CITY OF BLOOMINGTON
CITY COUNCIL COMMITTEE OF THE WHOLE
MEETING AGENDA
OSBORNE ROOM, 305 EAST ST., 2nd FLOOR
MONDAY, APRIL 20, 2015, 5:30 P.M.

Dinner available at 5:00 p.m.

1. **Call to Order**
2. **Roll Call of Attendance**
3. **Public Comment *(15 minutes)***
4. **Committee of the Whole Minutes from March 16, 2015. (Recommend that the reading of the minutes of Committee of the Whole Proceedings of March 16, 2015 be dispensed with and the minutes approved as printed.) *(5 minutes)***
5. **Annual State Legislators Legislative Work Session. (Council and staff discussions / presentations with area legislators on legislative and related topics)**
6. **Adjourn**

COMMITTEE OF THE WHOLE
City Hall Council Chambers
March 16, 2015

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

Staff present: David Hales, City Manager and Renee Gooderham, Interim City Clerk.

Alderman Mwilambwe participated remotely via telephone.

Mayor Renner called the Committee of the Whole meeting to order at 5:38 p.m.

PUBLIC COMMENT

Mayor Renner opened the Public Comment section of the meeting. He added that there would not be a response from the Committee under the Public Comment portion of the meeting.

Julian Sigler, 904 W. Grove St., addressed the Council. He believed the Solid Waste (SW) Program had a fee associated with same. He stated the SW fee approval would result in citizens stock piling items. This would require more code enforcement. SW should be moved from an Enterprise Fund to General Fund (GF).

Josh Schmidgall, 2212 Beacon Ct., addressed the Council. He believed that a Downtown strategy would be approved. He believed citizens were being forced to live in similar ways as Chicago, IL and St. Louis, MO.

Gary Lambert, 3018 E. Oakland Ave., addressed the Council. He believed purchasing software to report potholes was not required. He stated that road maintenance was not included in the budget.

MINUTES

Motion by Alderman Painter, seconded by Alderman Schmidt that the reading of the minutes of the Committee of the Whole of November 17, 2014 be dispensed with and the minutes approved as printed.

Motion carried, (viva voce).

SOLID WASTE MANAGEMENT PROGRAM – FEES AND SERVICES

Mayor Renner introduced the topic.

David Hales, City Manager, addressed the Council. He requested Council direction on SW changes and fee structure. He recommended the following: 1.) no charge for brush service removal; 2.) bulk waste fee reduced to $25 per bucket and 3.) transfer $1.5 million from the GF to SW. Staff recommendations would avoid same. Mr. Hales explained that SW would have a $1/2 million projected FY16 deficit. Staff would review efficiencies over the summer to address same. Possible efficiencies: frequency of brush and bulk waste pick up service or modifications to the three (3) crew model. Citizens would change habits with the $25 fee. Mr. Hales noted labor costs and equipment maintenance associated with SW.

Alderman Fruin concurred with the not charging for brush pick up. He recommended the first (1st) SW bucket not have a fee associated with same. The second (2nd) bucket would be charged $50. He believed staff should enforce refuse cart lid closure. The refuse fee should be $25 monthly regardless of size.

Alderman Schmidt believed not charging for brush pick up was best. She questioned SW as an Enterprise Fund (EF). Citizens wanted SW simplified. She appreciated that SW crews would assist with efficiencies.

Alderman Painter believed $50 for bulk waste would cause dumping in other areas. She stated that previous fee charges were up to crew discretion. Any fees associated with SW should be for everyone and fair. She appreciated removal of the brush pick up fee. She noted that SW assisted with snow removal and alley clean up.

Alderman Stearns appreciated comments from the SW crews and citizens. She believed SW was a core service. It was the heart of what a city does. She questioned EF as a proper place for SW. She questioned what made up a bucket load. She echoed Alderman Fruin's comments on BW. Enforcing dumping rules was impossible. Entertainment venues should be reprioritized.

Alderman Sage concurred with Mr. Hales' $25 fee recommendation. Increased efficiencies was the priority. He suggested citizen's call for BW and brush pick up bi weekly.

Alderman Lower stated support for the SW crews. He believed current rules be enforced. He was not in favor of any changes. He believed that SW be subsidized through the GF and property tax. Reduction in pick up frequency could affect property values. He believed there were city services that were not core that could be reduced. The following departments were core to the city: Police, Fire, Public Works, and Water. Private tree removal could have a cost associated with same.

Alderman Black noted that a Ward meeting with Aldermen Sage and Schmidt was held on March 10, 2015. Citizens wanted to pay for services utilized. Apartment turnover and bulk from same should be addressed. He questioned what constituted a bucket load. He requested specific BW pick up scenarios. He echoed Alderman Stearns reference dumping enforcement. He suggested increased fines. SW should not be an EF. Raising property taxes should be reviewed. He requested feedback from BW crews.

Mayor Renner suggested the $25 fee and providing free stickers for certain times of the year.

Alderman Hauman stated that the city's purpose was to provide citizens with services they were unable to obtain on their own. She believed that refuse pick up assisted with maintaining a clean city. Dumping was a concern. She suggested a refuse fee increase. To move away from charging for SW bucket loads. The program should be simpler. The goal should be to close the deficit.

Alderman Mwilambwe stated his appreciation for the compromise to remove brush pick up charges. He noted that citizens go out of their way to not pay for additional refuse bags. Staff efficiency was the solution before fee increases.

Mayor Renner requested Council specifics and/or ideas emailed to Mr. Hales by Friday, March 20, 2015.

PUBLIC PROTECTION CLASSIFICATION

David Hales, City Manager, addressed the Council. He cited the milestone achieved. He noted the Fire and Water Department collaboration to increase the Insurance Services Office (ISO) rating.

Brian Mohr, Fire Chief, addressed the Council. He provided a brief history of ISO. ISO was widely used by insurance companies to reduce premiums. There was the potential of an eight percent (8%) reduction in same. ISO collected data analyzing same using the Fire Suppression Rating Schedule.

The highest rating was one (1); the City received a two (2) rating. The rating was achieved by working the Water Department and establishment of the fire hydrant testing program. Other factors involved were: building the all hazards training facility, development of the command training center, development of the probationary firefighter task manual and the fire priority dispatch system.

According to the National Fire Protection Association (NFPA) 1710, to maintain ISO rating #2 the following was required: 1.) continue to improve six (6) minute response times; 2.) supporting current Fire Department deployment model; 3.) maintaining minimum staffing requirements; 4.) maintaining current training hours and 5.) continued fire hydrant inspection program.

Alderman Sage acknowledged collaboration across departments.

Alderman Black noted the response time challenges for Fiscal Year 2016. He requested strategies and costs associated to increase ISO rating.

TRANSPORATON NETWORK COMPANIES

George Boyle, Corporation Counsel, addressed the Council. He provided Council copies of Public Act 098-1173, Transportation Network Providers Act. He explained that the State had passed same requiring Municipalities to allow Transportation Network Companies (TNC) to operate beginning June 1, 2015. He was currently working with the City Clerk's office and Police Department to draft an ordinance.

The City and Town of Normal (TON) had an Intergovernmental Agreement allowing Taxi Cabs and Vehicle for Hire (VFH) companies to operate in both jurisdictions. The goal was to provide safe, reliable, affordable and accessible transportation. Responsibility/accountability of companies and drivers insures same. He explained the company and driver licensing process. He noted that there were fifty – six (56) vehicles which were inspected twice a year by a state approved mechanic and the Police Department. Insurance was required for same. Taxicab companies were required to operate seven (7) days a week, twenty – four (24) hours a day. Rates for same were fixed. Enforcement was through sanctions for noncompliance.

Alderman Sage left the dais at 6:41 p.m.

The TNC ordinance would be incorporated into Chapter 40 Taxicabs. TNC was defined as entity which operates using a digital network or software application to connect passengers to services. The Act states that a TNC does not own, control, operate, or manage the vehicles used by its drivers. Nor is same considered a taxicab company or VFH owner. A TNC driver was defined as an individual who operates a vehicle that is: 1) owned, leased, or otherwise authorized for use by the individual; 2.) not a taxicab or VFH and 3.) used to provide TNC services. Mr. Boyle explained that the Act requires TNC to maintain insurance should the driver not, drivers to submit an application relating driving history and criminal background, and drivers provide insurance to same. The Act does not monitor same was completed/maintained.

Alderman Sage returned at 6:42 p.m.

Mr. Boyle cited concerns that the City would be monitoring various business entities with various backgrounds. The goal was to ensure public safety. He explained that staff would use home rule authority to provide monitoring. Mr. Boyle acknowledged that Wayne Karplus, Deputy Corporation Counsel for the TON was attending tonight's meeting. He cited the following concerns: no consequences for companies and/or drivers who fail to follow the act, possible insurance gaps and current staffing resources.

Alderman Lower left the dais at 6:48 p.m.

Staff was working to ensure public safety, affordability reliability and fairness to operating taxicab and VFH companies. Staff would continue to work with the TON, reach out to taxicab and VFH companies. He requested Council direction and type of regulation. The plan was to present an ordinance on the April 13, 2015 Council meeting. He noted that this was uncharted territory.

Mayor Renner believed TNC was the future. Current transportation providers would converge with TNC.

Alderman Black questioned not having a TNC ordinance. Mr. Boyle believed in the absence of ordinance state law was the defacto.

Alderman Black questioned TNC drivers operating. Mayor Renner stated that the Act takes effect June 1, 2015. Drivers operating as a TNC were doing so illegally.

Mayor Renner requested Council specifics/ideas emailed to Mr. Boyle by Friday, March 20, 2015.

FORMATION OF DOWNTOWN SIGNAGE

Alderman Fruin left the dais at 6:57 p.m.

David Hales, City Manager, addressed the Council. He requested conceptual consent from Council for the formation of the Downtown Signage Committee (DTC). A Resolution would be brought before Council at future meeting. Same would provide DTC direction and length.

Jim Karch, Public Works Director, addressed the Council. He read the city's Vision Statement. The DTC would focus on assisting visitors find their way to various places in the downtown. DTC would determine location of signs, design/style and costs/funding.

Alderman Hauman suggested not limiting signs to the Downtown area. Mr. Karch noted that same could be researched. Mr. Hales explained that signage on the Interstate would require working with the Illinois Department of Transportation and the Bloomington Normal Visitors and Convention Center.

Alderman Sage questioned costs. Mr. Karch noted that in November 2103 the Downtown Strategy listed signage as a recommendation. City staff could make the signs to reduce costs.

Alderman Schmidt recognized the Downtown Business Association's assistance with same. Mr. Karch stated same was a key stakeholder.

Alderman Stearns questioned DTC member selection. Mr. Hales stated that the Mayor would appointment same, which would be incorporated into the Resolution.

MY BLOOMINGTON REQUEST MANAGEMENT SYSTEM

Scott Sprouls, Information Services Director, addressed the Council. He explained that My Bloomington was a mobile application. Same was integrated with Munis. A pilot program was underway in the Public Works Department.

Mayor Renner and Alderman Stearns left the dais at 7:07 p.m.

Craig McBeath, Webmaster, addressed the Council. He explained that the application would create a knowledge base allowing citizens to upload pictures. After submittal the work flow process would begin. Citizens were able to look up the status of their request. The software system tracks duplicate requests, notifies citizens on status and delegates workflow and staff tasks. The program was currently in the Beta testing period.
Mayor Renner returned at 7:11 p.m.

Alderman Stearns returned at 7:12 p.m.

Mr. McBeath noted that the program allowed citizens to be a part of the conversation and kept same informed on polices. Reporting issues currently being accepted were: potholes, garbage issues, street light outage and clogged inlets. The program offers instant translation utilizing Google Translate. There was a data analytics feature providing custom reporting tools, resident engagement levels or staff response time. Aldermen would have the ability to access items within the Wards. ESRI (Environmental Systems Research Institute) integration allows GIS mapping system. Service requests would be viewed in real time. Same allowed work order requests for bulk waste pick up.

Swiping up on the application will provide widgets. These link to the city's website, calendar, news, nearby requests and contact information. Widgets can be customized. Service requests were categorized.

Alderman Painter questioned using the software for snow plowing. Mr. McBeath explained My Bloomington was a service request application.

Alderman Sage questioned cost benefits on personnel time versus traditional report requests. Mr. McBeath stated that reports were customized. Calculated costs could be used.

Alderman Schmidt believed the application empowered citizens. She noted the ability to address resource needs and balance of same.

Alderman Mwilambwe cited concerns with requests being received faster than the ability to handle same. Mr. McBeath noted that current requests were received via telephone or email. The application provided customers a tracking mechanism.

Motion by Alderman Schmidt, seconded by Alderman Painter to adjourn. Time: 7:28 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Renee Gooderham
Interim City Clerk

City of Bloomington Illinois

Guide for Illinois State Legislators

April 20

2015

A Legislative Work Session to Discuss Recommended Legislative Proposals, Legislative Considerations and Future City Projects

99th General Assembly

City of Bloomington

109 East Olive Street

Bloomington, Illinois 61701

4/20/2015

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Message from the Mayor

Thank you very much for attending our Work Session today. Your representation and willingness to listen to the issues and concerns of our community has been a great service to the citizens of Bloomington. I know that you have invested a significant amount of time in phone conversations and meetings with City staff and elected officials so we are thankful you have again made this time for us today.

The City would like to convey it's appreciation to the State of Illinois for its continued support of multiple programs such as the Open Space Lands Acquisition and Development (OSLAD) grant program, electrical aggregation program, and Illinois Environmental Protection Agency loan programs to eliminate combined sewer overflows and water improvement projects.

I would also be remiss in not expressing our sincere gratitude for the recent capital grant funding secured by Senator Bill Brady which will go toward necessary improvements to Sunnyside Park and the Miller Park Pavilion.

In these following pages, Staff has outlined projects and issues where your help and support are needed. We look forward to working with you in the future on projects we feel will benefit the City of Bloomington and the surrounding community.

Dinner will start at 5:00 p.m. in the Osborn Room in the Bloomington Police Department and the Work Session will begin at 5:30 p.m. with my opening remarks and introductions. Please feel free to continue eating as we commence the Work Session.

Respectfully,

Tari Renner

Tari Renner
Mayor

Agenda

City of Bloomington Legislative Work Session
April 20, 2015
5:00 p.m. – 6:45 p.m.

Time	Description	Duration
5:00 p.m.	Light dinner in the Osborn Room in the Bloomington Police Department	30 minutes
5:30 p.m.	Work Session begins in the Osborn Room in the Bloomington Police Department (Please feel free to continue to eat).	5:30 p.m. – 6:45 p.m.
5:30 p.m.	Opening Remarks/Introduction by the Mayor	5 minutes
5:35 p.m.	Council Supported FY2015-2020 IDOT Projects 1) Rerouting US Rt. 150/IL Rt. 9 2) Veterans Parkway and IL. Rt. 9 3) Resurfacing US Rt. 150 US 51 N 4) Uninterruptable Power Supply on IL Rt. 9 5) Hamilton Road Extension: Bunn – Commerce Other Capital Projects 1) Fox Creek over Union Pacific Railroad 2) Fox Creek Road Reconstruction: Danbury to Union Pacific Proposed Reduction to Local Government Distributive Funds – Community Impact	20 minutes
5:55 p.m.	Legislator's Update – remarks from the State Legislators (5 minutes each) in the following order: 1) Senator Bill E. Brady (R) 44th District 2) Senator Jason Barickman (R) 53rd District 3) Representative Keith Sommer (R) 88th District 4) Representative Dan Brady (R) 105th District	35 minutes
6:30 p.m.	Question & Answer with the State Legislators	15 minutes
6:45 p.m.	**Adjournment**	

Senator William E. Brady—Republican
44th District, Assistant Republican Leader
Springfield Office:
105A Capitol Building, Springfield, IL 62706
Phone: (217) 782-6216   Fax: (217) 782-0116
District Office:
2203 Eastland Drive, Suite 3, Bloomington, IL 61704
Phone: (309) 664-4440   Fax: (309)664-8597
Years Served: 1993—2002 (House); 2002-Present (Senate)
Biography: Born May 15, 1961, in Bloomington; B.S. - Finance, Political Science and Economics, Illinois Wesleyan University; married (wife-Nancy), has three children.

Senator Jason Barickman —Republican
53rd District
Springfield Office:
244-W Stratton Office Building, Springfield, IL 62706
Phone: (217) 558-1039
District Office:
2401 E. Washington Street, Suite 201, Bloomington, IL 61704
Phone: (815) 844-4642   Fax: (815) 768-2656
Years Served: 2011 - 2012 (House); 2013 - Present (Senate)
Biography: Born May 1, 1975 in Streator, Illinois; raised on family farm in Livingston County; Graduated Woodland High School. Veteran of his service in uniform while an infantry soldier in the Illinois Army National Guard. Graduated from Illinois State University and then the University of Illinois College of Law. Principal with law office of Meyer Capel, P.C. Selected to inaugural class of the 2012 Edgar Fellows Leadership Program. Member of Illinois House from 2011-2013. Resides in Bloomington with wife, Kristin, and their two sons.

Representative Keith P. Sommer —Republican
88th District
Springfield Office:
216-N Stratton Office Building, Springfield, IL 62706
Phone: (217) 782-0221 Fax: (217) 557-1098
District Office:
121 W Jefferson, Morton, IL 61550
Phone: (309) 263-9242 Fax: (309) 263-8187
Years Served: 1999-Present
Biography: Born September 6, 1946; B.A. in Government, University of Virginia; Married (wife-Deb); has two daughters.

Representative Dan Brady —Republican
105th District
Springfield Office:
200-8N Stratton Office Building, Springfield, IL 62706
Phone: (217) 782-1118 Fax: (217) 558-6271
District Office:
202 N Prospect, Suite 203, Bloomington, IL 61704
Phone: (309) 662-1100 Fax: (309) 662-1150
Years Served: 2001-Present
Biography: Dan Brady is from Bloomington, Illinois. He is a licensed funeral director and embalmer. He served as McLean County Coroner from 1992 to 2000. He received an A.A. from Southern Illinois University and a B.A. in Elected Studies from St. Ambrose University. He was named to the Illinois House Republican Leadership team in 2003 as Republican Caucus Chair and in 2008 he was named Assistant Minority Leader. In 2010 he was awarded —Champion of Free Enterprise" by the Illinois Chamber of Commerce; 2009-2010 —Guardian of Small Business" by the National Federation of Independent Business for Illinois; 2010 —Friend of Agriculture" by the Illinois Farm Bureau. In 2009, Dan received the —Legislative Hero Award" by the Illinois State Alliance of YMCA's. In 2008 he was awarded —Legislator of the Year" by both the Illinois Association of County Board Members and Commissioners and the Health Care Council of Illinois. Dan and his wife Teri have two children.

January 2015 Legislative Calendar

House
Senate
House/Senate

S	M	T	W	T	F	S
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13 Session 98th General Assembly	14 Session Inauguration 99th General Assembly	15 Session Session	16	17
18	19	20	21	22	23 Perfunctory Session	24
25	26	27 Perfunctory Session	28 Session	29 Session	30 Perfunctory Session	31

February 2015 Legislative Calendar

House
Senate
House/Senate

S	M	T	W	T	F	S
1	2	3 Perfunctory Session Session	4 Session Session State of the State Address	5 Session Session	6 Perfunctory Session Deadline LRB Requests	7
8	9 Perfunctory Session	10	11	12	13	14
15	16	17 Session	18 Session Session Governor's Budget Address	19 Session Session	20 Session Deadline Intro of SB's	21
22	23	24 Municipal Primary Election	25 Session	26 Session	27 Session Deadline Intro HB's	28

March 2015 Legislative Calendar

House
Senate
House/Senate

S	M	T	W	T	F	S
1	2	3 Session Session	4 Session Session	5 Session Session	6	7
8	9	10 Session Session	11 Session Session	12 Session Session	13	14
15	16	17 Session Session	18 Session Session	19 Session Session	20	21
22	23	24 Session Session	25 Session Session	26 Session Session	27 Session Session **Deadline Substantive HB/SB**	28
29	30	31	1	2	3	4

April 2015 Legislative Calendar

House
Senate
House/Senate

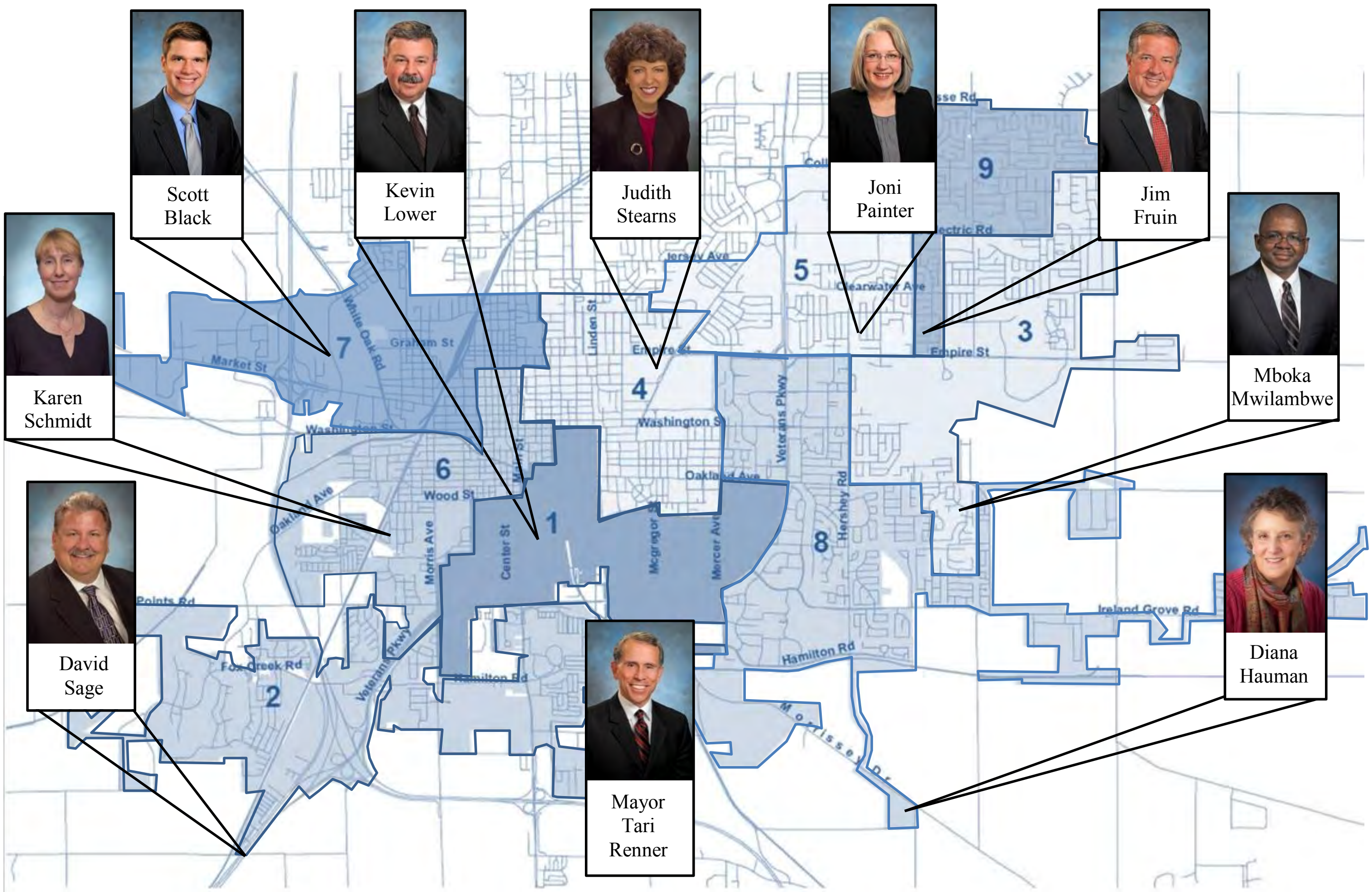
S	M	T	W	T	F	S
29	30	31	1	2	3	4
5	6	7 Municipal Election Day	8	9	10	11
12	13	14 Session Session	15 Session Session	16 Session Session	17 Session	18
19	20 Session	21 Session Session	22 Session Session	23 Session Session	24 Session Session **Deadline Third Reading HB/SB**	25
26	27	28 Session Session	29 Session Session	30 Session Session	1	2

May 2015 Legislative Calendar

House
Senate
House/Senate

S	M	T	W	T	F	S
26	27	28	29	30	1	2
3	4	5 Session Session	6 Session Session	7 Session Session	8 Session Session Deadline Committee SB's	9
10	11	12 Session Session	13 Session Session	14 Session Session	15 Session Session Deadline Committee HB's	16
17	18 Session PM Session	19 Session Session	20 Session Session	21 Session Session	22 Session Session Deadline Third Reading HB/SB's	23 Session
24 Session	25 Session PM Session	26 Session Session	27 Session Session	28 Session Session	29 Session Session	30 Session Session
31 Session Session Adjournment	1	2	3	4	5	6

City of Bloomington Elected Officials



Message from the City Manager

Our local communities are the heart of Illinois. They are a place where we raise our families, celebrate our religions, grow our businesses, and educate our children. Unfortunately, the great recession has had a direct impact on our communities and the resources available to provide vital services to citizens. The City of Bloomington has already been challenged with difficult budget decisions which included reductions in force and early retirements which greatly impacted the City's ability to operate at levels which citizens expect, and in many cases, greatly require. The City of Bloomington, much like many communities in Illinois, has worked diligently to address these budget issues through sacrifices, innovations, and hard work. Due to these efforts the City has experienced some successes over the past several years. During the fallout of the economy the City reached a General Fund Unreserved balance deficit of $109,000 in FY 2008. Since that time the City has been able to rebuild a balance reserve of over $16 million in FY 2013. The City's efforts have also been recognized by financial credit rating agencies such as Fitch who revised the City's rating from an AA to an AA+ and Standard & Poor's who revised the City's credit outlook from negative to stable. In FY 2012 the City continued its commitment to debt management with the adoption of a Debt Policy requiring a General Reserve of 15% of total budget. In November 2013, the City Council took a proactive stance in adopting a Pension funding policy which will result in full funding for both Police and Fire Pension Plans as well as providing over $68,000,000 of saving over the State's Minimum Funding Plan. These financial strides have allowed the City to invest more into infrastructure with a total investment of $8.5 million in road projects in FY 2012, $8.0 million for roads in FY 2013, and $17.9 million in FY2014 budget (due in large part to a $10 million bond issuance). The City is also actively planning for the future with the development of a 20 Year Comprehensive Capital Improvement Plan aimed at addressing future infrastructure needs as well as rectifying previous deferred maintenance issues due to the sluggish economy.

The most important thing we can communicate and stress upon our legislators today is to not make it any more difficult for our communities to begin to recover. The State of Illinois faces the same challenges our communities have struggled with for the past several years. Addressing budget deficits while maintaining the ability to provide services to constituents is a difficult task to achieve. The City of Bloomington asks that legislators oppose any legislation that would shift this burden onto local entities that have already been forced to adjust to today's fiscal realities.

This call to legislators will serve as a theme for the issues presented in this legislative work session. Specifically, issues such as Protecting State Shared Revenues, Public Safety Employee Benefits Act Reform, Fiscal Reality in Arbitration Decisions, Pension Sustainability, Bolstering Illinois' Economic Climate, Workers' Compensation Reform, Prevailing Wage Act, IDOT Multi-Year Program, State Plumbing Code, and the ICC Energy Code have been identified as key legislative initiatives which have the potential to allow our community to continue on the path of recovery in the wake of a devastating economic recession.

I thank you all for your continued support of our community and your dedication of service to our citizens. We continue to depend on your legislative guidance and your commitment to the vitality of our community.

Sincerely,

David A. Hales
Bloomington City Manager

FY2015 State Budget Protects LGDF

Of importance to cities and counties is that the FY2015 state budget left Local Government Distribution Fund (LGDF) revenue intact. The LGDF represents 4.4% of the City's General Fund budget (or $7.5 million) which is used to support core municipal services such as police, fire, roads, sidewalks, planning and zoning, public works, and snowplowing. This revenue source is vital to the local community and should be protected at all costs. **CITY OF BLOOMINGTON SUPPORTED**

LGDF Prompt Payment

In a big win for cities and counties, a long-sought Local Government Distributive Fund (LGDF) reform measure was approved. On August 26, 2014, Governor Quinn signed House Bill 961, requiring the state of Illinois to make timely LGDF payments to municipalities and counties. Without this legislation, there was no statutory requirement to ensure that local governments promptly receive their share of the state-collected income tax revenue. The legislation requires that the State Comptroller transfer state-shared income tax revenue to the Local Government Distributive Fund (LGDF) within 60 days after receiving vouchers from the Department of Revenue. The City of Bloomington will benefit from this legislation as historically, the state has been several months delinquent with LGDF payments representing millions of dollars being held by the state. These funds are critical to the local community as they are used to fund vital public safety operations as well as general government functions. It was a long, tough campaign/battle for this legislation to become law. This bill was signed into law as P.A. 98-1052. **CITY OF BLOOMINGTON SUPPORTED**

FOIA Reform

In another legislative victory for municipalities, the House and Senate successfully approved a FOIA reform bill that provides some relief for public bodies when responding to large FOIA requests. HB 3796 (Rep. Currie/Sen. Hastings) establishes a definition of a ―voluminous request" and allows the public body to respond to a voluminous request in much the same manner as when responding to a recurrent requester under the current law. The bill also states that a public body is not required to copy and make available for public inspection a public record that is published on the public body's website, unless the requester does not have reasonable electronic access. The City of Bloomington receives approximately 1,200 FOIA requests per year representing an average of 60 minutes of staff time per request. That is approximately 1,200 hours of staff time or 58% of a full-time employee‗s work year. This legislation enhances the City's ability to dedicate resources to providing public information in a timely manner to the general public by reducing the burden of large FOIA requests. A recent example of a request received by the City was from a local media outlet seeking any City document containing 7 key words. The search identified 1,200 pages containing the selected words. The FOIA reform allows the City to request the individual issuing the FOIA to make the request more specific. This bill was vetoed by the Governor, but the veto was successfully overridden during the Veto Session. The bill was therefore enacted into law as P.A. 98-1129. **CITY OF BLOOMINGTON SUPPORTED**

Fire Department Minimum Manning

Legislation made minimum manning requirements a mandatory subject of collective bargaining and interest arbitration. The legislation was approved by the House during the Spring and the Senate during the Fall Veto Session. Governor Quinn enacted the bill into law as P.A. 98-1151. Decisions involving manning and staffing should be a prerogative of management because these decisions directly relate to how many employees work for a municipal department. This legislation takes staffing decisions away from elected officials by increasing union power over staffing decisions and allowing the prospect of third party arbitrators to make rulings that would impact local property tax levels. For every one additional firefighter, the cost to the City is $154,414. This includes the salary, training, and equipment required of the position but does not include the long-term costs such as pensions. Because fire safety operations are a 24 hour service, there are three shifts working each day. This means that for every one additional firefighter per shift, the cost to the City is $463,242 ($154,414 per firefighter x 3 shifts). This represents a significant impact to the City's budget which could not be absorbed by existing revenue sources. **CITY OF BLOOMINGTON OPPOSED**

"Responsible Bidder" Legislation

An amendment to HB 924 (Sen. Harmon) surfaced during the final days of the Spring session, but the legislation did not advance. There was no effort to move the bill forward during the Fall Veto Session. "Responsible bidder" legislation would make it difficult and prohibitively expensive for non-union contractors to bid on public works projects. Unintended consequences of this measure is the likely compliance difficulty for small contractors who more and more are inclined to NOT to bid on public works projects because of the complication of compliance with the Prevailing Wage Act and the burdensome reporting requirements. Fewer bidders lessen competition and increase the cost of projects for taxpayers. It also makes it more difficult for local government units to procure local contractors and use local labor. City officials would oppose any attempt to advance this legislation. **CITY OF BLOOMINGTON OPPOSED**

CITY OF BLOOMINGTON RECOMMENDED LEGISLATIVE PROPOSALS – 99TH GENERAL ASSEMBLY

The following recommended legislative changes propose amendments to a variety of statutes with the intention of protecting municipal budgets, streamlining operations, and improving the ability of municipalities to provide necessary services to their citizens.

State Shared Revenues

Oppose Any Reductions to the Local Government Distributive Funds (LGDF)

The Local Government Distributive Fund (LGDF) is a state fund into which a portion of state income tax revenue is deposited annually and distributed to local governments. Cities and counties currently receive 8% of total state income tax revenues through this fund. The terms ―LGDF" and ―income tax" are used interchangeably in respect to the local government share as income tax is the only revenue distributed within this fund to local governments.

Since 1969, Illinois municipalities have partnered with the State to fund core municipal services such as police, fire, roads, sidewalks, planning and zoning, public safety, water and sewer, public works, and snowplowing. This funding partnership is made possible by revenue from the LGDF.

In addition to funding core everyday services to Illinois citizens, LGDF distributions play a role in keeping the local tax burden low. Without LGDF, communities across Illinois would need to explore increases in local taxes to support existing levels of services.

Until January of 2011, 10% of total income tax collections were deposited into LGDF for distribution to cities and counties. Distributions occur on a per capita basis. The percentage share of state income tax revenue was reduced from 10% to 6% following the enactment of the temporary income tax increase in 2011. The percentage was decreased because the state opted to keep the entirety of the new increased revenues for itself. When the income tax rates declined in January 2015, the LGDF share increased to 8% of total collections. In the absence of any statutory changes, this percentage will remain the same until 2025 when it will return to approximately 10% of total state income tax collections.

Illinois collected approximately $20.8 billion in state income tax revenue during Municipal Fiscal Year 2014. The amount of revenue deposited into LGDF for this period was only $1.25 billion. Good management and efficiency at the local level make LGDF dollars the best return on investment that taxpayers will ever get, and it‘s a direct return of their dollars to their community[1].

Illinois cities have managed their LGDF revenue **responsibly** over the years while receiving just a small portion of state income tax collections. Illinois cities will continue to balance their budgets and fund core municipal services while receiving 8 cents of each state income tax dollar during the upcoming municipal fiscal year. Despite receiving 92 cents of each income tax dollar, the State will continue to be mired in debt and unable to pay its bills in a timely manner for the foreseeable future.

[1] See: http://www.iml.org/file.cfm?key=8736

[2] See: http://legislative.iml.org/page.cfm?key=14794

[3] For example, in fiscal year 2000, 2,470 former police and fire personnel from Illinois municipalities were receiving line-of-duty

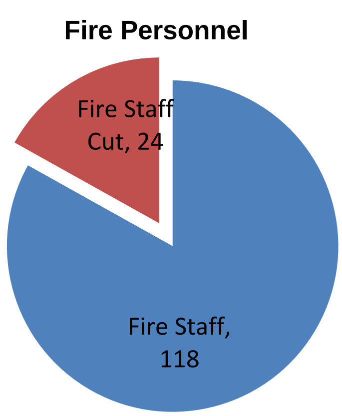
This record of excellent fiscal stewardship by municipal governments, encouraged by accountability to local voters, is a compelling argument to drive additional value for taxpayers by maintaining, and even **increasing** the municipal share of LGDF revenue. Additional LGDF revenues could be used to help offset the growing costs incurred from unfunded state mandates, the most notable of which includes paying for pension benefits that were increased by the State.

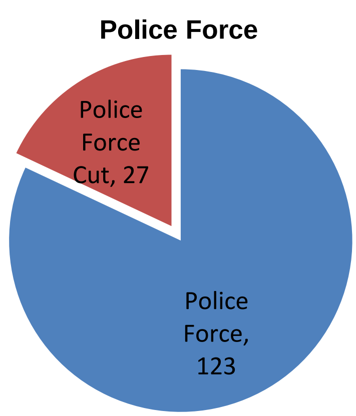
The following table represents State Collected Revenues and their significance relative to the City of Bloomington's budget:

Source	FY2015 Projected	FY 2016 Proposed	Percentage to total Budget
State Sales Tax	$13,399,257	$13,399,257	7.77%
Home Rule Sales Tax	$14,427,442	$14,427,442	8.37%
Income Tax (LGDF)	$7,431,514	$7,584,390	4.40%
Excise (Telecommunications) Tax	$2,052,230	$3,036,345	1.76%
Motor Fuel Tax	$2,586,620	$1,800,000	1.04%
Replacement Tax	$1,937,529	$1,807,649	1.05%
Total	**$41,834,592**	**$42,055,083**	**24.39%**

Governor Rauner's recent February 18, 2015 Budget Address called for a significant reduction to local government sharing. It is estimated by the Illinois Municipal League that the Governor's proposal would represent a 50% reduction in the LGDF which would result in a **$3,792,195 revenue loss** to the City of Bloomington[2]. Such a revenue loss cannot be absorbed by existing revenues streams and will represent an extreme financial burden which will be placed on the backs of local tax payers.

If the City were to reduce services to account for this significant revenue loss, local officials would have to reduce the public safety budget by 10 percent, which would require the **elimination 24 firefighter positions** or **27 police officers**. A reduction in 24 firefighter positions represents a 20% decrease in the City's fire personnel and would require the City to retire 2 engine companies and 1 medic team. If this were to occur, the City would need to close 1 fire station which would result in response time calls increasing upwards to 15 minutes or greater on average. Current response times average 8 minutes. Such a reduction in service level would also put strain on the City's neighboring Town of Normal as the City and the Town assist in mutual responses. Over a recent weekend, the Town of Normal's EMS crews were in Bloomington 4 times in 2 days assisting in calls as City crews were dedicated to other responses. On the other side of public safety, a reduction of 27 police officers represents a 22% decrease in the existing police force. These reductions would come at a time when the City is already lean in public safety personnel compared to comparable municipalities.





[2] See: http://legislative.iml.org/page.cfm?key=14794

A $3.8 million revenue loss would also represent half of the funding required for the City's Parks and Recreation programs and services. A department which oversees the maintenance of 38 parks, 6 public buildings, 2 swimming pools, 30 miles of trail, a historic municipal zoo which has been in operation for 122 years. The department also provides cultural art events and opportunities as well as recreation programming for nearly 20,000 youths, adults, teens, at-risk teens, and individuals with disabilities.
The following table shows that the City would have to increase the current property tax rate 16% to collect this revenue shortfall proposed by the Governor.

Levy Year	Scenario	2014 Tax Levy	Dollar Increase/(Decrease)	Tax Rate as Increased	% Change in Tax Rate
2014	**Adopted**	23,719,066	-	1.31566%	-
	$1 million increase	24,719,066	1,000,000	1.37113%	4.216%
	$2 million increase	25,719,066	2,000,000	1.42660%	8.432%
	$3 million increase	26,719,066	3,000,000	1.48207%	12.648%
	$3.8 million increase	27,511,261	3,792,195	1.52601%	**15.988%**

The following table displays the impact of the Governor's proposed reductions on local homeowners by presenting the annual increase by home value:

	$$ Change Per Annum			
Home Value	**$ 100,000**	**$ 150,000**	**$ 200,000**	**$ 250,000**
$1 million increase	$18.49	$27.73	$36.98	$46.22
$2 million increase	$36.98	$55.47	$73.96	$92.45
$3 million increase	$55.47	$83.20	$110.94	$138.67
$3.8 million increase	**$70.12**	**$105.17**	**$140.23**	**$175.29**

If the City sought to increase the amount of sales tax it leverages to generate the additional $3.8 million, a ½ cent sales tax increase would be needed to cover the costs. The City receives $2.4 million in revenue from a ¼ cent increase; however, the City can only increase sales tax in ¼ cent increments.

Recommendation: Oppose Any Reductions to the State Collected Local Government Distributive Funds (LGDF) and Support the Restoration of a Full 10% Share of State Income Tax Collections in 2016. More specifically, the City encourages you to take the following positions on the proposed bills listed below:

Bill Number:	**HB 0365**
GA Bill Page:	INC TX-LGDF
Session:	99th General Assembly
House Sponsor:	Anthony DeLuca (H-80)
Senate Sponsor:	None
City Position:	**Support**
Analysis:	This bill restores the local government income tax share to 10 percent of total collections over four years (2016-2019).
GA Last Action:	To Income Tax Subcommittee

Public Safety Employee Benefits Act (PSEBA) Reform

Support Legislation to Amend the Public Safety Employee Benefits Act to provide a clear and reasonable standard for what is considered a ―catastrophic injury.”

The Public Safety Employee Benefits Act (820 ILCS 320/1 *et seq*.) became effective in 1997. The language of the Act similar to statutes in other states; if a full-time police officer, firefighter, correctional or correctional probation officer suffers a ―catastrophic injury” or is killed in the line of duty while responding to an emergency, the municipality for which the employee worked must pay the injured employee‘s group health insurance premiums and his or her spouse for life; the municipality must also pay the health insurance premiums for the employee‘s dependent children until the children reach the age of 21 (25 in the case of full or part- time students who are dependent on their parents for support).

However, Illinois differs from other states in the manner in which it interprets the phrase, ―catastrophic injury.” In other states, ―catastrophic injury” means exactly what it sounds like: loss of a limb, paraplegia, quadriplegia, paralysis, etc. In Illinois, as a result of an Illinois Supreme Court ruling in 2003, a ―catastrophic injury” means an injury that qualifies an individual for a line-of-duty disability pursuant to the Illinois Pension Code. The injury need not be life-threatening nor must it disqualify the employee from gainful employment elsewhere. One would expect a ―catastrophic” injury to be unusual or infrequent. On the contrary, line-of-duty disabilities are currently being received by *thousands* of former Illinois public safety employees[3].

The result of this ruling is that Illinois municipalities are paying the health insurance premiums of those who are not catastrophically injured, who may be gainfully employed elsewhere and who may be covered by other group health insurance policies provided by their current employer. From FY 2003 to FY 2014, **the City of Bloomington paid $745,994 in health insurance premiums for 9 employees** receiving a line-of-duty disability from the Police or Fire Pension Boards (FY 2014 $134,044; $138,895 in FY 2013; $115,637 in FY 2012; $64,654 in FY 2011 and $292,764 from FY 2003 to FY 2010). In April of 2011, the Illinois Municipal League surveyed 50 municipalities with ongoing PSEBA costs. The survey collected data between the years 2003 (the year of the *Krohe* decision that first expanded the benefit) and 2010. Survey respondents indicated that there are 172 individuals in receipt of PSEBA benefits among just those 50 municipalities that participated in the survey. The table on the next page displays the individual survey results.

[3] For example, in fiscal year 2000, 2,470 former police and fire personnel from Illinois municipalities were receiving line-of-duty disabilities. See 2001 Biennial Report of the Illinois Dept. of Insurance, Public Pension Division at 41 available online at http://www.insurance.illinois.gov/Applications/Pension/PublicDocuments/Biennial/pension_biennial_report_2001.pdf

PSEBA COST AND PARTICIPATION

MUNICIPALITY	AMOUNT (2003-2010)	PARTICIPANTS (2010)	POLICE (2003 - 2010)	FIRE (2003 - 2010)
ALTON	$ 426,002.00	5	$ 104,439.00	$ 321,563.00
BATAVIA	$ 286,338.10	3	$ 193,647.09	$ 92,691.01
BELLEVILLE	$ 958,069.00	12	$ 415,188.00	$ 542,881.00
BELVIDERE	$ 146,144.00	3	$ 82,465.00	$ 63,679.00
BLOOMINGTON	$ 292,764.00	6	$ 138,204.00	$ 154,560.00
BRIDGEVIEW	$ 96,648.00	2	$ 6,164.00	$ 90,484.00
BUFFALO GROVE	$ 163,251.36	2	$ 81,625.68	$ 81,625.68
BURR RIDGE	$ 72,443.43	1	$ 72,443.43	
CHARLESTON	$ 277,583.61	5	$ 161,910.76	$ 115,672.85
DANVILLE	$ 454,896.00	7	$ 292,464.00	$ 162,432.00
DECATUR	$ 216,710.00	6	$ 23,684.00	$ 193,026.00
DIXON	$ 40,330.00	1		$ 40,330.00
EVANSTON	$ 991,510.56	16	$ 332,605.05	$ 658,905.51
FLORA	$ 4,027.80	1	$ 4,027.80	
FOREST PARK	$ 84,815.25	3	$ 71,367.07	$ 13,448.18
GLENCOE	$ 150,706.00	2	$ -	$ 150,706.00
GLENDALE HEIGHTS	$ 463,596.47	4	$ 463,596.47	
GURNEE	$ 136,236.00	2	$ 72,756.00	$ 63,480.00
HAZEL CREST	$ 125,280.00	2	$ 125,280.00	
HOFFMAN ESTATES	$ 571,499.00	8	$ 271,963.00	$ 299,536.00
HOMEWOOD	$ 176,413.00	2	$ 176,413.00	
LAKE BLUFF	$ 11,900.00	1	$ 11,900.00	
LOMBARD	$ 313,514.25	5	$ 100,902.20	$ 212,612.05
LYNWOOD	$ 44,563.34	1	$ 44,563.34	
MASCOUTAH	$ 25,183.08	1	$ 25,183.08	
MATTOON	$ 368,046.00	7	$ 194,511.00	$ 173,535.00
MONTGOMERY	$ 7,450.00	1	$ 7,450.00	
MONTICELLO	$ 78,000.00	1	$ 78,000.00	
MOUNT PROSPECT	$ 654,779.00	5	$ 503,934.00	$ 150,845.00
MUNDELEIN	$ 130,344.00	1	$ -	$ 130,344.00
NAPERVILLE	$ 138,480.00	3	$ 35,174.00	$ 103,306.00
NORTH CHICAGO	$ 40,000.00	2	$ 40,000.00	
NORTHFIELD	$ 80,838.00	2	$ 80,838.00	
O'FALLON	$ 174,393.00	2	$ 174,393.00	
ORLAND HILLS	$ 143,196.00	2	$ 143,196.00	
ORLAND PARK	$ 77,276.38	1	$ 77,276.38	
PALATINE	$ 35,748.00	1	$ 35,748.00	
PEORIA	$ 1,190,960.09	16	$ 600,429.35	$ 590,530.74
QUINCY	$ 161,289.00	2		$ 161,289.00
ROCK ISLAND	$ 91,272.00	2	$ 91,272.00	
ROLLING MEADOWS	$ 39,734.00	1	$ 39,734.00	
SCHAUMBURG	$ 761,124.00	8	$ 343,718.00	$ 417,406.00
SCHILLER PARK	$ 94,206.82	3		$ 94,206.82
SHILOH	$ 2,721.20	1	$ 2,721.20	
SKOKIE	$ 90,007.00	3	$ 5,944.00	$ 84,063.00
SOUTH ELGIN	$ 81,110.00	1	$ 81,110.00	
STICKNEY	$ 213,000.00	2	$ 213,000.00	
STREAMWOOD	$ 211,572.00	1	$ -	$ 211,572.00
SWANSEA	$ 3,092.00	1	$ 3,092.00	
SYCAMORE	$ 123,575.53	2		$ 123,575.53
TOTAL	**$ 11,522,638.27**	**172**	**$ 6,024,332.90**	**$ 5,498,305.37**

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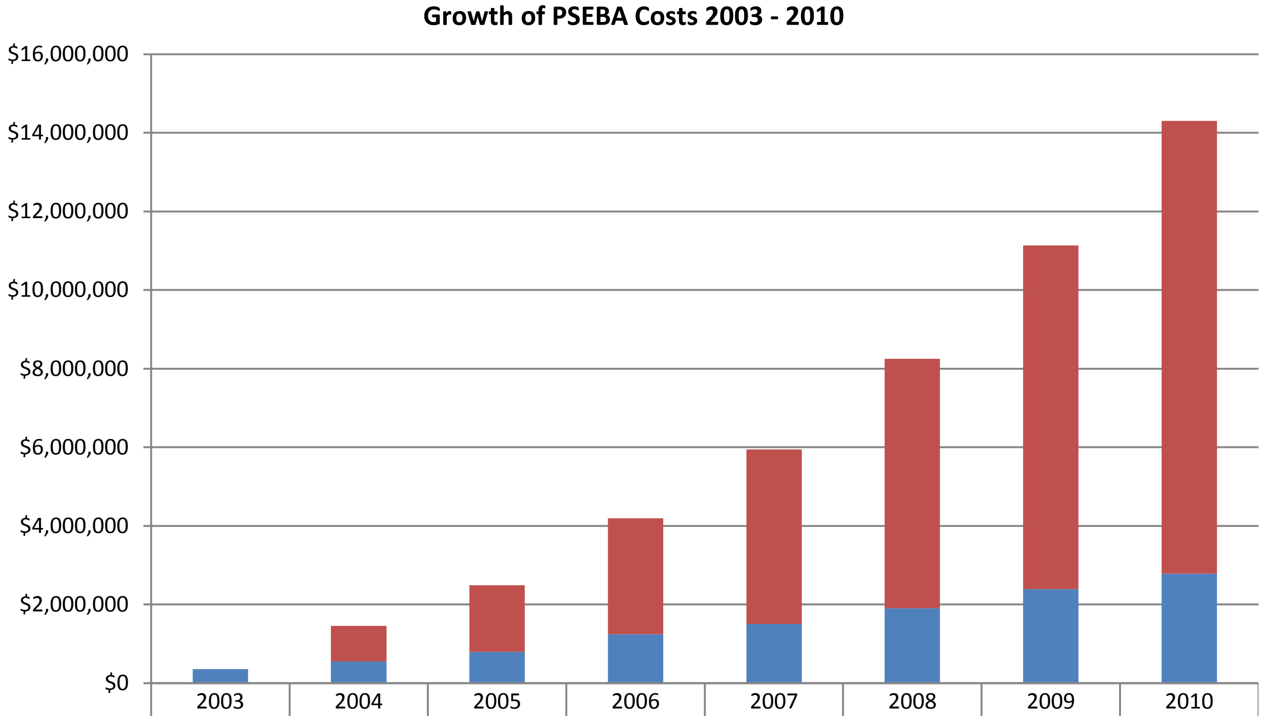
[4] April 2011, Illinois Municipal League, "The High Cost of PSEBA Expansion", p.5

The following graph illustrates the total cost growth among the 50 survey respondents for combined police and firefighter PSEBA awards between the years 2003 and 2010. During the seven year period, the annual cost grew from $358,094 in 2003 to $2,783,812 by 2010 – an increase of 677%. The cumulative liability for the survey respondents over the seven year period was $11,522,638[5].

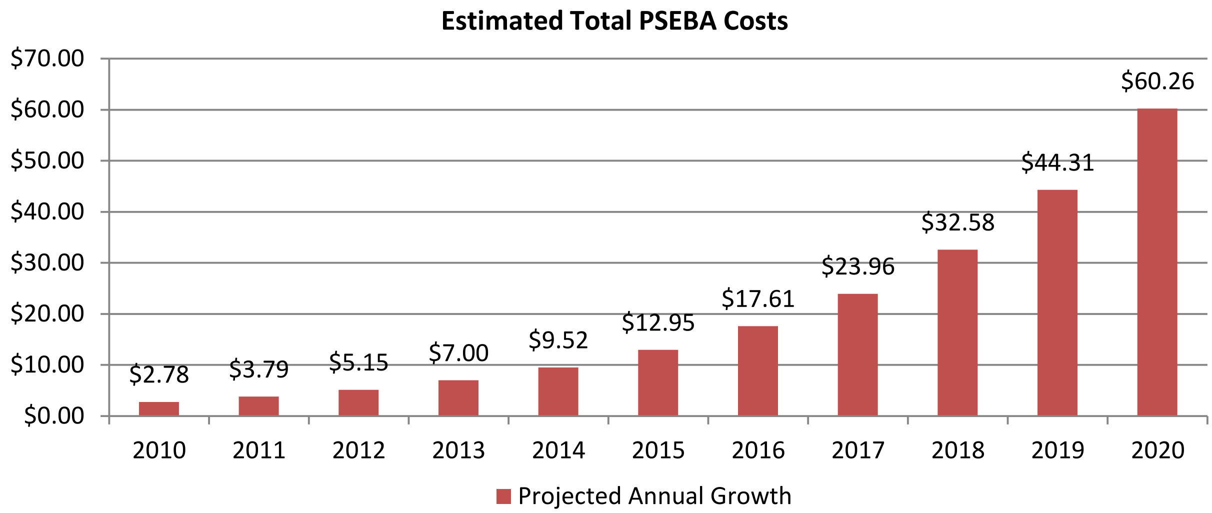


	2003	2004	2005	2006	2007	2008	2009	2010
Cumulative Growth	$0	$905,654	$1,697,957	$2,944,687	$4,445,894	$6,348,470	$8,738,826	$11,522,638
Annual Growth	$358,094	$547,560	$792,303	$1,246,729	$1,501,207	$1,902,576	$2,390,357	$2,783,812

The potential exists for significant growth in the cost burden for PSEBA benefits if costs are not curbed through sensible reforms. The cost of health care can be volatile, but historical trends suggest that the cost almost always increases and rarely, if ever, abates.

The following graph uses the average annual historical growth rate of 35% between 2003 and 2010 to project the growth of overall PSEBA costs through 2020. Based upon this methodology, the aggregate cost among the 50 municipalities in the survey would grow from $2.8 million in 2010 to $60.3 million by 2020. This is an exponential cost growth of 2068% over a ten year period. It should be noted that health insurance costs can be volatile and difficult to predict[6].

[5] April 2011, Illinois Municipal League, "The High Cost of PSEBA Expansion", p.6
[6] April 2011, Illinois Municipal League, "The High Cost of PSEBA Expansion", p.7



A recent study by the Illinois Commission on Governmental Forecasting and Accountability (COGFA) revealed that 1/3 of all PSEBA health insurance recipients had insurance options through other employment. The COGFA study relied on survey responses from both individual units of government and individual PSEBA recipients. According to COGFA, the information included within the report consists of fully-completed or partially-completed responses from 456 individuals, as well as completed forms from 126 municipalities. According to the study, out of the 456 responses, 155 PSEBA recipients (34%) currently have insurance available or offered through either their employer, their spouse‘s employer, or both employers. The study also showed dramatic increases to the benefits received from the year the law was enacted in 1997 to reporting year 2013[7]:

- 124 municipalities paid $5.82 million in insurance premiums to 419 PSEBA recipients in Reporting Year 2013. When the law took effect in 1997, only one of the respondent municipalities paid benefits with the amount being $4,720.
- Since the enactment of PSEBA, total premiums across responding municipalities have increased exponentially as a result of increasing premiums and a growing number of PSEBA recipients.
- As of Reporting Year 2013, 124 municipalities paid over $46,900 in premiums on average. Both average premiums and the number of municipalities required to make PSEBA payments increased at a relatively steady pace from Reporting Years 1997 through 2013.
- The average recipient premium began at $2,360 in Reporting Year 1997 and climbed steadily to $13,884 in Reporting Year 2013.

Recommendation*:* The available data reveals great cause for concern. In addition to coping with rising pension costs in future years, municipal governments must brace for the financial impact of drastic increases in the cost obligations associated with the provision of municipally-funded health insurance premiums to those employees eligible for PSEBA. The high cost of the benefit necessitates that a reasonable, clear, and equitable standard be adopted to ensure that the lifetime health insurance benefit is only being paid to those whose injuries are truly ―catastrophic” in nature.

City Officials requests that state legislators support legislation such which seeks to provide a clear and reasonable standard for what is considered a ―catastrophic injury” and to make Illinois law consistent with federal law by making the receipt of PSEBA benefits contingent upon eligibility for a benefit under the

[7] See: http://www.iml.org/page.cfm?key=12555

federal Public Safety Officers‘ Benefits Act (PSOB). The PSOB provides a one-time financial benefit to police officers and firefighters that are killed or catastrophically injured while performing their duties. Eligible employees (or their families in the event of death) are entitled to a one-time benefit of $318,111.64. This benefit is paid by the federal government and indexed to inflation.

The federal PSOB law has been paying disability benefits for catastrophic injuries sustained by federal, state, and local law enforcement officers, firefighters, and members of public rescue squads since November 29, 1990. The federal law also has an existing process and a clear and sensible definition of –catastrophic injury” for determining benefit eligibility.

Linking the award of PSEBA benefits with the sensible and already existing federal PSOB eligibility process will ensure that municipally-funded health insurance is available to former first responders that are unable to pursue gainful employment because of the severity of their injuries. The new standard will also ensure that municipal governments and their taxpayers are not paying the high cost to provide municipally-funded health insurance coverage to former employees who are working in other careers and have access to health insurance through other means.

Fiscal Reality in Arbitration Decisions

Amend the Illinois Public Labor Relations Act

The fundamental purpose of a municipal government is to champion the health, safety, and welfare of the citizens of the community. In order to fulfill this fundamental purpose, municipal officials must allocate the limited resources of a community to their best beneficial use. The Illinois Public Labor Relations Act is a State mandate that dictates procedures for a municipality's relationship with its unionized public safety employees and requires the use of binding arbitration. When binding arbitration occurs, the arbitrators make decisions that direct the allocation of the communities' limited financial resources. The arbitrators who make these policy decisions are neither elected by nor accountable to the citizens of a community. The ability to govern the affairs of a community outside of the political process is one that should be undertaken only with the utmost discretion and discernment, and arbitrators should take extraordinary precautions against usurping the democratic foundations of local government. Too often, arbitrators are insensitive to the democratic process as well as to the fiscal realities that exist in a community, such as in the case of Prospect Heights where an arbitrator used an arbitration decision to chastise the citizens of a community for rejecting a referendum to adopt home-rule status, which would have allowed the city council to raise taxes[8]. Arbitrators who inject themselves into the political process and base arbitration decisions on revenue streams that do not exist act in an unprofessional manner do a disservice to the citizens of Illinois.

Recommendation: The City urges the governor, the members of the Illinois General Assembly, the Department of Labor, and the Illinois Public Labor Relations Board to reexamine the role that arbitrators play in the formulation of local obligations and to ensure that arbitrators consider the actual affordability and broader fiscal implications of their decisions and adjust those decisions accordingly. The following House and Senate bills seek to make progress in this effort:

Bill Number:	**HB 2764**
GA Bill Page:	LABOR-ARBITRATION-EXCLUDE TAX
Session:	99th General Assembly
House Sponsor:	Dwight Kay (H-112)
Senate Sponsor:	None
City Position:	**Support**
Analysis:	This bill amends the Illinois Public Labor Relations Act to alter the factors upon which an arbitrator bases decisions. The bill requires an arbitration panel to fully consider the statutory factors upon which it must base its findings, opinions, and orders during the dispute of a new or amended security labor agreement's wage rates or other employment conditions. The bill specifies the bases for the statutory factor of the unit of government's financial ability to meet costs.
GA Last Action:	Assigned to Labor & Commerce Committee

[8] Illinois Municipal League 98th Annual Conference, "2011 Resolutions Approved During the IML 98th Annual Conference", http://legislative.iml.org/files/pages/7481/ResolutionsApproved-2011.pdf

Bill Number:	**HB 2453**
GA Bill Page:	LABOR-ARBITRATION-EXCLUDE TAX
Session:	99th General Assembly
House Sponsor:	None
Senate Sponsor:	Dwight Kay (H-112)
City Position:	**Support**
Analysis:	This bill reforms the arbitration process for public safety employees by requiring that arbitration decisions be based on actual available revenues and not on additional available tax capacity.
GA Last Action:	Assigned to Labor & Commerce Committee

Bill Number:	**SB 1326**
GA Bill Page:	PUBLIC LABOR-ARBITRATION
Session:	99th General Assembly
House Sponsor:	None
Senate Sponsor:	Michael G Connelly (S-21)
City Position:	**Support**
Analysis:	This bill amends the Illinois Public Labor Relations Act to alter the factors upon which an arbitrator bases decisions. The bill requires an arbitration panel to fully consider the statutory factors upon which it must base its findings, opinions, and orders during the dispute of a new or amended security labor agreement's wage rates or other employment conditions. The bill specifies the bases for the statutory factor of the unit of government's financial ability to meet costs.

Pension Sustainability

Find Common Resolve to Address the Pension Crisis

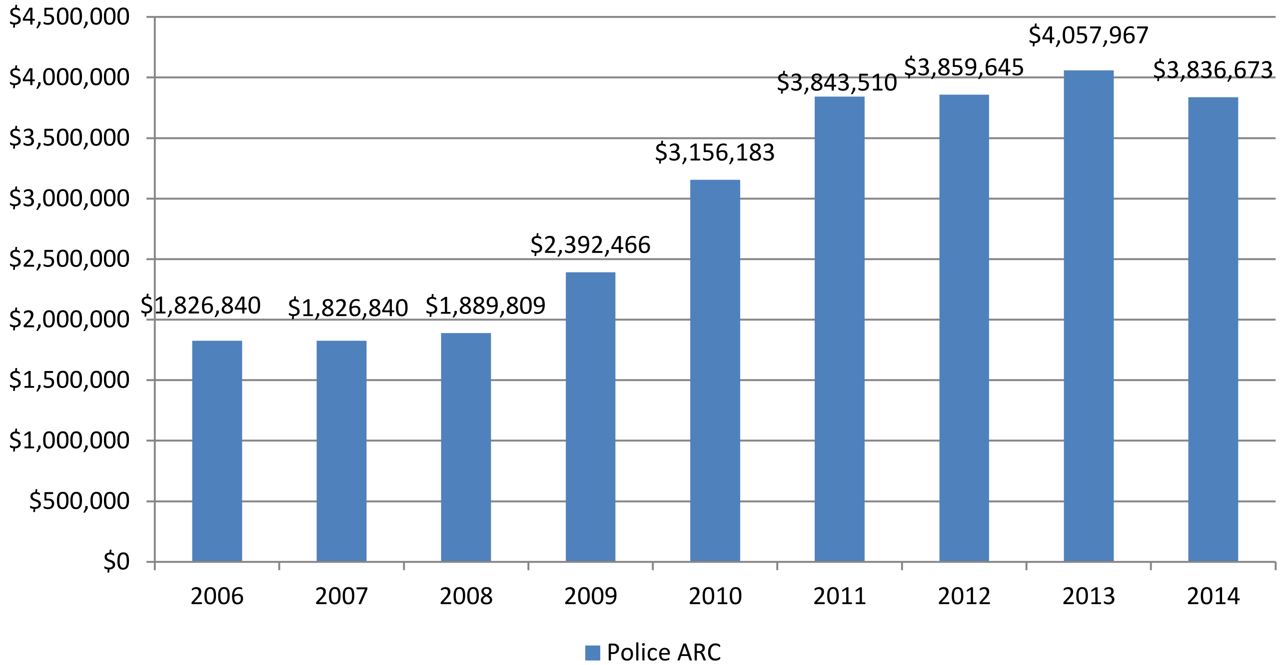
The growing pension obligations for Illinois municipal public safety employees is a tremendous concern for elected officials, taxpayers and employees. These concerns were initially outlined in a 2007 fiscal analysis of the police and firefighter pension systems published by the Illinois Municipal League to introduce several reforms into the police and firefighter pension systems concerning ethics, disclosure, and reporting requirements. Benefit reforms were enacted in 2010 that affect all new employees hired on or after January 1, 2011, yet these reforms included no changes to reduce the pension liabilities for existing employees. The 2010 legislation also provides for the diversion of Local Government Distributive Fund revenues to the police and fire pension funds beginning in 2016 if the full actuarially required contributions are not made by employers.

Legislation passed in 2011 now requires Police and Fire Pensions to be funded at 90% by Fiscal Year 2040. After researching Pension funding options, it was determined that the City‘s IMRF fund (the City‘s largest pension representing 1,045 members) was 82% funded while the Police and Fire Pensions with approximately 200 members were each lagging between 50% and 60% funded. To achieve the funding requirement the State recommends a minimum annual contribution. In analyzing this legislation it became evident that the annual contributions were minimal in the early years of the state‘s plan and then increase substantially in the last several years of the plan. In reviewing the City‘s finances these increases were determined to be unsustainable and would cause an inequitable tax burden on a future generation of tax payers. The City‘s Finance Department worked with the City Council, Police and Fire Pension Boards, its independent actuary, the Administration and Finance Committee, and the public to develop a Pension funding policy which would responsibly address the needs of future generations. In November 2013 the Bloomington City Council adopted a Pension funding policy which will result in full funding for both Police and Fire Pension Plans as well as providing over $68,000,000 of saving over the State‘s Minimum Plan.

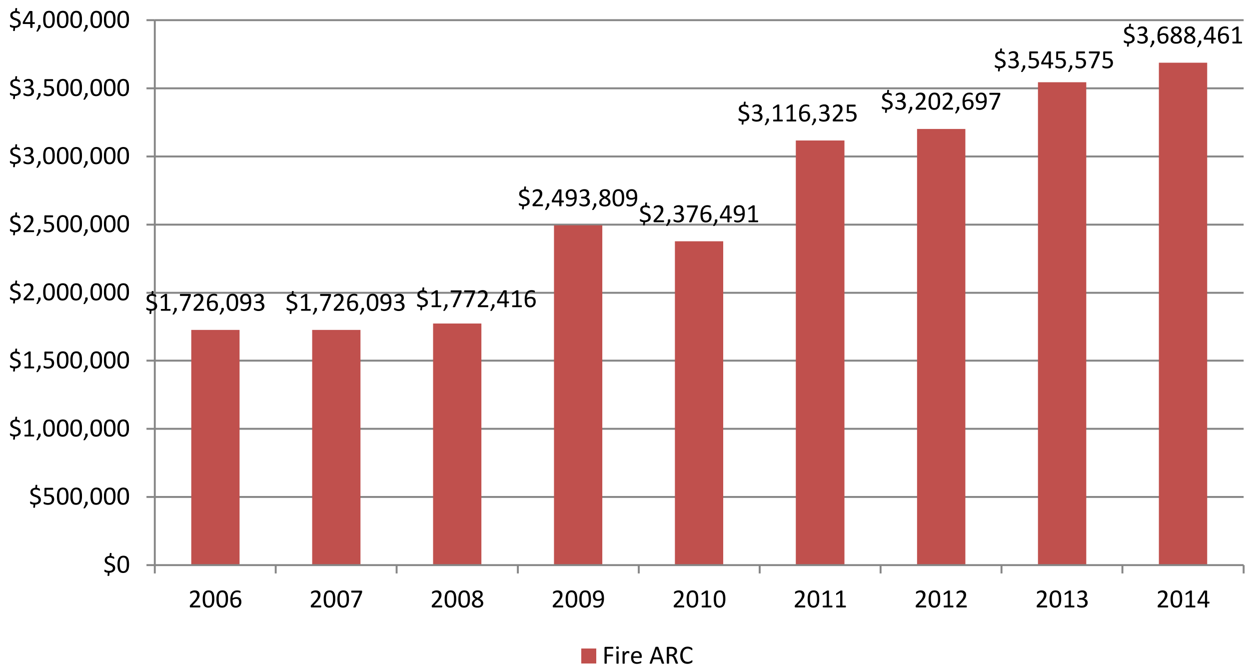
This Pension funding policy, however, does not come without significant sacrifice and cost to the City. The recently established policy caused a $1.6 million increase in pension contributions in FY2015 and will require an increase on average of $1.2 million over the next four years. To responsibly fund these increases the Bloomington City Council raised new revenues earmarked for pension funding. Increased utility taxes and a newly established amusement tax are being leveraged by the City to help offset some of the increased pension costs. These new revenue streams, however, are not projected to achieve the five year cumulative total of $6.8 million in additional funding required by the City‘s pension policy. The City will need to continue to identify additional funding options and seek reprieve from legislation which exacerbates the City‘s pension obligations.

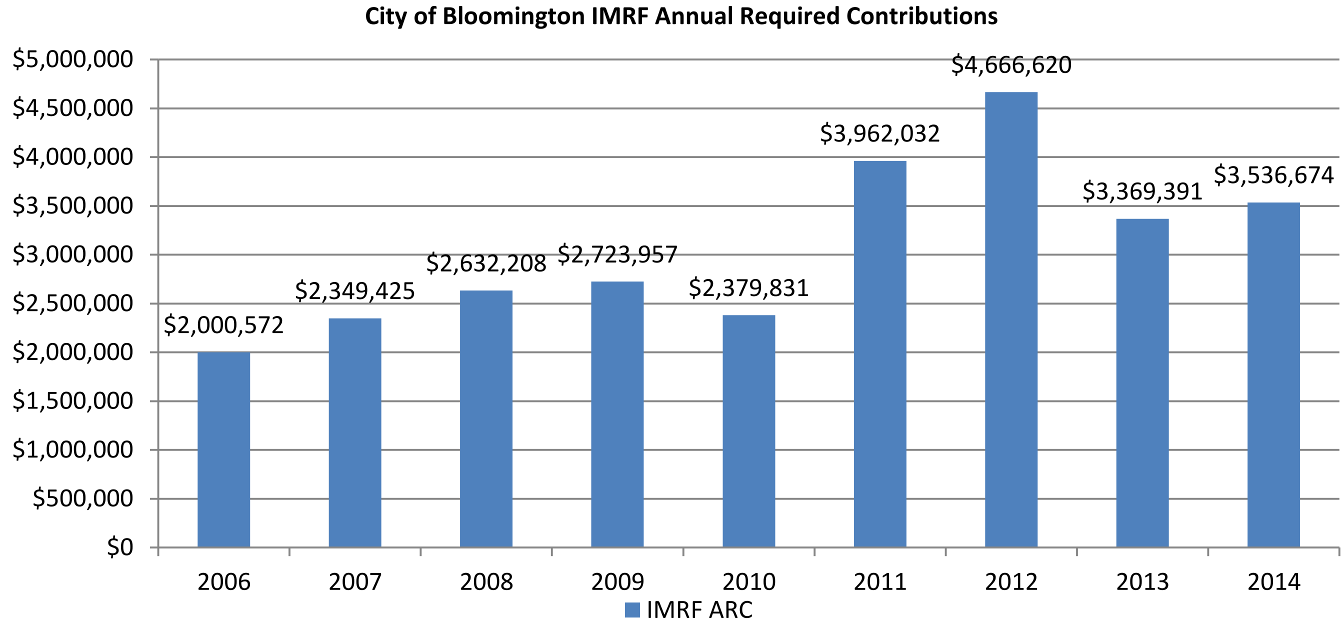
The following tables represent the City of Bloomington‘s Annual Required Contributions (ARC) to pensions from 2006 to 2013.

City of Bloomington Police Pension Annual Required Contributions

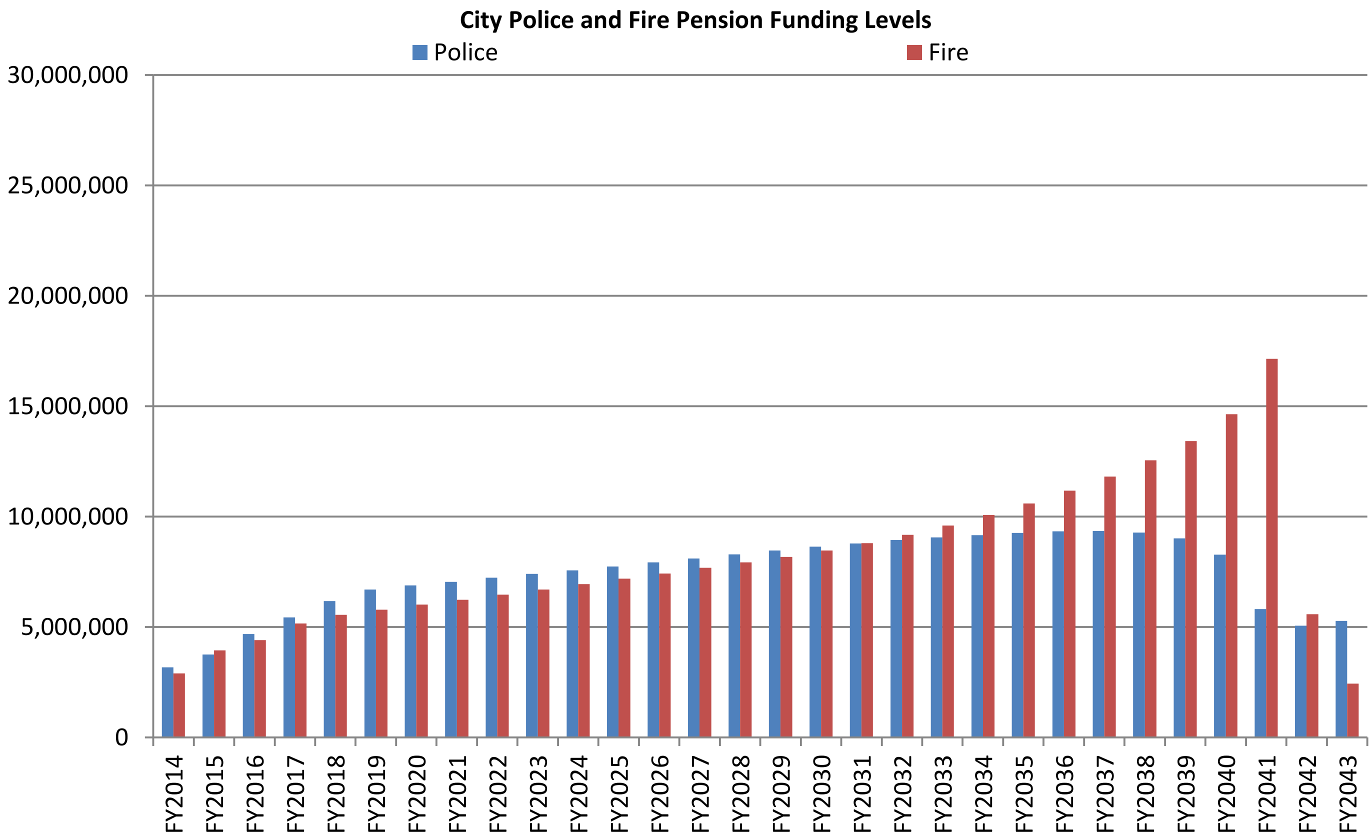


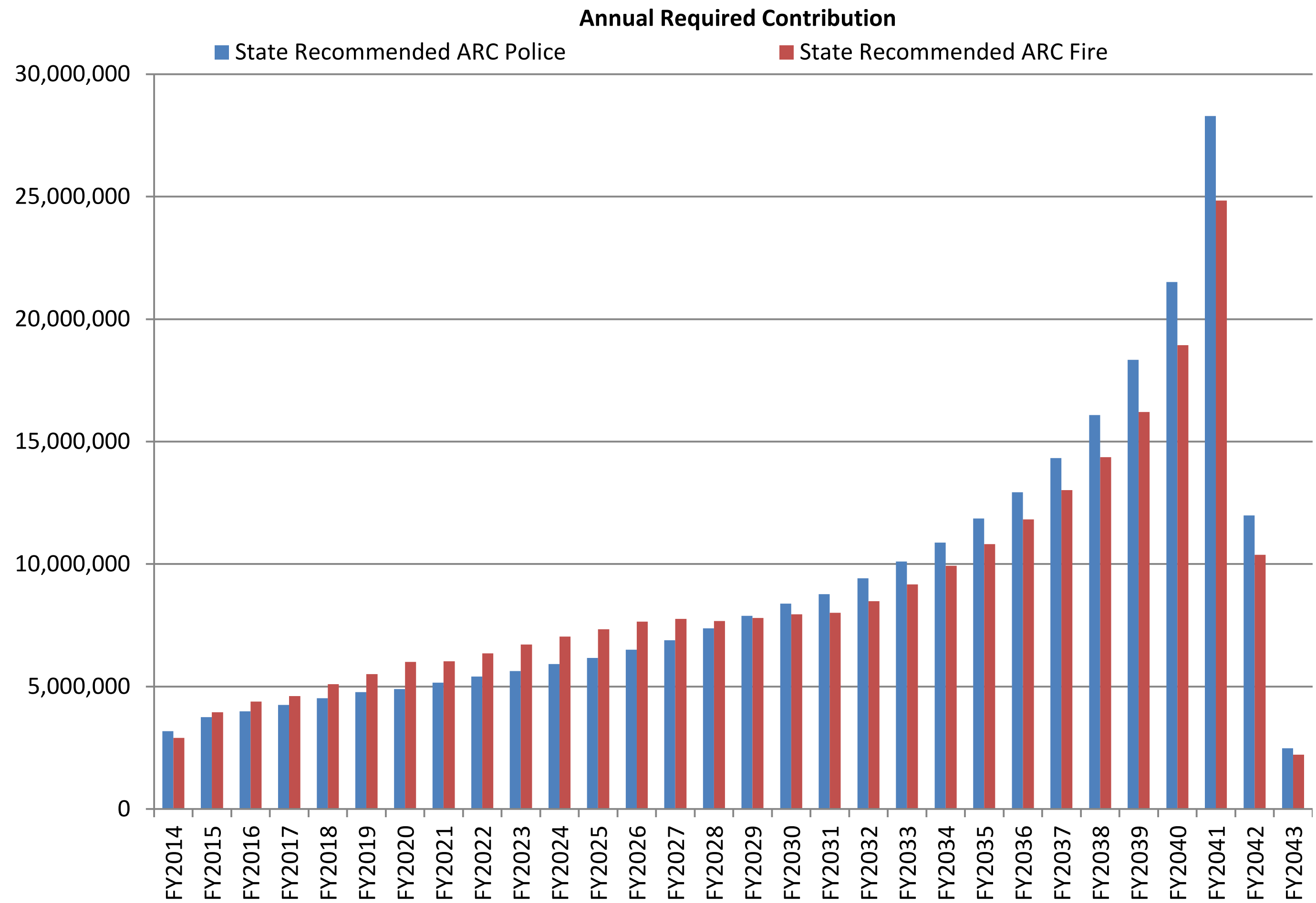
City of Bloomington Firefighter Pension Annual Required Contributions





The following graph represents the City of Bloomington's recently adopted Pension Funding Policy for Police and Firefighters and the subsequent graph displays the Annual Required Contributions (ARC) mandated by the State from 2014 to 2043.





Recommendation: 1) The General Assembly and Governor immediately begin discussions on the impending financial liabilities and sustainability of the benefit structure for existing employees that participate in the municipal police and firefighter pension funds. 2) The General Assembly and Governor encourage all interested parties to find common resolve to address the pension crisis and to realize that the municipal police and firefighter pension funds throughout Illinois need to more appropriately balance the interests of municipal taxpayers and public employees.

Bill Number:	**HJRCA 0009**
GA Bill Page:	CONAMEND-REPEAL PENSION RIGHTS
Session:	99th General Assembly
House Sponsor:	Joe Sosnowski (H-69)
Senate Sponsor:	None
City Position:	**Support**
Analysis:	This bill repeals a provision in the Illinois Constitution that specifies that membership in any pension or retirement system of the State, any unit of local government or school district, or any agency or instrumentality thereof shall be an enforceable contractual relationship, the benefits of which shall not be diminished or impaired.
GA Last Action:	Referred to Rules Committee

Bolster Illinois' Economic Development Climate

Prioritize and Support Legislation that Promotes Business Development and Attraction in Illinois

Each year, Development Counselors International (DCI), a New York-based marketing firm that specializes in economic development, asks hundreds of company executives to rank the 50 states as good or bad for business. Illinois continuously ranks number 3 in the country for bad business climates, right behind California and New York, two states that have been No.1 or 2 since the survey started in 1996. Almost 25 percent of the executives surveyed call Illinois' business climate unfavorable due to its fiscal problems/state budget deficits, high operating costs and taxes.

The Development Counselors International is not the only organization recognizing the challenging business climate presented by the State of Illinois. A few other headline grabbing statistics over the recent years has been as follows:

- Illinois has the **worst pension funding** of all 50 states *(Chicago Tribune, 7/31/13)*
- Illinois business **tax climate** is only 29th best in the U.S. *(Chicago Tribune, 7/7/13)*
- Illinois' jobless rate is the nation's **second-highest** *(Chicago Tribune, 7/7/13)*
- Illinois' **debt** sits at $97B and **unpaid bills** at $10B *(Chicago Tribune, 4/18/13)*
- Illinois' **credit rating** sinks to worst in nation *(Chicago Tribune, 1/25/13)*
- Illinois is among the worst states in the country for business because of the **legal climate** *(Chicago Tribune, 9/10/12)*
- Illinois among the top three states for **workers compensation** costs *(Peoria Journal Star, 2/27/12)*

Historically, the City of Bloomington has contributed more than $90,000 to the regional Economic Development Council (EDC) of the Bloomington-Normal Area as a means to bolster economic viability within the area. For FY 2016, $100,000 is again budgeted for this purpose. In 2011, the City budgeted funds to create the position of Economic Development Coordinator for business recruitment and retention analytic services; further strengthening the City's commitment to business retention and attraction. In regards to retail development, the City has worked cooperatively with local developers to increase occupancy rates at targeted properties such as Colonial Plaza, Lakewood Plaza and Morrissey Crossing (formerly the Brandtville Shopping Center). In doing so, retailers and developers have committed to making investments of more than $2,000,000 in property improvements, the creation of 173 jobs and the projected generation of more than $230,000 in annual sales tax revenue for the City of Bloomington. In efforts to ensure the City's commitment and investment in the promotion of economic development for its citizens is not overshadowed by a poor statewide environment, the City is urging policy makers to prioritize legislation that promotes business development and attraction and addresses high business taxes.

One way to help bolster Illinois' economic climate is by requiring online retailers to collect sales tax on remote sales and remit the tax collected to the consumer's state. Currently, this responsibility rests on the consumer, many of which do not know that this is a requirement. Under the current system, the states are losing out on sales tax dollars and this is creating an unfair playing field for online companies. Typically, online retailers are able to charge 5-8% less than brick and mortar businesses for the same product since sales tax is not factored into the final price. Opponents of ―level playing field" legislation often cite that collecting and remitting sales tax to all 50 states with various rates and laws is too cumbersome and time consuming. The 1967 Supreme Court case *National Bellas Hess v. Illinois Department of Revenue,* set the stage for debate on taxing internet sales when, in its majority (5 to 4) opinion, the court ruled that: ―the many variations in rates of tax, in allowable exemptions, and in administrative and record-keeping requirements could entangle the company's interstate business in a virtual welter of complicated obligations to local jurisdictions." Today, software exists that will automatically add the proper sales tax to the purchase and will not ―entangle the company's interstate business in a virtual welter of complicated obligations to local jurisdictions." It is also important to note that this ruling does not eliminate sales tax for online purchases; it merely allows online vendors to push that burden onto consumers.

Recommendation: On March 24, 2014 the Bloomington City Council adopted a resolution in support of the bipartisan Marketplace Fairness Act (S. 336/H.R. 684) currently under consideration by the United States Congress. In December of 2014, members of the House of Representatives lobbied their leadership to allow a vote on the act. Representative Steve Womack organized a group of 30 Republican members that met with Speaker John Boehner and Judiciary Chairman Robert Goodlatte. Boehner again refused to allow a vote in the 113th Congress.

The Marketplace Fairness Act will help level the playing field for brick-and-mortar retailers, while restoring states' rights to establish and enforce collection of their own sales taxes. Currently, states are deprived of this right because they cannot compel online retailers and other out-of-state sellers to collect sales taxes, even though the tax on those purchases is currently due. Under existing tax laws, consumers are required to pay the sales tax on purchases made from out-of-state sellers directly to the state when the retailer does not collect it on their behalf. However, this requirement is an impractical and cumbersome burden on consumers, as well as inefficient tax collection policy. By correcting this inefficiency through the Marketplace Fairness Act, Congress will give states the ability to avoid increasing taxes on in state consumers and businesses.

The Illinois Department of Revenue released a report titled ―Estimating Illinois' E-Commerce Losses", to which an update was issued in June 2011. Within this report, the Department estimates losses of $197 million in sales tax revenue in FY 2013 as a result of online purchases. If this estimate holds true, based upon a high level calculation which indexes to the State's FY 2013 disbursements, the City of Bloomington had the potential to receive an additional $1,182,000 in sales tax revenue if the Marketplace Fairness Act is enacted.

The City of Bloomington requests that U. S. Senators Durbin and Kirk, and U. S. Congressmen Davis and Schock, State Senators Brady and Barickman, and State Representatives Brady and Sommer support the bipartisan Marketplace Fairness Act (S. 336/H.R. 684).

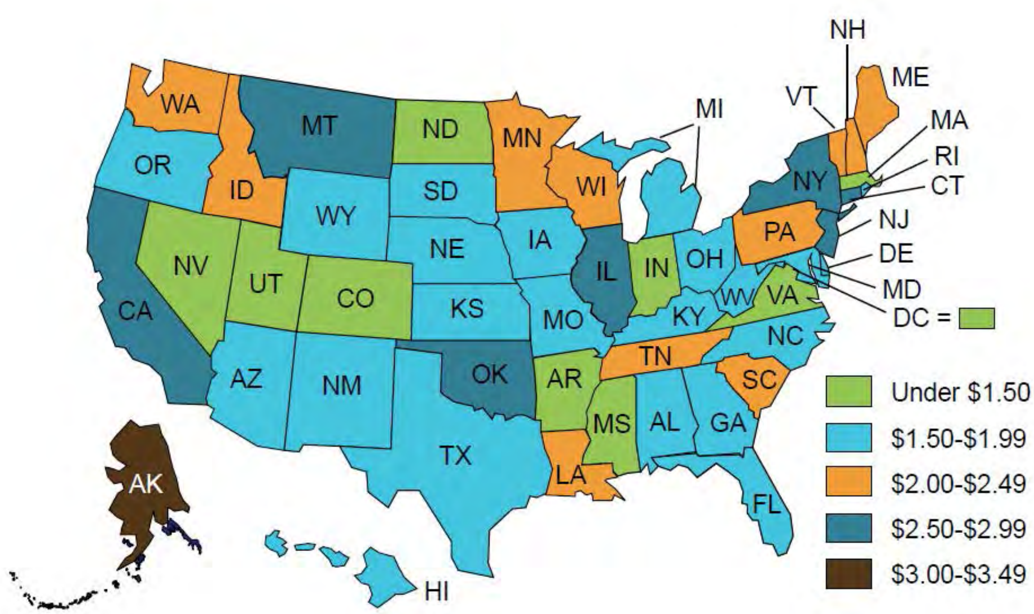
Workers' Compensation

Amend the Illinois Workers' Compensation Act

If the economy of the State of Illinois is to rebound, it must create incentives for employers to locate in Illinois. Workers' Compensation reform is an essential part of an incentive package. The City requests that substantive and major reforms are supported by legislators in a serious approach toward amending the Workers' Compensation Act so that businesses and industries will have an incentive to move to Illinois.

The City uses Alternative Services Concepts, LLC (ASC) as a third-party claims administrator. ASC represents clients in 47 different states. Their representatives have confirmed to staff that Illinois is one of the most expensive states for workers' compensation. As an example, medical costs for an identical bilateral carpel tunnel surgery are almost three times higher in Illinois than in Michigan. Litigation costs are double those in Michigan and payments for permanent partial disability are made in Illinois which would be ineligible for payment in Michigan. According to a 2012 Oregon Workers' Compensation Premium Rate Ranking Summary, the State of Illinois is the fourth most expensive state for workers' compensation benefits behind only Alaska, Connecticut, and California[9]. This represents a very real concern for the State of Illinois' as we compete amongst bordering states to attract and retain viable businesses. Indiana boasts the second lowest workers compensation rate in the nation, Arkansas ranked 3rd lowest, Missouri 16th lowest, Michigan 20th lowest, Ohio 24th lowest, and Iowa 28th lowest.

2012 Workers Compensation Premium Index Rates



9 "2012 Oregon Workers' Compensation Premium Rate Ranking Summary", http://actprod.cbs.state.or.us/iportal/report_catalog.html

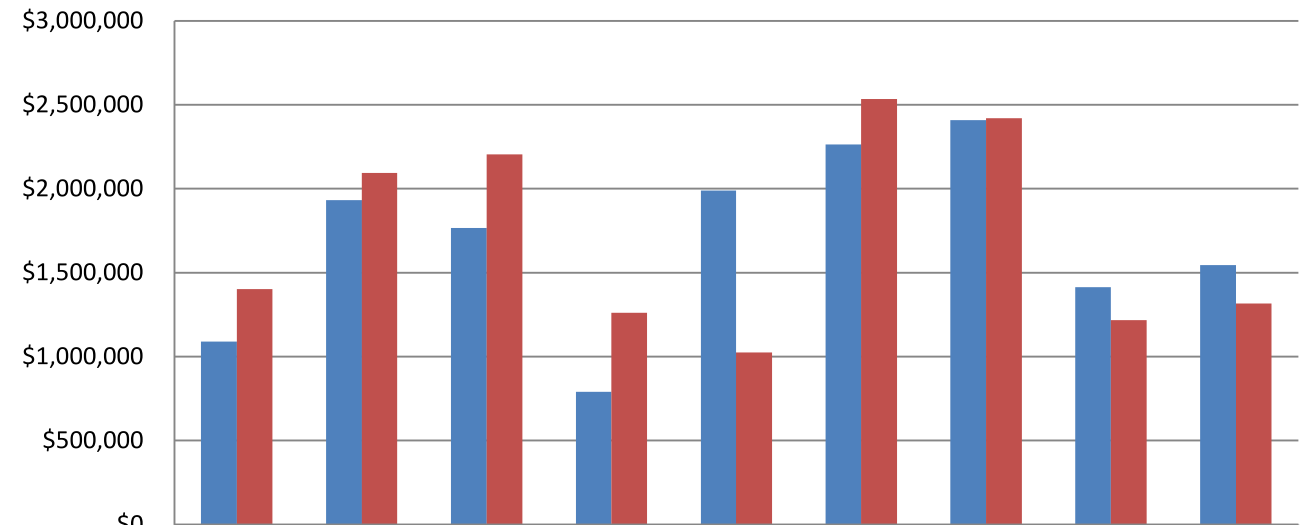
Workers' Compensation Premium Rate Ranking

2012 Ranking	2010 Ranking	State	Index Rate	Percent of Median	Effective date	
1	2	Alaska	3.01	160%	January	2012
2	6	Connecticut	2.99	159%	January	2012
3	5	California	2.92	155%	January	2012
4	**3**	**Illinois**	**2.83**	**151%**	**January**	**2012**
5	13	New York	2.82	150%	October	2011
6	4	Oklahoma	2.77	147%	11/1/2011 State Fund, 1/1/2012 Private	
7	7	New Jersey	2.74	146%	January	2012
8	1	Montana	2.5	133%	July	2011
9	10	New Hampshire	2.4	128%	January	2012
10	8	Maine	2.24	119%	January	2012
12	14	Pennsylvania	2.15	114%	April	2011
12	19	Wisconsin	2.15	114%	October	2011
13	26	Washington	2.11	112%	January	2012
14	18	Vermont	2.07	110%	April	2011
15	25	Louisiana	2.06	110%	October	2011
16	12	South Carolina	2.04	109%	July	2011
17	16	Minnesota	2.03	108%	January	2012
19	20	Tennessee	2.02	107%	November	2011
19	29	Idaho	2.02	107%	January	2012
20	28	Rhode Island	1.99	106%	June	2011
21	10	Alabama	1.97	105%	March	2011
22	15	Kentucky	1.96	104%	October	2011
23	28	South Dakota	1.91	102%	July	2011
25	36	Iowa	1.9	101%	January	2012
25	23	North Carolina	1.9	101%	April	2011
27	24	Georgia	1.88	100%	March	2011
27	32	New Mexico	1.88	100%	January	2012
28	17	Ohio	1.84	98%	July	2011
29	40	Florida	1.82	97%	January	2012
30	34	Delaware	1.77	94%	December	2011
31	37	Wyoming	1.74	92%	January	2012
32	23	Michigan	1.73	92%	January	2012
33	30	Nebraska	1.71	91%	February	2011
34	42	Maryland	1.68	89%	January	2012
35	40	Hawaii	1.66	88%	January	2012
36	33	Missouri	1.62	86%	January	2012
37	38	Arizona	1.61	86%	January	2012
38	12	Texas	1.6	85%	June	2011
39	41	Oregon	1.58	84%	January	2012
40	35	West Virginia	1.55	82%	November	2011
41	43	Kansas	1.54	82%	January	2012
42	31	Mississippi	1.49	79%	March	2012
43	47	Colorado	1.42	76%	January	2012
44	44	Massachusetts	1.37	73%	September	2011
45	45	Utah	1.35	72%	December	2011
46	21	Nevada	1.33	71%	March	2011
47	48	District of Columbia	1.28	68%	November	2011
48	47	Virginia	1.2	64%	April	2011
49	49	Arkansas	1.19	63%	July	2011
50	50	Indiana	1.16	62%	January	2012
51	51	North Dakota	1.01	53%	July	2011

Premium rate indices are calculated based on data from 51 jurisdictions, for rates in effect as of Jan. 1, 2012. Illinois' premium rate index is $2.83 per $100 of payroll, or 151 percent of the national median. National premium rate indices range from a low of $1.01 in North Dakota to a high of $3.01 in Alaska. The 2012 median value is $1.88, which is a drop of 8 percent from the $2.04 median in the 2010 study. One jurisdiction has an index rate in the $3.00-$3.49 range; 7 are in the $2.50-$2.99 range; 11 are in the $2.00-$2.49 range; 22 are in the $1.50-$1.99 range; and 10 have indices under $1.50.

The National Council on Compensation Insurance, which has noted that since 2006 the total average increase in Illinois workers' compensation rates has been 16.4%, whereas during the same period, average rates for workers' compensation nationwide **decreased** 17.1%.

City of Bloomington's Workers' Compensation



	2006	2007	2008	2009	2010	2011	2012	2013	2014*
Paid	$1,088,606	$1,932,737	$1,765,922	$789,394	$1,988,141	$2,262,981	$2,408,209	$1,412,452	$1,545,275
Total Incurred	$1,402,301	$2,093,089	$2,205,175	$1,260,992	$1,024,352	$2,534,219	$2,419,262	$1,217,900	$1,315,818

*Numbers taken from financial audits

***Recommendation*:** On behalf of municipal taxpayers, as well as the financial well-being of the State as a whole, the City asks that substantive and major reforms are supported by legislators in a serious approach toward amending the Workers' Compensation Act so that businesses and industries will have an incentive to move to Illinois. More specifically, the City encourages you to take the following positions on the proposed bills listed below:

Bill Number:	**SB 1283**
GA Bill Page:	WORKERS COMP-ARM-SHOULDER-COMP
Session:	99th General Assembly
House Sponsor:	None
Senate Sponsor:	Napoleon Harris III (S-15)
City Position:	**Support**
Analysis:	This bill amends the Workers' Compensation Act to provide that injuries to the shoulder are deemed to be injuries to the arm and injuries to the hip are deemed to be injuries to the leg.
GA Last Action:	Assigned to Labor

Bill Number:	**SB 1284**
GA Bill Page:	WORKERS COMP-MISCONDUCT
Session:	99th General Assembly
House Sponsor:	None
Senate Sponsor:	Napoleon Harris III (S-15)
City Position:	**Support**
Analysis:	This bill amends the Workers' Compensation Act to provide employers are not required to pay temporary partial disability benefits to an employee who has been discharged for cause. Provides that, following a hearing, the Illinois Workers' Compensation Commission may reinstate the temporary partial benefits and retroactively restore any benefits the employer should have paid if it finds the employer's discharge of the employee was not for cause. Effective immediately.
GA Last Action:	Assigned to Labor

Bill Number:	**HB 2422**
GA Bill Page:	WORKERS COMP-ARM-SHOULDER-COMP
Session:	99th General Assembly
House Sponsor:	Dwight Kay (H-112)
Senate Sponsor:	None
City Position:	**Support**
Analysis:	This bill provides that, with respect to the computation of compensation to be paid to an employee who had previously sustained an injury resulting in payment of compensation for partial disability for injuries not involving serious and permanent disfigurement and injuries for which the Act provides a schedule of benefits, the amount of the prior award for the partial disability with respect to the same portion of the body shall be deducted. Limits cumulative awards for partial disability to 500 weeks, which shall constitute a complete loss of use of the body as a whole. The bill provides that injuries to the shoulder are deemed to be injuries to the arm and injuries to the hip are deemed to be injuries to the leg.
GA Last Action:	Assigned to Labor & Commerce Committee

Prevailing Wage Act

Oppose HB 924 which seeks to introduce new burdensome requirements for the Prevailing Wage Act

House Bill 924 seeks to require contractors and subcontractors to: 1) comply with Responsible Bidder requirements to qualify for public works projects at the local level; and 2) include in each bid an estimated total number of straight-time work hours to be performed by minorities and females, as defined in the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, for each craft or type of worker or mechanic needed to execute the contract.

Responsible Bidder Requirements Will Prevent Small Contractors to Bid and Work on Local Government and Private Development Projects. Current law regarding the responsible bidder requirements only apply to contracts covered by the state procurement code (IDOT & CDB projects). Small contractors have been experiencing serious problems with the requirement of "participation" in a USDOL approved apprentice and training programs. Many are unable to comply with this requirement. If this bill is enacted, this requirement would be extended to all public works projects including local government projects and private development that receive state or local assistance. It is not feasible or financially viable for small contractors to have a USDOL approved apprentice and training program. The result is that small contractors will be shut out of bidding local construction work and local workers working for those contractors will be out of work.

Additional Bid Information Requirements Are Overly Burdensome, Will Reduce Competition and Raise Construction Costs for Taxpayers. City staff believes that the provisions will be difficult for contractors to comply with as both union and nonunion contractors will be unable to ascertain the number of hours and who exactly will be working on the project in their bid. There is concern if the contractor "estimates" and is wrong will they be penalized.

Unintended consequences of this measure is the likely compliance difficulty for small contractors who more and more are inclined to NOT to bid on public works projects because of the complication of compliance with the Prevailing Wage Act and the burdensome reporting requirements. Fewer bidders lessen competition and increase the cost of projects for taxpayers. It also makes it more difficult for local government units to procure local contractors and use local labor. The bill adds additional issues for local government units to have to administer and monitor.

OPPONENTS

Associated Builders & Contractors
Chicagoland Chamber of Commerce
DuPage Mayors and Managers Conference
IL Assn. of County Board Members & Commissioners
Illinois Assn. of County Engineers
Illinois Black Chamber of Commerce
Illinois Chamber of Commerce
Illinois Construction Industry Committee
Illinois Electronic Security Assn.
Illinois Landscape Contractors Assn.
Illinois Movers & Warehousemen's Assn.
Illinois Municipal League
Illinois Road & Transportation Builders Assn.
IL Section, American Water Works Assn.
Illinois State Council-SHRM
Illinois Statewide School Management Alliance
Lake County Municipal League
McLean County
Metro Counties Assn.
Midwest Truckers Association
National Federation of Independent Business
Northwest Municipal Conference
South Suburban Mayors & Managers Association
Township Officials of Illinois
Women Construction Owners & Executives

***Recommendation*:** The City encourages you to take the following position on the proposed bill listed below:

Bill Number:	**HB 1525**
GA Bill Page:	PREVAIL WAGE-WAIVER-$20,000
Session:	99th General Assembly
House Sponsor:	Brian W Stewart (H-89)
Senate Sponsor:	None
City Position:	**Support**
Analysis:	This bill provides that the Prevailing Wage Act does not apply to wages paid to all laborers, workers, and mechanics employed by or on behalf of a public body engaged in a public works project with a total cost of $20,000 or less if the public body notifies the Department of Labor of each project for which the waiver is used within 60 days of commencing the project.
GA Last Action:	Assigned to Labor & Commerce Committee

IDOT District 5 Five Year Budget

Strongly Encourage IDOT to Responsibly Fund Vital Infrastructure Projects within District 5

The Illinois Department of Transportation‘s (IDOT) five year spending plan proposes drastically reduced funds for District 5 which includes McLean County, Champaign County, DeWitt County, Edgar County, Piatt County and Vermillion County. Over the next five years, the state plans to spend $176 million in District 5 which encompasses 1,308 miles of roadway and 672 bridges. In other words, that is $134,557 per mile or $261,905 per bridge. In both these instances, District 5 ranks the lowest. For Dollars per Vehicle Miles Daily Travel, District 5 receives $19,820,285 less than the second lowest funded District in this category and $560,033 less per mile of road. The following tables represent a breakdown of IDOT‘s five year spending plan by district:

Sorted by $/Million Miles of Daily Travel				**Vehicle Miles Daily Travel**				**Vehicle Miles Daily Travel**		
Region	District	Population	Miles of Roadway	(Million Miles)	Number of Bridges	5 Year Plan Budget	$/Mile	$/Million Miles	$/Bridge	$/per capita
3	**5**	524,124	1,308	9.4	672	$176,000,000	$134,557	$18,723,404	$261,905	$335.80
4	**6**	539,472	2,083	10.3	844	$397,000,000	$190,590	$38,543,689	$470,379	$735.90
5	**9**	349,945	1,469	8.7	756	$337,000,000	$229,408	$38,735,632	$445,767	$963.01
4	**7**	397,439	1,636	9	777	$379,000,000	$231,663	$42,111,111	$487,773	$953.61
5	**8**	757,414	1,802	15.9	975	$695,000,000	$385,683	$43,710,692	$712,821	$917.60
2	**3**	615,059	1,696	11	776	$501,000,000	$295,401	$45,545,455	$645,619	$814.56
3	**4**	549,264	1,631	9.3	683	$426,000,000	$261,189	$45,806,452	$623,719	$775.58
2	**2**	781,265	1,614	10.3	818	$513,000,000	$317,844	$49,805,825	$627,139	$656.63

Sorted by $/Mile				**Vehicle Miles Daily Travel**				**Vehicle Miles Daily Travel**		
Region	District	Population	Miles of Roadway	(Million Miles)	Number of Bridges	5 Year Plan Budget	$/Mile	$/Million Miles	$/Bridge	$/per capita
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2	**2**	781,265	1,614	10.3	818	$513,000,000	$317,844	$49,805,825	$627,139	$656.63

Sorted by $/Per Capita				Vehicle Miles Daily Travel				Vehicle Miles Daily Travel		
Region	District	Population	Miles of Roadway	(Million Miles)	Number of Bridges	5 Year Plan Budget	$/Mile	$/Million Miles	$/Bridge	$/Per Capita
3	**5**	524,124	1,308	9.4	672	$176,000,000	$134,557	$18,723,404	$261,905	$335.80
2	**2**	781,265	1,614	10.3	818	$513,000,000	$317,844	$49,805,825	$627,139	$656.63
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5	**9**	349,945	1,469	8.7	756	$337,000,000	$229,408	$38,735,632	$445,767	$963.01

Sorted by $/Bridge				Vehicle Miles Daily Travel				Vehicle Miles Daily Travel		
Region	District	Population	Miles of Roadway	(Million Miles)	Number of Bridges	5 Year Plan Budget	$/Mile	$/Million Miles	$/Bridge	$/per capita
3	**5**	524,124	1,308	9.4	672	$176,000,000	$134,557	$18,723,404	$261,905	$335.80
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5	**8**	757,414	1,802	15.9	975	$695,000,000	$385,683	$43,710,692	$712,821	$917.60

Recommendation**:** IDOT is one of the biggest customers for the local construction industry, and less funding means less jobs. Strongly encourage IDOT to responsibly fund vital infrastructure projects within District 5.

State Plumbing Code

Allow Home Rule Municipalities the Ability to Adopt Local Amendments to the State Plumbing Code

The City of Bloomington is interested in **allowing home rule communities to adopt local amendments to the State Plumbing Code**. Local amendments are currently prohibited and this has been the case for years. While the State Plumbing Code was recently updated, it remains a set of minimum standards which apply across the board to the most rural and most urban communities in Illinois. Local amendments will allow, for example, easier access for our inspectors to restaurant grease traps for inspection and the effective prohibition of cheaper (price and sturdiness) piping in certain uses. We are not suggesting local amendments that would reduce the State's rules, but would be more strict or add convenience for everyone. This effort will be opposed by many licensed plumbers who see the current regulations as their subject of expertise and do not wish to consider different rules in different communities--something common to construction, HVAC, electrical and other contractors who are accustomed to dealing with every communities' local amendments to their codes.

Recommendation**:** Support legislation which would allow home rule municipalities to adopt local amendments to the State Plumbing Code.

ICC Energy Conservation Code

Allow Home Rule Municipalities the Ability to Adopt Local Amendments to the State's Mandated use of the Current Energy Conservation Code

The City of Bloomington is interested in **allowing home rule communities to adopt local amendments to the State's mandated use of the current ICC Energy Conservation Code**. The local amendments would allow communities relying on older building codes to define ways for their codes to accommodate the newer Energy Conservation Code. For example, when the state mandated use of the 2012 code, many communities were using the 2009, 2006 or 2003 building codes and the reference points and relationships between building requirements did not always mesh. Again, we are not asking that the energy code be weakened; only that a community be allowed to define those requirements within the context of local building codes. The other option is an unfunded mandate to force communities to immediately update to the state's code year. This is not as easy as it may sound as these documents represent thousands of pages that need to be revisited every 3 years. It is not at all uncommon for communities to allow their codes to lag for six years, as the "major" update to ICC codes is every six years, with "minor" updates in the middle third year of those periods. An example is the insulation requirement for walls that will not fit in the narrower confines of a wall allowed to be built under an older adopted code.

***Recommendation*:** Support legislation which would allow home rule municipalities to adopt local amendments to the ICC Energy Conservation Code

Council Supported FY2015 – 2020 IDOT Projects

On October 13, 2014 the City Council adopted a resolution which formalized the Council's position on projects that fall under the jurisdiction and funding of IDOT. The adopted resolution expressed the desire that IDOT move forward to meet the needs of the community and sought for the inclusion of the outlined projects in IDOT's *Multi-Year Program FY 2015 – 2020*.

The following are projects, issues and concerns contained in the resolution adopted by the City Council and the rationale for them.

Rerouting US Rt. 150/IL Rt. 9

Members of the Council, City staff and the Bent School teachers and administration strongly disagree with the current routing of US Rt. 150/IL Rt. 9 along Lee St. from Empire St. to Locust St. The City believes this routing is detrimental to neighborhood character and public safety and that the routing poorly serves the trucking industry as well. Rerouting this section to US Business 51 on Center St. would be fairly inexpensive and an easily achieved improvement. The Main St. Feasibility Study also recommended the reroute. Locust would be converted to two-way traffic from Lee St. to Main St. to accommodate the change.

Rerouting as proposed would have a limited cost. The City would then assume responsibility for Lee St. and would repurpose it as pedestrian friendly collector street with potential for multi model uses, including bike lanes.

Veterans Parkway and IL Rt. 9

1. IDOT has budgeted $2.5 million for a traffic congestion mitigation phase one engineering study. This project has been budgeted by IDOT in the past but not enacted. The Veterans/IL Rt. 9 intersection has high use and high rate of vehicle collisions. Its configuration is outdated both in terms of traffic design and needs to accommodate the traffic load. The City is urging the state to proceed with haste in addressing the intersection.
2. The City desires advanced preemption capabilities to improve response time of emergency vehicles traveling through the intersection.
3. Adaptive Traffic Signal Control (ATSC) should be installed. This dynamic traffic system would enable the signals to better respond to the traffic conditions of a given moment. It would be especially helpful for seasonal peak times such as weekend shopping traffic near Christmas.

Resurfacing on US Rt. 150 (Clinton St.) US 51N (Center St.) north of Downtown and Elsewhere

Resurfacing is overdue on US Rt. 150 as a whole but especially on Clinton St. The City urges IDOT to give high priority to Clinton St. and to engage in resurfacing of all routes through the City more often than it does currently. The City also urges resurfacing of US 51 on N. Center St. north of the Downtown. This project is complicated by poor subbase, which is believed to be responsible for premature failure of a 2011 IDOT resurfacing.

UPS on IL Rt. 9

The City believes traffic signals should be equipped with Uninterruptible Power Supply (UPS) along IL Rt. 9:

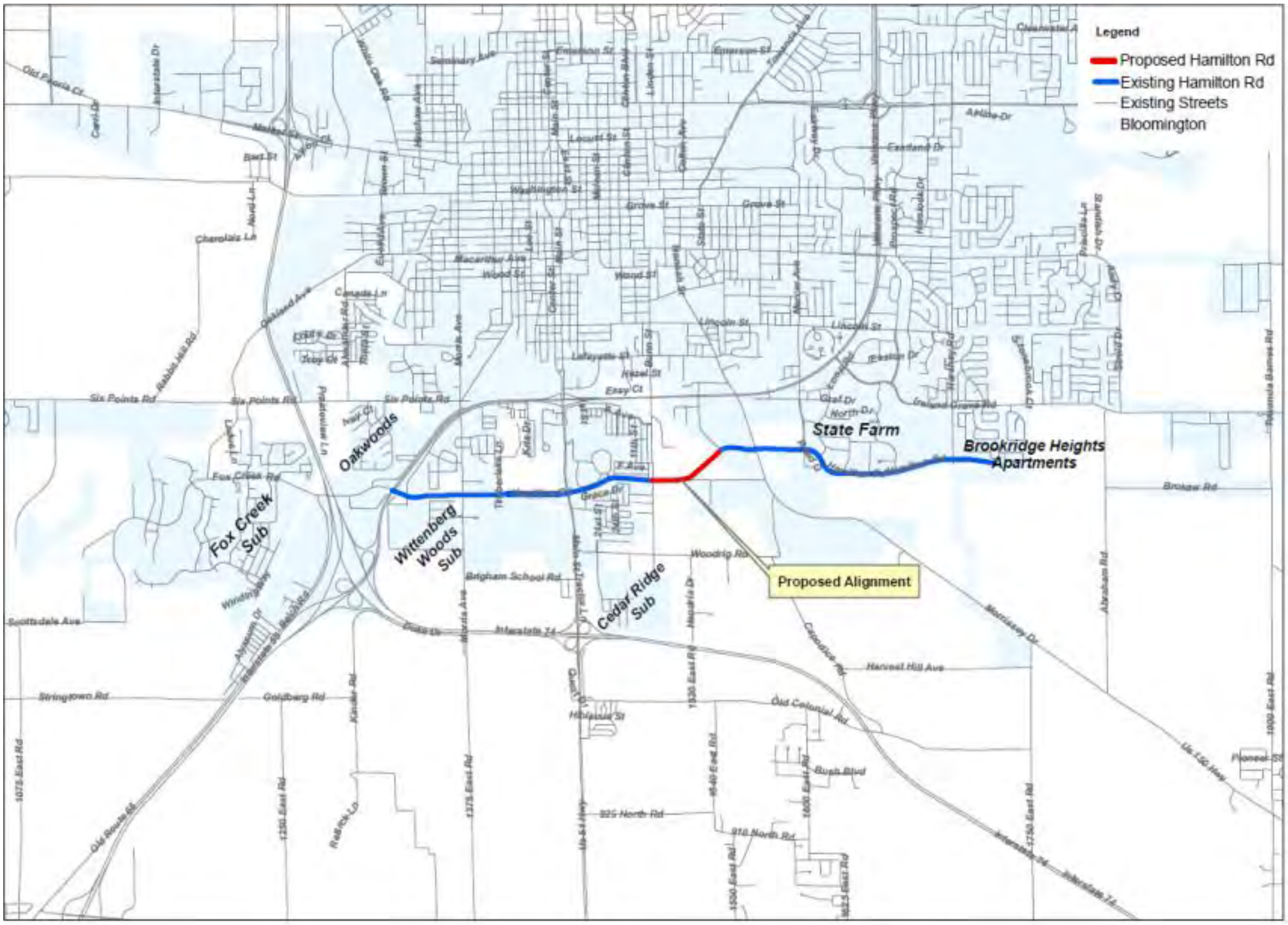
- On the west side: from Mitsubishi Motorway to Hinshaw Ave.
- On the east side: from Towanda Ave. to Towanda Barnes Rd.

Hamilton Road: Bunn – Commerce

The purpose of this project is to improve east-west access for traffic and provide economic development opportunities in the southeast portion of Bloomington, Illinois. The proposed, four-lane improvement will connect Hamilton Road from Bunn Street to Commerce Parkway. This includes an at-grade crossing with the NS track and the relocation of an NS siding and storage facility, both of which have been intermittently discussed with NS over the last 15 years. This project also will close the dangerous intersection of Morrissey Drive (U.S. 150) and Rhodes Lane near the Morrissey at-grade crossing.

This 3,000-foot improvement will create a 7.2-mile, continuous east-west roadway from west of Veterans Parkway (I-55 Business) and the Fox Creek subdivision to Hershey Road and State Farm's south campus. The project will:

- reduce travel time for State Farm employees who live south and west of the NS track;
- relieve traffic volumes on over-capacity and substandard roadways;
- likely serve over 15,000 vehicles per day upon completion;
- improve safety by closing the intersection of Rhodes and Morrissey;
- provide a safer connection to the State Farm's Research, Flex I and Flex II facilities off Rhodes Lane;
- provide a more direct and safer route for students from the Fox Creek area to the new junior high school on Morrissey; and
- provide direct multi-modal access to State Farm facilities via Constitution Trail.


Legend
Proposed Hamilton Rd
Existing Hamilton Rd
Existing Streets
Bloomington
Proposed Alignment
State Farm
Brookridge Heights Apartments
Oakwoods
Fox Creek Sub
Wittenberg Woods Sub
Cedar Ridge Sub

Financial Impact

The total project cost is projected to be $14,500,000. Recent discussions with the railroad and Illinois Commerce Commission (ICC) have revealed that relocation of the Norfolk Southern storage yards will be required for project approval. The city of Bloomington is seeking support for a TIGER 6 Grant in the amount of $11.6 million, or assistance to secure other federal funds, to make this strategic project a reality.

Truck Route Cooperation

The City would further request better coordination and collaboration with IDOT on truck routing. Trucks periodically are routed by the state on to residential streets that seem nearly incapable of accommodating the trucks. This is especially true of the Lee St. portion of US 150/IL 9. Trucks have at times become stuck for hours. Better coordination with the City would create better travel for the trucking industry while also alleviating problems in residential neighborhoods.

FAU and FAS Funding Information

As an informational item, the Council should be made aware of how federal money applies to the local transportation system. Federal transportation money is distributed by population and is categorized as FAU, (Federal Aid Urban), and FAS, (Federal Aid Secondary). The local share of the funds is channeled to an area body, in our case, the McLean County Regional Planning Commission. Bloomington, Normal, county and state governments have representation on two (2) committees that decide upon projects. Funds are somewhat limited, the tradition has been to bundle funds and rotate distribution so that major work may be achieved. This year, Normal used $2.3 million on Northtown Rd., which does not seem to have direct benefit to Bloomington. However, previously, the money went to Hamilton Rd. in south Bloomington, with no immediate benefit to Normal. The next major project will benefit McLean County and the City and Normal. That project entails a $4.5 million widening of Towanda Barnes Rd. from Fort Jesse Rd. to Raab Rd. Towanda Barnes will be widened from two (2) lanes to five (5) lanes and signalized. A future possible use would be the Hamilton Rd. extension from Bunn St. to Commerce Pkwy.

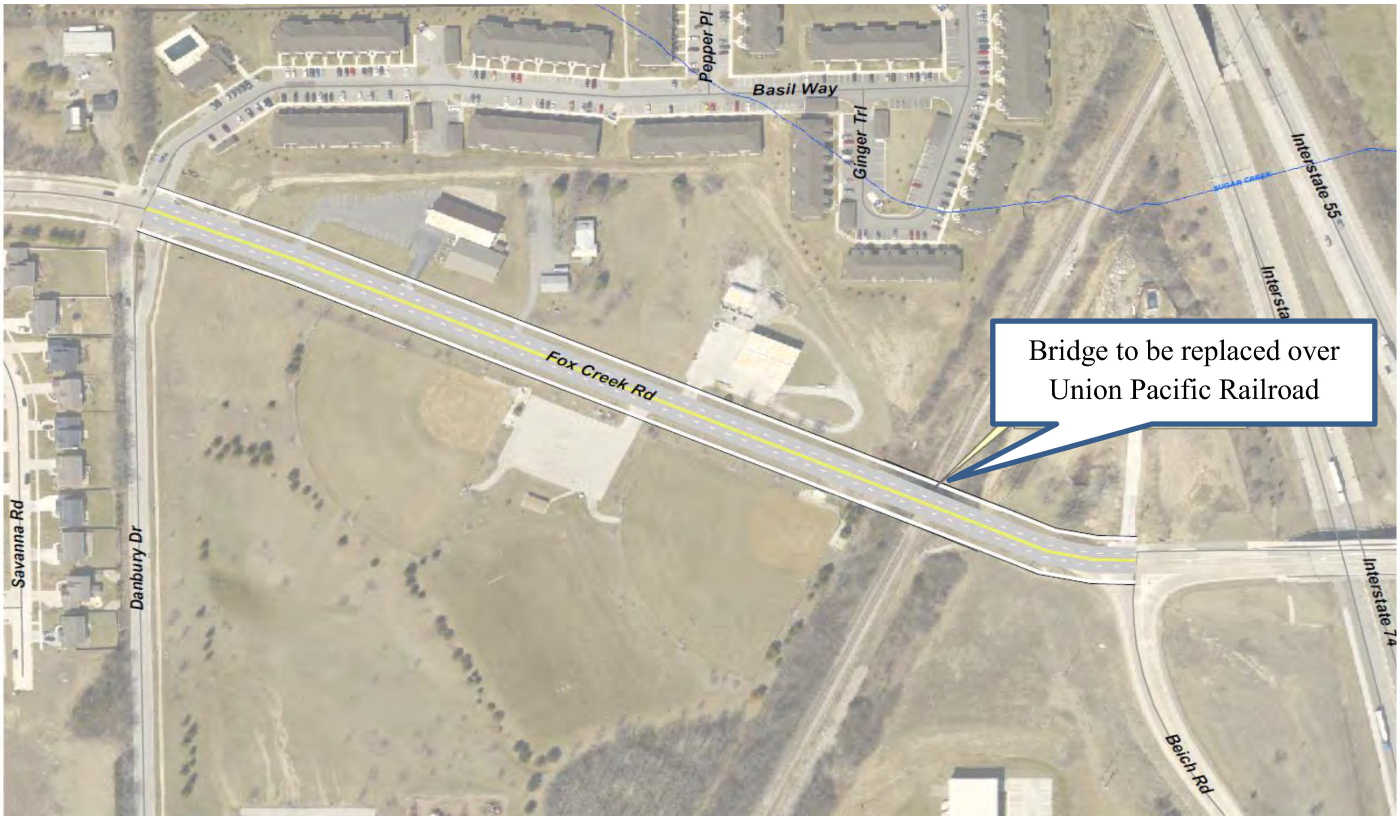
Other Capital Projects

Fox Creek Over Union Pacific Railroad (UPRR)

**Unfunded Project

Project

The current Fox Creek Road Bridge over the Union Pacific Railroad is currently two lanes with no pedestrian accommodations. The proposed bridge will have a four lane section to match the roadway east of the bridge and accommodations for the recreation trail along the north side of Fox Creek Road and a 5' sidewalk on the south side. New storm sewers and water main will also be installed.



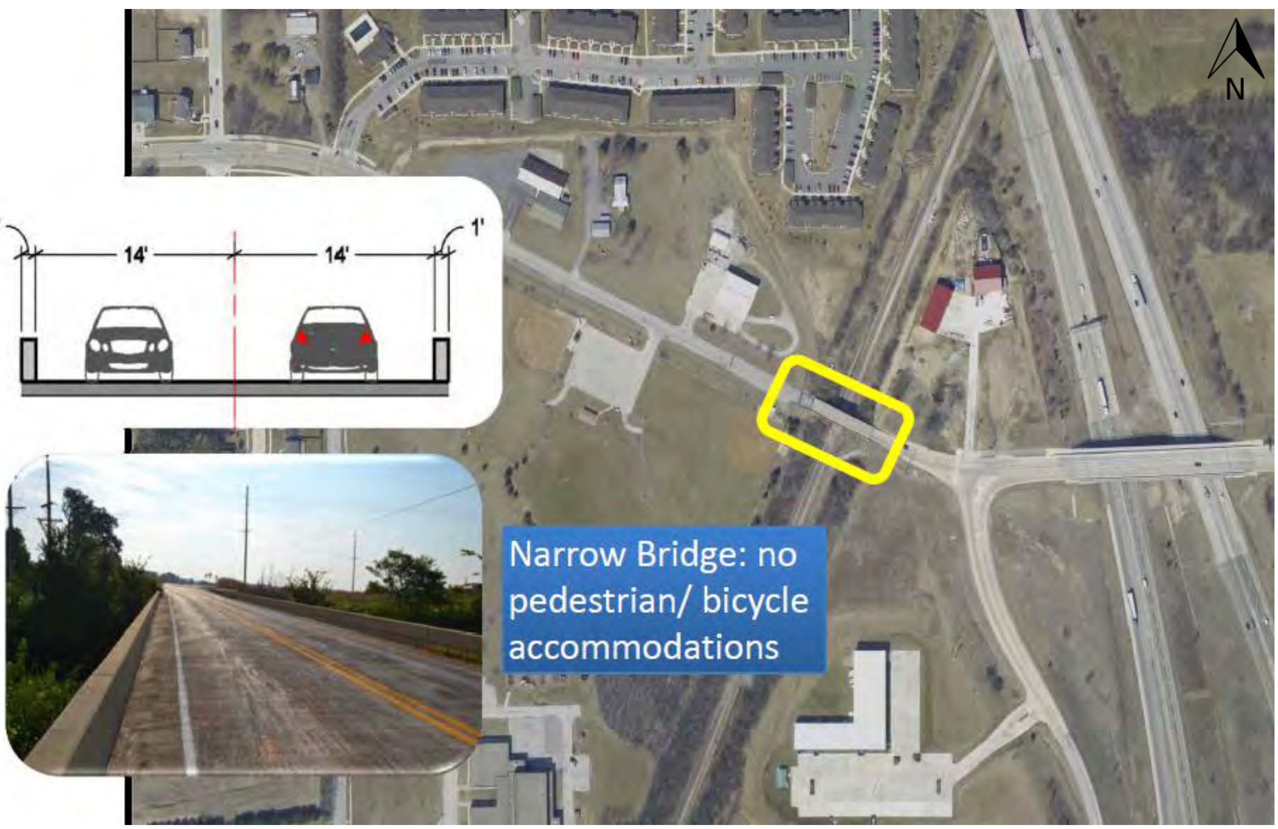
Financial Impact

The early conceptual estimates for this project are between $3,000,000 and $5,000,000.

***Fox Creek Road Reconstruction: Danbury to Union Pacific* **Unfunded Project**
Project

This section of Fox Creek Road is currently a two lane rural cross section with shoulders and ditches. This project will reconstruct Fox Creek Road as a four lane urban section with curb and gutter along with a recreation trail on the north side. The project, along with the replacement of the Fox Creek Road Bridge over the UPRR, will eliminate a traffic bottle neck between the four-lane roadway sections constructed over the last decade on either side of this location. New storms sewers and water main will also be installed.


4 lanes
2 lanes
4 lanes
N


N
1'
14'
14'
1'
Narrow Bridge: no pedestrian/ bicycle accommodations

Financial Impact

The current total estimated construction cost for the bridge replacement and roadway improvements is approximately $6,250,000. Approximately 60% of the bridge replacement costs are eligible for reimbursement from the IL Commerce Commission's (ICC) Grade Crossing Protection Fund (GCPF). The most recent GCPF construction schedule shows the Fox Creek project programmed in the ICC's FY 2018 budget which begins on 7/1/2017. Timing this will likely result in a late Fall 2017 or Spring 2018 construction start.

City of Bloomington

Strategic Plan

2010 ➔ 2015 ➔ 2025

Includes: Vision 2025, Mission Statement, Core Beliefs, *2010 > 2015 > 2025 Strategic Plan Goals*, and City Manager's Proposed Action Plan for FY2015

Vision 2025

Bloomington 2025 is a beautiful, family friendly city with a downtown – the heart of the community and great neighborhoods. The City has a diverse local economy and convenient connectivity. Residents enjoy quality education for a lifetime and choices for entertainment and recreation. Everyone takes pride in Bloomington.

"Jewel of Midwest Cities"

Mission

The Mission of the City of Bloomington is to be financially responsible providing quality, basic municipal services at the best value. The city engages residents and partners with others for community benefit.

Core Beliefs

Enjoy **S**erving Others

Produce Results

Act with **I**ntegrity

Take **R**esponsibility

Be **I**nnovative

Practice **T**eamwork

Show the **SPIRIT**!!

2015 Strategic Plan Goals

Goal	**1. Financially Sound City Providing Quality Basic Services**
Objective	a. Budget with adequate resources to support defined services and level of services b. Reserves consistent with city policies c. Engaged residents that are well informed and involved in an open governance process d. City services delivered in the most cost-effective, efficient manner e. Partnering with others for the most cost-effective service delivery
Goal	**2. Upgrade City Infrastructure and Facilities**
Objective	a. Better quality roads and sidewalks b. Quality water for the long term c. Functional, well maintained sewer collection system d. Well-designed, well maintained City facilities emphasizing productivity and customer service e. Investing in the City's future through a realistic, funded capital improvement program
Goal	**3. Strong Neighborhoods**
Objective	a. Residents feeling safe in their homes and neighborhoods b. Upgraded quality of older housing stock c. Preservation of property/home valuations d. Improved neighborhood infrastructure e. Strong partnership with residents and neighborhood associations f. Residents increasingly sharing/taking responsibility for their homes and neighborhoods
Goal	**4. Grow the Local Economy**
Objective	a. Retention and growth of current local businesses b. Attraction of new targeted businesses that are the "right" fit for Bloomington c. Revitalization of older commercial homes d. Expanded retail businesses e. Strong working relationship among the City, businesses, economic development organizations
Goal	**5. Great Place – Livable, Sustainable City**
Objective	a. Well-planned City with necessary services and infrastructure b. City decisions consistent with plans and policies c. Incorporation of "Green Sustainable" concepts into City's development and plans d. Appropriate leisure and recreational opportunities responding to the needs of residents e. More attractive city: commercial areas and neighborhoods
Goal	**6. Prosperous Downtown Bloomington**
Objective	a. More beautiful, clean Downtown area b. Downtown Vision and Plan used to guide development, redevelopment and investments c. Downtown becoming a community and regional destination d. Healthy adjacent neighborhoods linked to Downtown e. Preservation of historic buildings