

PUBLIC WORKS COMMITTEE

DATE: March 12, 2009
CALLED TO ORDER: 5:32 p.m.
ADJOURNED: 8:41 p.m.

ATTENDANCE

ATTENDING MEMBERS

Benjamin Hunter, Chair
Ginny Cain
Brian Mahern
Dane Mahern
Angela Mansfield
Janice McHenry
Mary Moriarty Adams
Christine Scales
Mike Speedy

ABSENT MEMBERS

AGENDA

PROPOSAL NO. 78, 2009 - authorizes a change in parking restrictions on the west side of Delaware Street between St. Clair and Sahn Streets (Districts 9, 15)

"Do Pass" Vote 9-0

PROPOSAL NO. 79, 2009 - authorizes intersection controls at South Kitley and East Julian Avenues (District 21)

"Do Pass" Vote 9-0

PROPOSAL NO. 80, 2009- authorizes parking restrictions on both sides of Carlsen Avenue from Girls School Road to Tina Drive and Furman Avenue (District 13)

"Do Pass" Vote 8-0

PROPOSAL NO. 81, 2009- authorizes parking restrictions on both sides of Allisonwood Drive and Rymark Drive near 91st Street (District 5)

"Do Pass" Vote 9-0

PROPOSAL NO. 82, 2009 - amends the Code with respect to sewer connection permit fees and sewer user rates and charges

"Do Pass" Vote 8-0

PROPOSAL NO. 83, 2009 - amends the Code to make towing and storage fees for abandoned vehicles consistent with the franchise fees for towing and storage charged by franchise wreckers

“Postponed until April 23, 2009

Vote 9-0

PROPOSAL NO. 84, 2009- amends the Code to establish a Capital Asset Development Fund as a sub-fund of the Consolidated County Fund

“Do Pass”

Vote 9-0

PROPOSAL NO. 85, 2009 - appropriates \$13,415,000 in the 2009 Budget of the Department of Public Works (Capital Asset Development Fund) for the purchase of new vehicles and equipment (funding includes revenue from an operating agreement with Covanta)

“Do Pass”

Vote 9-0

Update on sleet, snow plan, sewer rates, and Office of Environmental Services – Kyle Walker

“THE PRESENTATION PORTION OF THESE MINUTES WILL BE DISTRIBUTED AT A LATER DATE”.

PUBLIC WORKS COMMITTEE

The Public Works Committee of the City-County Council met on Thursday, March 12, 2009. Chairman Benjamin Hunter called the meeting to order at 5:32 p.m. with the following members present: Ginny Cain, Brian Mahern, Dane Mahern, Angela Mansfield, Janice McHenry, Mary Moriarty Adams, Christine Scales, and Mike Speedy. Councillor Bob Lutz was also in attendance. General Counsel Robert Elrod represented Council Staff.

Chair Hunter asked for consent to hear Proposal No. 80, 2009 first; Proposal Nos. 78, 79, and 81, 2009 together; Proposal Nos. 84 and 85 2009 together; and to "Postpone" Proposal No. 83, 2009 until April 23, 2009. Consent was given.

Councillor Moriarty Adams moved, seconded by Councillor Cain to "Postpone" Proposal No. 83, 2009 until April 23, 2009. The motion carried by a vote of 9-0.

Chair Hunter said the Office of Corporation Counsel has asked to insert some technical language into Proposal No. 83, 2009, and they did not have it ready for this evening.

PROPOSAL NO. 80, 2009- authorizes parking restrictions on both sides of Carlsen Avenue from Girls School Road to Tina Drive and Furman Avenue (District 13)

Nathan Sheets, Senior Project Manager, DPW, said he was contacted by Councillor Lutz about a parking situation that the residents around Ben Davis High School were having. He said there is a problem with students parking on both sides of the road all day, which has been causing some traffic problems.

Councillor Lutz said he wanted to correct the restriction. He said the restriction is on the north side of Carlsen Avenue from Girls School Road to Tina Drive; and on the south side of Carlsen Avenue from Girls School Road to Furman Avenue. He said Furman is a little further east than Tina Drive, so he asked for the restriction to be taken to the first major street, for ease of enforcement.

Councillor Lutz said he was contacted by Pat Woods, President, Farley Neighborhood Association, about parking problems the residents have had. He said students are parking along both sides of Carlsen Avenue, and this prevents trash trucks and large service vehicles from passing through. Councillor Lutz said he first contacted Ben Davis about this problem, but was told that they cannot control parking on a public street. He said he indicated to Mr. Woods and the residents of that area that he did not want to make this change unless he had substantial support for a parking restriction. He provided each Councillor with a list, attached as **Exhibit A**, of names and addresses of the residents that support this parking restriction. Councillor Lutz said of the 28 homes in that area, three of

the homes are vacant, which leaves 25 residents. He said 22 of the 25 residents support the parking restriction.

Chair Hunter said Councillor Lutz indicated a change in the language in his testimony. Chair Hunter asked if Councillor Lutz was seeking a technical change. Councillor Lutz answered in the negative. He said Proposal No. 80, 2009 is correct as written.

Councillor Scales said she views this restriction as a potential problem if there is a graduation party or other events taking place in the area which may require a lot of visitors. She asked if this restriction is going to be an impediment or cause drivers to get a ticket. Councillor Lutz said he does not think it will be an impediment because this restriction will only be enforced on the weekdays from 7:00 a.m. – 4:00 p.m.

Councillor Dane Mahern asked Mr. Sheets if he has a cost analysis for putting signs up in that area, and how many signs will be required. Mr. Sheets said they will post about six signs total, because the streets are fairly wide. Mr. Sheets said he estimates each sign will cost between \$150 and \$200.

Councillor Mansfield said the petition states that these restrictions will be enforced between the hours of 7:00 a.m. to 3:00 p.m., but the proposal states enforcement is between 7:00 a.m. to 4:00 p.m. She asked Councillor Lutz if he thought that would cause a problem. Councillor Lutz answered in the negative. He said the residents have seen a copy of the proposal. Councillor Mansfield asked if the residents was aware that they will also receive a ticket if they park on the street during restricted times. Councillor Lutz answered in the affirmative.

Councillor Speedy asked Councillor Lutz if he had received any complaints about speeding. Councillor Lutz answered in the negative. Councillor Speedy said parked cars can be a deterrent for speeding, and he asked Councillor Lutz if the residents of that area realize what they are forfeiting. Councillor Lutz answered in the affirmative. Councillor Speedy said he wants the public to know what benefits they are giving up by restricting parking.

Councillor Scales said she is concerned that restricting parking on both sides of the street may cause a problem for workers that come during the day with deliveries or to cut grass.

Councillor Lutz said the houses along Carlsen Avenue sit back from the street, and he does not think it would be a problem for those vehicles to park in the driveways of the people whose home they are visiting. He said he does not think that the Indianapolis Metropolitan Police Department (IMPD) would issue a ticket to a utility worker.

{Clerk's Note: Councillor Moriarty Adams left the meeting at 5:43 p.m.}

Mr. Sheets said he thinks the ordinance allows for some flexibility for reasonable loading and unloading.

Councillor McHenry moved, seconded by Councillor Cain to send Proposal No. 80, 2009 to the full Council with a “Do Pass” recommendation. The motion carried by vote of 8-0.

PROPOSAL NO. 78, 2009 - authorizes a change in parking restrictions on the west side of Delaware Street between St. Clair and Sahn Streets (Districts 9, 15)

PROPOSAL NO. 79, 2009 - authorizes intersection controls at South Kitley and East Julian Avenues (District 21)

PROPOSAL NO. 81, 2009- authorizes parking restrictions on both sides of Allisonwood Drive and Rymark Drive near 91st Street (District 5)

{Clerk’s Note: Councillor Moriarty Adams returned to the meeting at 5:50 p.m.}

Councillor Mansfield asked what initiated Proposal No. 78, 2009. Mr. Sheets said they originally received a request from a business to install meters in the area referenced in Proposal No. 78, 2009. He said they already have some meters in that area, and they did an analysis to see what the city’s revenue has been from the meters already installed. He said the revenue has been pretty low, so they are proposing a ninety- minute parking restriction.

Councillor McHenry asked if district Councillors have approved these proposals. Mr. Sheets answered in the affirmative.

Councillor Moriarty Adams moved, seconded by Councillor Speedy to send Proposal Nos. 78, 79, and 81, 2009 to the full Council with a “Do Pass” recommendation. The motion carried by a vote of 9-0.

PROPOSAL NO. 84, 2009- amends the Code to establish a Capital Asset Development Fund as a sub-fund of the Consolidated County Fund

PROPOSAL NO. 85, 2009 - appropriates \$13,415,000 in the 2009 Budget of the Department of Public Works (Capital Asset Development Fund) for the purchase of new vehicles and equipment (funding includes revenue from an operating agreement with Covanta)

Pat Carroll, Deputy Director, DPW, said Proposal No. 84, 2009 establishes a Capital Asset Development Fund, and Proposal No. 85, 2009 requests a fiscal appropriation for that fund. Mr. Carroll provided a handout attached as **Exhibit A**. Mr. Carroll said the money originates from the Indianapolis Resource Recovery Facility Trust Fund, which has been in operation for the past twenty years. The

contract and the trust fund expired as of November 30, 2008. The original debt service amount was \$15.2 million dollars, and over time, the issue of surplus funds built up, and the funds grew to a combined balance of \$39 million towards the end of 2008. The bonds were fully paid off at the end of 2008, and they are in the process of dissolving the trust right now. During the time of the trust, the funds were primarily used for the city's waste energy facility. With the expiration of the bonds of the trust agreement, the funds are currently available. Mr. Carroll said they are requesting that they be able to establish the Capital Asset Development Fund for 2009. He said the condition of the DPW fleet is fair to poor, and they have been trying to find funding that is steady so that they can replace a number of the vehicles. He said the Capital Asset Development Fund would help meet the need of replacing the deteriorating vehicles. Mr. Carroll said the currently there is \$38 million in the fund, and they are requesting \$13 million with Proposal No. 85, 2009 to buy new vehicles.

Mr. Carroll said Proposal Nos. 84 and 85, 2009 are somewhat linked together. He said a number of snow and trash trucks need to be replaced. They presently have about 90 snow trucks, and 38 of them date back to 1995 and 1997. Mr. Carroll said they are experiencing considerable problems with those snow trucks. He said solid waste vehicles have a shorter life, and they pick up solid waste for 100,000 to 150,000 homes per year. He recapped some of the highlights of the budget presentation from September 2008. They are attached as **Exhibit A**. The highlights are as follows:

Challenges: Aging Fleet

- 60% of trash and snow removal vehicles need to be replaced now
- Older, heavy vehicles can have maintenance costs 100%-150% higher than the purchase price.
- Increased need for maintenance because of vehicle age
- Snow Trucks-90 Total, 12 are model year 1997, 26 are model year 1995
- Solid Waste Vehicles-76 Total, heavy vehicles have short life cycle, average model year 2002
- 49% of DPW fleet was purchased before 2000

Mr. Carroll said they have lost three to four of their 90 snow trucks this year. He said the average age of the trucks is about ten years. He said each truck has about 57,000 to 58,000 miles, and during the average age of the truck, the average maintenance cost is \$93,000 per truck. He said the average age of each truck is 10 years, and the average life miles for one-ton dump trucks and the traffic signal bucket is a little over 100,000 miles. He said they have a total of about 526 rolling-stop vehicles and cars, etc; and they have another 500 non-rolling stop vehicles, such as mowers, plows, trailers, roll-off and hot boxes, crack sealers and arrow-boards. He showed pictures of typical 1995 and 1997 snow trucks. He said just last year alone, 90 snow fleet vehicles cost about \$1.4

million dollars in maintenance repairs. He said the snow fleet is definitely in need of replacement. He said during the 12-inch snowfall in February 2009, their fleet went from 80 to 65 vehicles, because of the number of breakdowns.

Mr. Carroll said their plan is to buy 25 snow trucks for 2009; and between the periods of 2009 to 2013, they plan to buy a total of 95 snow trucks. Therefore, by 2013, they will have replaced the entire snow fleet. He said they are requesting money for 2009 now, and will come back in subsequent years to request additional money. He said the snow trucks are also used to haul dirt and debris. He said they are not used much during spring and summer. He said the conditions that the older trucks have to drive through cause them to deteriorate faster. He said the newer trucks have a stainless steel tub instead of a steel tub, therefore they will not deteriorate as fast.

Mr. Carroll said the side loader and the packer are the two workhorses of the solid waste fleet. He said they pick up about 3.1 million units per year with packers, and about 2.9 million units per year with the side loaders. He said they are proposing to purchase 48,096 gallon carts so that DPW can be fully carted for the residential solid waste routes. He said they already have about 56,000 to 57,000 carted routes, mainly in Center township. He said once this happens, they will be able to reduced the number of homes on a route from 785-919 to 750, and the number of vehicles required for a daily fleet will be reduced from 52 to 47. He said they estimate they will save about \$620,000 in maintenance costs, \$633,774 in personnel costs, and \$300,000 in cart costs. He said the overall annual estimated savings is \$1,553,774. He said the carts are much more efficient, which will result in cleaner neighborhoods.

Mr. Carroll said there are a number of other vehicles that are recommended for replacement during the next four to five years, such as one-ton dump trucks, half and three-quarter-ton pick-up trucks, and traffic signal bucket trucks. He said they are the smaller work-horse vehicles, and are used for patching potholes, loading debris, customer service runs, hauling barriers, hauling barricades, and fleet services to service fire stations. Their proposed purchase for 2009 includes a total of 91 vehicles. He said they are in the process of putting together a low implementation plan so that, although they purchase the vehicles in 2009, they would not be completely in the neighborhoods until 2010 which would happen with receipt of the side loaders and the new sewer waste packer vehicles. They are proposing the purchase of 373 vehicles by 2013. He said, based on 2009 costs, they estimate the replacement of those vehicles to be about \$37 million. Mr. Carroll said they realize that the variety of vehicles may change over the next few years, as the mission for DPW changes. He said they do not have any hybrid vehicles on the list for purchase for 2009, but he expects that to change as they move into 2010. He said between now and 2013, they expect to replace about two-thirds of their 526 vehicles, or 340 out of 526 the rolling stock-vehicles; and they are yet determining the replacement for the non-rolling stock vehicles. The proposed purchases from 2010 thru 2013 are attached in **Exhibit A**. Mr. Carroll

said they do not plan on replacing any cars until next year; and he said they are hoping to reduce the number of automobiles that they use by next year.

Chair Hunter asked for clarification of page 11 of **Exhibit A**. He asked Mr. Carroll if he was correct in not listing an amount for the number of vehicles purchased, or the total cost of purchases for the line titled "Sudans, Vans, and SUV's". Mr. Carroll answered in the affirmative. He said they do plan on buying any vehicles in 2009, but between 2010-2013, they do not plan on purchasing vehicles, and they estimate the cost at \$15,000 per vehicle. He said they realize that amount may change considerably.

Councillor Cain asked if a lot of the trash pickup is contracted out. Mr. Carroll said about 140,000 of 250,000 homes are under contract through Republic and Waste Management. Councillor Cain asked Mr. Carroll if DPW has considered a contract instead of maintaining the large fleet that DPW has. Mr. Carroll said they continue to evaluate whether they should have contracts or keep the service within DPW. He said they have come to the conclusion that in 2009, it is probably in the city's best interest to keep that service within the department.

Councillor Dane Mahern asked Mr. Carroll if he could provide the committee with a cost analysis of how much the city would save if they purchased 96 gallon carts, as opposed to paying out Family Medical Leave Act claims and overtime. Mr. Carroll said that he can obtain that information and provide it to everyone. Councillor Dane Mahern asked what kind of emphasis will be put on air quality with the purchase of new vehicles. Mr. Carroll said all of the diesel vehicles will comply with the 2010 emissions standards.

Chair Hunter said there is already a draft of a Green Fleet ordinance that he and the DPW staff have been working on. He said he is very excited about it, and it will be submitted in the next few weeks.

Councillor Brian Mahern asked if there were vehicles budgeted in 2008 for the 2009 budget. Jason Dudich, Deputy Controller, Office of Finance and Management (OFM), said in 2008 there was an ordinance passed that provided funding in the 2008 budget for additional purchases, but there were no funds set aside in the 2009 budget for vehicle purchases for Public Works. Councillor Brian Mahern asked if Proposal No. 85, 2009 would be the budget set aside for vehicle purchases. Mr. Dudich answered in the affirmative. Councillor Brian Mahern asked where the anticipated \$1.5 million dollars is scheduled to go. He asked if \$1.5 million was budgeted for maintenance last year. Mr. Carroll answered in the affirmative. Mr. Carroll said he hopes that they can realize the savings, spend less for maintenance, and return some money back to the General Fund; or to the clean-up of neighborhoods, resurface of roads and alleys, or to another department in DPW. Mr. Carroll said he does not expect to benefit from the savings this year, but expects the savings will be seen in future years.

Councillor Mansfield said she wanted to clarify why a new separate fund needs to be established. Mr. Dudich said the bonds were paid off in December 2008, and a trust agreement was established to make sure everything was reconciled for the last two months. He said that has been done and the trust agreement has expired, so now they need to make sure that the \$39 million is placed within the city funds. He said they are establishing a new fund very specific for these funds that can be used for various asset development purposes. Mr. Dudich said the creation of this fund will house these dollars since the trust agreement has expired. Councillor Mansfield asked if she was correct in saying these are non-reverting funds. Mr. Dudich answered in the affirmative.

Councillor Mansfield asked for an explanation from page nine of **Exhibit A**, concerning the reduction of homes per route. Mr. Carroll said currently the routes are not equitably distributed. He said they would increase to 32 primary routes from 27 primary routes; therefore, they would even out the number of routes per truck. He said a fully-carted truck would allow for this to happen to all the routes throughout the city. Councillor Mansfield asked how DPW would continue to generate funds, if the current funds will be depleted by 2013. Mr. Dudich said this is assumed on a "pay-go" process. He said OFM is looking at ways to finance those four years of purchases to use additional revenues coming from the deal with Covanta through steam revenues, and using a portion of the remaining fund balance to pay for those trucks over five to ten years. This would leave cash in the fund to build a more sustainable DPW fleet. He said one option would be to purchase the vehicles outright with cash, but they are looking to stretch the dollar of that fund and build a financing package that will allow them to get the vehicles purchased, yet not completely deplete the fund at the end of five years. He said they are reviewing all options. He said this action is to get the heavy duty vehicles purchased now, and get some of the fleet replaced; but they will be looking at a long-term plan to purchase the vehicles, without depleting the fund.

Chair Hunter called attention to Section 135-741(c), where there is a reference that reads, "The purpose of the fund is to provide funding for capital assets for city and county agencies and departments. Capital assets include the following:" He said item three, lists "buildings", and he and Councillor Speedy want to know if that should say buildings and real estate. Mr. Dudich said they do not want to be restrictive with the language, and he referred that question to Mr. Elrod.

{Clerk's Note: Councillor Dane Mahern left the meeting at 6:33 p.m.}

Councillor Mansfield said item six reads, "Other items as deemed appropriate by the City-County Council." She said that should cover other items not listed. Chair Hunter said that those items would have to probably be returned for additional approval, and he wants to avoid that from an efficiency standpoint. Mr. Elrod said any expenditure from this fund will have to be returned for approval. He said if the committee approves the appropriation, they have deemed it appropriate for the items listed to be covered. Mr. Elrod said he is not comfortable itemizing

assets. Chair Hunter asked Mr. Dudich and Mr. Carroll to check into the restrictions of this list. If they need to amend it on the Council floor, they can do so.

{Clerk's Note: Councillor Dane Mahern returned to the meeting at 6:35 p.m.}

Councillor McHenry asked if DPW will resume a continuous purchase of vehicles such as they did in 1995 and 1997, to avoid having to replace a large number of vehicles at one time. Mr. Carroll said leveraging the funds in the Capital Asset fund would allow them to do that. He said they plan on purchasing 90 vehicles now, and approximately 50 to 60 vehicles each year, until 2013.

James M. Naff, citizen, said some of the pictures of the trucks are very dramatic, and he asked where those trucks are now. Mr. Carroll said some of the trucks are used for snow removal, but they can be found at any one of the three street garages on Southwest Street, 21st Street and Sherman, or 21st Street and Martin Luther King Drive. Mr. Naff said he does not see these vehicles on the street. Mr. Carroll said the reason Mr. Naff does not see them as depicted there is because they have the salt balmer attached, and it takes away from the picture. Mr. Carroll told Mr. Naff he would be happy to show him the equipment at any one of the garages. Mr. Naff asked what the priority is in purchasing vehicles. Mr. Carroll said between now and the end of the year, they would like to purchase all 91 vehicles; but he said the priority is snow trucks and side loaders, followed by the one-ton dump trucks, hot boxes, a couple of bucket trucks, and then dump service trucks. Mr. Carroll said they will purchase the pick-up trucks as they can. Mr. Naff asked if there will be sufficient personnel savings by purchasing the side loaders because they will only be using two workers. He asked what funds paid for the side loaders they already have. Mr. Carroll said in 2002 and 2003, those funds came from a general fund, not a capital asset fund.

Councillor Moriarty Adams moved, seconded by Councillor Mansfield to send Proposal Nos. 84 and 85, 2009 to the full Council with a "Do Pass" recommendation. The motion carried by a vote of 9-0.

{Clerk's Note: Councillor Moriarty Adams left the meeting at 6:40 p.m.}

