



CITY OF
BLOOMINGTON
COMMITTEE OF THE
WHOLE MEETING
JANUARY 17, 2017

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!

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

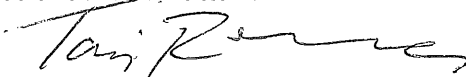
Values: Service-centered, results-driven, inclusive.

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this Resolution, as well as any previous statements adopted on the mission, vision and values of the City are hereby repealed.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



2015 Strategic Plan Goals

| | |
|-------------|---|
| Goal | 1. Financially Sound City Providing Quality Basic Services |
| Objective | <ul style="list-style-type: none">a. Budget with adequate resources to support defined services and level of servicesb. Reserves consistent with city policiesc. Engaged residents that are well informed and involved in an open governance processd. City services delivered in the most cost-effective, efficient mannere. Partnering with others for the most cost-effective service delivery |
| Goal | 2. Upgrade City Infrastructure and Facilities |
| Objective | <ul style="list-style-type: none">a. Better quality roads and sidewalksb. Quality water for the long termc. Functional, well maintained sewer collection systemd. Well-designed, well maintained City facilities emphasizing productivity and customer servicee. Investing in the City's future through a realistic, funded capital improvement program |
| Goal | 3. Grow the Local Economy |
| Objective | <ul style="list-style-type: none">a. Retention and growth of current local businessesb. Attraction of new targeted businesses that are the "right" fit for Bloomingtonc. Revitalization of older commercial homesd. Expanded retail businessese. Strong working relationship among the City, businesses, economic development organizations |
| Goal | 4. Strong Neighborhoods |
| Objective | <ul style="list-style-type: none">a. Residents feeling safe in their homes and neighborhoodsb. Upgraded quality of older housing stockc. Preservation of property/home valuationsd. Improved neighborhood infrastructuree. Strong partnership with residents and neighborhood associationsf. Residents increasingly sharing/taking responsibility for their homes and neighborhoods |
| Goal | 5. Great Place – Livable, Sustainable City |
| Objective | <ul style="list-style-type: none">a. Well-planned City with necessary services and infrastructureb. City decisions consistent with plans and policiesc. Incorporation of "Green Sustainable" concepts into City's development and plansd. Appropriate leisure and recreational opportunities responding to the needs of residentse. More attractive city: commercial areas and neighborhoods |
| Goal | 6. Prosperous Downtown Bloomington |
| Objective | <ul style="list-style-type: none">a. More beautiful, clean Downtown areab. Downtown Vision and Plan used to guide development, redevelopment and investmentsc. Downtown becoming a community and regional destinationd. Healthy adjacent neighborhoods linked to Downtowne. Preservation of historic buildings |



**CITY COUNCIL COMMITTEE OF THE WHOLE
MEETING AGENDA
CITY HALL COUNCIL CHAMBERS
109 E. OLIVE STREET, BLOOMINGTON, IL 61701
TUESDAY, JANUARY 17, 2017, 5:30 P.M.**

- 1. Call to Order**
- 2. Roll Call of Attendance**
- 3. 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.)
- 4. Consideration of approving the Committee of the Whole Meeting Minutes of November 21, 2016.** *(Recommend that the reading of the minutes be dispensed with and the minutes approved as printed.)*
- 5. Presentation and discussion of the FY 2017 Status and Year End Projection.** *(Presentation by David Hales, City Manager and Patti-Lynn Silva, Finance Director 15 minutes, Council discussion 15 minutes.)*
- 6. Presentation of the Police & Fire Pension Annual Financials.** *(Presentation by David Hales, City Manager and Patti-Lynn Silva, Finance Director 15 minutes, Council discussion 15 minutes.)*
- 7. Presentation of the U.S. Cellular Coliseum and VenuWorks Mid-Year Performance and Financial Report.** *(Presentation by Lynn Cannon, Executive Director, VenuWorks 10 minutes, and Council discussion 10 minutes.)*
- 8. Presentation and discussion on creating a Traffic Advisory Committee.** *(Presentation by David Hales, City Manager 5 minutes, Council discussion 15 minutes.)*

Note: No action will be taken on any matters at this meeting beyond approval of the minutes.

9. **Presentation and discussion on allocating resources to advertise, attract and employ a Traffic Engineer for the Public Works Department.** (*Presentation by David Hales, City Manager 5 minutes, Council discussion 10 minutes.*)

10. **Adjournment** (*approximately 7:30 PM*)

Note: No action will be taken on any matters at this meeting beyond approval of the minutes.



**COMMITTEE OF THE WHOLE MEETING
AGENDA ITEM NO. 4**

FOR COUNCIL: January 17, 2017

SUBJECT: Consideration of approving Committee of the Whole Meeting Minutes from November 21, 2016.

RECOMMENDATION/MOTION: that the reading of the minutes be dispensed with and the minutes 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:

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

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

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Committee consideration.

Prepared by: Cherry L. Lawson, City Clerk

Recommended by:

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

David A. Hales
City Manager

Attachments:

- November 21, 2016 Committee of the Whole Meeting Minutes



**COMMITTEE OF THE WHOLE SESSION
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL OF
BLOOMINGTON, ILLINOIS
MONDAY, NOVEMBER 21, 2016; 5:30 P.M.**

1. Call to Order

The Council convened in Committee of the Whole Session in the Council Chambers, City Hall Building, at 5:30 p.m., Monday, November 21, 2016. Mayor Renner called the meeting to order and directed the City Clerk to call the roll.

2. Roll Call

Aldermen: Kevin Lower, David Sage, Mboka Mwilambwe, Amelia Buragas, Joni Painter, Karen Schmidt (Arrived at 5:32pm), Scott Black, and Jim Fruin.

Staff Present: David Hales, City Manager; Steve Rasmussen, Assistant City Manager; Cherry Lawson, City Clerk; Brendan Hefner, Chief of Police; Jim Karch, Public Service Director; Scott Sprouls, Information Services Director; Bob Yehl, Water Director; and other City staff were present.

Alderman Absent: Alderman Schmidt (Arrived at 5:32pm), and Alderman Hauman

Staff Absent: Jeffrey Jurgens

3. Public Comment

Mayor Renner opened the meeting to receive Public Comment. The following individuals provided comments during the meeting.

Gary Lambert

4. Consideration of approving the Committee of the Whole Meeting Minutes of October 17, 2016.

Motion by Alderman Black, second by Alderman Painter, that the minutes of the Committee of the Whole Meeting of October 17, 2016 be dispensed with 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, Schmidt, Black, and Fruin.

Nays: None.

Motion carried. (viva voce)

5. Presentation of two projects for the One Voice advocacy program in March 2017:

A. Hamilton Gap project (Bunn Street to Commerce Parkway) and Fast Lane.

B. Main Street/US 51 Corridor project (Olive Street in Bloomington to College Avenue in Normal).

(Presentation by Jim Karch, Director of Public Works; 5 minutes, and Council discussion 10 minutes.)

Mayor Renner stated One Voice is a tri[that takes place in March, where community leaders from McLean County, business laborers, and workers from all political areas, go to Washington and everyone advocates with “one voice” for programs or projects that will benefit the community.

Mr. Karch stated there are two projects that will be presented as One Voice projects this year for Council to consider. The first project is the Hamilton Road Gap Project. This project is estimated to cost between \$14 -\$15 Million dollars. It has economic development impact, connectivity impact, and safety impact. This road is estimated to be able to handle about 15,000 vehicles and it would be the major Southern/Eastern corridor throughout Bloomington. This is the gap between Bunn Street and Commerce Drive. The second project is the Main Street/ US 51 Corridor project. This project was proposed for a TIGER grant, meaning it was promoted by the Illinois Department of Transportation. Bloomington, Normal and McLean County came together to advocate for a corridor project that goes through the heart of the community.

These projects will be presented to Council to recommend consideration of a “One Voice” for the Hamilton project and to support the application of the Main Street project, so that it can be considered for funding. Alderman Fruin stated that he is in support of both these projects. He suggested Council come together to discuss all the road projects in Bloomington which need as much help as these two projects, so they can begin to prioritize projects of this degree. Alderman Buragas stated that competition for these types of grants are very competitive. She asked whether the passing of the (5) Five Year Transportation Bill will affect the funding level of this grant. Mr. Karch stated changes are anticipated. What changes are unknown, but they know there will be some changes.

Alderman Schmidt asked whether downtown Bloomington workers and residents are interested in adopting some of the ideas brought forward in the Main Street Corridor Project or

if there will be any type of tension and push back if this project gets funded. Mr. Karch stated there will be some tension. This is a State controlled right-away. The Illinois Department of Transportation is welcoming more of the Complete Street concept and there have been some shifts within the State in that direction.

Alderman Black stated this would be the last time he would be supporting the One Voice for the Hamilton Road project, as the City has tried multiple times, prior to this proposal, to get funding without any success. There are other areas in the community where that funding is greatly needed.

Alderman Sage asked how close the Hamilton Road Gap project was to being ready to start construction. Mr. Karch stated, it would be in 2019 or 2020 when construction of this project would begin.

6. Presentation of Culinary Water Portions of the 5-Year Capital Improvement Plan (Presentation by Bob Yehl, Water Department Director; 20 minutes, and Council discussion; 20 minutes.)

Mr. Yehl stated that the Water Department for the City of Bloomington, functions under a series of divisions. Resurfacing coordination requires water main replacements. The Water Department needs additional funding and staff to complete water main replacement projects in a timely manner. The City Administration drafted a five (5) year Capital Improvement Plan (CIP) that needs to be updated. The goal for this upcoming 2017 year, is to create a new Master Plan. A Water Rate Study will need to be followed through with after a Water Master Plan is created. Operations, maintenance, billing, and cash collections are all done within the Administration Division.

Water Treatment Operations deals with infrastructure maintenance. The Annex Building and Main Process Building need roof replacements. The Main Process Building also needs a boiler replacement and a natural gas main replacement. There are multiple spillway improvements that need to be done as well as drainage system repairs. Lake management is a big part of this division. The Mechanical Maintenance and Storage Division contain the pump stations, both of which need updating. There are about 21.4 million gallons of water in storage. The storage tanks need inspections.

The Transmission and Distribution Division is where all the water main replacements takes place. There is not a great water main rating system in place. This makes it hard to know where effort needs to be focused. Transmission mains are much larger and require 35-40 miles of piping. Pressure valve control stations are imperative and need to be kept up to date. Meter Services is another division within the Water Department. Over 90% of the residential meters have been replaced over the past couple of years. The current funding budget will partially address the near-term needs and replacements. There is approximately \$8,850,000 already funded for projects within the City.

The Interim and Future Water Supply Plan was focused in the Southwest. There was a lot of discussions with many different groups as to how this might connect with different areas of surface water and different environmental aspects. It has a huge price tag. So, the City of Bloomington is looking for something less costly and more effective. There is a great facility up at Lake Bloomington that can be used as an option. This may help delay the need to start using the Southwest Well Field.

Alderman Sage asked why the Mahomet Aquifer is not mentioned within the materials given to Council. Staff is trying to see if there are better options at less of a cost.

Alderman Schmidt asked where the City is with the Water Rate study. Mr. Hales stated there is a Storm Water and Sanitary Sewer Rate Study that was completed about a year ago. It will figure into the (5) Five Year Capital Improvement Plan. There has not been a Culinary Water Rate Study completed. Mr. Yehl stated the Culinary Water Rate Study is a project that will be proposed once the Water Master Plan is completed.

Alderman Lower asked for a timeline of the more critical projects. Mr. Yehl stated that almost all of the projects listed, are critical. There is aged infrastructure that has been neglected for some time. If some of these projects are not addressed, it will be very difficult to produce water and meet regulations to allow people to turn their water on. In terms of a time frame, these projects have been scheduled out to the (10) ten year mark.

Alderman Black asked whether it is more cost effective to hire a consultant to work year round on these projects to research and provide information to the public. Or whether it would be more efficient and cost effective to continue to hire a consultant on a per-project basis. Mr. Yehl stated it is too early to answer this fully. It will take time to see if it is needed to continue with two full time employees after the first of the year, or if there is a certain point, one can maintain the remainder of the projects.

8. Adjournment

Motion by Alderman Black, seconded by Alderman Lower, to adjourn Committee as a Whole Session. Time: 6:29 p.m.

Motion carried. (Viva voce)

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk



**COMMITTEE OF THE WHOLE
AGENDA ITEM NO. 5**

FOR COUNCIL: January 17, 2017

SUBJECT: Presentation of the FY 2017 Status and Year End Projection

RECOMMENDATION/MOTION: Presentation and discussion of the FY 2017 Projected Year End.

STRATEGIC PLAN LINK: Goal 1: Financially Sound City Providing Quality Basic Services

STRATEGIC PLAN SIGNIFICANCE: Objective 1.A – Budget with adequate resources to support defined services and level of services

BACKGROUND: Finance will present the FY 2017 status and projected year end results. This will include a discussion of projected year-end balance for all funds with emphasis on the General Fund and some of the large enterprise funds including Water, Sewer, Storm Water, and Solid Waste.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: None at this time. For presentation purposes only.

COMMUNITY DEVELOPMENT IMPACT: Not applicable.

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

Respectfully submitted for Council consideration.

Prepared 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".

David A. Hales
City Manager

Attachments:

- PowerPoint Presentation

FY 2017 Status and Year End Projection

An overview of budget versus projections.



*January 17, 2017
Patti-Lynn Silva, Finance Director*

Agenda

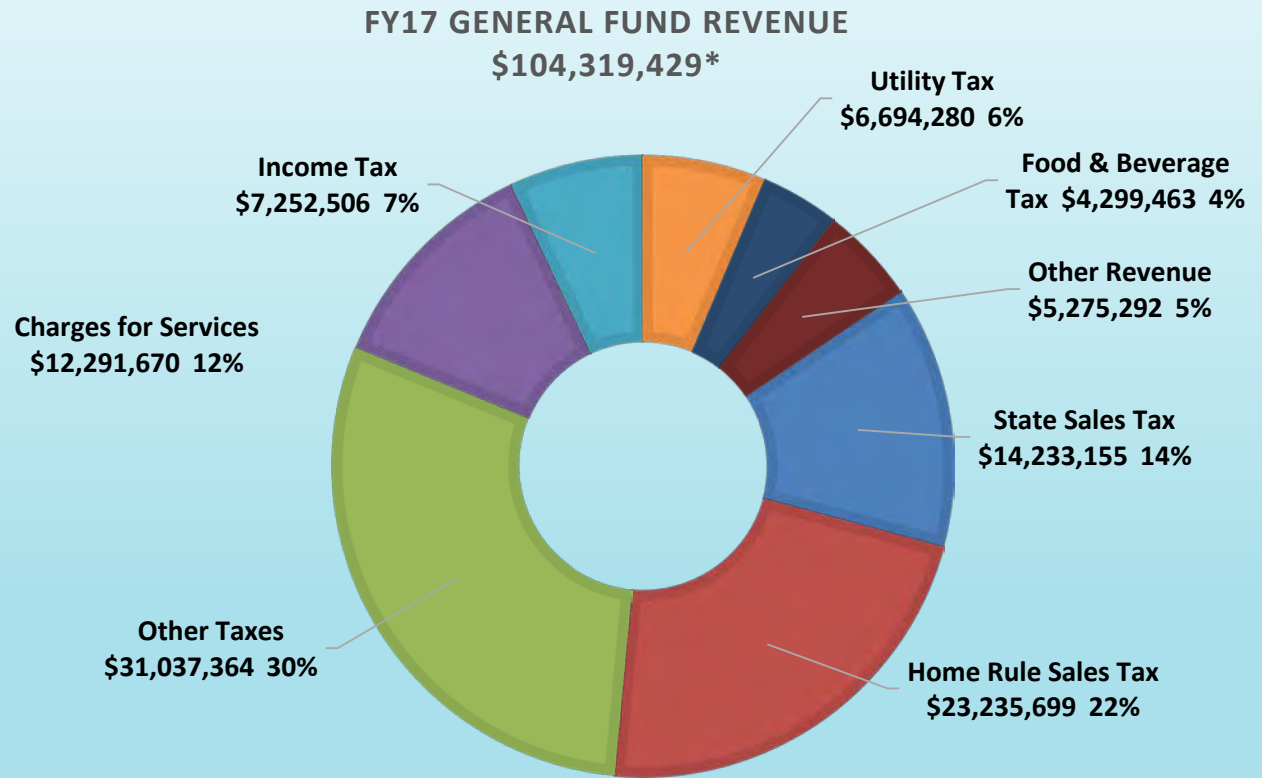
- General Fund
- Water Fund
- Sewer Fund
- Storm Water Fund
- Solid Waste Fund
- Discussion

General Fund Discussion

Revenue

- Home Rule and State Sales Tax revenue is declining and is projected to lose \$1.5M in FY2017 based on significantly low prices on commodities: milk, bread, eggs, and beef. Gasoline prices also continue to be low.
- Due to a one time large equipment purchase the City's sales tax are estimated to come in \$600K ahead.
- In addition, the City's share of State Income Tax has declined and is estimated to be under budget by \$500K

General Fund Revenue



*Small differences are due to rounding of numbers.

General Fund Discussion Expenditures

- One time expenditures
 - Land acquisition \$1.4m
 - PW Satellite \$73K
 - Coliseum Building and Safety \$303K
 - Coliseum Venue Operations \$860K
- Projected Expenditures
 - Coliseum Venue Operations \$570
 - Abraham Lincoln Garage \$160K

| | Revenues | Revised Budget | Projection | Favorable/ (Unfavorable) | |
|---|--|-----------------------|-------------------------|-----------------------------|-----|
| | Use of Fund Balance | \$ 3,709,800 | \$ - | \$ (3,709,800) | (1) |
| | Taxes | \$ 86,454,247 | \$ 86,752,467 | \$ 298,220 | (2) |
| | Licenses | \$ 359,750 | \$ 366,650 | \$ 6,900 | |
| | Permits | \$ 792,851 | \$ 788,351 | \$ (4,500) | |
| | Intergovernmental Revenue | \$ 368,471 | \$ 353,629 | \$ (14,842) | |
| | Charges for Service | \$ 12,996,635 | \$ 12,291,670 | \$ (704,965) | (3) |
| | Fines & Forfeitures | \$ 855,400 | \$ 788,469 | \$ (66,931) | |
| | Investment Income | \$ 76,225 | \$ 103,838 | \$ 27,613 | |
| | Misc Revenue | \$ 976,682 | \$ 958,686 | \$ (17,996) | |
| | Sale of Capital Assets | \$ 18,000 | \$ 19,424 | \$ 1,424 | |
| | Transfers In | \$ 1,896,246 | \$ 1,896,246 | \$ - | |
| | Total Revenue | \$ 108,504,306 | \$ 104,319,429 | \$ (4,184,877) | |
| | Expenditures | | | | |
| | Salaries | \$ 37,768,504 | \$ 37,792,587 | \$ (24,083) | |
| | Benefits | \$ 10,805,076 | \$ 10,983,150 | \$ (178,074) | |
| | Contractuals | \$ 12,947,188 | \$ 13,044,959 | \$ (97,772) | |
| | Commodities | \$ 7,707,605 | \$ 7,082,775 | \$ 624,830 | (4) |
| | Capital Expenditures | \$ 1,785,434 | \$ 1,785,434 | \$ - | |
| | Principal & Interest | \$ 2,776,266 | \$ 1,990,511 | \$ 785,755 | (5) |
| | Other Intergovernmental Exp | \$ 15,772,601 | \$ 15,827,474 | \$ (54,873) | |
| | Other Expenditures | \$ 4,778,563 | \$ 1,516,172 | \$ 3,262,391 | (6) |
| | Transfers Out | \$ 14,163,070 | \$ 14,296,367 | \$ (133,297) | (7) |
| | Total Expenditures | \$ 108,504,306 | \$ 104,319,429 | \$ 4,184,877 | |
| | | | Total favorable: | \$ 0 | |
| 1 | Budget Transfer pending for land purchase, PW satellite temp building, PD boiler, fund balance for Lincoln Garage, building/maintenance, ADA & operating for Coliseum. | | | | |
| 2 | State and home rule sales tax benefited from a large purchase of office equipment offsetting losses in commodities. Income Tax is declining based on a retro active federal tax law change for purchases of large equipment. | | | | |
| 3 | Declines are related to BCPA, Police Special Duty & SRO, and interdepartment fuel charges - approximately \$944K. This is offset by projected surpluses in Zoo, Aquatics, Pepsi Ice Center and Fire Program activity. | | | | |
| 4 | Driven by favorable fuel and utility costs. | | | | |
| 5 | Net savings in debt service for capital lease program. | | | | |
| 6 | \$1.5M in budgeted surplus and projected savings of \$1.8 in expenditures. | | | | |
| 7 | Pending additional transfer to streets from home rule taxes. | | | | |

General Fund Highlights

| Fund | Beginning Fund Balance | FY 2017 Projected Revenues | FY 2017 Projected Expenditures | Ending Fund Balance | Over/(Under) | |
|-----------------|------------------------|----------------------------|--------------------------------|---------------------|----------------------|-----|
| General Fund | \$14,665,744 | \$104,319,429 | \$104,319,429 | \$14,665,744 | - | (1) |
| Water | \$24,999,936 | \$14,668,292 | \$18,673,409 | \$20,994,819 | (\$4,005,117) | (2) |
| Sewer | \$2,603,446 | \$5,217,509 | \$6,181,998 | \$1,638,957 | (\$964,489) | (2) |
| Storm Water | \$1,052,659 | \$2,858,900 | \$3,443,459 | \$468,100 | (\$584,559) | (2) |
| Solid Waste | \$549,676 | \$7,472,449 | \$7,211,582 | \$810,543 | \$260,867 | (3) |
| Coliseum Fund | (\$39,083) | \$5,710,106 | \$5,671,024 | (\$0) | \$39,083 | (4) |
| All other Funds | \$34,793,748 | \$54,076,079 | \$50,344,589 | \$38,525,238 | \$3,731,490 | (5) |
| TOTALS | \$78,626,126 | \$194,322,764 | \$195,845,489 | \$77,103,401 | (\$1,522,725) | |

- (1) General Fund is projected to break even at year end which includes projected budget transfers of \$3.3M
- (2) Underages in these Enterprise Funds represent budgeted use of fund savings.
- (3) Solid Waste is anticipated to end the year with fund savings.
- (4) The Coliseum fund (the City and VenuWorks division) includes a incoming projected budget transfers of \$1.7M.
- (5) A positive net overage in all remaining funds.



Questions

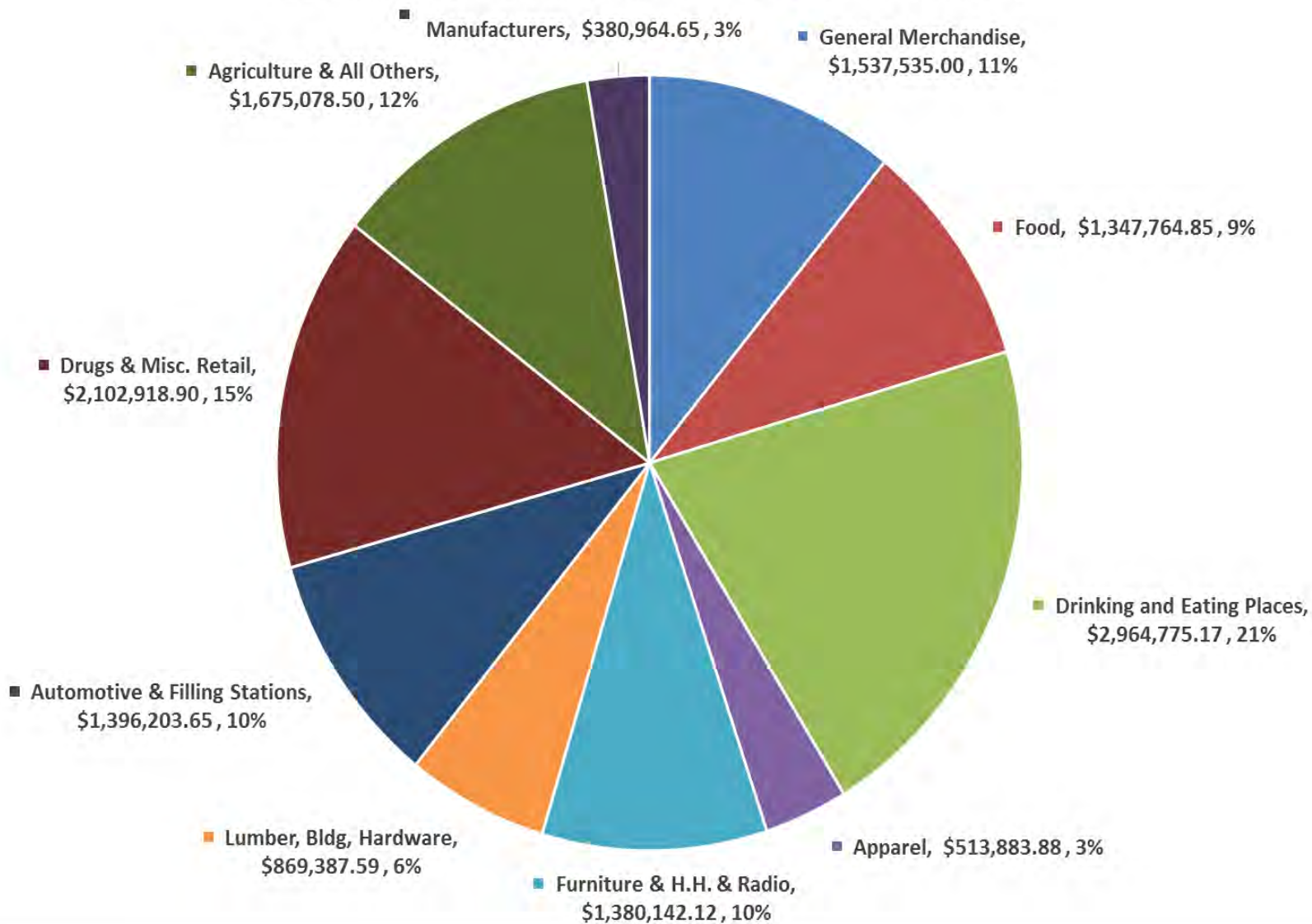
Appendix

Please note that the following slides do not reflect the proposed year end budget transfer.

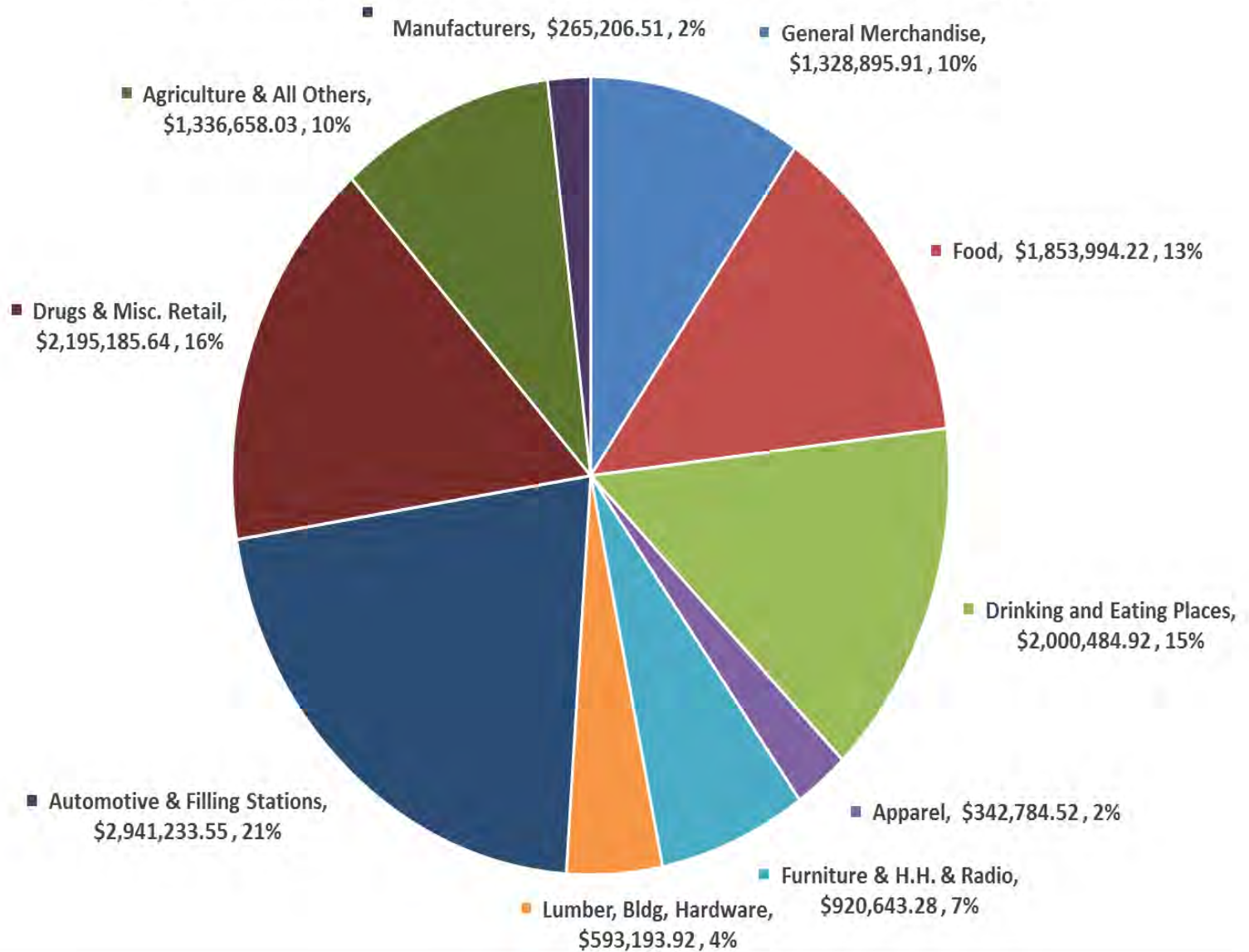
General Fund Facts

- General Fund – City's main operating fund which houses most City operations.
- 80% of General fund operations are funded through state and local taxation.
- 20% is funded by various licenses, permits, fines, and fees.
- Many General Fund revenues are considered elastic and are sensitive to changes in the economy.
- The General Fund also supports other funds that have deficit balances at fiscal year end.

City of Bloomington Calendar 2015 Home Rule Sales Tax by Category

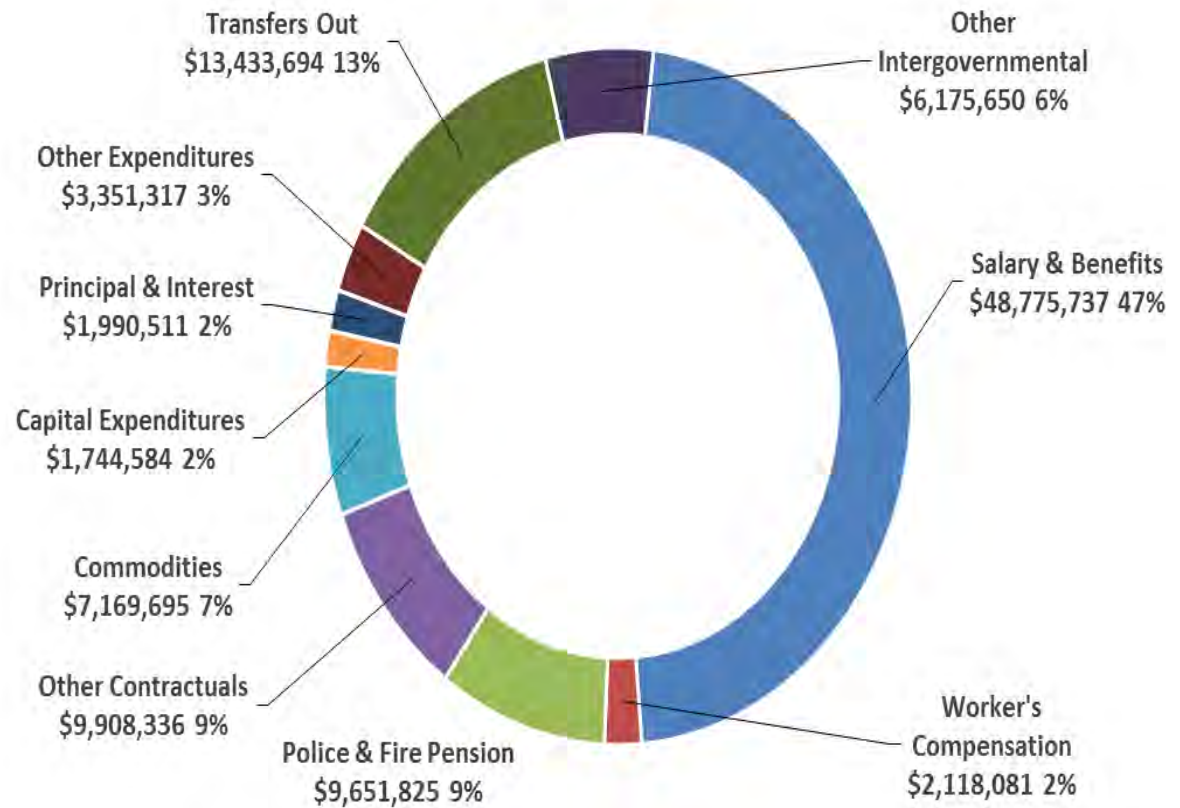


City of Bloomington Calendar 2015 City portion of the State Sales Tax by Category



General Fund Projected Expenditures

FY17 General Fund Projected Expenditures Total: \$104,319,429





Water Fund Projections

| Water Fund | Budget | Projected |
|---|---------------|-----------------------|
| Revenue | \$ 22,832,398 | \$ 14,668,292 |
| Expenditures | \$ 22,832,398 | \$ 18,673,409 |
| Net Surplus/(Deficit) | \$ - | \$ (4,005,117) |
| | | |
| Beginning Fund Balance as of 5/1/16 | | \$ 24,999,936 |
| | | |
| FY 2017 Activity | | \$ (4,005,117) |
| | | |
| Ending Fund Balance as of 4/30/17* | 112.43% | <u>\$ 20,994,819</u> |
| | | |
| *2017 budgeted revenue includes \$7,735,298 in use of fund savings. | | |



Water Fund Projections

- Revenues include \$7.7M in planned use of fund balance for capital projects.
- Charges for services started out slightly below trend but are improving and may come in at budget.
- Salary & Benefits are slightly below budget due to some vacancy savings.
- Contractuals and capital expenditures are projected to be lower than budget as some capital projects have been deferred or reprioritized.
- Commodities will have some savings from the current inventory of equipment/supplies.



Sewer Fund Balance Projection

| Sewer Fund | Budget | Projected |
|---|--------------|---------------------|
| Revenue | \$ 6,915,425 | \$ 5,217,509 |
| Expenditures | \$ 6,915,425 | \$ 6,181,998 |
| Net Surplus/(Deficit) | \$ - | \$ (964,489) |
| Beginning Fund Balance as of 5/1/16 | | \$ 2,603,446 |
| FY 2017 Activity | | \$ (964,489) |
| Ending Fund Balance as of 4/30/17 | 26.51% | \$ 1,638,957 |
| *2017 budgeted revenue includes \$1,708,135 in use of fund savings. | | |



Sewer Fund Projections

- Revenues include \$1.7M in planned use of fund balance for capital projects.
- Charges for service/fines are projected to end the year on budget.
- Salary and benefits are projected to be about 5% under budget due to charging personnel to Streets which is a high priority.
- Contractuals are projected to end under budget due to some changes in capital projects such as combining several pump station projects under one design contract.
- Commodities will realize some savings from favorable fuel prices, materials and repair/maintenance.



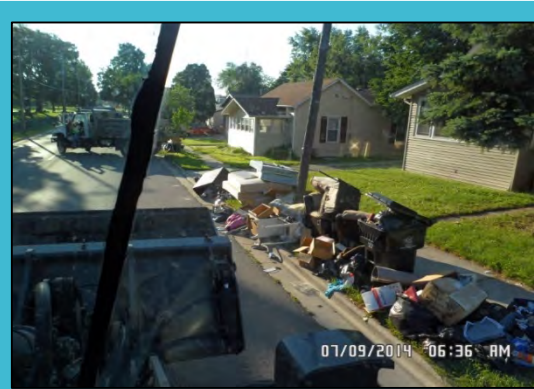
Storm Water Fund Balance Projection

| Storm Water | Budget | Projected |
|---|--------------|---------------------|
| Revenue | \$ 3,271,735 | \$ 2,858,900 |
| Expenditures | \$ 3,271,735 | \$ 3,443,459 |
| Net Surplus/(Deficit) | \$ - | \$ (584,559) |
| Beginning Fund Balance as of 5/1/16 | | \$ 1,052,659 |
| FY 2017 Activity | | \$ (584,559) |
| Ending Fund Balance as of 4/30/17* | 13.59% | <u>\$ 468,100</u> |
| *2017 budgeted revenue includes \$584,559 in use of fund savings. | | |



Storm Water Fund Balance Projection

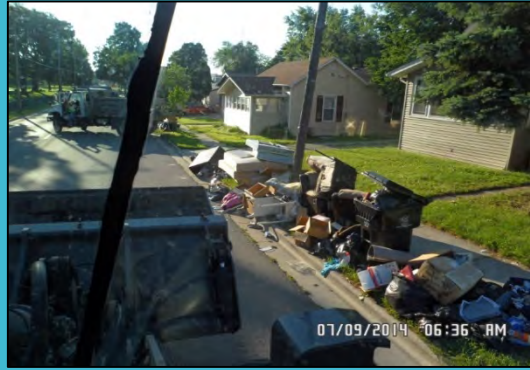
- Revenues include \$395K planned use of fund balance.
- Charges for service and fines are projected to end the year at budget.
- Salary and benefits are projected to be about 6 to 9% under budget due to charging personnel to Streets which is a high priority.
- Contractuals will realize savings from a capital project being deferred and less usage of landfill services.
- Commodities are projected to be slightly under budget due to some material and supply savings.
- Expenditures have an offset for \$385K for unfunded capital projects.



Solid Waste Fund Balance Projection

| Solid Waste | Budget | Projected |
|--|--------------|-------------------|
| Revenue | \$ 6,171,000 | \$6,171,165 |
| Transfer In | \$ 1,301,283 | \$ 1,301,283 |
| Total Revenue: | \$ 7,472,283 | \$ 7,472,449 |
| Expenditures | \$ 7,472,283 | \$ 7,211,582 |
| Net Surplus/(Deficit) | \$ - | \$ 260,867 |
| Beginning Fund Balance as of 5-1-16 | | \$ 549,676 |
| FY 2017 Activity | | \$ 260,867 |
| Ending Fund Balance as of 4-30-17 | 11.24% | <u>\$ 810,543</u> |
| * Annual recurring revenues are not sufficient to cover annual expenses. | | |

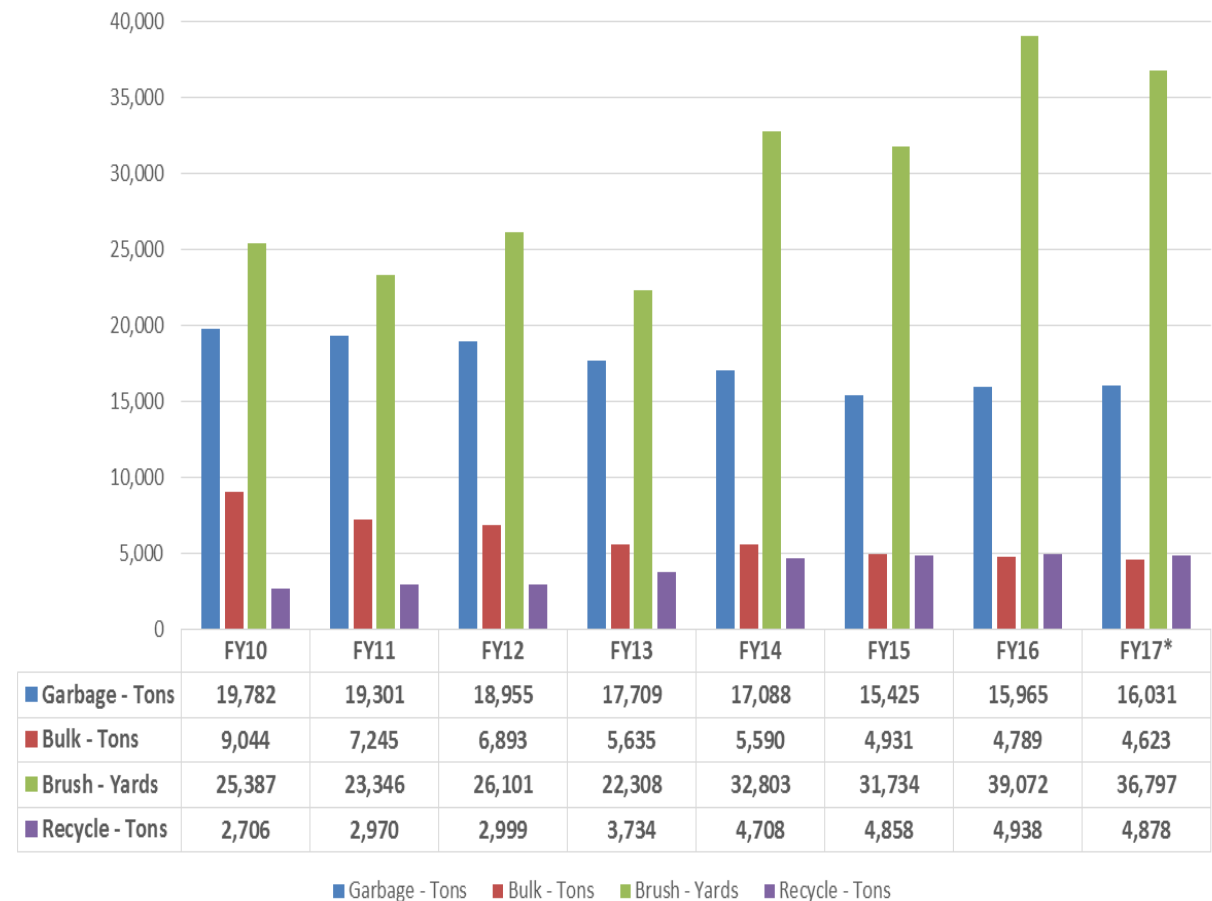
Solid Waste Fund Balance Projection



- Revenues are projected to come in at budget.
- Salary and benefits are projected to end the year within budget.
- Contractuals which are mostly disposal costs are also trending on budget.
- Commodities are projected to end the year on budget with some possible savings from fuel.
- Principal and interest expense is projected to end slightly under as leases are ending and debt service for FY17 will be reflected in FY18 when the contract is executed.
- Transfers has an additional \$271K to bring the Fund Balance to 15%.

Solid Waste Tonnage

Disposal Tonnage & Yards



*FY17 includes projections from December 2016 through May 2017.



**COMMITTEE OF THE WHOLE
AGENDA ITEM NO. 6**

FOR COUNCIL: January 17, 2017

SUBJECT: Presentation of the Police & Fire Pension Plan Annual Update

RECOMMENDATION/MOTION: Presentation and discussion only.

STRATEGIC PLAN LINK: Goal 1: Financially Sound City Providing Quality Basic Services

STRATEGIC PLAN SIGNIFICANCE: Objective 1.A – Budget with adequate resources to support defined services and level of services; Objective 1.B – Reserves consistent with City Policies.

BACKGROUND: Lauderbach & Amen, LLP actuaries were hired by the City, and the Police and Fire Pension Boards to provide annual actuarial services. Todd Schroeder, Partner at Lauderbach & Amen, LLP and his team perform a full actuarial valuation annually under Governmental Accounting Standards Board statements. The Lauderbach team also calculates the City's contribution under both the state's minimum contribution and the City's adopted funding plan through funding year 2041. These projections are used to monitor the City's funding plan for fulfillment of its goals, not only meet the State's requirement of 90% funding by year 2041 (Police: Illinois Pension Code, 40 ILCS 5/3-125 Fire: Illinois Pension Code, 40 ILCS 5/4-118), but to continue to fund the plan to the City's goal of 100% funding. The attached analysis shows the City's plan is on course to meet its goals and is projected to save \$87M in interest earning through FY2043. Full Actuarial reports can be seen at: <http://www.cityblm.org/Home/ShowDocument?id=11841>

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Both the Police and Fire Pension Boards have received their individual reports.

FINANCIAL IMPACT: Under the City's funding plan the annual contribution to both the Police and Fire pension funds are more than what is legally required by the state. The benefits of the plan are to properly fund the police and fire pension plans after years of stagnating; reducing the long-term pension liabilities of over \$117M, and earning \$87M in investment earning to reduce and stabilize annual contribution levels.

COMMUNITY DEVELOPMENT IMPACT: Not applicable.

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

Respectfully submitted for Council consideration.

Prepared by:

Patti-Lynn Silva, Finance Director

Legal review by:

Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

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

David A. Hales
City Manager

Attachments:

- Projections Asset & Liability Police Pension Fund
- Projections Asset & Liability Fire Pension Fund
- Bloomington Illinois Pension Fund Reporting

Projected Assets and Liability - Bloomington Police Pension Fund

Projections as of April 30, 2016

| Police Pension Fund City Policy - 100% | | | | | | | | |
|--|-------------------|------------------------|-------------------------|--------------|-------------|-------------------|----------------------|---------------------|
| Valuation Date | Accrued Liability | Market Value of Assets | Unfunded accrued Liabil | Funded Ratio | Budget Year | Normal Cost | Amortization Payment | Policy Contribution |
| 5/1/2016 | 128,677,076 | 66,920,059 | 61,757,017 | 49.8% | 4/30/2018 | 1,601,311 | 3,828,528 | 5,429,839 |
| 5/1/2017 | 134,686,117 | 71,240,027 | 63,446,090 | 51.1% | 4/30/2019 | 1,625,893 | 4,038,584 | 5,664,476 |
| 5/1/2018 | 140,910,708 | 75,972,565 | 64,938,143 | 52.6% | 4/30/2020 | 1,630,700 | 4,251,253 | 5,881,954 |
| 5/1/2019 | 147,359,149 | 80,789,636 | 66,569,512 | 54.2% | 4/30/2021 | 1,635,417 | 4,490,227 | 6,125,644 |
| 5/1/2020 | 153,998,557 | 85,870,943 | 68,127,614 | 55.8% | 4/30/2022 | 1,645,337 | 4,744,071 | 6,389,407 |
| 5/1/2021 | 160,810,818 | 92,278,561 | 68,532,256 | 57.4% | 4/30/2023 | 1,655,821 | 4,937,475 | 6,593,296 |
| 5/1/2022 | 167,772,504 | 99,057,424 | 68,715,080 | 59.0% | 4/30/2024 | 1,665,748 | 5,134,424 | 6,800,172 |
| 5/1/2023 | 174,847,581 | 106,122,755 | 68,724,826 | 60.7% | 4/30/2025 | 1,679,938 | 5,340,091 | 7,020,028 |
| 5/1/2024 | 182,049,609 | 113,495,770 | 68,553,839 | 62.3% | 4/30/2026 | 1,701,442 | 5,556,038 | 7,257,480 |
| 5/1/2025 | 189,390,675 | 121,202,715 | 68,187,960 | 64.0% | 4/30/2027 | 1,734,280 | 5,783,697 | 7,517,977 |
| 5/1/2026 | 196,795,464 | 129,208,464 | 67,587,000 | 65.7% | 4/30/2028 | 1,758,025 | 6,022,624 | 7,780,649 |
| 5/1/2027 | 204,272,320 | 137,545,735 | 66,726,585 | 67.3% | 4/30/2029 | 1,796,747 | 6,273,951 | 8,070,698 |
| 5/1/2028 | 211,847,169 | 146,246,454 | 65,600,715 | 69.0% | 4/30/2030 | 1,849,652 | 6,541,124 | 8,390,776 |
| 5/1/2029 | 219,465,481 | 155,299,378 | 64,166,103 | 70.8% | 4/30/2031 | 1,905,071 | 6,824,782 | 8,729,853 |
| 5/1/2030 | 227,097,299 | 164,731,609 | 62,365,690 | 72.5% | 4/30/2032 | 1,954,906 | 7,124,509 | 9,079,415 |
| 5/1/2031 | 234,727,897 | 174,549,171 | 60,178,727 | 74.4% | 4/30/2033 | 2,028,428 | 7,444,621 | 9,473,049 |
| 5/1/2032 | 242,389,865 | 184,807,874 | 57,581,991 | 76.2% | 4/30/2034 | 2,116,096 | 7,791,153 | 9,907,248 |
| 5/1/2033 | 250,156,005 | 195,640,583 | 54,515,422 | 78.2% | 4/30/2035 | 2,216,274 | 8,167,798 | 10,384,073 |
| 5/1/2034 | 258,058,827 | 207,139,048 | 50,919,778 | 80.3% | 4/30/2036 | 2,330,478 | 8,581,086 | 10,911,564 |
| 5/1/2035 | 266,158,364 | 219,427,124 | 46,731,240 | 82.4% | 4/30/2037 | 2,460,326 | 9,041,659 | 11,501,986 |
| 5/1/2036 | 274,532,907 | 232,664,700 | 41,868,207 | 84.7% | 4/30/2038 | 2,600,541 | 9,565,436 | 12,165,977 |
| 5/1/2037 | 283,274,256 | 247,045,727 | 36,228,529 | 87.2% | 4/30/2039 | 2,748,543 | 10,179,805 | 12,928,348 |
| 5/1/2038 | 292,398,926 | 262,707,868 | 29,691,059 | 89.8% | 4/30/2040 | 2,903,114 | 10,943,885 | 13,846,999 |
| 5/1/2039 | 301,966,062 | 279,863,891 | 22,102,171 | 92.7% | 4/30/2041 | 3,065,062 | 12,021,271 | 15,086,333 |
| 5/1/2040 | 311,991,041 | 298,750,170 | 13,240,870 | 95.8% | 4/30/2042 | 3,235,661 | 14,167,731 | 17,403,392 |
| 5/1/2041 | 322,593,004 | 319,888,124 | 2,704,880 | 99.2% | 4/30/2043 | 3,413,496 | 2,894,222 | 6,307,718 |
| TOTALS | | | | | | 54,958,306 | 181,690,045 | 236,648,351 |
| ADDED MARKET VALUE OF ASSETS: | | 42,386,903 | | | | | | |

| Police Pension Statutory Minimum Policy - 90% | | | | | | | | |
|---|-------------------|------------------------|-------------------------|--------------|-------------|-------------------|----------------------|----------------------|
| Valuation Date | Accrued Liability | Market Value of Assets | Unfunded accrued Liabil | Funded Ratio | Budget Year | Normal Cost | Amortization Payment | Minimum Contribution |
| 5/1/2016 | 119,877,113 | 64,086,746 | 40,969,343 | 53.46% | 4/30/2018 | 1,764,228 | 2,539,839 | 4,304,067 |
| 5/1/2017 | 125,591,002 | 69,296,965 | 41,791,874 | 55.18% | 4/30/2019 | 1,946,738 | 2,660,211 | 4,606,949 |
| 5/1/2018 | 131,585,169 | 73,522,499 | 42,454,088 | 55.87% | 4/30/2020 | 2,036,935 | 2,779,308 | 4,816,243 |
| 5/1/2019 | 137,871,345 | 78,126,781 | 43,294,574 | 56.67% | 4/30/2021 | 2,125,940 | 2,920,293 | 5,046,233 |
| 5/1/2020 | 144,424,388 | 82,988,866 | 44,111,007 | 57.46% | 4/30/2022 | 2,223,118 | 3,071,673 | 5,294,790 |
| 5/1/2021 | 151,215,527 | 88,115,329 | 47,978,646 | 58.27% | 4/30/2023 | 2,304,891 | 3,456,669 | 5,761,560 |
| 5/1/2022 | 158,219,584 | 93,508,148 | 48,889,478 | 59.10% | 4/30/2024 | 2,379,789 | 3,653,046 | 6,032,834 |
| 5/1/2023 | 165,391,140 | 99,353,294 | 49,498,732 | 60.07% | 4/30/2025 | 2,445,121 | 3,846,175 | 6,291,296 |
| 5/1/2024 | 172,736,393 | 105,485,109 | 49,977,645 | 61.07% | 4/30/2026 | 2,506,619 | 4,050,505 | 6,557,124 |
| 5/1/2025 | 180,255,038 | 111,902,575 | 50,326,959 | 62.08% | 4/30/2027 | 2,563,785 | 4,268,728 | 6,832,513 |
| 5/1/2026 | 187,861,663 | 118,556,958 | 50,518,539 | 63.11% | 4/30/2028 | 2,599,355 | 4,501,667 | 7,101,022 |
| 5/1/2027 | 195,564,064 | 125,463,160 | 50,544,498 | 64.15% | 4/30/2029 | 2,647,657 | 4,752,435 | 7,400,091 |
| 5/1/2028 | 203,368,847 | 132,638,472 | 50,393,491 | 65.22% | 4/30/2030 | 2,689,164 | 5,024,794 | 7,713,958 |
| 5/1/2029 | 211,211,544 | 140,068,230 | 50,022,160 | 66.32% | 4/30/2031 | 2,722,938 | 5,320,416 | 8,043,354 |
| 5/1/2030 | 219,052,324 | 147,757,463 | 49,389,628 | 67.45% | 4/30/2032 | 2,741,643 | 5,642,154 | 8,383,797 |
| 5/1/2031 | 226,853,903 | 155,700,337 | 48,468,176 | 68.63% | 4/30/2033 | 2,762,557 | 5,995,926 | 8,758,483 |
| 5/1/2032 | 234,644,752 | 163,944,003 | 47,236,274 | 69.87% | 4/30/2034 | 2,796,157 | 6,391,321 | 9,187,478 |
| 5/1/2033 | 242,498,914 | 172,601,676 | 45,647,346 | 71.18% | 4/30/2035 | 2,846,454 | 6,839,135 | 9,685,589 |
| 5/1/2034 | 250,444,294 | 181,767,647 | 43,632,217 | 72.58% | 4/30/2036 | 2,909,032 | 7,352,974 | 10,262,007 |
| 5/1/2035 | 258,541,370 | 191,581,241 | 41,105,992 | 74.10% | 4/30/2037 | 2,990,883 | 7,953,274 | 10,944,157 |
| 5/1/2036 | 266,884,238 | 202,220,048 | 37,975,766 | 75.77% | 4/30/2038 | 3,102,056 | 8,676,148 | 11,778,204 |
| 5/1/2037 | 275,582,697 | 213,912,121 | 34,112,307 | 77.62% | 4/30/2039 | 3,241,059 | 9,585,171 | 12,826,230 |
| 5/1/2038 | 284,669,544 | 226,867,136 | 29,335,454 | 79.69% | 4/30/2040 | 3,403,700 | 10,812,812 | 14,216,512 |
| 5/1/2039 | 294,232,439 | 241,412,190 | 23,397,005 | 82.05% | 4/30/2041 | 3,601,878 | 12,725,526 | 16,327,403 |
| 5/1/2040 | 304,302,619 | 257,976,364 | 15,895,994 | 84.78% | 4/30/2042 | 3,822,216 | 17,008,713 | 20,830,930 |
| 5/1/2041 | 315,024,468 | 277,501,221 | 6,020,800 | 88.09% | 4/30/2043 | 4,071,570 | 6,442,256 | 10,513,826 |
| TOTALS | | | | | | 71,245,482 | 158,271,168 | 229,516,651 |

**Numbers above from 5/1/16 valuation are based on numerous assumptions which are revisited each year and updated for actual experience. Future projections are solely relying on assumptions.

Projected Assets and Liability - Bloomington Firefighters' Pension Fund

Projections as of April 30, 2016

| Fire Pension Fund City Policy - 100% | | | | | | | | | Fire Pension Fund State Minimum Policy - 90% | | | | | | | | |
|--------------------------------------|-------------------|------------------------|---------------------------|--------------|-------------|-------------------|----------------------|---------------------|--|-------------------|------------------------|---------------------------|--------------|-------------|-------------------|----------------------|----------------------|
| Valuation Date | Accrued Liability | Market Value of Assets | Unfunded accrued Liabilit | Funded Ratio | Budget Year | Normal Cost | Amortization Payment | Policy Contribution | Valuation Date | Accrued Liability | Market Value of Assets | Unfunded accrued Liabilit | Funded Ratio | Budget Year | Normal Cost | Amortization Payment | Minimum Contribution |
| 5/1/2016 | 109,385,429 | 53,150,171 | 56,235,258 | 45.41% | 4/30/2018 | 1,387,470 | 3,486,228 | 4,873,683 | 5/1/2016 | 101,757,311 | 49,670,104 | 38,431,409 | 48.81% | 4/30/2018 | 1,577,753 | 2,382,503 | 3,960,256 |
| 5/1/2017 | 114,157,316 | 56,439,062 | 57,718,254 | 46.84% | 4/30/2019 | 1,403,088 | 3,673,985 | 5,077,073 | 5/1/2017 | 106,253,829 | 53,965,787 | 39,189,384 | 50.79% | 4/30/2019 | 1,661,687 | 2,494,552 | 4,156,239 |
| 5/1/2018 | 119,028,748 | 59,629,514 | 59,399,234 | 48.31% | 4/30/2020 | 1,402,750 | 3,888,642 | 5,291,392 | 5/1/2018 | 110,893,191 | 57,119,932 | 40,174,358 | 51.51% | 4/30/2020 | 1,723,925 | 2,630,063 | 4,353,987 |
| 5/1/2019 | 123,939,218 | 62,731,932 | 61,207,286 | 49.80% | 4/30/2021 | 1,403,379 | 4,128,536 | 5,531,915 | 5/1/2019 | 115,606,694 | 60,386,111 | 41,314,092 | 52.23% | 4/30/2021 | 1,775,900 | 2,786,706 | 4,562,606 |
| 5/1/2020 | 128,899,609 | 66,138,353 | 62,761,255 | 51.31% | 4/30/2022 | 1,412,644 | 4,370,384 | 5,783,028 | 5/1/2020 | 120,393,276 | 63,773,368 | 42,215,595 | 52.97% | 4/30/2022 | 1,822,112 | 2,939,686 | 4,761,798 |
| 5/1/2021 | 133,908,644 | 70,773,295 | 63,135,349 | 52.85% | 4/30/2023 | 1,444,661 | 4,548,649 | 5,993,310 | 5/1/2021 | 125,234,019 | 67,273,452 | 41,937,323 | 53.72% | 4/30/2023 | 1,871,812 | 3,021,416 | 4,893,229 |
| 5/1/2022 | 138,981,382 | 75,660,585 | 63,320,797 | 54.44% | 4/30/2024 | 1,478,559 | 4,731,361 | 6,209,920 | 5/1/2022 | 130,144,278 | 70,894,523 | 41,469,266 | 54.47% | 4/30/2024 | 1,923,304 | 3,098,604 | 5,021,908 |
| 5/1/2023 | 144,143,878 | 80,786,824 | 63,357,054 | 56.05% | 4/30/2025 | 1,524,204 | 4,923,001 | 6,447,205 | 5/1/2023 | 135,142,019 | 74,587,057 | 40,840,993 | 55.19% | 4/30/2025 | 1,978,045 | 3,173,447 | 5,151,492 |
| 5/1/2024 | 149,360,353 | 86,132,611 | 63,227,742 | 57.67% | 4/30/2026 | 1,570,156 | 5,124,377 | 6,694,533 | 5/1/2024 | 140,178,848 | 78,310,848 | 47,850,116 | 55.86% | 4/30/2026 | 2,020,641 | 3,878,077 | 5,898,717 |
| 5/1/2025 | 154,606,228 | 91,710,400 | 62,895,828 | 59.32% | 4/30/2027 | 1,611,249 | 5,334,819 | 6,946,067 | 5/1/2025 | 145,221,592 | 82,045,401 | 48,654,032 | 56.50% | 4/30/2027 | 2,050,823 | 4,126,831 | 6,177,654 |
| 5/1/2026 | 159,918,659 | 97,584,276 | 62,334,383 | 61.02% | 4/30/2028 | 1,649,547 | 5,554,567 | 7,204,114 | 5/1/2026 | 150,323,059 | 86,446,911 | 48,843,841 | 57.51% | 4/30/2028 | 2,095,506 | 4,352,436 | 6,447,942 |
| 5/1/2027 | 165,272,077 | 103,754,144 | 61,517,934 | 62.78% | 4/30/2029 | 1,682,548 | 5,784,209 | 7,466,758 | 5/1/2027 | 155,456,353 | 91,068,750 | 48,841,968 | 58.58% | 4/30/2029 | 2,134,117 | 4,592,355 | 6,726,471 |
| 5/1/2028 | 170,637,322 | 110,209,209 | 60,428,113 | 64.59% | 4/30/2030 | 1,721,446 | 6,025,358 | 7,746,804 | 5/1/2028 | 160,566,728 | 95,879,666 | 48,630,389 | 59.71% | 4/30/2030 | 2,153,678 | 4,848,993 | 7,002,671 |
| 5/1/2029 | 175,942,080 | 116,914,443 | 59,027,637 | 66.45% | 4/30/2031 | 1,746,692 | 6,278,249 | 8,024,941 | 5/1/2029 | 165,571,080 | 100,841,545 | 48,172,427 | 60.91% | 4/30/2031 | 2,151,228 | 5,123,676 | 7,274,904 |
| 5/1/2030 | 181,247,473 | 123,955,908 | 57,291,565 | 68.39% | 4/30/2032 | 1,786,039 | 6,544,853 | 8,330,891 | 5/1/2030 | 170,538,375 | 106,013,775 | 47,470,763 | 62.16% | 4/30/2032 | 2,173,910 | 5,422,947 | 7,596,858 |
| 5/1/2031 | 186,541,073 | 131,332,049 | 55,209,023 | 70.40% | 4/30/2033 | 1,835,985 | 6,829,827 | 8,665,812 | 5/1/2031 | 175,439,000 | 111,383,929 | 46,511,171 | 63.49% | 4/30/2033 | 2,192,648 | 5,753,828 | 7,946,476 |
| 5/1/2032 | 191,843,198 | 139,104,326 | 52,738,872 | 72.51% | 4/30/2034 | 1,896,743 | 7,135,852 | 9,032,595 | 5/1/2032 | 180,273,040 | 117,025,804 | 45,219,932 | 64.92% | 4/30/2034 | 2,205,802 | 6,118,500 | 8,324,302 |
| 5/1/2033 | 197,156,688 | 147,324,479 | 49,832,209 | 74.72% | 4/30/2035 | 1,964,585 | 7,466,134 | 9,430,719 | 5/1/2033 | 185,033,007 | 122,981,124 | 43,548,582 | 66.46% | 4/30/2035 | 2,220,974 | 6,524,687 | 8,745,660 |
| 5/1/2034 | 202,520,298 | 156,084,883 | 46,435,416 | 77.07% | 4/30/2036 | 2,041,105 | 7,825,374 | 9,866,479 | 5/1/2034 | 189,767,579 | 129,329,199 | 41,461,622 | 68.15% | 4/30/2036 | 2,260,725 | 6,987,182 | 9,247,907 |
| 5/1/2035 | 207,965,550 | 165,470,214 | 42,495,336 | 79.57% | 4/30/2037 | 2,129,992 | 8,222,087 | 10,352,079 | 5/1/2035 | 194,482,928 | 136,156,574 | 38,878,061 | 70.01% | 4/30/2037 | 2,292,779 | 7,522,209 | 9,814,988 |
| 5/1/2036 | 213,573,116 | 175,630,773 | 37,942,343 | 82.23% | 4/30/2038 | 2,224,789 | 8,668,512 | 10,893,301 | 5/1/2036 | 199,283,297 | 143,646,606 | 35,708,362 | 72.08% | 4/30/2038 | 2,361,376 | 8,158,124 | 10,519,500 |
| 5/1/2037 | 219,298,798 | 186,602,058 | 32,696,740 | 85.09% | 4/30/2039 | 2,332,497 | 9,187,412 | 11,519,910 | 5/1/2037 | 204,089,283 | 151,841,908 | 31,838,447 | 74.40% | 4/30/2039 | 2,413,088 | 8,946,242 | 11,359,330 |
| 5/1/2038 | 225,198,564 | 198,532,998 | 26,665,567 | 88.16% | 4/30/2040 | 2,451,211 | 9,828,713 | 12,279,924 | 5/1/2038 | 208,952,590 | 160,965,837 | 27,091,494 | 77.03% | 4/30/2040 | 2,479,417 | 9,985,707 | 12,465,124 |
| 5/1/2039 | 231,378,248 | 211,662,063 | 19,716,185 | 91.48% | 4/30/2041 | 2,577,518 | 10,723,544 | 13,301,062 | 5/1/2039 | 213,999,584 | 171,304,621 | 21,295,004 | 80.05% | 4/30/2041 | 2,582,046 | 11,582,257 | 14,164,303 |
| 5/1/2040 | 237,910,083 | 226,250,438 | 11,659,645 | 95.10% | 4/30/2042 | 2,712,406 | 12,475,821 | 15,188,227 | 5/1/2040 | 219,310,866 | 183,253,175 | 14,126,604 | 83.56% | 4/30/2042 | 2,708,360 | 15,115,467 | 17,823,827 |
| 5/1/2041 | 244,819,946 | 242,656,027 | 2,163,919 | 99.12% | 4/30/2043 | 2,853,736 | 2,315,393 | 5,169,129 | 5/1/2041 | 224,900,628 | 197,512,198 | 4,898,368 | 87.82% | 4/30/2043 | 2,835,580 | 5,241,254 | 8,076,833 |
| TOTALS | | | | | | 48,244,996 | 165,075,888 | 213,320,869 | TOTALS | | | | | | 55,667,234 | 146,807,747 | 202,474,981 |
| ADDED MARKET VALUE OF ASSETS: | | 45,143,829 | | | | | | | | | | | | | | | |

**Numbers from the 5/1/2016 are projections based on numerous assumptions which are revisited each year and updated for actual experience. Future projections are solely based on assumptions.

Bloomington, Illinois Pension Fund Reporting

Presented By:
Todd Schroeder, Principal, Enrolled Actuary



Lauterbach & Amen, LLP

CERTIFIED PUBLIC ACCOUNTANTS

Contribution Requirement & Funded Percentage

| | Fire | Police | Totals |
|--|--------------|--------------|---------------|
| Current Year Contribution Requirement | \$4,873,683 | \$5,429,839 | \$10,303,522 |
| Prior Year Contribution Requirement | \$4,673,635 | \$4,947,245 | \$9,620,880 |
| Current Year Funded Percentage (Actuarial Value of Assets) | 48.59% | 52.01% | 50.44% |
| Unfunded Actuarial Liability | \$56,235,258 | \$61,757,017 | \$117,992,275 |
| Active Member Count | 108 | 126 | 234 |
| Inactive Member Count | 90 | 98 | 188 |



Expected Benefit Payments

| | Fire | Police | Totals |
|---------------------------------------|-------------|-------------|--------------|
| Current Benefit Payments | \$4,653,868 | \$5,292,069 | \$9,945,937 |
| Expected Benefit Payments in 5 Years | \$6,485,000 | \$6,990,000 | \$13,475,000 |
| Expected Benefit Payments in 10 Years | \$8,320,000 | \$9,345,000 | \$17,665,000 |

Changes in Contributions

| | Fire | Police | Totals |
|---|-------------|------------|-------------|
| Expected Changes | \$186,945 | \$197,890 | \$384,835 |
| Salary Increase Greater/(Less) then Expected | (\$110,467) | (\$48,820) | (\$159,287) |
| Demographic Changes | (\$24,828) | \$196,276 | \$171,448 |
| Assumption Changes | \$79,562 | \$84,715 | \$164,277 |
| Asset Return Less than Expected | \$51,509 | \$43,222 | \$94,731 |
| Contributions (Greater)/Less than Expected | \$17,326 | \$9,311 | \$26,637 |
| Increase in Recommended Contribution | \$200,048 | \$482,594 | \$682,642 |

Funded Percentage Summary

Based on Actuarial Value of Assets

| | Fire | Police | Totals |
|--|--------|--------|--------|
| Beginning of Year Funded Percentage | 48.77% | 53.88% | 51.49% |
| Expected Changes | 1.63% | 1.47% | 1.55% |
| Salary Increase (Greater)/Less than Expected | 0.54% | 0.27% | 0.41% |
| Demographic Changes | -0.35% | -1.66% | -1.03% |
| Assumption Changes | -1.24% | -1.42% | -1.34% |
| Asset Return Greater/(Less) than Expected | -0.76% | -0.54% | -0.64% |
| Current Valuation | 48.59% | 52.01% | 50.44% |



COMMITTEE OF THE WHOLE MEETING
AGENDA ITEM NO. 7

FOR COUNCIL: January 17, 2017

SUBJECT: Presentation of U.S. Cellular Coliseum and VenuWorks' Mid-Year Review of the Coliseum.

RECOMMENDATION/MOTION: Presentation and discussion only.

STRATEGIC PLAN LINK: Goal 1. Financially Sound City Providing Quality Basic Services

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

BACKGROUND: VenuWorks staff presents a Mid-Year Review

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not Applicable.

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: Lynn Cannon, Coliseum Executive Director

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Carla 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".

David A. Hales
City Manager

Attachments:

- Attachment 1: Bloomington Coliseum Mid-Year Review PowerPoint Presentation

Mid-Year Review Bloomington Coliseum



January 17, 2017



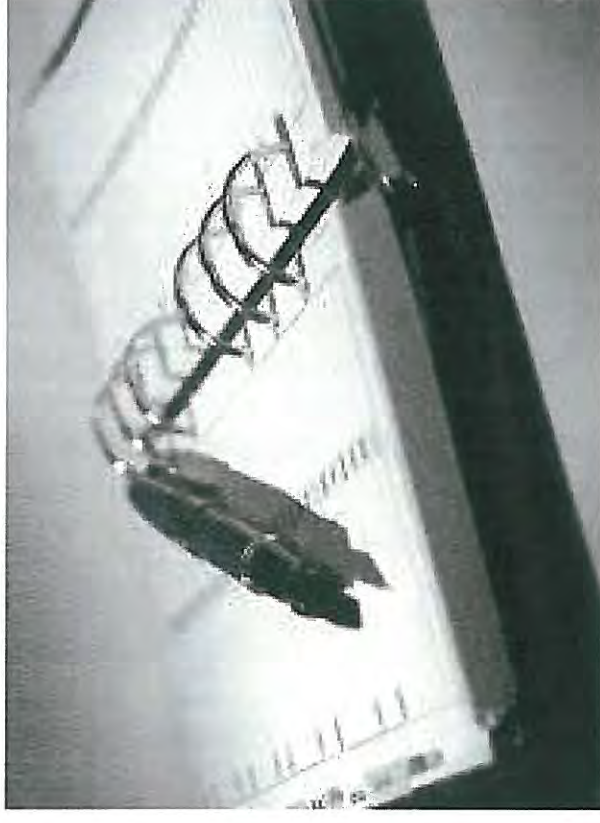
TODAY'S AGENDA and PRESENTERS

Agenda

- Financial Update
- Accomplishments
- Opportunities

VenuWorks Representatives

- Tim Sullivan, Chief Financial Officer
- Russ Ferguson, Vice President
- Lynn Cannon, Executive Director
- Terry Dederich, Associate Executive Director



FINANCIAL UPDATE: YTD through November 2016

| | May - Nov ACTUAL | May - Nov BUDGET | Variance |
|------------------------------------|---------------------|---------------------|----------------|
| Income | | | |
| Event Related | 813,353 | 888,035 | 74,682 |
| Food & Beverage (NET) | 180,298 | 347,652 | 167,354 |
| Suites & Memberships | 106,352 | 157,739 | 51,387 |
| Naming Rights | - | 45,000 | 45,000 |
| Sponsorships | 141,827 | 115,000 | (26,827) |
| Total Income | 1,241,830 | 1,553,426 | 311,596 |
| Expenses | | | |
| Payroll & Benefits | 890,538 | 916,646 | 26,108 |
| General & Administrative | 50,122 | 81,722 | 31,600 |
| Occupancy (Utilities) | 204,084 | 164,971 | (39,113) |
| Occupancy (Other) | 101,672 | 282,316 | 180,644 |
| Travel | 42,666 | 22,020 | (20,646) |
| Event Expenses | 507,191 | 329,744 | (177,447) |
| Management Fees | 50,865 | 69,924 | 19,059 |
| Other Services & Operations | 69,051 | 168,593 | 99,542 |
| Total Expenses | 1,916,189 | 2,035,936 | 119,747 |
| Net Operating Income/(Loss) | (674,359) | (482,510) | 191,849 |



FINANCIAL UPDATE: Projection through April 2017

| | FY 2017 PROJECTED | FY 2017 BUDGET | Variance |
|------------------------------------|----------------------|-------------------|----------------|
| Income | | | |
| Event Related | 1,471,453 | 1,546,135 | 74,682 |
| Food & Beverage (NET) | 769,248 | 779,335 | 10,087 |
| Suites & Memberships | 218,852 | 307,739 | 88,887 |
| Naming Rights | 62,500 | 157,500 | 95,000 |
| Sponsorships | 216,827 | 165,000 | (51,827) |
| Total Income | 2,738,880 | 2,955,709 | 216,829 |
| Expenses | | | |
| Payroll & Benefits | 1,471,038 | 1,594,079 | 123,041 |
| General & Administrative | 89,622 | 121,318 | 31,696 |
| Occupancy (Utilities) | 364,084 | 299,854 | (64,230) |
| Occupancy (Other) | 351,672 | 550,436 | 198,764 |
| Travel | 47,666 | 36,320 | (11,346) |
| Event Expenses | 682,191 | 332,244 | (349,947) |
| Management Fees | 118,365 | 154,998 | 36,633 |
| Other Services & Operations | 199,051 | 313,459 | 114,408 |
| Total Expenses | 3,323,689 | 3,402,708 | 79,019 |
| Net Operating Income/(Loss) | (584,809) | (446,999) | 137,810 |



ACCOMPLISHMENTS: Suites and Sponsorship Sales

Suites

- Nine (9) contracts renewed and/or sold: \$610,000

Advertising Sponsors

- Ten (10) contracts signed: \$251,000

Naming Rights Sponsor

- New contract to replace U.S. Cellular will be secured soon.



ACCOMPLISHMENTS: Operations

Safety and Security Improvements

- Improved Fall Arrest System
- Removed expanding metal gates
- Updated SDS (Safety Data Sheets) Program as required by OSHA
- Initiated a partnership with City to provide best safety and security for patrons of the Coliseum

Aesthetic Improvements

- Cleaned, painted and all-around general maintenance
- Increased storage with use of pallets for basketball floor



ACCOMPLISHMENTS: Food & Beverage Services

F&B Improvements

- NEW carts for beverage sales – purchased and installed
- NEW point of sale system – purchased, installed and completed employee training
- Improved quality of menu
- Upgraded menu selections
- Installed video menu boards
- Implemented improved customer service standards



ACCOMPLISHMENTS: Events under VenuWorks Management

Special Events

- 6 concerts
 - I Love the 90's – 4,124 tickets
 - Rob Zombie – 2,536 tickets
 - Boston – 2,542 tickets
 - Steve Miller Band – 1,589 tickets
 - Keith Urban – 6,391 tickets
 - Mannheim Steamroller Christmas – 1,067 tickets

Bloomington Edge

- 6 games
- 2,758 ticket sold / \$36,670.43 gross

Bloomington Thunder

- 21 games
- 13,310 ticket sold / \$107,662.30 gross

Illinois State Redbirds Hockey

- 11 games



2016 Estimated Economic Impact for CVB Groups

| Year | CVB Group Attendance at Coliseum | Total Group Rooms | Estimated Economic Impact of Groups |
|------|----------------------------------|-------------------|-------------------------------------|
| 2016 | 44,901 | 8,500 | \$2,891,050 |

"In 2016, the groups booked by the CVB have had a great experience and each of these groups will return in 2017. We are pleased to have a great working relationship with the staff at the Coliseum and look forward to bringing in future groups."

*Crystal Howard, Director
Bloomington-Normal Area Convention & Visitors Bureau*



ACCOMPLISHMENTS: Upcoming Events

January

- Bloomington Thunder (4 games)
- World Championship Ice Racing
- ISHA Competitive Dance Team State Finals (2 days)

February

- IHSA Competitive Cheerleading (2 days)
- Bloomington Thunder (2 games)
- Illinois State Redbird Hockey (1 game)
- American Made Tour: Justin Moore, Lee Brice & William Michael Morgan

March

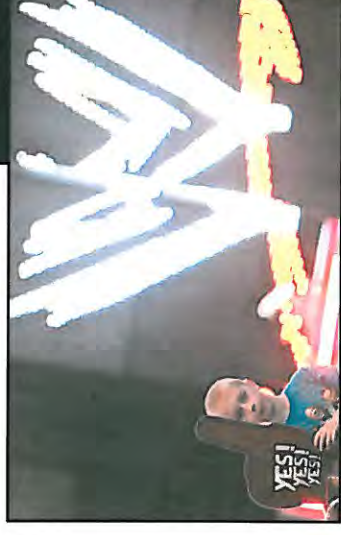
- Sesame Street Live (2 performances)
- Bloomington Thunder (2 games)
- WWE Live Road to Wrestlemania Tour

April

- Bloomington Thunder (4 games)
- Brantley Gilbert – The Devil Don't Sleep Tour 2017
- Chris Stapleton (SOLD OUT)

Pending Offers

- 10-12 Concerts



OPPORTUNITIES

VenuWorks of Bloomington Opportunities

- Effective programming mix of concerts and family shows (currently 10-12 pending offers)
- Increase community events and high school athletic competitions
- Improve paid attendance at Edge, Thunder and Redbird games
- New and renewed sponsorship sales following upcoming show announcements and naming rights sponsorship completion
- Continue to develop CVB partnership



THANK YOU

We appreciate your partnership!





**COMMITTEE OF THE WHOLE MEETING
AGENDA ITEM NO. 8**

FOR COUNCIL: January 17, 2017

SUBJECT: Presentation and discussion on creating a Traffic Advisory Committee.

RECOMMENDATION/MOTION: Discussion Only

STRATEGIC PLAN LINK: Goal 2: Upgrade City Infrastructure and Facilities

STRATEGIC PLAN SIGNIFICANCE: Objective 2.A – Better quality roads and sidewalks

BACKGROUND: Alderman Buragas submitted a request for consideration and resolution to increase transparency and citizen participation in street planning and design by dissolving the Staff Traffic Advisory Committee and forming a Traffic Advisory Commission. Alderman Buragas considers this approach to be consistent with the City of Bloomington’s practice with regard to zoning, planning, historic preservation, liquor licenses, etc. This request form was supported by Aldermen Black, Schmidt and Fruin.

It is the City’s current practice to submit, review and make recommendations regarding traffic requests and/or proposals through an internal and informed staff working group known as the Staff Traffic Advisory Committee (STAC). STAC meets once a month and considers approximately one to three items per meeting regarding topics such as speed limit change requests, traffic sign requests, parking change requests and other policy/procedural matters. It is comprised of City staff including, but not limited to, the Public Works Engineering Department, Police Department, Fire Department, and other key community entities that may be needed due to the nature of the request and the expertise required. The current committee and decision making process does not include public participation. Recommendations are then provided to the City Manager or City Council, as appropriate, for further review and actions as directed and necessary.

Other local municipalities vary in the process through which similar decisions are made. For example, the City of Champaign, IL divides the requests into two categories: a traffic service request that is made when there will be no changes regarding enforcement, or a traffic control order which must cite applicable code and may affect enforcement. City staff submits a recommendation and final approval is made by the City Manager. Another example is the City of Decatur, IL, which considers requests through the Traffic and Parking Commission. The Commission is open to the public and is comprised of fifty-percent staff and fifty-percent citizens. If the decision requires a change or establishment of an ordinance then the item is presented to the City Council. In Rock Island, IL, the staff led Traffic Engineering Committee investigates each request and makes a recommendation to the City Council. A letter is sent to the person making the request indicating the date of the City Council meeting with a copy of the committee’s recommendation.

Moving forward, there are a variety of options for the Council to consider including:

1. Form a Traffic Advisory Commission as requested by Alderman Buragas.
2. Retain the Staff Traffic Advisory Committee (STAC) with increased transparency and citizen engagement.
3. Utilize the current Planning Commission to review traffic requests.
4. Other possible alternatives not listed above.

Per the above, staff is requesting direction from Council regarding the process for proceeding with future traffic requests.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable

FINANCIAL IMPACT: For discussion purposes only.

Respectfully submitted for Council consideration.

Prepared by: Melissa Hon, Assistant to the City Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales, City Manager

Attachments:

- Alderman Buragas's Agenda Request Form
- Alderman Buragas's Proposed Resolution
- Alderman Buragas's Email Citing Similar Traffic Advisory Commissions
- Complete Streets Ordinance

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

I. TO BE COMPLETED BY ALDERMAN

1. Name of alderman making the proposal: _____

2. Topic summary (attach additional information and documentation to this form:

3. Alderman's priority level: LOW MEDIUM HIGH

II. TO BE COMPLETED BY STAFF

1. Aldermen supporting consideration of this topic (3 additional minimum):

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:

**Committee of the Whole
Council Consent Agenda
Council Regular Agenda**

**Work Session
City Board or Commission
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.

**RESOLUTION NO. 2017 –
A RESOLUTION SUPPORTING THE DISSOLUTION OF THE STAFF TRAFFIC ADVISORY
COMMITTEE AND THE FORMATION OF A
TRAFFIC ADVISORY COMMISSION**

WHEREAS, the City of Bloomington has more than 300 miles of streets within the city and city streets represent one of the City of Bloomington’s largest investments of taxpayer dollars; and

WHEREAS, the City of Bloomington has adopted a Complete Streets Ordinance supporting policy changes to street design and traffic safety and calming measures; and

WHEREAS, the City of Bloomington is committed to adopting practices and procedures that increase transparency and citizen involvement; and

WHEREAS, the City of Bloomington uses citizen boards and commissions as a tool to increase transparency and to encourage greater citizen participation; and

WHEREAS, the current Staff Traffic Advisory Committee does not allow for citizen involvement or participation and meets without public oversight; and

WHEREAS, traffic advisory commissions are a common tool used by municipalities to increase transparency and community involvement in traffic planning activities.

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

That, the Staff Traffic Advisory Committee be dissolved; and

That, a Traffic Advisory Commission be formed to consist of no fewer than five individuals appointed to serve by the Mayor, consistent with all existing ordinances regulating city boards and commissions, and who will be tasked with providing recommendations concerning traffic-related actions including, but not limited to, implementation of complete streets practices, parking management, traffic circulation, vehicle speed, traffic calming practices, crosswalk identification, intersection configuration, streetscape design, and directional signage.

ADOPTED THIS ____ day of _____ 2017.

APPROVED THIS _____ day of _____, 2017.

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk

APPROVED AS TO FORM

Jeffrey R. Jurgens, Corporation Counsel

From: Amelia Buragas/Cityblm
To: Melissa Hon/Cityblm@Cityblm
Cc: David Hales/Cityblm@Cityblm

Date: Wednesday, January 11, 2017 09:48PM
Subject: Re: Memos for the Committee of the Whole

History: ↩ This message has been replied to.

Melissa,

It might be worth mentioning that Peoria has a Transportation Commission that appears to be very similar to our boards and commissions. Rockford, Illinois has a commission made up of five citizens plus eight individuals from various community stakeholders (school district, mass transit, regional planning commission, etc.). Naperville has an 11 member commission divided as follows: 4 members with professional expertise, 2 members with demonstrated interest in pedestrian or bicycling issues, and 4 members that represent the overall citizenry. Other Illinois communities that have citizen members on their traffic commission include Oak Park, Hoffman Estates, Villa Park, and New Lenox. That's just in Illinois -- I also found examples of citizen traffic advisory commissions being used by Madison, Wis.; Watertown, Mass.; Amarillo, Texas; etc.

Thanks,
Amelia

-----Melissa Hon/Cityblm wrote: -----

To: Amelia Buragas/Cityblm@Cityblm
From: Melissa Hon/Cityblm
Date: 01/11/2017 05:09PM
Cc: David Hales/Cityblm@Cityblm
Subject: Memos for the Committee of the Whole

Good Evening Amelia,

Attached are the draft memos regarding the additional traffic engineer and Staff Traffic Advisory Committee for the COTW meeting on January 17th.

Please review and provide any feedback and/or corrections. The packet is currently scheduled to be sent out tomorrow. Also, please feel free to contact me with any questions or concerns.

Thank you for your time and consideration,
Melissa Hon

Assistant to the City Manager

mhon@cityblm.org

PH: 309.434.2262

CELL: 309.261.9036

City of Bloomington | Administration Office | 109 E. Olive Street, Bloomington, IL 61701

[attachment "Council Memo - Alderman Request Traffic Advisory Commission.docx" removed by Amelia Buragas/Cityblm]

[attachment "Council Memo - Alderman Request Traffic Engineer.docx" removed by Amelia Buragas/Cityblm]

CITY OF BLOOMINGTON

2016-87

**AN ORDINANCE OF THE CITY OF BLOOMINGTON ADDING
ARTICLE XII TO CHAPTER 38 OF THE BLOOMINGTON CITY CODE,
MAKING COMPLETE STREET PRACTICES A ROUTINE
CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN
OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS,
BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR
ABILITY.**

**Adopted by the City Council
Of the City of Bloomington
on August 22, 2016**

Published in pamphlet form by authority of the City Council of the
City of Bloomington, McLean County, Illinois, on August 23, 2016.

STATE OF ILLINOIS)
) ss.
COUNTY OF MCLEAN)


CERTIFICATE

I, Cherry L. Lawson, certify that I am the duly appointed and qualified municipal clerk of the City of Bloomington, County of McLean, Illinois.

I further certify that on the Corporate Authorities of the above municipality passed and approved Ordinance No. 2016-87, An Ordinance Of The City Of Bloomington Adding Article XII To Chapter 38 Of The Bloomington City Code, Making Complete Street Practices A Routine Consideration For Transportation Projects As An Opportunity To Improve Public Streets For Pedestrians, Bicyclists, And Transit Users Regardless Of Age Or Ability, which provided by its terms that it should be published in pamphlet form.

The pamphlet form of this Ordinance, including the Ordinance and cover sheet thereof, was prepared, and a copy of the Ordinance was posted in the municipal building, commencing on August 22, 2016, and continuing for at least ten days thereafter. Copies of the Ordinance were also available for public inspection upon request in the office of the municipal clerk.

Dated at Bloomington, Illinois, on 08/23/2016.



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

ORDINANCE NO. 2016 - 87

AN ORDINANCE OF THE CITY OF BLOOMINGTON ADDING ARTICLE XII TO CHAPTER 38 OF THE BLOOMINGTON CITY CODE, MAKING COMPLETE STREET PRACTICES A ROUTINE CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR ABILITY.

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure designed for safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation users and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, pedestrians and bicyclists are injured each year on roads in the United States with children and older adults at greatest risk, and the occurrence and severity of pedestrian and bicyclist injuries could be decreased by implementing Complete Streets practices; and

WHEREAS, hundreds of jurisdictions in the United States have adopted Complete Streets policies, including the State of Illinois; and

WHEREAS, the State of Illinois has amended the Illinois Highway Code to adopt Complete Streets practices and the Illinois Department of Transportation encourages local communities to create Complete Street policies that are suited to local conditions; and

WHEREAS, the City of Bloomington has placed a priority on implementing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, through adoption of the Bicycle Master Plan, Sidewalk Master Plan, and the 2015 Bloomington Comprehensive Plan, which calls for adoption of a Complete Streets policy; and

WHEREAS, the adoption of Complete Streets practices is also an economic development tool identified in Chapter 6 of the 2015 Bloomington Comprehensive Plan which improves access to local resources, including the City's Downtown Business District, reinforces connections between business districts and adjacent neighborhoods and enhances the quality of life for local residents; and

WHEREAS, the City of Bloomington has implemented Complete Streets practices in the past including Americans with Disability Accessible (ADA) sidewalks on all new and resurfaced City streets, an extensive multi-use trail system and most recently on street bike lanes; and

WHEREAS, the City of Bloomington continually works to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic

congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

NOW THEREFORE, the City of Bloomington City Council does ordain as follows:

Chapter 38 is amended to include new Article XII that reads as follows:

CHAPTER 38: STREETS, SIDEWALKS, AND OTHER PUBLIC WAYS

ARTICLE XII: COMPLETE STREETS

Section 180. Complete Streets

180.1 Definition: Vehicular, public transportation, bicycle, and pedestrian modes are integral to the transportation system, and the City of Bloomington views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and to increase quality of life within the City of Bloomington.

180.2 Implementation. To best balance the needs of all users and provide increased flexibility in design the City will use design guidelines in accordance with the most up to date, relevant standards and best practices available on all new or existing transportation routes.

Design standard references may include but are not limited to;

- a. The Manual of Practice for the Design of Public Improvements in the City of Bloomington, Illinois
- b. Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets (BLR) Manual
- c. Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE) Manual
- d. The Manual on Uniform Traffic Control Devices
- e. The Illinois Supplement to the Manual on Uniform Traffic Control Devices
- f. "Guide for the Planning, Design and Operation of Pedestrian Facilities," American Association of State Highway and Transportation Officials.
- g. "Urban Bikeway Design Guide," National Association of City Transportation Officials.
- h. "A Policy on Geometric Design of Highways and Streets," American Association of State Highway and Transportation Officials.
- i. "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice," Institute of Transportation Engineers.

- j. "Guide for the Development of Bicycle Facilities," American Association of State Highway and Transportation Officials.
- k. "Public Rights-of-Way Accessibility Guidelines," United States Access Board.
- l. "Complete Streets: Best Policy and Implementation Practices," American Planning Association.
- m. Pedestrian Safety Guide and Countermeasures Selection System (FHWA-PEDSAFE)
- n. Complete Streets Complete Networks: A Manual for the Design of Active Transportation (Active Transportation Alliance)
- o. Other relevant federal, state, or local guidance, as appropriate.

180.3 The City of Bloomington will provide assistance to and coordinate with local, regional, state, and federal agencies in developing and implementing complementary Complete Streets policies and to ensure that all roadways and intersections within or directly adjacent to the City of Bloomington meet the local community standards adopted in accordance with this ordinance.

Section 181. Applicability

- 181.1 All public transportation projects under the City of Bloomington's jurisdiction will be designed to improve safety, access, and mobility for users of all ages and abilities, including pedestrians, bicyclists, public transportation vehicles and their passengers, motorists, transporters of commercial goods, persons with disabilities, older adults, and children. Review for consistency with and the potential incorporation of elements to advance the Complete Streets goals will be evaluated and, if warranted, applied to new construction as well as reconstruction of roadway improvement projects and into all phases of roadway projects including, but not limited to, scoping, programming, planning, design, construction, maintenance, and operations.
- 181.2 Exemption. The implementation of Complete Streets practices may not be required if the City of Bloomington determines that one or more of the following conditions exists: 1) the project occurs on a roadway where specified users are prohibited by law; 2) the project involves ordinary maintenance activities such as cleaning, sealing, spot repairs, patching, and surface treatments; 3) the cost of accommodations for a particular mode is excessively disproportionate to the need for accommodation and potential benefit of accommodation; and/or 4) there is clear and quantifiable evidence of a lack of need or lack of increased safety benefits. The City of Bloomington may consult local, regional, state, and federal plans and leaders, as appropriate, in assessing exemptions. Exemptions to the Complete Streets policy must be documented in writing, submitted to the Director of Public Works and approved by the City Manager. In the event that consensus cannot be reached between the City Manager and the Director of Public Works, the City Council may make the final determination for an exemption.

Section 182. Accountability.

182.1 In order to evaluate the City of Bloomington's progress toward implementation of a comprehensive Complete Streets policy, the City will prepare an annual report detailing its progress in this regard, which shall contain the following information:

- Total miles of on-street bicycle routes and lanes;
- Total miles of off-street paths and trails;
- Linear feet of pedestrian accommodation;
- Number of ADA compliant curb ramps;
- Annual crash data and comparisons to benchmarks;
- Exemptions to the Complete Street Policy granted and reason for exemption;
- Other relevant data.

Section 183. Severability.

183.1 If any section, subsection, paragraph, sentence, or clause of this ordinance or its application to any person or circumstance is held to be invalid by any court of competent jurisdiction or administrative agency, the invalidity of that provision or application shall not affect, impair, or invalidate any remaining section, subsection, paragraph, sentence, or clause of this ordinance or its application.

Section 184. Private Development

184.1 Review for Complete Streets consistency will be added to the existing private development review process. This includes application of the Complete Streets elements of each development at the City staff and administrative level. The Complete Streets project checklist shall be used to assist with and document the Complete Streets review. Complete Street improvements shall be required at the cost of the developer. Exemptions must be documented in writing and approved by the City Manager.

Section 185. Effective Date

182.1 This ordinance shall take effect September 1, 2016.

YEAS: 7
NEAS: 2 (Aldermen Kevin Lower and David Sage)
Absent: 0

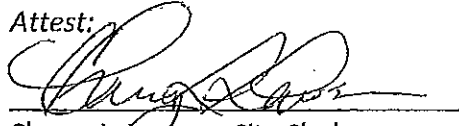
Passed this 22nd day of August, 2016

APPROVED:

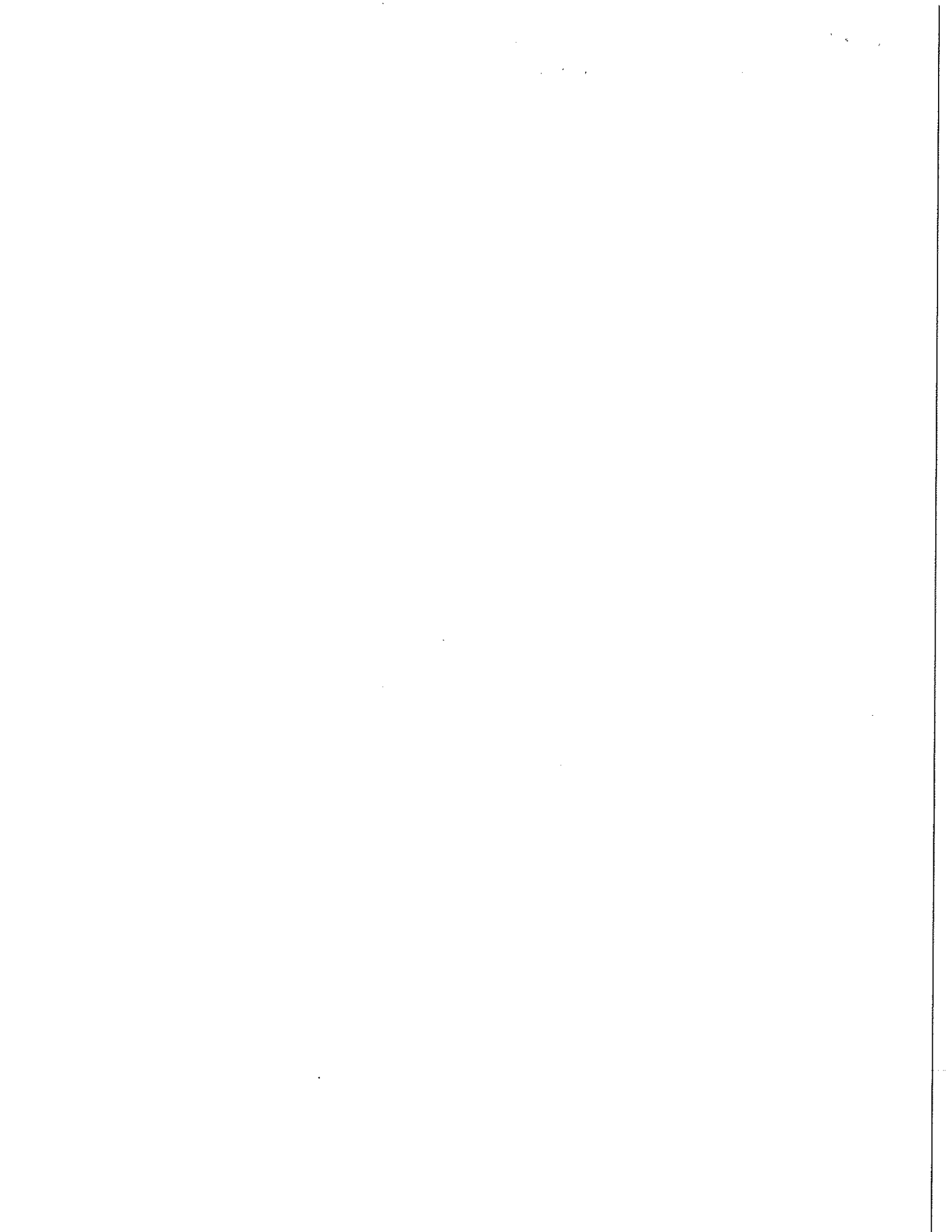


Tari Renner, Mayor

Attest:



Cherry L. Lawson, City Clerk





**COMMITTEE OF THE WHOLE MEETING
AGENDA ITEM NO. 9**

FOR COUNCIL: January 17, 2017

SUBJECT: Presentation and discussion on allocating resources to advertise, attract and employ a Traffic Engineer for the Public Works Department.

RECOMMENDATION/MOTION: Discussion Only

STRATEGIC PLAN LINK: Goal 1: Financially Sound City Providing Quality Basic Services

STRATEGIC PLAN SIGNIFICANCE: Objective 1.A – Budget with adequate resources to support defined services and level of services.

BACKGROUND: Alderman Buragas submitted a request for consideration and resolution to add a traffic engineer to the Public Works Department. With the adoption of the Complete Streets Ordinance, Alderman Buragas believes the City of Bloomington will benefit from hiring a trained traffic engineer to provide additional professional street design services. This request form was supported by Aldermen Black, Schmidt and Fruin.

In the past it has been somewhat difficult to recruit for this type of position due to the high demand and low supply of individuals with the required bachelor degree in civil engineering with the additional concentration in traffic engineering. Generally, higher education institutions offer coursework in civil engineering with a specialization in traffic engineering and/or the PTOE (Professional Traffic Operations Engineer) certification. Currently, the City employs multiple civil engineers in the Public Works Department who have a general knowledge of traffic engineering practices, and one part-time traffic engineer.

Over the last few years the City has successfully contracted major street design projects with outside agencies on an as-needed basis. This practice has allowed the City to provide the necessary services while maintaining consistently lower staffing levels and avoiding the high cost of salary and benefits for a full-time permanent employee. While these contracted services are cost-effective on a short-term/temporary basis, with the City allocating more resources to infrastructure the increased workload may necessitate an additional permanent staff position, or expanded contractual services agreement.

It has been the City's practice to consider additional position requests during the regular budget process. Due to other City departmental requests for new staff positions, the City Manager recommends that traffic engineering service needs be considered during the regular budget process.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable

FINANCIAL IMPACT: For discussion purposes only.

Respectfully submitted for Council consideration.

Prepared by: Melissa Hon, Assistant to the City Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

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

David A. Hales, City Manager

Attachments:

- Alderman Buragas' Agenda Request Form
- Alderman Buragas' Proposed Resolution
- Complete Streets Ordinance

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

I. TO BE COMPLETED BY ALDERMAN

1. Name of alderman making the proposal: _____

2. Topic summary (attach additional information and documentation to this form:

3. Alderman's priority level: LOW MEDIUM HIGH

II. TO BE COMPLETED BY STAFF

1. Aldermen supporting consideration of this topic (3 additional minimum):

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:

**Committee of the Whole
Council Consent Agenda
Council Regular Agenda**

**Work Session
City Board or Commission
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.

**RESOLUTION NO. 2017 –
A RESOLUTION SUPPORTING THE HIRING OF A TRAFFIC ENGINEER TO
SUPPORT IMPLEMENTATION OF COMPLETE STREETS POLICIES**

WHEREAS, the City of Bloomington has more than 300 miles of streets within the city and city streets represent one of the City of Bloomington’s largest investments of taxpayer dollars; and

WHEREAS, the City of Bloomington has adopted a Complete Streets Ordinance supporting policy changes to street design and traffic safety and calming measures; and

WHEREAS, the adoption of a Complete Streets Ordinance will require changes to policies and practices within the City of Bloomington; and

WHEREAS, a community of the size of the City of Bloomington will benefit from the hiring of a trained traffic engineer to provide professional street design services.

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

The City Manager is instructed to provide sufficient funds for the hiring of a Traffic Engineer in the FY2018 budget;

The City Manager is instructed that the necessary qualifications for the Traffic Engineer must include prior training in Complete Streets practices and/or prior experience in implementing Complete Streets practices;

The City Manager is further instructed that if no qualified candidates apply for the position, then the position is to remain open until such candidate becomes available.

ADOPTED THIS ____ day of _____, 2017.

APPROVED THIS _____ day of _____, 2017.

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk

APPROVED AS TO FORM:

Jeffrey R. Jurgens, Corporation Counsel

CITY OF BLOOMINGTON

2016-87

**AN ORDINANCE OF THE CITY OF BLOOMINGTON ADDING
ARTICLE XII TO CHAPTER 38 OF THE BLOOMINGTON CITY CODE,
MAKING COMPLETE STREET PRACTICES A ROUTINE
CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN
OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS,
BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR
ABILITY.**

**Adopted by the City Council
Of the City of Bloomington
on August 22, 2016**

Published in pamphlet form by authority of the City Council of the
City of Bloomington, McLean County, Illinois, on August 23, 2016.

STATE OF ILLINOIS)
) ss.
COUNTY OF MCLEAN)


CERTIFICATE

I, Cherry L. Lawson, certify that I am the duly appointed and qualified municipal clerk of the City of Bloomington, County of McLean, Illinois.

I further certify that on the Corporate Authorities of the above municipality passed and approved Ordinance No. 2016-87, An Ordinance Of The City Of Bloomington Adding Article XII To Chapter 38 Of The Bloomington City Code, Making Complete Street Practices A Routine Consideration For Transportation Projects As An Opportunity To Improve Public Streets For Pedestrians, Bicyclists, And Transit Users Regardless Of Age Or Ability, which provided by its terms that it should be published in pamphlet form.

The pamphlet form of this Ordinance, including the Ordinance and cover sheet thereof, was prepared, and a copy of the Ordinance was posted in the municipal building, commencing on August 22, 2016, and continuing for at least ten days thereafter. Copies of the Ordinance were also available for public inspection upon request in the office of the municipal clerk.

Dated at Bloomington, Illinois, on 08/23/2016.



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

ORDINANCE NO. 2016 - 87

AN ORDINANCE OF THE CITY OF BLOOMINGTON ADDING ARTICLE XII TO CHAPTER 38 OF THE BLOOMINGTON CITY CODE, MAKING COMPLETE STREET PRACTICES A ROUTINE CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR ABILITY.

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure designed for safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation users and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, pedestrians and bicyclists are injured each year on roads in the United States with children and older adults at greatest risk, and the occurrence and severity of pedestrian and bicyclist injuries could be decreased by implementing Complete Streets practices; and

WHEREAS, hundreds of jurisdictions in the United States have adopted Complete Streets policies, including the State of Illinois; and

WHEREAS, the State of Illinois has amended the Illinois Highway Code to adopt Complete Streets practices and the Illinois Department of Transportation encourages local communities to create Complete Street policies that are suited to local conditions; and

WHEREAS, the City of Bloomington has placed a priority on implementing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, through adoption of the Bicycle Master Plan, Sidewalk Master Plan, and the 2015 Bloomington Comprehensive Plan, which calls for adoption of a Complete Streets policy; and

WHEREAS, the adoption of Complete Streets practices is also an economic development tool identified in Chapter 6 of the 2015 Bloomington Comprehensive Plan which improves access to local resources, including the City's Downtown Business District, reinforces connections between business districts and adjacent neighborhoods and enhances the quality of life for local residents; and

WHEREAS, the City of Bloomington has implemented Complete Streets practices in the past including Americans with Disability Accessible (ADA) sidewalks on all new and resurfaced City streets, an extensive multi-use trail system and most recently on street bike lanes; and

WHEREAS, the City of Bloomington continually works to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic

congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

NOW THEREFORE, the City of Bloomington City Council does ordain as follows:

Chapter 38 is amended to include new Article XII that reads as follows:

CHAPTER 38: STREETS, SIDEWALKS, AND OTHER PUBLIC WAYS

ARTICLE XII: COMPLETE STREETS

Section 180. Complete Streets

180.1 Definition: Vehicular, public transportation, bicycle, and pedestrian modes are integral to the transportation system, and the City of Bloomington views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and to increase quality of life within the City of Bloomington.

180.2 Implementation. To best balance the needs of all users and provide increased flexibility in design the City will use design guidelines in accordance with the most up to date, relevant standards and best practices available on all new or existing transportation routes.

Design standard references may include but are not limited to;

- a. The Manual of Practice for the Design of Public Improvements in the City of Bloomington, Illinois
- b. Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets (BLR) Manual
- c. Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE) Manual
- d. The Manual on Uniform Traffic Control Devices
- e. The Illinois Supplement to the Manual on Uniform Traffic Control Devices
- f. "Guide for the Planning, Design and Operation of Pedestrian Facilities," American Association of State Highway and Transportation Officials.
- g. "Urban Bikeway Design Guide," National Association of City Transportation Officials.
- h. "A Policy on Geometric Design of Highways and Streets," American Association of State Highway and Transportation Officials.
- i. "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice," Institute of Transportation Engineers.

- j. "Guide for the Development of Bicycle Facilities," American Association of State Highway and Transportation Officials.
- k. "Public Rights-of-Way Accessibility Guidelines," United States Access Board.
- l. "Complete Streets: Best Policy and Implementation Practices," American Planning Association.
- m. Pedestrian Safety Guide and Countermeasures Selection System (FHWA-PEDSAFE)
- n. Complete Streets Complete Networks: A Manual for the Design of Active Transportation (Active Transportation Alliance)
- o. Other relevant federal, state, or local guidance, as appropriate.

180.3 The City of Bloomington will provide assistance to and coordinate with local, regional, state, and federal agencies in developing and implementing complementary Complete Streets policies and to ensure that all roadways and intersections within or directly adjacent to the City of Bloomington meet the local community standards adopted in accordance with this ordinance.

Section 181. Applicability

- 181.1 All public transportation projects under the City of Bloomington's jurisdiction will be designed to improve safety, access, and mobility for users of all ages and abilities, including pedestrians, bicyclists, public transportation vehicles and their passengers, motorists, transporters of commercial goods, persons with disabilities, older adults, and children. Review for consistency with and the potential incorporation of elements to advance the Complete Streets goals will be evaluated and, if warranted, applied to new construction as well as reconstruction of roadway improvement projects and into all phases of roadway projects including, but not limited to, scoping, programming, planning, design, construction, maintenance, and operations.
- 181.2 Exemption. The implementation of Complete Streets practices may not be required if the City of Bloomington determines that one or more of the following conditions exists: 1) the project occurs on a roadway where specified users are prohibited by law; 2) the project involves ordinary maintenance activities such as cleaning, sealing, spot repairs, patching, and surface treatments; 3) the cost of accommodations for a particular mode is excessively disproportionate to the need for accommodation and potential benefit of accommodation; and/or 4) there is clear and quantifiable evidence of a lack of need or lack of increased safety benefits. The City of Bloomington may consult local, regional, state, and federal plans and leaders, as appropriate, in assessing exemptions. Exemptions to the Complete Streets policy must be documented in writing, submitted to the Director of Public Works and approved by the City Manager. In the event that consensus cannot be reached between the City Manager and the Director of Public Works, the City Council may make the final determination for an exemption.

Section 182. Accountability.

182.1 In order to evaluate the City of Bloomington's progress toward implementation of a comprehensive Complete Streets policy, the City will prepare an annual report detailing its progress in this regard, which shall contain the following information:

- Total miles of on-street bicycle routes and lanes;
- Total miles of off-street paths and trails;
- Linear feet of pedestrian accommodation;
- Number of ADA compliant curb ramps;
- Annual crash data and comparisons to benchmarks;
- Exemptions to the Complete Street Policy granted and reason for exemption;
- Other relevant data.

Section 183. Severability.

183.1 If any section, subsection, paragraph, sentence, or clause of this ordinance or its application to any person or circumstance is held to be invalid by any court of competent jurisdiction or administrative agency, the invalidity of that provision or application shall not affect, impair, or invalidate any remaining section, subsection, paragraph, sentence, or clause of this ordinance or its application.

Section 184. Private Development

184.1 Review for Complete Streets consistency will be added to the existing private development review process. This includes application of the Complete Streets elements of each development at the City staff and administrative level. The Complete Streets project checklist shall be used to assist with and document the Complete Streets review. Complete Street improvements shall be required at the cost of the developer. Exemptions must be documented in writing and approved by the City Manager.

Section 185. Effective Date

182.1 This ordinance shall take effect September 1, 2016.

YEAS: 7
NEAS: 2 (Aldermen Kevin Lower and David Sage)
Absent: 0

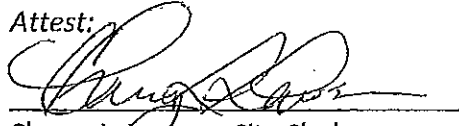
Passed this 22nd day of August, 2016

APPROVED:



Tari Renner, Mayor

Attest:



Cherry L. Lawson, City Clerk

