated truck route network.

(b) If a local unit of government has no designated truck routes or preferred truck routes described by subsection (a) above, the local unit of government shall affirm to the Department that it has no such truck routes.

During the course of this study, it has become apparent that many counties and municipalities do not report truck routes to the state, resulting in truck route information being stored in many different locations rather than one cohesive map maintained by IDOT. Having this information in one location makes it easier for out of town truckers to identify alternate routes to avoid delays when their original route is congested.

The Bloomington portion of the map of the Designated State Truck Route System that the Illinois Department of Transportation maintains is shown in **Appendix 2**.

Illinois Vehicle Code allows local authority to restrict the right to use highways for a period of up to 90 days per calendar year to limit damage due to rain, snow, and other climate conditions:

Sec. 15-316. When the Department or local authority may restrict right to use highways.

(a) Except as provided in subsection (g), local authorities with respect to highways under their jurisdiction may by ordinance or resolution prohibit the operation of vehicles upon any such highway or impose restrictions as to the weight of vehicles to be operated upon any such highway, for a total period of not to exceed 90 days in any one calendar year, whenever any said highway by reason of deterioration, rain, snow, or other climate conditions will be seriously damaged or destroyed unless the use of vehicles thereon is prohibited or the permissible weights thereof reduced.

(b) The local authority enacting any such ordinance or resolution shall erect or cause to be erected and maintained signs designating the provision of the ordinance or resolution at each end of that portion of any highway affected thereby, and the ordinance or resolution shall not be effective unless and until such signs are erected and maintained.

(c) Local authorities with respect to highways under their jurisdiction may also, by ordinance or resolution, prohibit the operation of trucks or other commercial vehicles, or may impose limitations as the weight thereof, on designated highways, which prohibitions and limitations shall be designated by appropriate signs placed on such highways.

McLean County²

McLean County takes advantage of Section 15-316 of the Illinois Vehicle Code with Chapter 300, Article I of the McLean County Code by imposing restrictions on Class A, Class B, and Class C highways from January 15 to April 15 of each year.

McLean County also utilizes Section 15-116 of the Illinois Vehicle Code, which allows local agencies to designate roads as Class II and Class III highways. They maintain a list of highways designated as Class III highways, have reported them to IDOT, and they are shown on the official Designated State Truck Route System map.

City of Bloomington

The City of Bloomington Municipal Code³ regulates size, weight and load:

Chapter 29, Section 87: Size, Weight and Load.

No motor vehicle, unladen, or with load, shall exceed the limitations prescribed by Article XV of the Illinois Vehicle Code without an Overweight Permit issued by the City of Bloomington Engineering Department.

The ordinance also includes a listing of designated Class II truck routes, and a listing of streets with no truck access. The designated Class II truck routes and routes with no truck access are shown on the map in **Appendix 3**. While there is some connectivity between the State/County designated truck routes and the City's, many of the City's routes do not directly connect to each other or to the State system. This disconnectedness can make it difficult for trucks to route properly through the city, resulting in some trucks using inappropriate routes to access their final destinations. These truck routes seem to provide adequate "last mile" delivery routes; however, the routes by which a driver would access those routes are undefined.

Peer City Truck Ordinance Case Studies

Municipal truck ordinances were reviewed from other communities in Illinois and across the Midwest in order to gain an understanding of how other municipalities are handling heavy vehicular traffic on routes under their jurisdiction. The cities that were reviewed include the fifteen largest cities in Illinois;

² McLean County Code: <http://www.ecode360.com/MC2883>

³ Existing Bloomington City Code: <http://www.cityblm.org/index.aspx?page=262>

Normal, IL; Cedar Rapids, IA; Columbia, MO; Evansville, IN; Longmont, CO; and Springfield, MO. Since Bloomington is the 12th largest city in Illinois, the total number of peer cities reviewed was 20.

Of the 20 cities reviewed, 19 of them have some sort of weight limit ordinance. Thirteen of the cities offer clear guidance and maintain a map of the designated routes for trucks. The following ordinances are highlighted to show the range in municipal truck route ordinances.

Naperville, Illinois

The City of Naperville is a suburb of Chicago and is the fifth largest city in Illinois.

Naperville Municipal Code⁴ restricts vehicles over 8,000 pounds to designated truck routes, with exceptions for vehicles making pickups, deliveries, or to provide services. Exempt vehicles include those owned and operated by governmental agencies, private utilities, buses, garbage trucks, snow removal vehicles, recreational vehicles, tow trucks, implements of husbandry, and owner operated vehicles between the truck route and the owner operator's residence.

Naperville posts signs on all designated truck routes and maintains a truck route map⁵. Vehicles up to a gross weight of 80,000 pounds may travel on City designated truck routes.

Normal, Illinois

The town of Normal is directly adjacent to Bloomington and is the smaller of the two principal municipalities which make up the Bloomington-Normal Metropolitan Area.

The Town of Normal Municipal Code⁶ has permissive weight limits for garbage and refuse disposal trucks and limit their speed to 45 miles per hour. For all other trucks, weight limits are set by the per-axle weight. Single axles are limited to 22,000 pounds and tandem axles are limited to 40,000 pounds. It is noted in the municipal code that this ordinance is intended to be permissive and not prohibitory in nature. Illinois Vehicle Code limits single axles to 20,000 pounds and tandem axles to 34,000 pounds. Normal and the State of Illinois both limit trucks of this type to a gross weight of 54,000 pounds.

Normal also prohibits vehicles over 16,000 pounds from certain roadways between January 15 and April 15 of each year, but only enforces the weight limits if signs are present. The three listed roads are unimproved roads at the edge of town with poor quality pavement and are shown on the map in **Appendix 4**.

Springfield, Illinois

Springfield is the capital of Illinois and the sixth largest city in the state. Springfield's transportation system and freight requirements are similar to Bloomington's with railroads cutting through town and the need to serve older industrial areas that are located near the railway within residential areas.

⁴ Naperville Municipal Code: https://www.municode.com/library/il/naperville/codes/code_of_ordinances

⁵ Naperville, IL Truck Route Map:
<https://www.naperville.il.us/contentassets/30cd72d27e1145818779033c9b084232/truckroutemap.pdf>

⁶ Normal, IL Municipal Code: <https://www.normal.org/101/Municipal-Code>

The City of Springfield Municipal Code⁷ has designated certain numbered state highways as through truck routes. The ordinance restricts all through truck traffic to these and other routes posted as through truck routes within the corporate limits of the city.

Springfield has also established a system of “local delivery routes” which serve the same purpose as truck routes in other cities. Commercial vehicles may use the local delivery routes unless they exceed the posted weight limit. They may enter local streets for pickups and deliveries, or to perform services for residents or businesses, only by entering the streets from the nearest local delivery route. Exempted from these requirements are licensed commercial vehicles with state classifications “A” or “B” (8,000 pounds or less), or other licensed classification whose gross weight is less than 8,000 pounds, and emergency vehicles exhibiting normal emergency markings, lights, or sirens.

Cedar Rapids, Iowa

The City of Cedar Rapids sits on both banks of the Cedar River and is the second largest city in Iowa.

The City of Cedar Rapids Municipal Code⁸ defers to Chapter 321 of the Code of Iowa regarding size and weight limits for any vehicle on any street, with exceptions for fire trucks, road machinery, and implements of husbandry. The City does post load limits on certain bridges under their jurisdiction.

Cedar Rapids maintains a map and list of designated routes where vehicles weighing in excess of 20,000 pounds shall travel. These vehicles may make a definite stop within the city by proceeding upon the designated routes to the nearest point of its scheduled stop and proceed thereto. After loading or unloading, they must return by the most direct route to its point of departure from said designated route.

Columbia, Missouri

The City of Columbia is a rapidly growing city that recently surpassed the City of Independence to claim the spot as the fourth largest city in Missouri.

The City of Columbia Municipal Code⁹ gives authority to the Director of Public Works, with the approval of the City Manager, to establish weight limits on City roads and bridges that are in such a condition that use will endanger the road or bridge, or the users thereof.

Columbia has a list of five streets designated as prohibited to commercial vehicles, and a separate list of 18 streets where through truck traffic is prohibited. These prohibitions do not apply to pickup trucks, or any truck en route to a location which can only be reached by travelling on a street on which through truck traffic is prohibited.

Evansville, Indiana

The City of Evansville is the third largest city in Indiana and has a comparable population density to Bloomington.

⁷ Springfield, IL Municipal Code: https://www.municode.com/library/il/springfield/codes/code_of_ordinances

⁸ Cedar Rapids, IA Municipal Code:
https://www.municode.com/library/ia/cedar_rapids/codes/code_of_ordinances

⁹ Columbia, MO Municipal Code: https://www.municode.com/library/mo/columbia/codes/code_of_ordinances

The office of the Evansville City Clerk¹⁰ maintains copies of the designated truck routes, which are established by the Board of Public Safety. Vehicles that are limited to operating on the designated truck routes are any truck with three or more axles, including axles on an attached trailer, unless the gross weight of the vehicle, including the trailer, is 15,000 pounds or less. Trucks may leave the designated truck routes to travel to a location which is not on a truck route, for business purposes, so long as the driver is taking the shortest safe route between the closest established truck route and said location.

The Evansville Municipal Code gives authority to the Board of Public Safety to prohibit, limit, or restrict vehicular traffic from or on any street when the structural integrity of the roadway or subsurface may be threatened, for purposes of public safety, to preserve or protect surrounding property, or to promote the general welfare of the public.

Best Management Practices

When developing a truck route plan, it is important to have the mindset of being willing to accommodate trucks in an urban environment. The efficient movement of goods will help keep down the cost of those goods. The greatest economic impact will result from reduced maintenance costs from the extended life of pavements throughout the City. Enforcement of the policy is crucial as well, and additional investments in enforcement are often worth the cost.

What is a Truck?

To accommodate trucks, it is important to first define what a truck is. It should be noted that there are many different definitions of trucks from different municipalities. Trucks are typically defined by size, weight, or use, with exclusions as necessary. Section 1-211 of the Illinois Vehicle Code defines a truck as, "Every motor vehicle designed, used, or maintained primarily for the transportation of property."

A typical 5-axle tractor-semi-trailer has a gross vehicle weight capacity of 80,000 pounds and is used for long-haul operations from manufacturing facilities and suppliers to distribution facilities. Two, three, or four-axle trucks are typically used for last mile deliveries due to their shorter lengths and maneuverability in urban environments.

Ordinances that limit through-trucks and freight haulers to designated roadways typically exclude garbage trucks, emergency vehicles, delivery trucks that operate on pre-determined routes, large pickups, recreational vehicles, buses, and utility vehicles.

A recommended best practice for defining trucks would be similar to the policy in the City of Springfield, IL. While Springfield does not technically define what a truck is, they also get around the need to produce a definition by using the nomenclature "local delivery routes" instead of "truck routes". The policy restricts access to commercial vehicles with licensed classification weighing more than 8,000 pounds, except emergency vehicles, on local, non-designated truck routes. Large, heavy vehicles come in an overwhelming number of shapes and sizes, and with many different uses, making it difficult to construct ordinance language that clearly defines the parameters without leaving loopholes. The Springfield policy is simple and difficult to misinterpret.

Restricting access to commercial vehicles with licensed classification weighing more than 8,000 pounds makes it easy for police to identify offenders based on their registration classification and omits the

¹⁰ Evansville, IN Municipal Code: <http://www.codepublishing.com/IN/Evansville/>

need for weighing vehicles to determine if they exceed the weight limit for local streets. This also allows commercial vehicles that weigh less than 8,000 pounds to use non-truck routes, as well as eliminates the need to provide exclusions to the restrictions for non-commercial vehicles that weigh more than 8,000 pounds, like large pick-up trucks, SUVs and RVs.

Purpose of Truck Routes

Designating a road as a truck route should be deliberate and meet a specific purpose. Understanding why truck routes are needed is important in order to strike a balance between efficient movement of goods and the quality of life of residents. The Transportation Research Board's National Cooperative Freight Research Program (NCFRP) Report 14 - Guidebook for Understanding Urban Goods Movement provides guidance on establishing appropriate truck routes:

Historically, many urban areas in the United States have designated truck routes as a means of keeping trucks out of residential neighborhoods. However, from the perspective of facilitating freight movements, truck routes should be designated, designed, operated, and maintained to accommodate trucks. The designation of local truck routes should serve the following purposes:

- *Increase freight transit reliability,*
- *Reduce congestion and provide congestion relief from incidents on major arterials,*
- *Improve safety, and*
- *Reduce truck emissions.*

Traffic design issues often contribute to a less reliable freight network. By developing a defined truck route network and understanding the specific roles played by key "last mile" routes, highway improvement strategies are likely to be successful. From a design standpoint, designated truck routes should have adequate turning radii at intersections and adequate horizontal and vertical clearances, as well as bridge and pavement integrity to handle heavy loads. Operationally, signal timing plans on truck routes should account for trucks' slower acceleration speeds to prevent repeated stopping once up to speed.

Failing to designate truck routes, or providing inadequate signage, may result in:

- *Trucks on residential streets: Many designated truck routes have been instituted to keep trucks out of residential neighborhoods. If regulations or signs are not adequate, or if roadway sections where trucks are permitted do not connect to each other, this can increase circuitry and may result in trucks inadvertently winding through streets that are primarily residential.*
- *Increased environmental impacts: Restrictions on what roadways trucks may use could result in additional miles traveled and increases in fuel use, noise, and air pollution. In some cases, these inefficiencies are increased by a lack of good signage directing truckers to permitted routes. In some jurisdictions, only non-truck roadways are designated and the lack of a clear and direct route that a truck may use to get from one point to another results in additional miles traveled and increases in fuel use, noise, and air pollution.*

When designating truck routes, it is important to publish a list of routes and make maps available to truck drivers. The information should be easily accessible for truck drivers mapping out their route

before they leave, as well as when they are looking for alternative routes after encountering traffic congestion due to peak hour traffic, road construction, or other traffic incidents. A network of connected truck routes is necessary for on-time deliveries when roads are congested or closed.

A recommended best management practice is to require that a map be maintained of the local truck route system, and that the system and any changes thereto be reported to IDOT for inclusion in the Designated State Truck Route System. These maps are used in truck-specific GPS units that are commonly utilized by long-haul truckers.

Truck Route Selection and Designation

Truck route selection should involve input from affected users to evaluate the routes and potential alternatives. Factors that should be considered include street type, street condition, number of lanes, lane width, truck volume, traffic accident histories, vehicle speeds, trucking terminal locations, railroad grade crossings, connectivity, the existing and planned roadway network, and engineering judgement. The environment should also be considered if the route is next to a river or reservoir that could be easily polluted by a tanker spill.

A good place to start when designating truck routes is to utilize roadway functional classifications. Functional classifications are a way to group roadways with similar purposes and design characteristics into discrete categories. In McLean County, these categories are created and maintained by the McLean County Regional Planning Commission (RPC), which was formed in 1966 to coordinate planning and development activity within the county. The RPC maintains a map of the functional classifications of urban streets and roads. The Bloomington-Normal Urbanized Area portion of the map is shown in **Appendix 5**.

The number of roads selected as truck routes should remain limited; however, enough alternate routes should be provided for trucks to divert around traffic incidents. Major and minor arterials should typically be designated as truck routes as they are normally larger roadways with adequate operating space for trucks. They also generally have connections to interstates and other major highways, which is necessary for the movement of long-haul freight. Major Collectors may also be designated truck routes in limited instances based on local conditions and the factors cited above.

Each roadway under consideration should be assessed for condition and ability to handle the suggested weight limits. If a roadway in poor condition or with unsuitable geometrics is desirable as a truck route, an application could be submitted for IDOT's Truck Access Route Program (TARP). Every fall, IDOT solicits local projects for the purpose of helping local governments upgrade roads to accommodate 80,000 pound truck loads. The program will provide \$45,000 per lane mile and \$22,000 per eligible intersection for selected projects. State participation will not exceed 50 percent of the total construction costs or \$900,000, whichever is less.

Truck route designations should be consistent with Illinois Vehicle Code (section 1-126.1). Arterials selected as truck routes should be designated Class II truck routes in IDOT's system. Roadways that have been selected as truck routes in older parts of the city, such as the Bloomington Central Business District, should be designated as Class III truck routes in IDOT's system. A Class III designation allows access for shorter trucks with the maneuverability to navigate on roadways built according to the City's historical design standards.

Signage

The largest cost of implementing a truck route policy will be installing and maintaining the signage. The total cost will depend on how many streets are designated as truck routes and how many times the routes intersect each other. The initial cost will be around \$150 per sign; however, this is an investment that should pay for itself over time with reduced maintenance costs on non-truck route streets.

At the City limits on State truck routes, signs should be placed to alert truck drivers of the local truck route policy. This could be accomplished with 24 inch by 36 inch signs that say, "Trucks Over 4 Tons Use Truck Routes." A network of Truck Route (R14-1) signs should be installed along designated truck routes so truck drivers know which routes to follow.



R14-1 "Truck Route"



R12-1 "Weight Limit"



R5-2 "No Trucks"

For routes that include bridges that require lower weight limits, Weight Limit (R12-1) signs may be used to indicate vehicle weight restrictions including load. These signs should be placed in advance of the bridge at approach road intersections or other points where prohibited vehicles can detour or turn around. All signage should meet the requirements of the Manual on Uniform Traffic Control Devices (MUTCD).

Due to the nature of a policy that designates truck routes while restricting truck access to all other local streets, installing signs where trucks are not allowed would require installation of signs on every street within the City. This would require a high up-front cost, create visual clutter, and create a maintenance burden. The signs would also create false expectations that trucks should never use those streets because trucks would still be allowed on local residential streets to make deliveries, collect garbage, and repair utilities. Therefore, signs should be installed where trucks are allowed, as opposed to where they are not allowed.

It would be appropriate to grant authority to the Director of Public Works to erect No Trucks (R5-2) signs in locations where trucks are repeatedly violating the truck route policy, where there has been evidence of trucks causing damage to the roadway, or due to physical characteristics such as low bridges or tree canopies.

Guidance for Weight Limits and Seasonal Weight Restrictions

Weight Limits on Truck Routes and Structures

The Illinois Vehicle Code sets the maximum gross vehicle weight on all roadways at 80,000 pounds. Roads with bridges that require lower weight limits can have weight limits equal to the weight limit of the bridge for the section of the roadway located between points where it is convenient for prohibited vehicles to detour or turn around.

According to section 15-317 of the Illinois Vehicle Code, IDOT shall inspect bridges and determine appropriate weight limits upon request from any local authority:

Sec. 15-317. Special weight limitation on elevated structures.

(a) No person shall operate a vehicle or combination of vehicles over a bridge or other elevated structure constituting a part of a highway with a gross weight which is greater than the maximum weight permitted by the Department, when such structure is sign posted as provided in this Section.

(b) The Department upon request from any local authority shall, or upon its own initiative may, conduct an investigation of any bridge or other elevated structure constituting a part of a highway, and if it finds that such structure cannot with safety to itself withstand the weight of vehicles otherwise permissible under this Chapter the Department shall determine and declare the maximum weight of vehicles which such structure can withstand, and shall cause or permit suitable signs stating maximum weight to be erected and maintained before each end of such structure.

(c) Upon the trial of any person charged with a violation of this Section proof of the determination of the maximum allowable weight by the Department and the existence of the signs, constitutes conclusive evidence of the maximum weight which can be maintained with safety to such bridge or structure.

The Illinois Department of Transportation is an excellent resource for determining weight limits on bridges and should be utilized on a regular basis to assess the structural integrity of local bridges.

Seasonal Weight Restrictions

Section 15-316 of the Illinois Vehicle Code allows local jurisdictions to impose restrictions as to the weight of vehicles to be operated upon any highway for a total period not to exceed 90 days in any one calendar year to avoid serious damage and destruction of the roadway.

If seasonal restrictions are being considered on selected roadways, it is recommended that the chosen dates be January 15 to April 15 of each year in order to be consistent with policies in place by McLean County and the Town of Normal. These restrictions should be used sparingly, and only on roadways where the pavement is in poor condition with no plans to rebuild the roadway in the near future. The unimproved roadways with seasonal restrictions in the Town of Normal are good examples of how this authority should be exercised.

Summary

The State of Illinois has very comprehensive policies regarding truck routes as well as maximum vehicle size and weight limits. A municipal policy is still important to maintain the integrity of the roadways under local jurisdiction, while maintaining a balance of quality of life of residents with the efficient movement of goods in the urban environment. A network of signed truck routes will assist out of town truck drivers with finding alternative routes and let them know where they are allowed to go when their original route is congested or closed.

Historically, it appears that Bloomington has designated Class II truck routes and truck restricted routes based on local conditions without a clear policy to guide those decisions. It is recommended that the system be reassessed to clarify a policy for designating truck routes and establishing truck restrictions. If a truck route policy is pursued by the City of Bloomington, recommendations for developing the policy include:

- Define a truck as a commercial vehicle with a state licensed classification weighing more than 8,000 pounds (Class B or higher), and excluding emergency vehicles, buses and snow plows.
- Trucks should be allowed to use non-truck routes to access their destination, utilizing the shortest path from the nearest truck route, with the exception of vehicles operating on a pre-determined route such as buses, garbage trucks, and certain delivery trucks.
- Major and minor arterials should typically be designated as truck routes as they are normally larger roadways with adequate operating space for trucks. Major Collectors may also be designated truck routes in limited instances based on local conditions.

Truck route selection should be based on many factors including, but not limited to, street type, street condition, number of lanes, lane width, truck volume, traffic accident histories, vehicle speeds, trucking terminal locations, railroad grade crossings, connectivity, the existing and planned roadway network, engineering judgement, and the environment.

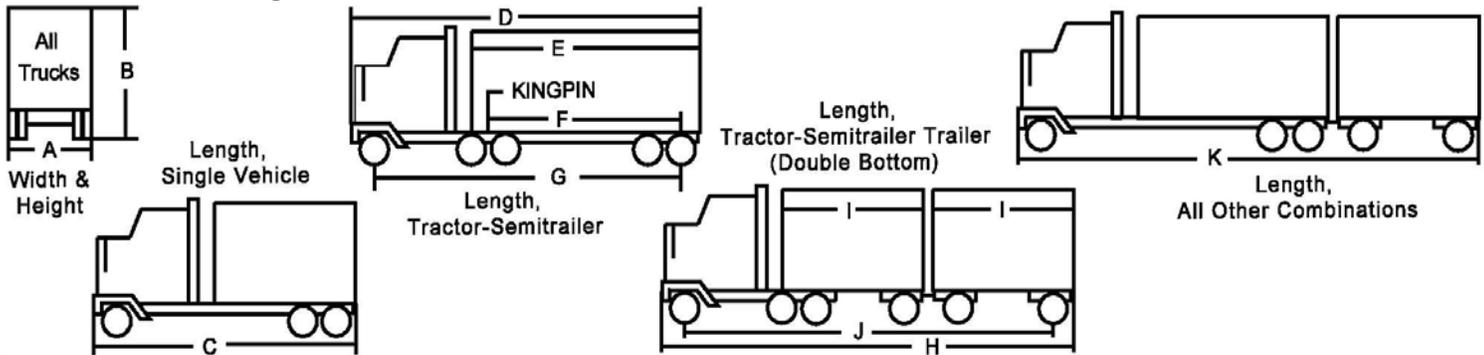
- Truck route selection should be a public process. Public discussion should focus on specific Collectors that should be designated truck routes as well as specific Arterials that should not be designated truck routes.
- Set weight limits for routes equal to weight limits of the bridges on those routes so that prohibited vehicles have the opportunity to detour or turn around before reaching a weight-restricted bridge.
- Maintain a truck route system map and report designated routes to IDOT for inclusion in the Designated State Truck Route System.
- Seasonal restrictions should be used sparingly from January 15 to April 15 for consistency with other policies in the region.
- Sign where trucks are allowed, as opposed to where they are not allowed. Always sign special weight restrictions on routes and bridges.

Appendix 1

IDOT Trucks - Maximum Dimensions & Weights



TABLE I: Maximum legal dimensions of motor vehicles



TYPE OF HIGHWAY OR STREET	MAXIMUM LEGAL DIMENSIONS											MAXIMUM WEIGHTS		
	A	B	C	D	E	F *4	G	H	I	J	K	Single Axle	Tandem Axle *2	Gross *3
Class I	8'-6"	13'-6"	42'	N.S.	53'	45'-6"	N.S.	N.S.	28'-6"	N.S.	N.S.	20,000	34,000	II
Class II	8'-6"	13'-6"	42'	N.S.	53'	45'-6"	N.S.	N.S.	28'-6"	65'	N.S.	20,000	34,000	II
Class III	8'-6"	13'-6"	42'	65' *1	53'	42'-6"	55' *1	60'	N.S.	N.S.	60'	20,000	34,000	II
Other State Highway	8'-6"	13'-6"	42'	65' *1	53'	42'-6"	55' *1	60'	N.S.	N.S.	60'	20,000	34,000	II
Local Roads & Streets	8'-6"	13'-6"	42'	55'	N.S.	N.S.	N.S.	60'	N.S.	N.S.	60'	20,000	34,000	II
Special Haul Vehicles on all Above Categories	8- 6"	13'-6"	42'	N.S. *5	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	60'	20,000	34,000	See *6

N.S. indicates legal dimension not specified.

Notes:

- *1 65 feet overall length (bumper to bumper) and/or 55 feet from center of front axle to center of rear axle.
- *2 Tandem is defined as any 2 or more single axles whose centers are more than 40 inches and not more than 96 inches apart, measured to the nearest inch between extreme axles.
- *3 See tables II and III.
- *4 Applies on semitrailers longer than 48 feet.
- *5 55' on Local Roads and Streets, 65' from designated State Highway (5 mile access law).
- *6 Gross weight is determined by measuring to the nearest foot between extreme axles. (See Table II)

Exceptions to WIDTH requirements above:

- Does not include certain safety devices approved by Department.
- Width restrictions do not apply to vehicles transporting implements of husbandry operating in the daytime. Loads of hay, straw or other similar farm products are limited to a maximum of 12 feet.
- A recreational vehicle may exceed 8' 6" if the excess width is attributable to appurtenances that extend 6" or less beyond either side of the vehicle body.

Exceptions to LENGTH requirements above:

- Length limits do not apply to vehicles operating in the daytime except on Saturdays, Sundays, or legal holidays when transporting poles, pipes, machinery, or other objects of a structural nature which cannot be readily dismembered, provided the length of the object being transported does not exceed 80 feet and the overall length of vehicle and load does not exceed 100 feet.
- Stinger-steered vehicles specifically designed to transport motor vehicles or boats may have an overall length of 80 feet plus overhang of 4 feet in front and 6 feet in the rear on Class I and II highways.
- Conventional auto transporters are vehicles designed to transport motor vehicles or boats may have an overall length of 65 feet plus overhang on these highways. The maximum overall length on all other streets and highways is 60 feet.

General exceptions to above Table:

- All large vehicles operating on Class I highways shall have access for a distance of one mile on any street or highway to points of loading and unloading, and facilities for food, fuel, rest and repair provided there is no sign prohibiting that access.
- Large vehicles operating on designated state highways shall have access for a distance of 5 highway miles on any other state highway and on designated local streets and highways, to points of loading and unloading, and facilities for food, fuel, rest and repair provided there is no sign prohibiting that access. (This applies only on local streets and highways specifically designated and posted by local officials.)
- Permits may be issued for overdimensional objects and vehicles if they have been reasonably disassembled. Multiple objects loaded side-by-side, end-to-end, or on top of each other may not cause the overdimension.
- Streets or highways are designated by the Department of Transportation or local officials having jurisdiction.

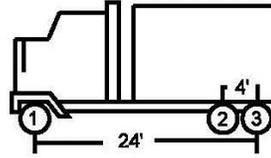
Maps of the designated state truck route system are available at www.gettingaroundillinois.com

TABLE II: Maximum gross weight for vehicles on all highways (unless otherwise posted). Based on federal bridge formula. All special conditions and exceptions are not included on this form.

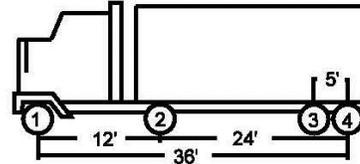
Maximum load in pounds on any
2 or more consecutive axles

Maximum loading for typical vehicles
Vehicle or Combination Maximum Weight - Pounds

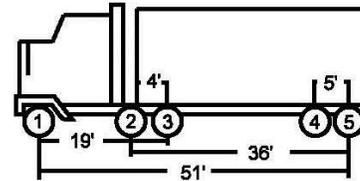
Distance	2 axles	3 axles	4 axles	5 axles	6 axles
4	34,000				
5	34,000				
6	34,000				
7	34,000				
8	34,000	34,000			
9	38,000	42,000			
10	39,000	42,500			
11	40,000	43,500			
12		44,000			
13		45,000	50,000		
14		45,500	50,500		
15		46,500	51,500		
16		47,000	52,000		
17		48,000	52,500	58,000	
18		48,500	53,500	58,500	
19		49,500	54,000	59,000	
20		50,000	54,500	60,000	
21		51,000	55,500	60,500	66,000
22		51,500	56,000	61,000	66,500
23		52,500	56,500	61,500	67,000
24		53,000	57,500	62,500	68,000
25		54,000	58,000	63,000	68,500
26		54,500	58,500	63,500	69,000
27		55,500	59,500	64,000	69,500
28		56,000	60,000	65,000	70,000
29		57,000	60,500	65,500	71,000
30		57,500	61,500	66,000	71,500
31		58,500	62,000	66,500	72,000
32		59,000	62,500	67,500	72,500
33		60,000	63,500	68,000	73,000
34			64,000	68,500	74,000
35			64,500	69,000	74,500
36			65,000	70,000	75,000
37		Exception	66,000	70,500	75,500
38			66,500	71,000	76,000
39			67,500	71,500	77,000
40			68,000	72,000	77,500
41			68,500	73,000	78,000
42			69,500	73,500	78,500
43			70,000	74,000	79,000
44			70,500	75,000	80,000
45			71,500	75,500	
46			72,000	76,000	
47			72,500	76,500	
48			73,500	77,500	
49			74,000	78,000	
50			74,500	78,500	
51			75,500	79,000	
52			76,000	80,000	
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54			77,500		
55			78,000		
56			78,500		
57			79,500		
58			80,000		



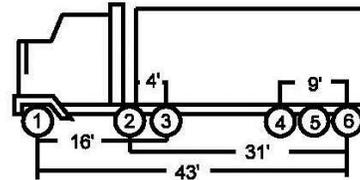
Axle 1 20,000
Axles 2,3 34,000
Axles 1,2,3 54,000



Axle 1 20,000
Axle 2 20,000
Axles 3,4 34,000
Axles 1,2 40,000
Axles 2,3,4 54,000
Axles 1,2,3,4 66,000



Axle 1 20,000
Axles 2,3 34,000
Axles 4,5 34,000
Axles 1,2,3 50,000
Axles 2,3,4,5 68,000
Axles 1,2,3,4,5 80,000



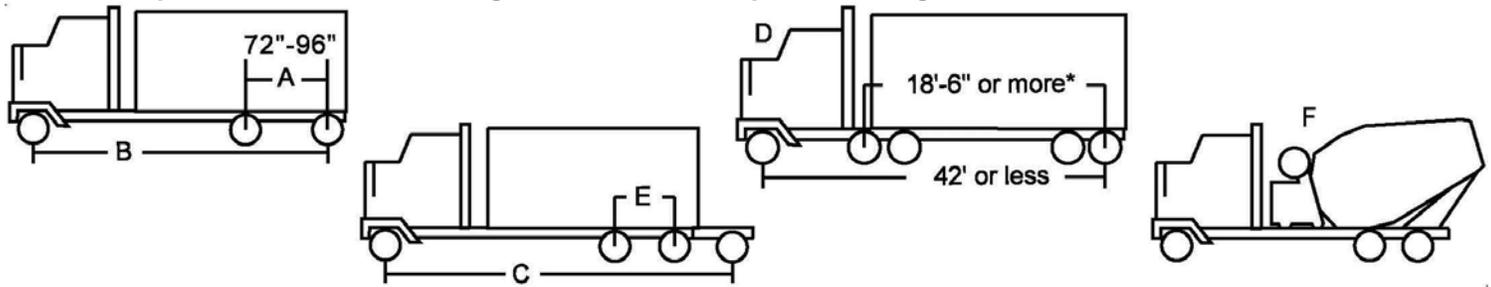
Axle 1 20,000
Axles 2,3 34,000
Axles 4,5,6 42,500
Axles 1,2,3 48,000
Axles 2,3,4,5,6 67,500
Axles 1,2,3,4,5,6 80,000

See Table III
for additional information
on Special Haul Vehicles

Notes:

- 1 Measured to the nearest foot between the extremes of any group of two or more consecutive axles.
- 2 Gross weights for 5 and 6 axles applicable only to a combination of vehicles.
- 3 Two consecutive sets of tandems may carry 34,000 pounds each providing the overall distance between the first and last axles of such consecutive sets of tandems is 36 feet or more.
- 4 If the distance between the centers of the first and third axles in a group of consecutive axles does not exceed 96 inches, the group is a tandem.
- 5 Maximum single axle 20,000 pounds; maximum tandem 34,000 pounds.
- 6 Combinations of vehicles designated as special haul vehicles which include a semitrailer manufactured prior to the model year 2014 and first registered in Illinois prior to January 1, 2015, having five axles with a distance of 42 feet or less between extreme may have a gross weight of 72,000 pounds provided the weight shall not exceed 20,000 pounds on a single axle or 34,000 pounds on a tandem. For such combinations manufactured subsequent to September 9, 1986, the minimum distance between the first and last axles of the two sets of tandems must be 18 feet 6 inches or more.
- 7 Permits may be issued for an overweight load providing it consists of one object that cannot be reasonably dismantled or disassembled.

TABLE III: Special Axle and Gross Weight Allowances for Special Hauling Vehicles



Designated Truck Route System (Class I,II & III State Highways) and Other State Highways and Local Roads & Streets

- A. 20,000 lbs. on each axle - total of 36,000 lbs.
- B. See Table II
- C. See Table II
- D. Gross weight of 72,000 lbs., provided the weight shall not exceed 20,000 lbs. on a single axle or 34,000 lbs. on a tandem.
- E. See Table II
- F. See Note 2 below.

* This requirement does not apply to semitrailers manufactured before September 9, 1986.

Notes:

1. Special Hauling Vehicles must meet width, height and length requirements as specified in Table I.
2. 3-axle rear discharge truck mixer registered as a Special Hauling Vehicle, used exclusively for the mixing and transportation of concrete in the plastic state, may, when laden, transmit upon the road surface, except when on part of the National System of Interstate and Defense Highways, the following maximum weights: 22,000 pounds on single axle; 40,000 pounds on a tandem axle; 54,000 pounds gross weight on a 3-axle vehicle. This vehicle is not subject to the bridge formula.
3. 4-axle concrete mixers are allowed the following maximum weights: 20,000 lbs. on any single axle; 36,000 lbs. on any series of 2 axles greater than 72 inches but not more than 96 inches; and 34,000 lbs. on any series of 2 axles greater than 40 inches but not more than 72 inches.
4. 3-axle combination sewer cleaning jetting vacuum trucks registered as a special hauling vehicle, used exclusively for the transportation of non-hazardous solid waste, manufactured before or in the model year of 2014, first registered in Illinois before January 1, 2015, may, when laden, transmit upon the road surface, except when on part of the National System of Interstate and Defense Highways, the following maximum weights: 22,000 pounds on a single axle; 40,000 pounds on a tandem axle; 54,000 pounds gross weight on a 3-axle vehicle. This vehicle is not subject to the bridge formula.

Information on the National System of Interstate and Defense Highways is available at www.fhwa.dot.gov/programadmin/interstate.cfm.

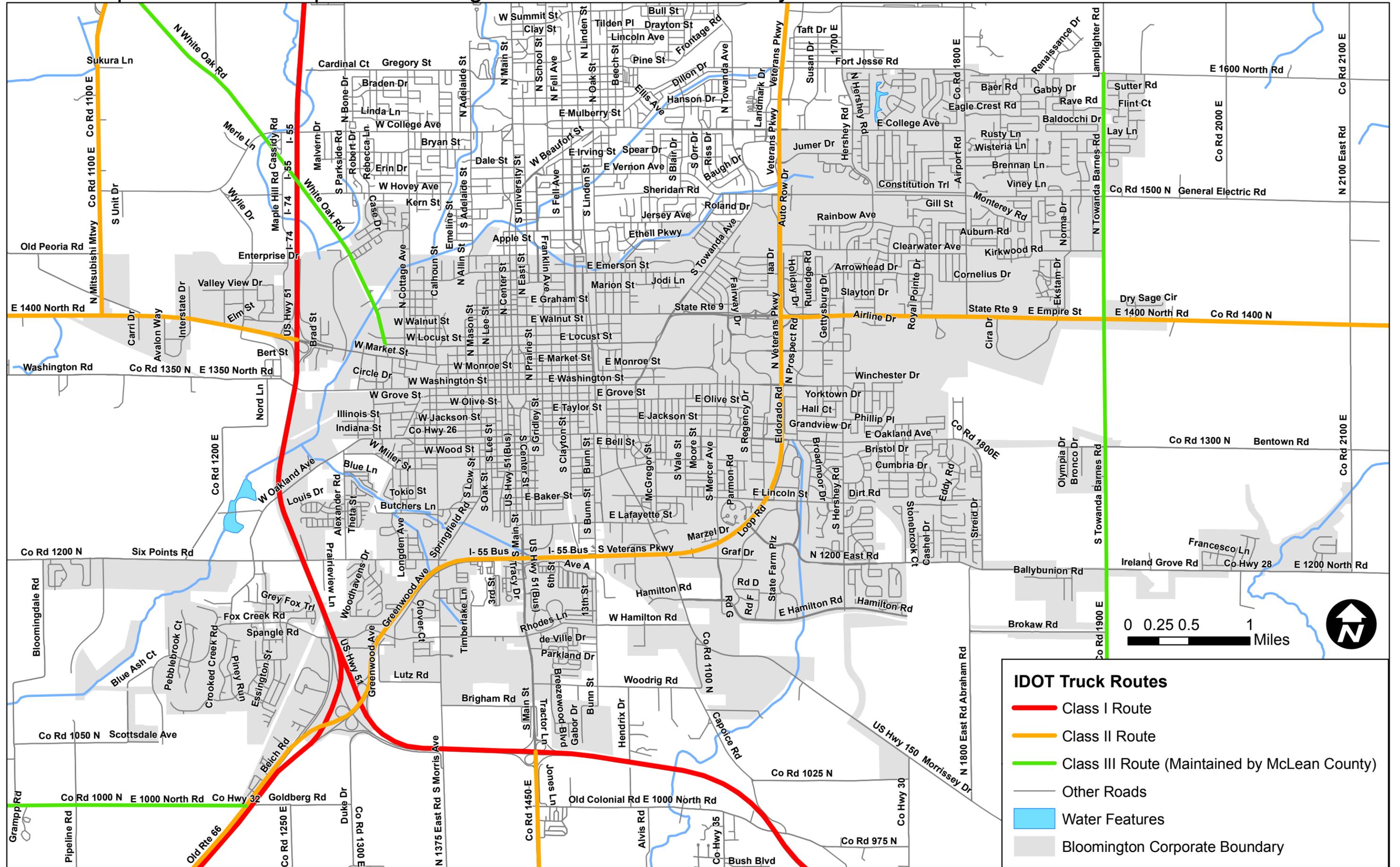
Maps of the designated state truck route system are available at www.gettingaroundillinois.com.

City of Bloomington, IL
November 1, 2016

Appendix 2

IDOT Truck Route Map

Illinois Department of Transportation Designated State Truck Route System

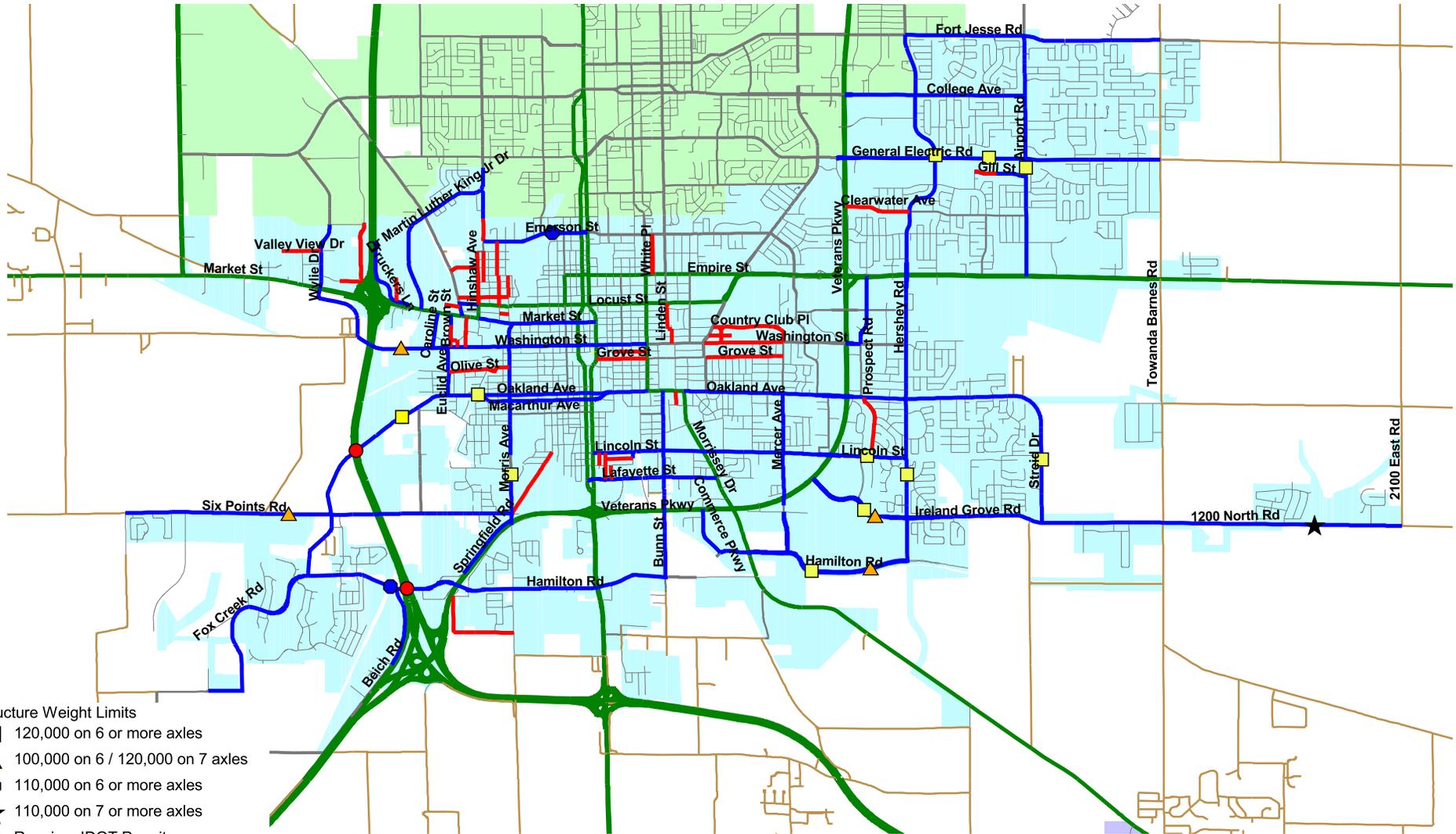


City of Bloomington, IL
November 1, 2016

Appendix 3

Bloomington Truck Routes

BLOOMINGTON, ILLINOIS STREET WEIGHT LIMIT MAP EXTENDED TERM PERMITS



- Structure Weight Limits**
- 120,000 on 6 or more axles
 - ▲ 100,000 on 6 / 120,000 on 7 axles
 - 110,000 on 6 or more axles
 - ★ 110,000 on 7 or more axles
 - Requires IDOT Permit
- Street Weight Limits (Extended Term Permits)**
- ▬ 110,000
 - ▬ Restricted - No Trucks*
- Streets**
- ▬ City Arterial
 - ▬ City Collector
 - ▬ City Street
 - ▬ County / Twp Road Paved
 - ▬ County / Twp Road unpaved
 - ▬ Interstate - IDOT
 - ▬ State Hwy - IDOT
 - ▬ US Hwy - IDOT



Weight Distribution Limits
 Front Tandem - 44,000 no axle exceeds 23,000
 Rear Tandem - 54,000 no axle exceeds 20,000

No axle load in excess of 23,000 lbs
 will be allowed on any City Street.

g:\projects\engineer.ing\weightlimit.apr

*Restricted routes may be used when allowed by a single or round trip permit, but are not to be used under an extended term permit.

Original Map is Color
 Printed 9/16/2013
 City of Bloomington
 Engineering Department
 with data from
 McLean County GIS

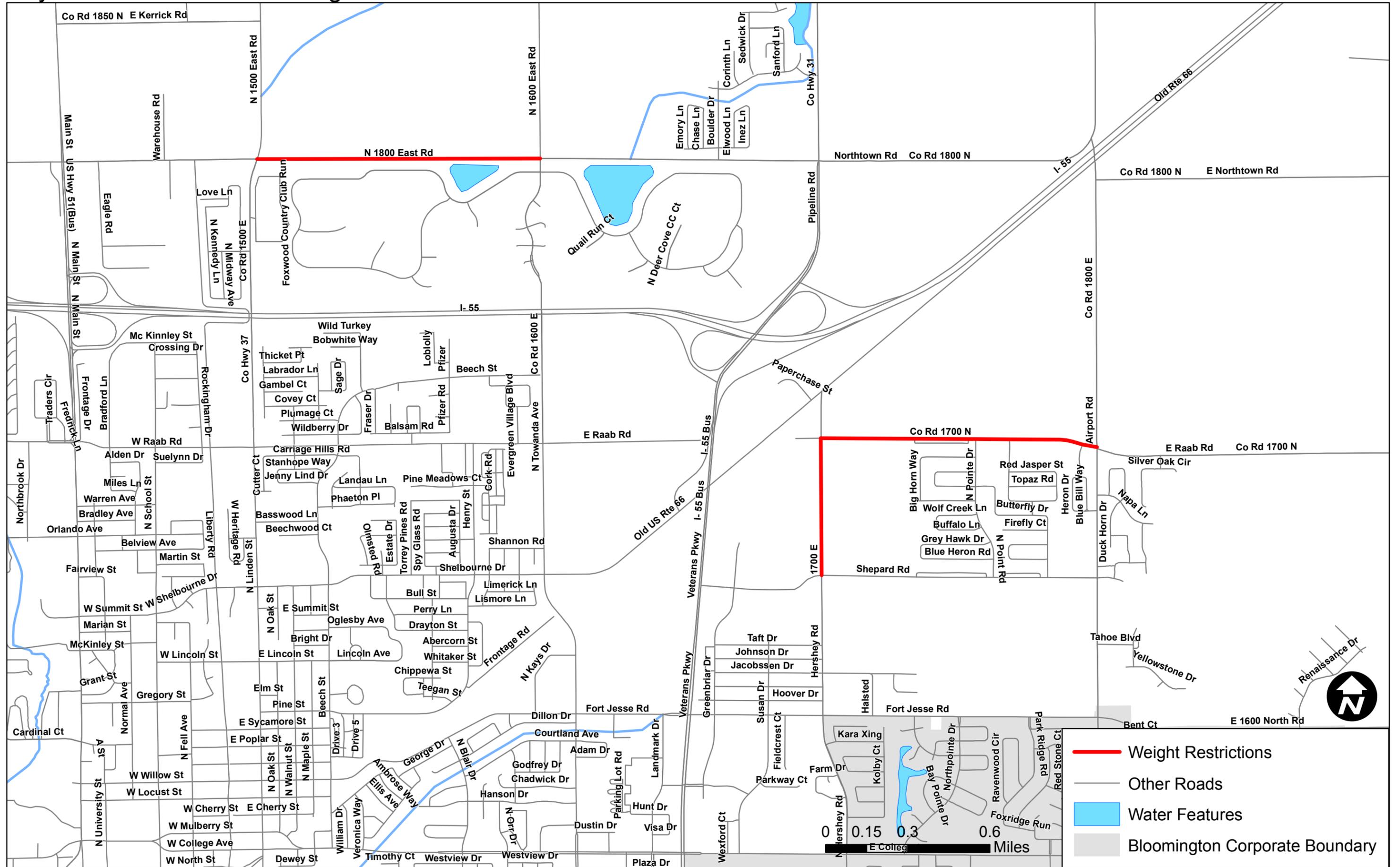
Go to www.cityblm.org for latest update.
 Look under Departments->Engineering

City of Bloomington, IL
November 1, 2016

Appendix 4

City of Normal Seasonal Weight Restrictions Map

City of Normal Seasonal Weight Restrictions



Legend

- Weight Restrictions
- Other Roads
- Water Features
- Bloomington Corporate Boundary

0 0.15 0.3 0.6 Miles



City of Bloomington, IL
November 1, 2016

Appendix 5

McClellan RPC Functional Classification Map

MAP 5

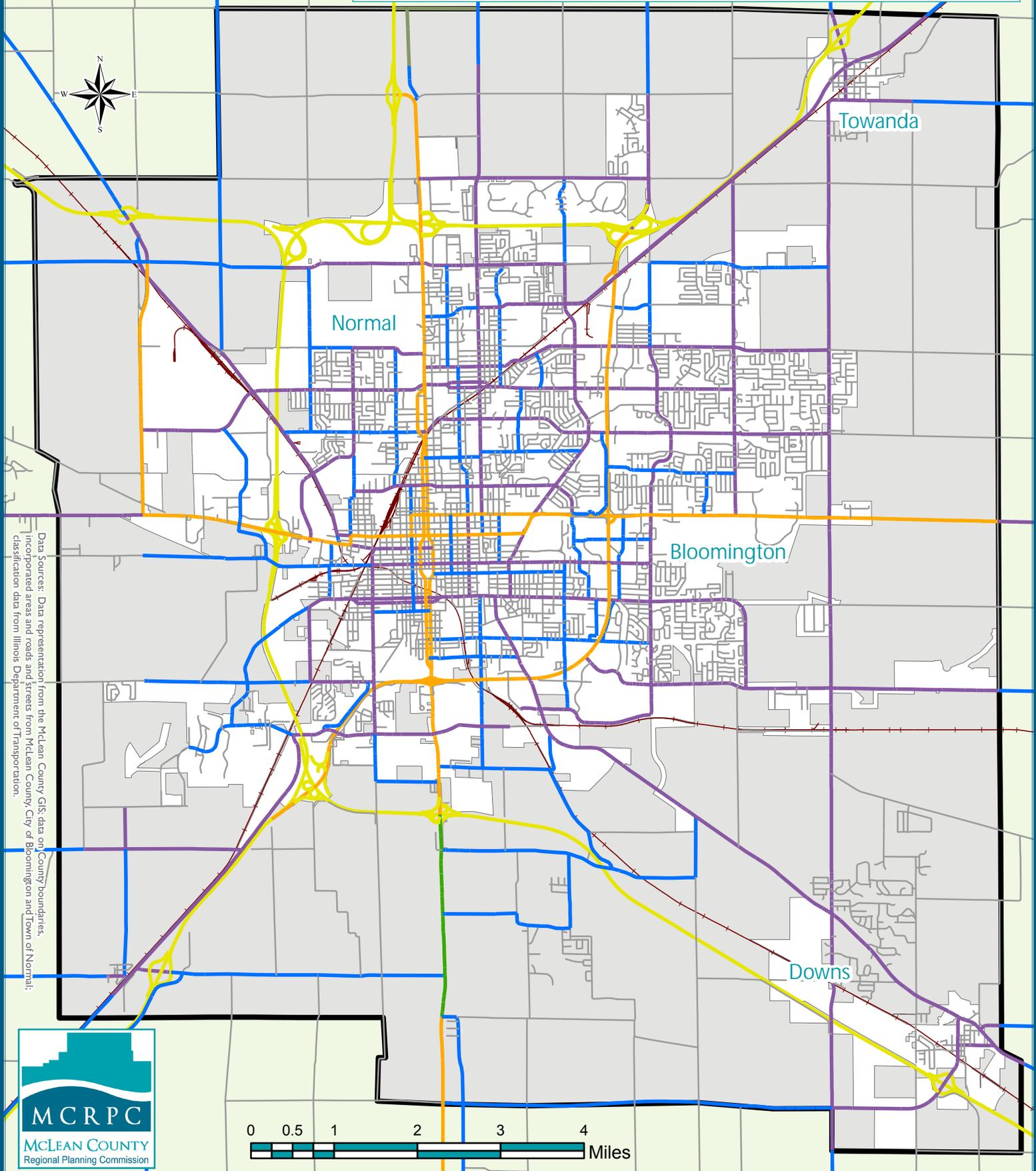
Functional Classification of Urban Streets and Roads

Bloomington-Normal Urbanized Area

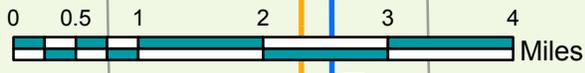
Long Range Transportation Plan 2040

LEGEND

- Interstate
- Other Freeways and Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Railroads
- Incorporated Areas (2011)
- Metropolitan Planning Area
- McLean County



Data Sources: Data representation from the McLean County GIS; data on County boundaries, incorporated areas and roads and streets from McLean County, City of Bloomington and Town of Normal; classification data from Illinois Department of Transportation.



**CITY OF BLOOMINGTON
COUNCIL MEMBER REQUEST FOR CONSIDERATION**

I. TO BE COMPLETED BY ALDERMAN

1. Name of alderman making the proposal: Amelia Buragas (Ward 4)
2. Topic summary (attach additional information and documentation to this form:

Please see attached citizen proposal for heavy truck ban on Clinton Boulevard between Empire Street and Division Street.

3. Alderman's priority level: LOW MEDIUM HIGH

II. TO BE COMPLETED BY STAFF

1. Aldermen supporting consideration of this topic (3 additional minimum):

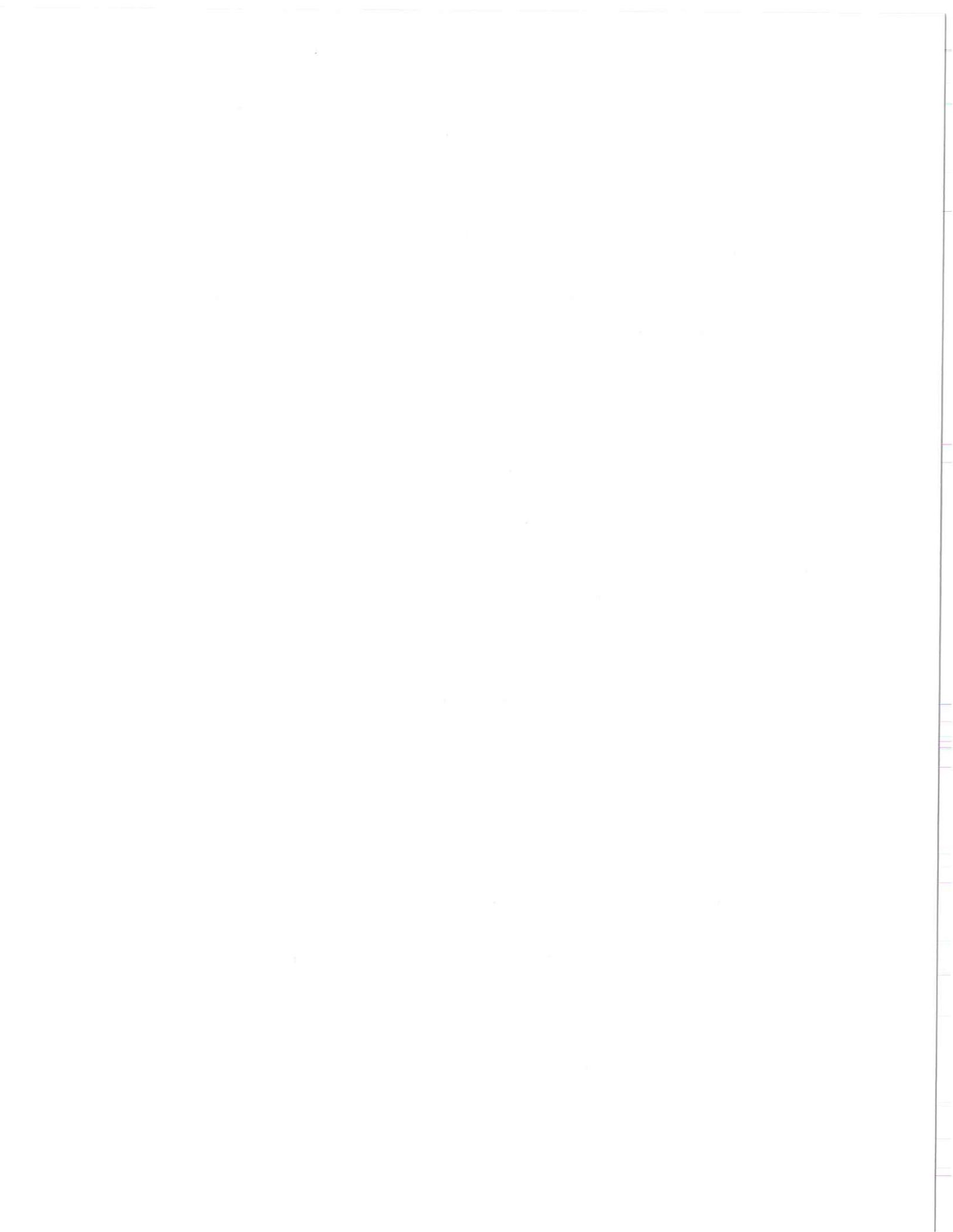
Karen Schmidt, Scott Black, Joni Painter

2. City Manager review (staff & financial resources required to implement; impact on City priorities, etc.):

3. Recommendation for further action on _____ at the following meeting type:

- | | |
|--|--|
| <input type="checkbox"/> Committee of the Whole | <input type="checkbox"/> Work Session |
| <input type="checkbox"/> Council Consent Agenda | <input type="checkbox"/> City Board or Commission |
| <input checked="" type="checkbox"/> Council Regular Agenda | <input type="checkbox"/> City Staff Review & Comment |

Proposed agenda items shall be submitted to the City Manager's Office using the Agenda Item Request Form at least 15 days in advance of the next regularly scheduled Council session if quick action is desired. Due to the substantial number of requested items and City projects, it may not be possible for requested items to appear on the next agenda.



Trucking Ban Request for North Clinton Boulevard

Executive Summary

We propose a No Truck restriction on North Clinton Boulevard in Bloomington. This section is a one-third mile stretch of National Historic-designated Greenway within the White Place Historic District. This location is distinct from Clinton Street; it is not US Route 150; it is not Illinois Route 9, nor is it an arterial street.

Substantial industrial, non-local truck traffic uses North Clinton Boulevard where Route 150 turns west onto Empire. The traffic is noisy, dangerous, inappropriate, destructive to the roads, and generally inappropriate: those facts were established last year when the city considered a No Truck restriction and instead adopted an appeal for voluntary re-routing by the various companies.

Voluntary re-routing has not worked. It is time for a No Truck Restriction on North Clinton Boulevard. More consideration is not the answer. More studies are not the answer. Patience is not the answer. North Clinton Boulevard, when analyzed on a case-by-case basis deserves to be protected by a No Truck restriction.

The Case for No Truck Restriction:

North Clinton Boulevard, in the city of Bloomington, is a divided road with a center landscaped median, passing through 100% residential housing under a canopy of old growth trees. It has residential on-street parking on both sides, and there is one lane of traffic possible in each direction. Children wait with their parents for school buses in the morning, and the buses drop them off in the afternoon.

North Clinton Boulevard is the heart of the White Place Historic District, a residential historic district in Bloomington, Illinois. The district includes houses on White Place, North Clinton Boulevard, and Fell Avenue bordered to the south by Empire Street (U.S. Route 9/Route 150) and East Emerson Street to the north. These houses were largely built between 1895 and 1928, and many of them were built shortly after S. R. White platted White Place. The homes in the district were designed in a variety of architectural styles; styles prominently featured in the district include Prairie School, American Craftsman, Colonial Revival, Victorian, and Spanish Colonial. The district was added to the National Register of Historic Places on August 12, 1988. Additionally, North Clinton Boulevard has a historic

greenway that was designed and invested in as a city beautification project for this 100% historic residential neighborhood. The installation included period lighting and approximately 50 trees plus shrubs.

Let's be clear: on its path through the City of Bloomington, US Route 150 travels north along Clinton Street, from East Oakland Avenue to Empire Street, where Route 150 turns West on Empire (which is one-way west). At that intersection, the street name changes to North Clinton Boulevard. US Route 150 is an arterial road, whereas North Clinton Boulevard is a collector street.

Northbound trucks (cement trucks, trash trucks, industrial trucks) on Route 150 continue onto North Clinton Boulevard, rather than remaining on Route 150 west to Main Street/US 51.

There are other No Truck Restrictions within the city, adopted on a sensible case-by-case basis:

East Grove Street. Cement trucks from Prairie Material (on Grove Street) would find an easy route to Main Street by travelling west on Grove Street, through the East Grove Historic District. It made sense to apply a Truck restriction in that neighborhood.

With Grove Street east of Prairie Material closed off, those same trucks would find an easy route east to Veterans along Grove Street or East Washington Street. Those neighborhoods are not Historic Districts, and East Washington is an arterial street. East Grove and East Washington (between Mercer and State Streets), east of Prairie Material, as well as Country Club Place, have No Truck restrictions to protect them from heavy truck traffic through their residential neighborhoods. The restricted portion of East Washington is much wider and more suitable than North Clinton Boulevard for substantial traffic.

East Stewart Street. Scrap metal trucks visiting the Behr Recycling site in south Bloomington (the former Tick site) found the easiest route to Main Street was along residential East Stewart Street. Alderman Lower worked with the neighborhood for voluntary re-routing of trucks off East Stewart Street and their efforts were reasonably successful. Nevertheless, East Stewart Street has received a No Truck designation and trucks now use the appropriate East Lincoln Street route instead.

West Olive Street. Grain trucks leaving the Cargill plant found an easy route along residential West Olive Street. Enough drove that way that the city instituted a No Truck restriction to divert them to the appropriate West Washington and West Market routes.

North Linden Street. The residential section of North Linden passing the David Davis mansion is entirely inappropriate for heavy

truck traffic. It is filled with curves and difficult to access so that no reasonable trucker would wind their way through that neighborhood. Nevertheless, enough did travel that particular section to justify a No Trucks restriction.

South Cottage Avenue. Trucks leaving Rowe Construction on Cottage must turn north to Martin Luther King Drive. The southern section of the road is No Trucks specifically to keep those trucks out of the residential neighborhoods.

Analyze any of the No Truck restrictions in Bloomington, and you will find the neighborhoods have complained because of inappropriate truck traffic, and the city has responded.

North Clinton Boulevard in the White Place Historic District neighborhood has been petitioning the city for a No Truck designation for more than a year. Truck traffic through this 100% residential section is inappropriate, dangerous, destructive to the infrastructure, noisy, polluting and reduces property values. In February of 2016, the city deferred a truck ban, instead asking local companies to voluntarily route their trucks onto larger arterial streets.

Advocate Bromenn Medical Center was asked to route its many daily trucks to and from its facility on East Lafayette Street using arterial roads and not through North Clinton Boulevard's neighborhood. Their initial response was "using Clinton Boulevard is legal" and for months continued to abuse this street. They have since done some rerouting, but we remain at the mercy of their business decisions.

North Clinton Boulevard, like East Washington and Grove Streets needs protection from the Prairie Material trucks. For example, on February 22, 2017, twenty cement trucks passed back and forth on North Clinton Boulevard before noon. This count is not atypical. They traveled to Emerson, passed in front of Shirk Center, and turned north on Main/US 51 on their way to Normal. There is absolutely no reason they could not make the turn at Empire/Route 150 and continue to Main/US 51 northbound using a state highway.

Voluntary routing has not worked. Many truck companies have ignored repeated requests by the city to voluntarily reroute. The process requires people from the neighborhood to monitor traffic and respond. A simple No Truck sign at either end of the boulevard should provide adequate protection.

One concern (and it is a red herring) is that, if North Clinton Boulevard is posted No Trucks, then truck traffic will divert to Fell Avenue. This is not likely because trucks using Fell have to make two additional turns, face an additional stop sign in the route, and a non-four way stop sign when they finally emerge on Emerson. In the unlikely event that the truck ban on North Clinton Boulevard results in additional truck traffic on Fell Avenue, it can be dealt with in a similar manner.

North Clinton Boulevard deserves a No Truck Designation. The city proposed voluntary curbs more than a year ago, and they have not worked. More consideration is not the answer. More studies are not the answer. Patience is not the answer.

Supportive Community

The neighborhood was informally surveyed through NextDoor.com, a community website with a White Place interest group.

48 residents expressed concern about truck traffic and support for the proposed No Truck restriction on North Clinton Boulevard, and we have listed them below. In some cases, one name is listed but reflects support by two members of a household.

Notably, no one expressed opposition to the proposed restriction.

Jeanine	Abels	505 E Emerson
Ann	Bailen	1406 N Clinton Blvd
Barbara	Bowman	1417 N Clinton Blvd
Patricia	Carlson	1208 N Clinton Blvd
David	Cate	1109 N Clinton Blvd
Mary	Coleman	1313 Fell Ave
Teri	Croft	1409 N Clinton Blvd
James	Dunnington	1405 N Clinton Blvd
Jennie	Edwards Bertrand	1201 N Clinton Blvd
Ryan	Edwards Bertrand	1201 N Clinton Blvd
Greg	Falco	1202 N Clinton Blvd
Michael	Gorman	1304 N Clinton Blvd
Deanna	Haas	51 White Pl
Brad	Hasse	1211 N Clinton Blvd
Deanna	Hasse	1211 N Clinton Blvd
Martine	Hernandez	1106 N Clinton Blvd
Daniel	Holland	1208 N Clinton Blvd
Marc	Largent	1108 N Clinton Blvd
Katie	Largent	1108 N Clinton Blvd
Ralph	Lehmann	1213 N Clinton Blvd
Alan	Lessoff	1415 N Clinton Blvd
Randee	Malone	1310 N Clinton Blvd
Charlie	McCarthy	1416 N Clinton Blvd
Dorothy	McCarthy	1416 N Clinton Blvd
Natalie	McKee	1109 N Clinton Blvd
Darlene	Miller	1418 N Clinton Blvd
Marc	Miller	1418 N Clinton Blvd
Patricia	Morin	1405 N Clinton Blvd
Maggie	Moss	1306 N Clinton Blvd
Stan	O'Connor	1206 N Clinton Blvd
Jo	Porter	17 White Pl
Sarah	Rundle	1315 Fell Ave
Chad	Sanders	1212 N Clinton Blvd
Mary	Sleevar	1207 N Clinton Blvd
Dick	Sleevar	1207 N Clinton Blvd
Janna	Soliday	1317 N Clinton Blvd
Nancy	Sultan	4 White Pl
Peggy	Thomas	1502 N Clinton Blvd
Janine	Toth	2 White Pl
Michael	Weis	31 White Pl
Stewart	Winger	1102 N Clinton Blvd
John	Zeeman	21 White Pl

Attachments:

1. North Clinton Boulevard. A 100% residential neighborhood with one lane north and south and on-street residential parking.
2. East Empire facing West. US 150 from the south (left) elbows West at this point to joint Illinois Route 9. Industrial trucks short-cut north (right) along Clinton Boulevard through the residential neighborhood.
3. Clinton Street facing North. Signs clearly show that both US Route 150 and Illinois Route 9 turn West (left) rather than proceed through the tree-lined residential neighborhood.
4. Midway down North Clinton Boulevard showing typical residential homes.
5. The median for North Clinton Boulevard is a city-maintained Greenway with period lighting and some fifty trees plus shrubs.
6. Emerson Street facing East at the North end of North Clinton Boulevard is a four lane arterial connecting the Main Street corridor and the East side of Bloomington.
7. North Clinton Boulevard showing is one traffic lane and the landscaped central median.
8. Multi-Ton Trucking currently using North Clinton Boulevard.
9. Hazardous Material Trucking through the residential North Clinton Boulevard neighborhood.
10. Appropriate and inappropriate trucking examples.
11. The beauty of the National Historic Greenway along North Clinton Boulevard.



N Clinton Blvd

North Clinton Boulevard's 100% residential greenway in the White Place Historic District was invested in with (50) trees, landscaping, and period lighting by the city in 1999. It is a Parks and Recreation managed installation that is now being damaged by multi-ton trucking not remaining on arterial roads of E. Emerson and U.S. 150 (Clinton Street). Please note that this portion of Clinton Street is a greenway boulevard, not an arterial, not U.S.150, but has on-street parking, driveways where residents back out, and school buses where children cross the street. It is also a Connect Transit route. Please notice how dangerous and inappropriate multi-ton trucking is on this residential street and how it impacts residents' safety, and mental and physical health with air and noise pollution. Furthermore, multi-ton trucking is damaging the roadway and expensive greenway investment by the city.

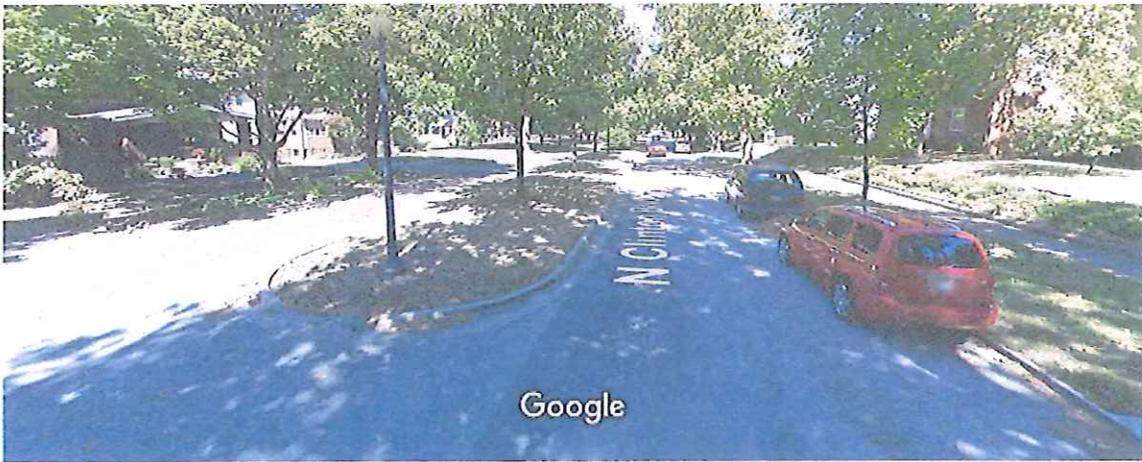


Image capture: Sep 2011 © 2017 Google

Bloomington, Illinois

Street View - Sep 2011



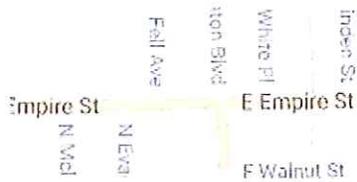
Google Maps 701 E Empire St

Approaching the south entrance (on right) of the White Place Historic District residential neighborhood going westbound on the arterial of Empire. Signage directs the elbow of the arterial roadways.



Image capture: Aug 2011 © 2017 Google

Bloomington, Illinois
Street View - Aug 2011





1095 N Clinton St

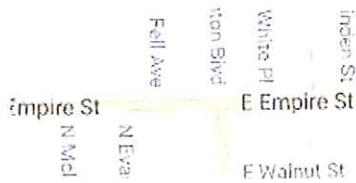
Going northbound on arterial U.S.150 (Clinton Street) approaching the arterial elbow at Empire (indicated by signage at right). Multi ton trucks cross into the on-street parking neighborhood to short cut to E. Emerson's arterial.



Image capture: Sep 2011 © 2017 Google

Bloomington, Illinois

Street View - Sep 2011



Google Maps

N Clinton Blvd

An example of some of the (50) trees, shrubs, and period style lighting that was installed by the city less than two decades ago. These trees are now maturing and are being damaged by the multi-ton trucking.



Image capture: Sep 2011 © 2017 Google

Bloomington, Illinois
Street View - Sep 2011

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yan
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Google Maps 586 E Emerson St

A car is exiting the single lane White Place Historic District's North Clinton Boulevard onto the (4) lane arterial of E. Emerson. Residents are requesting signage be posted at either end of the landscaped greenway to limit truck access to under (5) ton, thus keeping multi-ton trucking on arterial roadways of E. Emerson to the north and U.S. Route 150/9 at the neighborhood's south entrance.



Image capture: Sep 2011 © 2017 Google

Bloomington, Illinois
Street View - Sep 2011



Google Maps

N Clinton Blvd

The residential heavily landscaped boulevard with on-street parking is not appropriate nor designed for multi-ton trucking



Image capture: Sep 2011 © 2017 Google

Bloomington, Illinois

Street View - Sep 2011



SAMPLES OF MULTI-TON TRUCKING USING NORTH CLINTON BOULEVARD BETWEEN EMPIRE AND EMERSON (not U.S. 150).



This is an Advocate Bromenn hospital truck that began routing several trucks a day in 2015 to/from the Normal hospital to their Lafayette Street facility through the 100% residential neighborhood. A 100% commercial route of U.S.150 (Clinton Street) to U.S.51 (Main) to the hospital Apple Street entrance was an appropriate route and is now being used. Upon initial request their response was that it was legal to cut through the neighborhood. These could be heard coming blocks away.



A commercial multi-ton dumpster truck routing to U.S.150 (Clinton Street) southbound via North Clinton Blvd. seen turning off of Emerson. Appropriate routing would be U.S.51 to U.S. 150. These would start through the White Place Historic District as early as 5:15 a.m. and as many as (8) could go by within two hours.



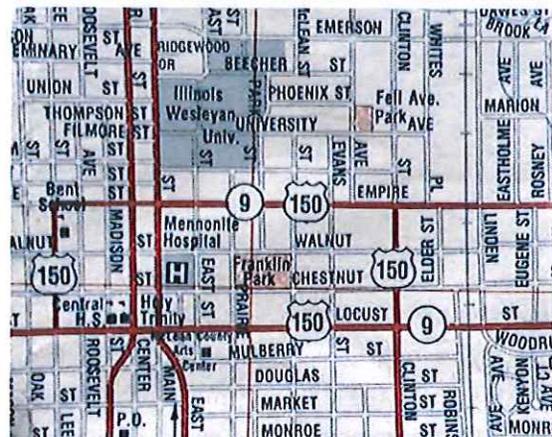
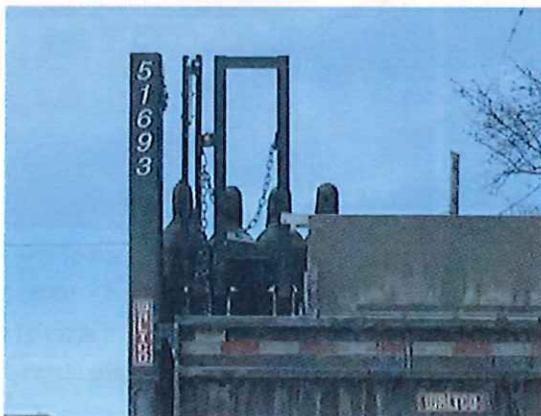
This semi -tractor trailer was using North Clinton Blvd. residential area. This routes weekly to deliver in Uptown Normal. Semi-tractor trailers never used this street in the past. Should this size truck be considered acceptable in a City of Bloomington 100% Residential Historic District when commercial U.S. routes and arterials are available?



These multi ton/wheeled trucks are not only potholing the street but damaging the Parks and Recreation greenway. This city beautification investment was installed 17 years ago and is now maturing. Residents back out of their driveways and park on the street. There is no street parking or driveways on the arterial road of U.S. 150 (Clinton Street) for citizen safety.

NOTE: These trucks were all documented weekly in 2016.

The flammable materials multi ton/multi wheeled truck shown below routes through the 100% residential North Clinton Boulevard neighborhood weekly between Emerson and Empire (see map below). It travels through on North Clinton Blvd. to Emerson west and onto US 51 Main with no local stops. It was documented on this day travelling to El Paso with no local stops. Without hardship, it could have remained on U.S. 150 to U.S. 51 northbound. Please note there are no identifying plates on the vehicle. The hazard symbols identify both flammable and nonflammable containers. It was reported many times to PublicWorks and again on May 3, 2016 was reported to Jim Karch but this multi ton truck continued to utilize this residential area because it was legal. It was observed on Feb 10, 2016 at 3:30pm on North Clinton Blvd during the Bookmobile time at Fell Park with children crossing back and forth from Whites Place. If there is signage at the U.S. 150 elbow this truck would be directed to stay on arterial roadways U.S. 150 connecting to U.S. 51 northbound.



Example of appropriate trucking on North Clinton Boulevard's White Place Historic District



This Office Max delivery is an example of appropriate trucking in a residential neighborhood. This is a “local delivery” and not a truck that is routing daily/weekly. As a collector street, North Clinton Boulevard sees heavy traffic of this type with plumbers, electricians; furniture and office supply deliveries, landscapers etc. and these are reasonable small trucks that are not “routing”. The boulevard is also an emergency route to the hospital, a school, city and small specialty bus (i.e. nursing home) route, and sees heavy vehicular traffic. This is appropriate traffic for a collector street. As the Lochmueller consultant recommended, larger multi ton routing trucks should remain on arterial and U.S. routes as close to their destination as possible. For decades North Clinton Boulevard has been utilized by multi ton trucks as an extension of U.S. 150’s arterial, because of the elbow. This has resulted in the street being treated as not only an arterial road but as a truck route as well.

Inappropriate trucks for a 100% residential area that gravely impact Citizen Health, Safety, Quality of Life, and Real Estate values

Over 20 cement trucks daily can regularly go back and forth to jobs in Normal via North Clinton Boulevard’s residential historic neighborhood collector street. They have been documented traveling as far off as Hudson with no local deliveries. This is a stretch very different than Clinton Street (U.S. 150) which is an arterial roadway. On the boulevard residents have on street parking and back out of their driveways. This is a safety example of why these multi ton trucks are held to arterial and U.S. routes when able as the Lochmueller Group recommended. An example of the abuse is the current project in Normal on the ISU campus where the dorms were taken down along U.S. 51 (Main). Cement trucks coming out of the yard on Grove Street, the week of February 20, 2017, traveled on arterial U.S. 150 (Clinton Street) northbound and cut through the collector North Clinton Boulevard to Emerson west, traveling by the Shirk Center, to U.S. 51 northbound to the job site. These multi ton trucks could easily have remained on U.S.150 at the Clinton Street/Empire Street elbow, connecting with U.S. 51 going northbound to the job site in Normal, thus keeping on completely arterial roadways. There is actually one less stop sign in this appropriate direction. This would keep these multi ton trucks on safer 100% U.S. business routes, preserve City of Bloomington’s street infrastructure of North Clinton Boulevard and Emerson Street, as well as provide for better safety and monitoring. Because of the heavy tree lined landscaped greenway on North Clinton Boulevard it is easy for trucks to speed and not be seen. These trucks have been documented traveling well over the speed limit to make the light at Empire as they travel southbound through this residential section.



Upwards of easily over 20 cement trucks a day can utilize this neighborhood as their north/southbound route to places as far off as Hudson, not differentiating between business U.S. 150 (Clinton Street) and 100% residential North Clinton Boulevard, a non-U.S. route.

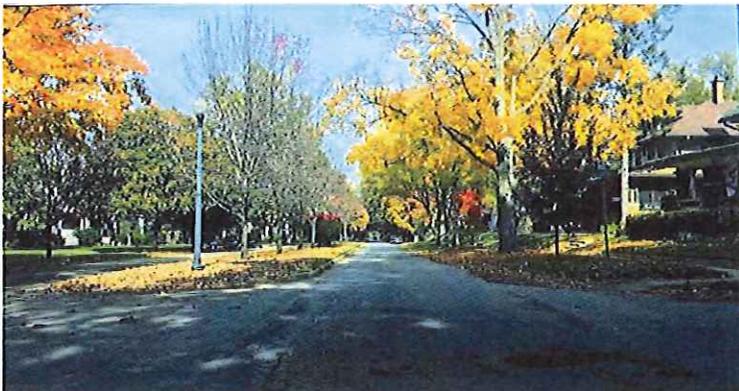


An example of a multi ton truck exiting out of the collector road of North Clinton Boulevard’s 100% residential neighborhood onto U.S. 150’s arterial (Clinton Street), southbound at the Empire stoplight.

The National Historic Greenway of North Clinton Boulevard in the Whites Place Historic District lies between Emerson and Empire



A horse drawn buggy travels through the 100% residential neighborhoods from Uptown Normal to its stable at the David Davis Mansion. It is seen here on North Clinton Boulevard in 2016.



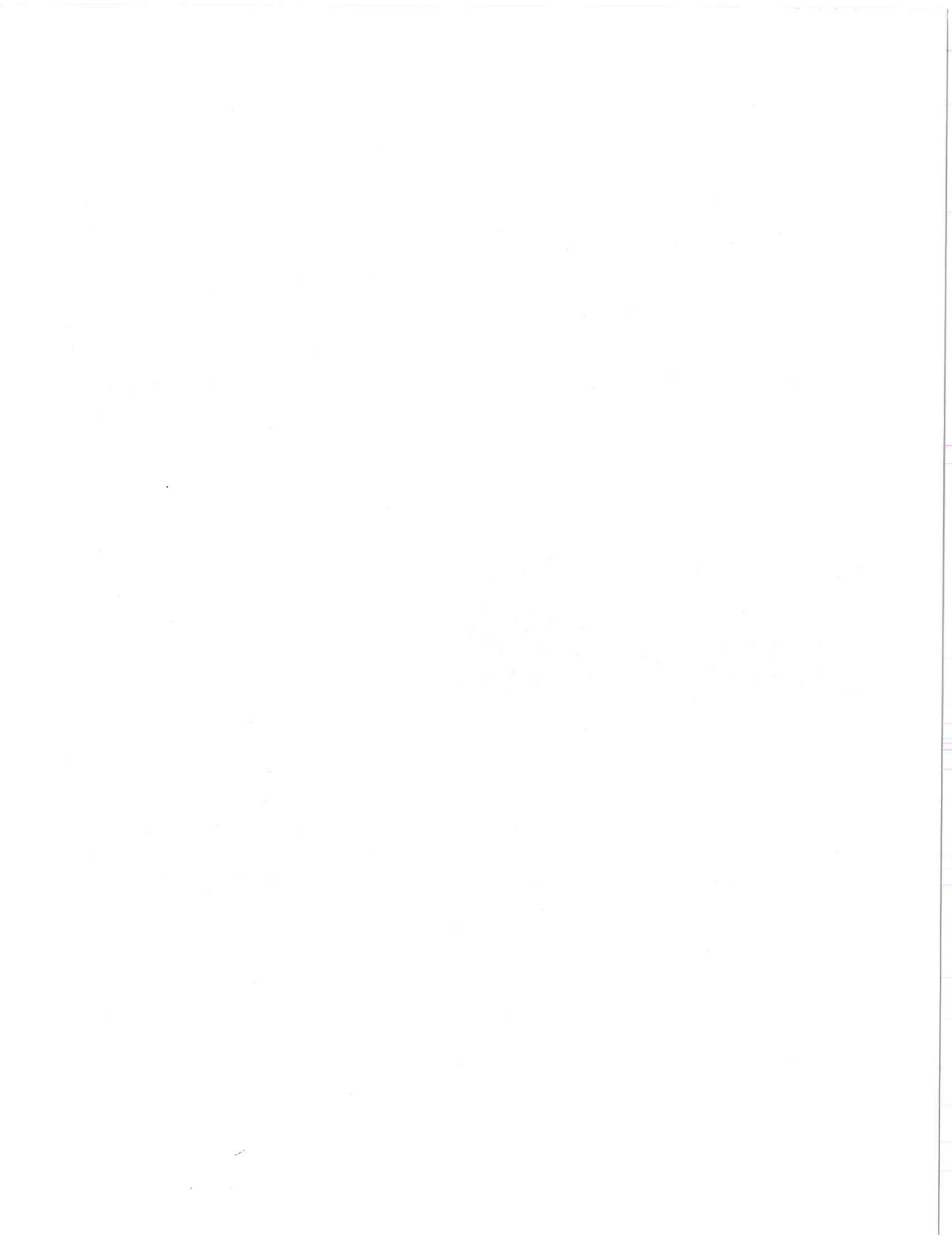
Looking up and down the historic greenway, installed and managed by Parks and Recreation as a city beautification project. Historic style light posts were added as part of city improvement. Residents park on street and back out of driveways. Children cross to Fell Park and enter and exit school buses. This is a collector road and is not designed for multi ton trucking as is U.S. 150 (Clinton Street), an arterial road.



The south entrance where arterial road U.S.150 creates an elbow and "No Through Truck" limit of 5 tons is needed. Looking west on Il 9/US150.



Samples of Multi ton trucks that utilize this street weekly as a truck route, cutting through to access U.S. 150 when arterial roads are available.





REGULAR AGENDA ITEM NO. 8C

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of authorizing payment for Property, Liability, Excess Liability, and Excess Worker's Compensation Insurance Coverage for the City of Bloomington in the amount of \$783,084 for the period of May 1, 2017 through April 30, 2018.

RECOMMENDATION/MOTION: Recommend that the payment to Arthur J. Gallagher Itasca, IL for Insurance Coverage and Insurance Broker Service from May 1, 2017, through April 30, 2018, be approved in the amount of \$783,084.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services.

BACKGROUND: Arthur J. Gallagher (AJG) has served as the City's Insurance Broker since 2010. AJG is responsible for analyzing the insurance market and placing the City's Property, Liability, Excess Liability, Cyber, and Excess Worker's Compensation Insurance. It currently is retained on a one-year renewal basis. The City also uses Mike Nugent, from Nugent Consulting Group, Northbrook, to negotiate premiums. For FY 2018, Nugent issued an RFP for insurance coverage. Gallagher's renewal program is the most competitive from a cost and coverage standpoint. The attached spreadsheets provide cost and coverage comparisons.

Total Cost for the City's FY 2018 Insurance Premiums, counting Gallagher's Broker Fee, will be decrease by \$64,240 to \$783,084. This is a 7.6 percent decrease.

The voluminous documentation that accompanies AJG's premiums have been placed on file with the City Clerk.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: N/A

FINANCIAL IMPACT: The payment is in the FY 2018 Proposed budget and will be encumbered after May 1, 2017 contingent upon Council approval of the budget. The Arthur Gallagher Insurance Coverage and Insurance Broker Services for a total of \$783,084 will be paid from the following Casualty Fund (6015) accounts:

Worker's Compensation Premium account – (60150150-70702) for \$271,004

Liability Premium account – (60150150-70703) for \$358,167

Property Premium account – (60150150-70704) for \$115,288

Other Professional Services account – (60150150-70220) for \$38,625

Please note that vehicle insurance is combined with the liability premiums for the budget. Stakeholders can locate this in the FY 2018 Proposed Budget Book titled “Other Funds & Capital Improvement Program” on page 180.

COMMUNITY DEVELOPMENT IMPACT:

Link to Comprehensive Plan/Downtown Plan Goals: Not applicable

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *Not applicable*

Respectfully submitted for Council consideration.

Prepared by: Nancy Tague, Administrative Assistant

Reviewed by: Steve Rasmussen, Assistant City Manager

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- Attachment 1. Letter from Mike Nugent, Nugent Consulting Group
- Attachment 2: Spreadsheet, 5-year cost summary and proposed rates for 2017-2018
- Attachment 3: Chart, “Lloyd’s Protected Self-Insurance Program Structure Effective May 1, 2017 to May 1, 2018”



NUGENT CONSULTING, LLC
INSURANCE & RISK MANAGEMENT CONSULTING

March 27, 2017

Mr. Steve Rasmussen
Deputy City Manager
City of Bloomington
109 E. Olive Street
Bloomington, IL 61701

Re: Insurance Coverage Renewal

Dear Steve:

In preparation for the 2017 insurance renewal we agreed to issue an RFP for the coverage. We attempted this in 2016 but no brokers responded to our request.

This year we were able to get the Horton Group to go to other municipal insurance markets to secure alternative quotes. The ability to bring in competition via the RFP process has been very successful as the overall costs to the City will decrease for the coming fiscal year.

The attached spreadsheets provide the comparison of costs and coverage. There are some areas where the Horton program has broader coverage and the Gallagher insurers were unable to match, but those areas are considered minor and not worth the \$99,000 variance in cost between the two programs.

I recommend the City Council approve the Gallagher program for 2017.

Sincerely,

Michael D Nugent

	Cost Summary			
	RFP Cost Comparison			
	March 27, 2017			
		Gallagher	Horton	
	Expiring Costs	Renewal Offer	Option 1	
Property	\$ 115,992	\$ 102,615	\$ 239,395	
Equipment Breakdown	\$ 9,121	\$ 8,823	Included	
UST	\$ 3,850	\$ 3,850	\$ 2,706	
Excess Liability Layer 1	\$ 48,489	\$ 30,665	\$ 106,261	
Excess Liability Layer 2	\$ 17,850	Included	Included	
Crime	\$ 7,544	\$ 7,544	\$ 6,501	
Excess WC	\$ 279,562	\$ 271,004	\$ 271,004	
Liability	\$ 304,776	\$ 298,397	\$ 227,568	
Cyber	\$ 21,515	\$ 21,561	Included	
Broker Fee	\$ 38,625	\$ 38,625	\$ 29,350	
Total	\$ 847,324	\$ 783,084	\$ 882,785	
Property Limit	\$ 346,282,377	\$ 341,051,568	\$ 350,838,485	
Total Liability Limit	\$ 21,000,000	\$ 21,000,000	\$ 21,000,000	
Crime Limit	\$ 2,000,000	\$ 2,000,000	\$ 1,000,000	
Auto Damage Ded	\$ 50,000	\$ 50,000	\$ 50,000	
Property Deductible	\$ 25,000	\$ 25,000	\$ 25,000	
Liability Self-insured Retention	\$ 125,000	\$ 125,000	\$ 125,000	
Crime Deductible	\$ 10,000	\$ 10,000	\$ 10,000	
WC SIR - Police / Fire	\$ 550,000	\$ 550,000	\$ 550,000	
WC Sir - All Other Employees	\$ 450,000	\$ 450,000	\$ 450,000	
Notes				
1. Horton was unable to secure an excess WC quote due to the tight municipal WC market. In order to have the above table be meaningful I plugged the Safety National renewal quote into all programs				

Lloyd's Protected Self-Insurance Program Structure Effective May 1, 2017 to May 1, 2018



Note:

The SIR is a per occurrence retention. Only one retention applies in the event of a multiple loss (clash coverage), and the higher retention shall apply. See policy Multiple Lines Loss Protection for limits in the event of a multiple lines loss.

(1) Public Officials Errors & Omissions and Employee Benefits Liability are on a Claims-Made basis, with an annual aggregate.



REGULAR AGENDA ITEM NO. 8D

FOR COUNCIL: April 10, 2017

SUBJECT: Consideration of Adoption of the FY 2018 Proposed Budget and Appropriation Ordinance.

RECOMMENDATION/MOTION: That Council approves the Fiscal Year 2018 Appropriation Ordinance, and authorize the Mayor and City Clerk to execute the necessary documents..

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services.

BACKGROUND: The City Code requires adoption of an annual appropriation Ordinance. The proposed budget was presented to the Council in two (2) budget books at the Monday, February 27, 2017 Council meeting. The first book presents the City's General Fund while the second book, presents each Non-General Fund in addition to the proposed Capital Improvement Program.

This budget incorporates the Council's five top priorities:

1. Economic Development
2. Infrastructure
3. Financial Planning
4. Reduced Emergency Response Times
5. Downtown Master Plan

All the funds were reviewed and the overall change to the citywide budget would be an increase of \$6.5M or 3%. This includes \$24M in infrastructure such as the street resurfacing program and safety improvements for Fox Creek road and bridge. There is also funding for the community that includes the McLean County Mental Health, Connect Transit, Mclean County Museum, additional At Risk Youth Officer, Youth Summer jobs and a Westside Community Center feasibility study. Economic development will be aided by funds for local retail development, a zoning ordinance update, funds to "Make Your Money Mean More and support for the Economic Development Council. An expansion of the ambulance services will help reduce EMS response times.

A significant portion of the budget being balanced is from the Departments reducing approximately \$2.4M in their line item budgets. The Enterprise funds have also been very

prudent in estimating the amount of capital that can realistically be done in a fiscal year and only budgeted for projects that have a strong potential to be completed.

The General Fund only increased by \$520K or 0.49%. Labor costs increased \$3.8M due to some multi-year contracts being completed. Savings in debt service and department reductions balanced this increase. It is projected that there will be a slight surplus that has been budgeted as a contribution to fund balance.

Below is a table listing the minor changes that occurred from the proposed to the adopted budget.

Fund	Increase/(Decrease)	Comments
General Fund	(\$115,426)	Reduction in transfers out.
IDHA Single Family Owner Occupied Rehabilitation	\$311,250	Not awarded until after the proposed budget.
Capital Improvement Fund	\$100,000	Westside Community Ctr – feasibility study
Total Net Change	\$295,824	

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The Public Hearing was advertised in the Pantagraph on March 13, 2017 and was held on March 27, 2017. Public budget discussion on the City Manager proposed budget was undertaken on February 27 and March 11, 2017.

FINANCIAL IMPACT: The FY 2018 proposed budget for the City's twenty-six (26) funds is \$214,126,710. The budget for FY 2018 is balanced for all funds. Any fund with expenditures exceeding revenue will be offset by a planned use of fund balance or net assets. Any fund with proposed revenues exceeding expenditures will show a contribution to fund balance.

COMMUNITY DEVELOPMENT IMPACT: *N/A*

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *(If applicable)*

Respectfully submitted for Council consideration.

Prepared by: Carla Murillo, Budget Manager

Financial & budgetary review by: Patti-Lynn Silva, Finance Director

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales

City Manager

Attachments:

- FIN 1B EXHIBIT FY 2018 Fund Balance Summary

ORDINANCE NO. 2017 -

**BUDGET AND APPROPRIATION ORDINANCE
FISCAL YEAR BEGINNING MAY 1, 2017 AND ENDING APRIL 30, 2018
CITY OF BLOOMINGTON**

Make appropriations for all Corporate Purposes for the Fiscal Year beginning May 1, 2017 and ending April 30, 2018, for the City of Bloomington, McLean County, Illinois.

Be It Ordained by the City Council of the City of Bloomington, Illinois: that passage of the Budget Document shall be in lieu of passage of a separate Appropriation Ordinance, as required by 65 ILCS 5/8-2-9 and 5/8-2-9.4.

Section One. That the amounts as listed in Exhibit 1A, or so much thereof as may be authorized by law, as may be needed and same is hereby appropriated for such purposes as General Fund, Motor Fuel Tax Fund, Board of Election Fund, Drug Enforcement Fund, Community Development Fund, Single Family Owner Occupied Rehab (SFOOR), Library Maintenance and Operation Fund, Library Fixed Asset Replacement Fund, Park Dedication Fund, Empire St. Corridor TIF, General Bond and Interest Fund, 2004 Coliseum Bond Redemption, 2004 Multi-Project Bond Redemption, Capital Improvements Fund, Capital Lease Fund, Water Fund, Sewer Fund, Storm Water Fund, Solid Waste Fund, Abraham Lincoln Parking Fund, Golf Fund, City Coliseum Fund, Casualty Fund, Employee Insurance & Benefits Fund, Retiree Health Care Fund, and the J.M. Scott Health Care Fund for the fiscal year of said City of Bloomington, McLean County, Illinois, beginning May 1, 2017 and ending April 30, 2018.

Section Two. The amount appropriated for each object or purpose is set forth in the Annual Budget for the year ending April 30, 2018, a copy of which is available at the City Clerk's Office and incorporated by reference.

(NOTE: Amounts appropriated hereby are contained in the Annual Budget for the year ending April 30, 2018, published in book form, copies of which are available for inspection at City Hall, Bloomington Public Library, and other places throughout the City including the City's website at cityblm.org.)

Section Three. That all sums of money not needed for immediate specific purposes may be invested in City of Bloomington Tax Warrants, Tax Sale Certificate, or Notes of Indebtedness, General Water, Parking or Sewer Revenue Bonds, in securities of the Federal Government, in Federal Insured Savings and Loan Associations, Certificates of Deposit in Commercial Banks, or other instruments as allowed by law.

Section Four. Pursuant to 65 ILCS 5/8-2-9.6, and the home rule authority granted to the City of Bloomington pursuant to Article 7, Section 6 of the 1970 Illinois Constitution, the Finance Director, with the concurrence of the City Manager is authorized to revise the annual budget by deleting, adding to, changing or creating sub-classes within object classes budgeted previously to a Department, Board or Commission, and to transfer amounts within a particular fund established by this Ordinance, with the restrictions that no such action may be taken which shall increase the budget in the event funds are not available to effectuate the purpose of the revision, and that the City Council shall hereafter be notified of such action by written report of the City Manager.

Section Five. Partial Invalidity. If any section, subdivision, sentence or clause of this Ordinance is for any reason held invalid or to be unconstitutional, such decision shall not affect the validity of the remaining portion of this Ordinance.

Section Six. That all Ordinances or parts of Ordinances conflicting with any of the provisions of this Ordinance be and the same are hereby repealed.

Section Seven. This Ordinance shall be in full force and effect from and after its passage.

PASSED by the City Council of the City of Bloomington, Illinois this 10th day of April, 2017.

APPROVED by the Mayor of the City of Bloomington, Illinois this ___th day of April, 2017.

APPROVED:

Tari Renner
Mayor

ATTEST:

Cherry L. Lawson
City Clerk

APPROVED AS TO FORM:

Jeffrey R. Jurgens
Corporation Counsel

CITY OF BLOOMINGTON, IL
2018 ADOPTED BUDGET
SUMMARY OF REVENUES, EXPENDITURES AND CHANGE IN FUND BALANCES BY FUND
(ALL FIGURES PROVIDED ARE ESTIMATES)
EXHIBIT 1A

Fund	Budgetary Fund Balance 4/30/2016 ¹	FY 2017 Projected Revenues	FY 2017 Projected Expenditures	Projected Budgetary Fund Balance 4/30/2017 ²	Projected Fund Balance Percent	FY 2018 Proposed Revenues	FY 2018 Proposed Expenditures ³	Proposed Fund Balance Ending 4/30/2018 ⁴	Proposed Fund Balance Percent
General Fund	13,638,617	104,140,100	102,023,870	15,754,847	15.44%	105,314,471	105,314,471	15,849,049	15.05%
General Fund Total:	13,638,617	104,140,100	102,023,870	15,754,847	15.44%	105,314,471	105,314,471	15,849,049	15.05%
Special Revenue:									
Motor Fuel Tax	7,718,273	2,067,347	3,178,022	6,607,598	207.92%	9,621,000	9,621,000	256,598	2.67%
Board of Elections	671,174	548,227	731,245	488,156	66.76%	727,415	727,415	304,300	41.83%
Drug Enforcement	535,498	676,722	100,463	1,111,758	1106.64%	331,524	331,524	955,734	288.28%
Community Development	15,608	891,332	858,339	48,601	5.66%	905,769	905,769	48,601	5.37%
IHDA Single Family Owner Occupied Rehabilitation	38	(38)		0	0.00%	311,250	311,250	0	0.00%
Library	3,966,717	5,270,932	5,113,087	4,124,562	80.67%	5,435,361	5,435,361	4,124,562	75.88%
Library Fixed Asset	812,299	124,604	162,100	774,803	477.98%	315,100	315,100	675,647	214.42%
Park Dedication	925,749	23,472	261,583	687,639	262.88%	75,000	75,000	634,142	845.52%
Empire St. Corridor TIF ⁵	(52,906)	(166)	1,870	(54,942)	-2938.08%	0	0	(54,942)	0.00%
Special Revenue Total:	14,592,451	9,602,433	10,406,709	13,788,175	132.49%	17,722,419	17,722,419	6,944,642	39.19%
Debt Service:									
General Bond and Interest	4,715,014	4,768,511	4,849,910	4,633,615	95.54%	4,613,129	4,613,129	4,050,068	87.79%
2004 Coliseum Bond Redemption	1,318,686	1,285,704	1,326,868	1,277,522	96.28%	1,443,805	1,443,805	1,444,385	100.04%
2004 Multi-Project Bond Redemption	1,697,508	909,782	940,000	1,667,291	177.37%	1,203,250	1,203,250	1,177,661	97.87%
Debt Service Total:	7,731,208	6,963,997	7,116,778	7,578,428	106.49%	7,260,184	7,260,184	6,672,114	91.90%
Capital Projects:									
Capital Improvement	1,313,492	6,094,119	7,108,211	299,400	4.21%	7,172,762	7,172,762	299,400	4.17%
Capital Lease	(1,582,898)	7,799,624	6,019,405	197,321	3.28%	7,835,514	7,835,514	197,321	2.52%
Capital Project Total:	(269,406)	13,893,743	13,127,616	496,721	3.78%	15,008,276	15,008,276	496,721	3.31%
Enterprise:									
Water	25,001,542	16,026,522	17,397,820	23,630,245	135.82%	21,530,067	21,530,067	17,713,421	82.27%
Sewer	2,603,446	5,134,855	5,984,150	1,754,152	29.31%	5,207,291	5,207,291	1,899,968	36.49%
Storm Water	1,052,659	2,857,655	3,273,517	636,797	19.45%	3,257,203	3,257,203	218,248	6.70%
Solid Waste	549,676	7,650,678	7,320,305	880,049	12.02%	6,902,172	6,902,172	479,561	6.95%
Abraham Lincoln Parking Deck	(154,060)	789,566	461,343	174,163	37.75%	479,549	479,549	79,614	16.60%
Golf Courses	388,212	2,980,833	2,605,653	763,392	29.30%	2,674,380	2,674,380	744,027	27.82%
US Cellular Coliseum	(1,893,988)	7,602,348	5,678,050	30,310	0.53%	6,615,729	6,615,729	222,448	3.36%
Enterprise Total:	27,547,487	43,042,458	42,720,838	27,869,107	65.24%	46,666,390	46,666,390	21,357,287	45.77%
Internal Service Fund:									
Casualty Insurance	2,278,525	4,096,398	4,067,197	2,307,726	56.74%	4,530,817	4,530,817	2,306,528	50.91%
Employee Insurance and Benefits	2,824,160	10,738,965	9,946,896	3,616,230	36.36%	14,404,889	14,404,889	1,290,281	8.96%
Employee Retiree Group Healthcare	(5)	1,964,435	1,964,435	(5)	0.00%	2,719,265	2,719,265	144,107	5.30%
Internal Service Fund Total:	5,102,680	16,799,798	15,978,528	5,923,950	37.07%	21,654,970	21,654,970	3,740,916	17.28%
Fiduciary:									
JM Scott Total:	5,527,612	750,000	312,527	5,965,085	1908.66%	500,000	500,000	6,111,058	1222.21%
Fiduciary Fund Total:	5,527,612	750,000	312,527	5,965,085	1908.66%	500,000	500,000	6,111,058	1222.21%
Total:	73,870,648	195,192,530	191,686,864	77,376,314	40.37%	214,126,710	214,126,710	61,171,786	28.57%

1) Budgetary Fund Balance is almost on a cash basis, however, short term payables and receivables are taken into account.

2) The General Fund Balance includes restricted balance for Public Safety Pensions that is estimated to be \$1.27M from utility tax earned during the year (difference between old and new rates).

3) Included in General Fund expenditures is a contribution to fund balance estimated at \$94 thousand in FY 2018 before year end transfers.

4) The General Fund Balance includes restricted balance for Public Safety Pensions that is estimated to be an additional \$602K from utility tax earned during the year (difference between old and new rates).

5) Negative fund balance will be offset by incremental property tax revenue generated by the properties in the boundaries of the TIF District.

Z) The City adopts a balanced budget which includes use of fund reserves depicted above which is \$16.2M.