INTRODUCTORY

The City Council of the City of Columbia, Missouri met for a regular meeting at 7:00 p.m. on Tuesday, September 6, 2011, in the Council Chamber of the City of Columbia, Missouri. The Pledge of Allegiance was recited, and the roll was taken with the following results: Council Members HOPPE, MCDAVID, SCHMIDT, THORNHILL, KESPOHL, DUDLEY and ANTHONY were present. The City Manager, City Counselor, City Clerk and various Department Heads were also present.

APPROVAL OF THE MINUTES

The minutes of the regular meeting of August 15, 2011 and the special meeting of August 31, 2011 were approved unanimously by voice vote on a motion by Mr. Dudley and a second by Ms. Hoppe.

APPROVAL AND ADJUSTMENT OF AGENDA INCLUDING CONSENT AGENDA

The agenda was approved unanimously by voice vote on a motion by Mr. Dudley and a second by Mr. Thornhill.

SPECIAL ITEMS

None.

APPOINTMENTS TO BOARDS AND COMMISSIONS

None.

SCHEDULED PUBLIC COMMENT

None.

PUBLIC HEARINGS

B214-11A  Adopting the FY 2012 Budget for the Special Business District.
B215-11  Adopting the FY 2012 Budget.
B228-11  Amending Chapter 11 of the City Code relating to Public Health and Human Services Department fees.
B229-11  Amending Chapter 17 of the City Code relating to Parks and Recreation fees.
B230-11  Amending Chapter 22 of the City Code relating to transportation fares on fixed bus routes and paratransit services.
B231-11  Amending Chapters 13 and 22 of the City Code relating to sewage service utility rates.
B232-11  Amending Chapter 22 of the City Code relating to residential service solid waste utility rates.
B233-11  Amending Chapter 27 of the City Code relating to electric rates.
B234-11  Amending Chapter 27 of the City Code relating to water rates.

Bills 214-11A and 215-11 were given third reading by the Clerk and bills 228-11, 229-11, 230-11, 231-11, 232-11, 233-11 and 234-11 were given second reading by the Clerk.

Mr. Matthes provided a staff report.
Mr. Thornhill made a motion to amend B231-11 per the amendment sheet. The motion was seconded by Mr. Dudley and approved unanimously by voice vote.

Mayor McDavid opened the public hearing.

Matthew Kriete, 4101 Watertown Place, stated he was the Co-Chair of Columbians for Modern Efficient Transit (CoMET) and commented that he appreciated the fiscal responsibilities the City had shown in the budget while continuing to work on City streets and the expansion of the airport. He noted he was also impressed with Mayor McDavid’s proposal of a student-centric transportation system for the future, but asked that the Council try to save the evening and weekend transit services and not reduce eligibility to those that currently receive reduced rates in the meantime. He explained there was economic benefit to a good transit system and provided IBM as an example. He stated he did not want to miss out on a potential employer that was looking for a strong transportation system. In addition, he felt many people depended on the system and these cuts would greatly impact their ability to hold a job.

Michelle Windmoeller, 705 E. Rockcreek, stated she was representing the PedNet Coalition and the CoMET campaign and provided pictures and comments of people who would be affected by transit cuts because they did not own a vehicle and used the bus to get to the store, jobs, etc. Those listed included a University of Missouri student from Bolivia, a person in a wheelchair whose only mode of transportation was by the bus, so a cut in evening service would mean he could not go anywhere in the evenings, a person that worked at Columbia College, who used the bus to get to and from work and for all of her shopping, a ninth grader at West Junior, who took the bus home from volleyball practice and might have to quit the volleyball team with a fee increase or change in service as her mom worked two jobs, and a person that used the bus to get to his evening job who might not be able to keep the job if service on the evenings and weekends were to change. She noted the general message was for Council to not cut bus service.

Dale stated he was in Columbia to help his husband survive his year long fellowship at the University of Missouri - School of Journalism, and that they had come from California without a car so the proposed cuts would make that extraordinarily difficult. On behalf of his husband, his colleagues at the Missourian and their new friends and neighbors, he urged the Council to reconsider the service cuts and the rush to change this vital service.

Pat Kelley, 1007 Grand Avenue, noted she did not have a car and used the bus almost every day. She explained that if evening bus service was cut, it would make it difficult for her to go to evening appointments, shop, etc. She stated she could walk anywhere during the day, but did not feel safe walking at night, so she believed this change would be particularly hard on women. It would also impact her financially as she would have to trade a $1 bus ride for a $15-$20 taxi fare if she did do something in the evening. She noted a focus of the Climate Protection Agreement, which the City had entered into, was to lower emission rates and a way that could be accomplished was by encouraging transit. She believed the City should focus on mass transit as it helped those without cars and was a good environmental decision.

Charles Dudley, 1201 Paquin Street, commented that he had been in many meetings these past few weeks with regard to transit cuts and no one understood why this could not be
fixed. He wondered why some of the street/sidewalk money and general fund money could not be used to help save weekend and evening transit service. He understood parents of children, ages five or younger, would be charged an extra $0.50-$1.00, which they could not afford. He reiterated the budget could be changed since it had not yet been passed by Council and suggested the fare increase be fixed. He noted there were some things the City just had to subsidize and believed public transportation was one of those things. He commented that he looked forward to the working with the proposed transportation task force as a concerned citizen.

Billy Polansky, 1009 Coats Street, stated he found Mayor McDavid’s idea of the transit system being more focused around the University to be brilliant. He noted he went to college in Harrisonburg, Virginia and University students rode the bus for free anytime and anywhere. Student fees paid city transit to have extra buses running through campus and through areas of town that were saturated with students. Most students rode the bus as parking passes were expensive and students loved free things. The school was half of the size of the University of Missouri in a town that was half of the size of Columbia, so he believed it would work here. He understood the University of Missouri made up one-third of Columbia’s population and there were many benefits to University students riding the bus, such as less money spent on road maintenance, a new revenue source for transit and less vehicle accidents. A partnership between the City and the University was a win-win situation with the City generating revenue from student fees and students being provided an excellent service. In addition, Columbia roadways would be safer and less congested. He asked the Council to not forget about the rest of the City if it decided to work with the University as many families were dependent on the buses. Cuts in the transit system would cut jobs and prohibit people from getting to a grocery store for healthier foods as they would then have to rely on the convenience stores. He believed working with the University would allow cuts to be avoided as revenues and ridership increased. He asked Council to preserve this program as it empowered Columbians to stay employed and healthy.

Mary Hussmann, 5306 Rice Road, stated many of the members of GROW were low and middle income families that did not support any cuts to bus service or any rate increases.

Mike McCloud, 111 N. Stadium, commented that the transit changes would affect disabled people as well as students. It would affect anyone needing to use the bus for an evening event or meeting. He noted he was the Chair of the Public Transportation Advisory Commission and would not be able to get home after 6:30 p.m. if there was an evening meeting and the evening hours were cut. It would not only affect him, but many other people that were on City commissions. He asked the Council to continue evening service from 6:25–10:25 p.m. on at least Thursdays and Fridays.

Kathleen Weinschenck, 1504 Sylvan Lane, commented that she wanted to ride the bus, but it took over 1.5 hours to get to Walmart and another 1.5 hours to get back home due to where she lived, and she did not have that kind of time. She believed more people would ride the bus if it was more convenient.

Aimee Wehmeier, 3803 Jungle Tree Drive, stated she was the Executive Director of Services for Independent Living and noted her agency would be impacted by the cuts in transportation. She explained they provided 2,200 rides per month for people with disabilities.
due to the cost of paratransit. She noted they were at capacity and currently had to turn people away. Transportation had been consistently cited as one of the biggest barriers for people with disabilities, so she was concerned about an increase in rates and cuts in the evening and weekend services. The only means of transportation for disabled people who used power wheelchairs or for people with a significant disability were buses. A family member or friend would likely not be able to assist since most cars were not wheelchair accessible. She agreed with Mr. Dudley’s comments in that some programs had to be subsidized and believed transportation was one of those programs. She noted the people Services for Independent Living served were some of the poorest people who did not have additional money for these types of services.

Ms. Hoppe asked if Services for Independent Living helped disabled people use the regular bus system as well as paratransit. Ms. Wehmeier replied Services for Independent Living provided transportation services in Columbia/Boone County and the other counties they served. She understood paratransit provided 6,800 rides a year and Services for Independent Living provided 2,200 rides a month, which was a significant number.

Ms. Hoppe understood many disabled people rode the regular bus as well as paratransit. Ms. Wehmeier stated that was correct. She explained the difference between the services provided by Services for Independent Living and paratransit was that Services for Independent Living offered door to door service, while paratransit did not. It was also free for those that could not afford paratransit or the regular bus service. In addition, they provided transportation services on Sunday. She noted they did not provide evening service, so those cuts would result in an unmet need.

Dan Cullimore, 715 Lyons Street, urged Council to consider the long-term ramifications of cuts to the public transportation system in Columbia. He noted he did not ride the bus because he could not get where he needed to go when he needed to be there. He commented that he felt the City’s transportation system was run like an anti-poverty program versus a transportation program. He explained he fully supported the anti-poverty aspects public transportation could address, but it was a transportation system and was not run like a customer-centered transportation system. He stated he supported Mayor McDavid’s initiative for a task force and suggested that be done prior to cutting transportation funds and service.

Cheryl Price, 511 Parkade Boulevard, commented that she appreciated the services available in Columbia as they had paratransit and a transportation system. She explained she had sustained a severe brain injury 30 years ago and was in and out of hospitals and nursing homes prior to finally being able to live by herself in an apartment. The most difficult thing to adjust to was not having a car because it took away her connection to the outside world and she was unable to do much. She explained she was a volunteer facilitator of a brain injury support group on Thursday evenings at Rusk and she would not have a way of getting home if evening services were cut. This would not only affect her, but it would also affect those in the support group. She asked the Council to take a hard look at the budget and find a way to continue current transportation services. She also applauded Mayor McDavid’s proposal to make the system more student-centric as it would bring more riders into the system.
Ms. Anthony asked what time the support group meetings ended. Ms. Price replied 8:00 p.m.

Pam Forbes, 707 Donnelly Avenue, stated thousands of people worked on Route B during many different hours in the night and believed the City would have more revenue and higher ridership if a bus went back and forth to the businesses out there. She noted she had worked in that area for 33 years and would have ridden and paid for the bus if it had been available and consistent. She suggested the City look at the service aspect of the bus system instead of service cuts and increases in rates.

Dave Rosman, 104 Clinkscales, commented that he had worked for a Regional Transportation District that included the cities of Denver and Boulder, Colorado, and noted every public transportation system in the United States was subsidized by cities, counties, states or the federal government. He explained the Regional Transportation District ran from 6:00 a.m. to 11:00 p.m. or 1:00 a.m. at night. Columbia was leaving out half of its citizens due to the times and locations of routes. He believed the routes should go further outward in the community and take less time to get places, and suggested a grid system.

Dawn Zeterberg, 608 Hunt Avenue, stated she did not believe it should take as long as it did for her to get back and forth from certain destinations using the bus system. She noted she liked living life and did not like staying home. She felt cuts to service would force people to stay home and pointed out she wanted to see improvements to the bus system for an increase in ridership so services did not have to be cut.

Matt Nack, 608 Hunt Avenue, urged the Council to not cut services to the transportation system and suggested it be reorganized, if necessary, instead. He thought the Council should consider those that depended on the transportation system prior to cutting certain hours or days. He understood some people could not use the transportation system because they could not count on it, but there were others that relied on it and did not have the luxury of owning or being able to drive a car.

Kyna Byerly, 1305 Wood Hill Road, commented that in 1994, she had moved to an apartment on a bus route so she could get to and from work, but the bus system was not reliable and she ended up having to purchase a car. She understood the system had improved since then and she now hoped a bus she could reliably take to and from work would come by her house some day. She noted her son took his bike on the bus as it allowed him independence and the ability to do things he would not be able to do unless someone drove him. She did not want him riding a bike late at night, so the evening service was helpful. She explained she had been shocked to hear there were huge cuts proposed to the bus system as she thought they had been moving forward and did not want to go backwards again. She stated she was happy to hear a task force would look at the bus system in an effort to increase its services and ridership, and to make it more convenient to use on a daily basis.

Eugene Elkin, 3406 Rangeline, commented that he had tried the bus system and had gotten very confused. He, unlike other individuals, had a car, so he did not rely on the bus system. He understood a regional connection between Centralia, Sturgeon, Ashland and Columbia had been discussed in the past and asked the City to consider this type of service as he believed money that could assist the transit system could be made.
Karl Skala, 5201 Gasconade Drive, stated he believed this revolved around the cost of service and providing the service equitably. He thought those that could least afford a fare increase needed to be considered as well as the student-centric approach suggested by Mayor McDavid, and that the goal needed to be an increase in ridership. He believed contracts with some of the student housing agencies had essentially subsidized the subsidy for the transit system in terms of student ridership and felt that needed to be looked into in order to ensure equity in the cost of service was distributed across all ridership. He also felt it was imperative for them to supply some unique transportation to those who were least able to afford it.

Jane Wykoff stated she and her husband rode paratransit during the week and used Services for Independent Living transportation on Sunday. She explained her husband had many medical problems and she was unable to transport him in any way other than with paratransit. There were no sidewalks where they lived, so he was unable to ride in his wheelchair. The cost of the fare was important to them as they were on a fixed income. She had noticed there were not many people on the buses and did not have a resolution to that problem, but pointed out the availability of paratransit and the bus system was very important to her and her husband.

John Clark, 403 N. Ninth Street, thanked the City Manager for clearly pointing out in the budget two unsustainable issues that were crucial to the City’s economic health, and those were the problems with the way the City financed public transportation and the way the airport was managed as it could not be done by the City alone. He commented that he believed public transportation was every bit as important, if not more important, to the economic health of the City than the airport in the foreseeable future. He suggested the contracts with the University and student apartment complexes not only include an amount to cover the direct cost of service, but also an amount that would cover the amortized cost of the equipment and maintenance because contributions to the capital replacement of buses, etc. were needed in order to have a sustainable system.

Alyce Turner, 1204 Fieldcrest, stated she was a member of the Public Transportation Advisory Commission and referred to Report 152-11, which included recommendations of the Commission in terms of the transit system. She noted they were excited about the possibilities for better transportation services for FY 2013 and recognized the budget situation, but were also concerned with regard to a reduction in service, particularly in the evening hours, as some people would likely be using the buses to shop and spend money. Cuts impacted peoples ability to get to work, purchase items, make it to medical appointments, etc., so the cuts could conceivably impact businesses in the community. The Commission was also concerned about the elimination of the half fare eligibility to a number of statuses. Currently, those on Medicare, seniors, the disabled, children under five years of age, those on Medicaid and students could ride for a reduced rate, and the Commission suggested allowing all of those groups, other than students over the age of 18, to still receive those reduced rates. She believed the impact would be small and felt it was important to maintain the service and reduced rate for those that needed it the most.

There being no further comment, Mayor McDavid continued the public hearing to the September 19, 2011 Council Meeting.
Ms. Hoppe thanked those that spoke tonight as she understood it was difficult for them to attend due to the lack of bus service. She noted she had been reviewing the transit system in terms of its costs, what services were proposed to be cut, any options that might be available and what other communities were doing. She applauded Mayor McDavid and Mr. Matthes for trying to determine what kind of bus system Columbia wanted as a community and how they could attain that type of system. She noted the Council had been trying to find a way to not increase fees and not reduce some of the groups eligible for reduced fares, while still not cutting evening hours due to its potential impact. She also wanted to continue moving forward instead of going backwards in terms of transit service and suggested using some of the Council contingency funds to help with transit costs as well. She noted they were taking this issue very seriously and appreciated the input received.

Mr. Matthes explained the transportation system was the main topic of discussion at the pre-council meeting and some of the issues discussed would be captured on an amendment sheet at the September 19, 2011 Council Meeting when the Council voted on the budget. He pointed out the proposal was for a 1.3 percent budget cut, and not a 25 percent budget cut as incorrectly stated in the newspaper. He noted they would have the amendments listed in detail and available publicly soon.

Mayor McDavid commented that changes to the transit budget were dynamic as they had discussed several possibilities earlier in the evening. He asked Council Members that had changes to what was discussed earlier to publicize those suggested changes so the other Council Members had an opportunity to study the proposed amendments ahead of time.

Ms. Anthony commented that transit was an important issue to the entire community and she was impressed by the creative solutions that had been proposed by the Council and staff for not only the short term, which would get them through another year, but also for the long term. She was interested in the continuation of existing services as she felt it would be a mistake to take a step back from the current services offered by the City. She understood they were trying to build and increase ridership and felt that would be difficult to do if they cut services this year. She believed the combination of ideas they had would allow them to reach a favorable solution.

Mr. Schmidt understood several people were concerned about a reduction in the eligibility for the reduced fare as it was unfair for those that qualified for the reduced fare based on income since they were unable to pay a higher fare. He noted he was working hard to ensure they would still be eligible for the reduced fare and pointed out that staff had told him everyone living in Paquin Towers would remain eligible as the qualifications to live there would make them eligible for the reduced fare. He commented that he had received hundreds of e-mails and cards on this topic and noted the Council was listening.

OLD BUSINESS

B216-11  Rezoning property located at the southeast corner of Nifong Boulevard and Bethel Street from Districts R-1, R-2, R-3 and O-1 to PUD-17 and C-P; authorizing a development agreement.

The bill was given second reading by the Clerk.
Mr. Matthes provided a staff report.

Mayor McDavid made a motion to table B216-11 to the October 3, 2011 Council Meeting. The motion was seconded by Mr. Dudley and approved unanimously by voice vote.

B221-11 Authorizing an electric distribution line relocation agreement with Boone Electric Cooperative relating to the Clark Lane reconstruction project.

The bill was given second reading by the Clerk.

Mr. Matthes provided a staff report.

Ms. Hoppe asked if the Infrastructure Task Force had looked at the issue of the cost of replacing or moving electrical distribution when the City expanded its roads in terms of a City cost and how it would be funded. She understood this would cost approximately $500,000. Mr. Glascock replied the cost was always part of the project. This situation involved a private easement, and since the City was taking the private easement, it had to provide another private easement. If it involved a public right-of-way or a City easement, the lines would be moved at the other entity’s expense. The price was also high for this scenario because the lines would be placed underground. He believed the Infrastructure Task Force had reviewed this issue as the cost was part of the project.

B221-11 was given third reading with the vote recorded as follows: VOTING YES: HOPPE, MCDAVID, SCHMIDT, THORNHILL, KESPOHL, DUDLEY, ANTHONY. VOTING NO: NO ONE. Bill declared enacted, reading as follows:

B222-11 Amending Chapter 27 of the City Code as it relates to energy efficiency and solar rebate programs.

The bill was given second reading by the Clerk.

Mr. Matthes and Mr. Johnsen provided a staff report.

Ms. Hoppe referred to Section 27-163 and asked if the City could not use grants as a source of funds since it had been crossed out in the proposed ordinance. Mr. Boeckmann replied he believed grant funds could be used as his interpretation was that any Water and Light Department funds could be used, but general revenue funds could not be used. Ms. Hoppe understood Water and Light Department funds would include grants. Mr. Boeckmann stated that was correct.

Mr. Schmidt commented that the proposed ordinance included language indicating the Water and Light Department Director would develop policies, forms, etc., and asked if the purpose was to provide flexibility to respond to new programs as they might arise. Mr. Johnsen replied yes and explained a lot of the programs they had developed or would develop would be vetted through the Water and Light Advisory Board and the Environment and Energy Commission prior to coming back to Council in a year end report. Mr. Schmidt assumed the ordinance needed to be general, so the City could respond to available energy credits without coming back to Council for an ordinance change. Mr. Johnsen stated staff included program types in the proposed ordinance as opposed to specific programs and program requirements so ordinance changes would not be necessary on a regular basis.

B222-11 was given third reading with the vote recorded as follows: VOTING YES: HOPPE, MCDAVID, SCHMIDT, THORNHILL, KESPOHL, DUDLEY, ANTHONY. VOTING NO: NO ONE. Bill declared enacted, reading as follows:
CONSENT AGENDA

The following bills were given second reading and the resolutions were read by the Clerk.

B217-11 Approving the Final Plat of West Subdivision located at the southwest corner of Worley Street and Clinkscales Drive, the site of the West Junior High School building and Columbia Public Schools administration building; authorizing a performance contract.

B218-11 Approving the Final Plat of Bonnie View Nature Sanctuary Subdivision located on both sides of Rollins Road, west of Fairview Park and north of Bray Avenue; granting a variance from the Subdivision Regulations relating to construction of cul-de-sac bulbs.

B219-11 Vacating a water easement located east of Rangeline Street and on both sides of Vandiver Drive.

B220-11 Authorizing construction of the Westwood Avenue and Edgewood Avenue PCCE #7 Sewer Improvement Project; calling for bids through the Purchasing Division.

B223-11 Accepting conveyances for utility purposes.

B224-11 Accepting a donation from Maplewood Barn Community Theater for the reconstruction of Maplewood Barn; appropriating funds.

B225-11 Authorizing an agreement with the Missouri Department of Health and Senior Services for tuberculosis outreach; appropriating funds.

B226-11 Authorizing an agreement with the State of Missouri, on behalf of the Children’s Trust Fund, for child abuse prevention projects; appropriating funds.

B227-11 Amending Chapter 16 of the City Code to correct an erroneous reference.

R147-11 Setting a public hearing: rehabilitation of Taxiway A at the Columbia Regional Airport.

R148-11 Setting a public hearing: construction of wildlife deterrent fencing at the Columbia Regional Airport.

R149-11 Setting a public hearing: consider the environmental impact of the construction of the North Grindstone Sewer Extension Phase II project.

R150-11 Accepting a grant from The Missouri Foundation for Health for the 2011 Tobacco Prevention and Cessation Initiative Project; and authorizing a grant agreement.

R151-11 Authorizing adopt a spot agreements with Rich Eyler and Tony Orwig.

R152-11 Authorizing 2011 CDBG and HOME agreements with various community agencies.

The bills were given third reading and the resolutions were read with the vote recorded as follows: VOTING YES: HOPPE, MCDAVID, SCHMIDT, THORNHILL, KESPOHL, DUDLEY, ANTHONY. VOTING NO: NO ONE. Bills declared enacted and resolutions declared adopted, reading as follows:

NEW BUSINESS
R153-11  Authorizing an agreement for transportation services with Rock Quarry Properties, LLC d/b/a The Pointe at Rock Quarry Park.

The resolution was read by the Clerk.

Mr. Matthes provided a staff report.

Mr. Thornhill referred Section 3.4 of the contract and noted it had indicated that if another complex signed a contract on the same route, this contract would be reduced by 20 percent of the new contract amount. He asked for the rationale behind this as he was concerned there could be a contract that was so large The Pointe would not have to pay anything or very little. He wondered if there was a limit to how much it could be reduced. He also wondered if a $40,000 contract would require the City pay The Pointe. He was concerned because they would still be providing the service. Mr. Glascock explained it was not the intent for it to be reduced to zero. He thought the maximum reduction was 20 percent. Mr. Matthes thought the example in the contract was not a good one. Mr. Schmidt agreed it seemed awfully generous. Mr. Glascock thought it was a one-time option. He did not believe it would be reduced by 20 percent for each additional contract.

Mayor McDavid commented that if operational expenses were $5.6 million and there were two million riders, the cost per ride would be $2.80. He understood there were 160 beds in this complex and assumed the student residents made two trips per day for four months if they were going to class, which resulted in a cost per trip of $0.25. The City was offering bus service at $23 a semester per capita if his math was correct.

Mr. Schmidt understood one of the contracts being discussed tonight called for evening service and asked if the City was obligated to continue that service. He also understood one of the contracts indicated the contract would be terminated if the City failed to provide service for five consecutive days and wondered if that should be adjusted in case of a snow or other emergency situation. Mr. Thornhill noted the contract indicated they had the right to terminate, which meant they might not terminate the contract. Mr. Glascock pointed out transit had never been out of service for five consecutive days.

Ms. Hoppe understood these contracts along with other existing contracts did not cover the cost of the service. Mr. Matthes stated that was correct.

Mr. Schmidt understood the contracts included the marginal cost of going the additional distance. Mr. Matthes explained that was the basis of the calculation and the philosophy to date. This would help the situation this year, but it was not a sustainable scenario as it was far below the cost of service. He reiterated it was based on the idea of a marginal cost since the City already had the bus and the driver.

Ms. Anthony asked if The Pointe would have bus service if Council did not approve the contract. Mr. Glascock replied the expense would need to be added back into the transit budget discussion. Mayor McDavid understood the budget discussion had not considered the revenue they would get from people purchasing semester passes. Mr. Kespohl asked if the expense was $13,000. Mr. Matthes replied one contract totaled $7,000 per year and the other was $13,080. Mr. Schmidt wondered if they would save money if they did not approve the contract because the bus would not stop there.
John Clark, 403 N. Ninth Street, wondered if the cost of the buses were included in the marginal costs calculated for these contracts, and if not, he believed capital improvement costs should be included as those capital items would be used. He noted $7,000 would not do much for the budget and recommended the City not lock itself into a three year contract at that price. He suggested a one year contract instead. In the future, he thought the City needed to consider the long-term impact and equity as they discussed the cost of transit in the future.

Karl Skala, 5201 Gasconade Drive, presumed there were contracts with other student housing developments, which raised the issue of equity in terms of those contracts and how they compared to these contracts. He asked Council to discuss that issue as well.

Mayor McDavid stated he was not going to support this resolution, but he did not want the students to think he did not appreciate their role in this community as the community's economy was based on students. Of the two million riders, 1.5 million were students, so they were the transit system's primary customer. He commented that if the City had a model similar to Ames, Iowa City or Champaign-Urbana, they would have 10 million riders instead of just two million riders and a healthy system. The City would not get to a healthy system by entering into fragmented contracts that were substantially below the market rate. The City was offering Campus Lodge $20.46 a semester per capita, The Reserve $24.20 a semester per capita, Gateway $27.87 a semester per capita, The Pointe $21.87 a semester per capita and Campus View $9.15 a semester per capita. The market rate from the other communities with robust systems was about $80 per semester and it was a negotiated global rate with the entire student body. The current budget proposal was to increase semester rates to $100 a semester. If Council voted against entering into this contract, the City would lose $3,500 a semester, but if half of the students bought a semester pass, the City would receive $8,000 a semester, which was an increase of $5,500 because the students would be required to pay the market rate. He felt they needed to get away from these fragmented contracts as they were not part of a coherent billing system.

Mr. Schmidt stated he was inclined to agree with the Mayor as they were asking the public to pay $1.50 per ride, but students in these relatively luxurious apartments were paying less. He commented that he believed the idea of marginal cost was brilliant if they had a sustainable bus system and could continue building out that service through the marginal cost concept. He noted they could renegotiate the contract or they could bring in more revenue by voting no if many of the students paid for the pass at $100 per semester.

Mr. Glascock commented that the route would not be continued to The Pointe if the contract was not approved. They were going to discontinue service as part of this budget, which was why the contract was negotiated. The students at The Pointe would not have bus service unless the Council decided to continue service, but the cost of that service would need to be added back into the budget for discussion.

Mayor McDavid felt they could make more in revenue if they continued the service and the students purchased semester passes at the market rate.

Ms. Hoppe commented that she thought it was great that students were using the bus system as there were fewer cars on the road, but those students were not covering the cost of the service they were receiving. She noted she would vote against this resolution as well.
because she felt it should be a one year contract instead of a three year contract since they would be considering a different system in the future. In addition, she did not like the clause allowing for a 20 percent reimbursement if another apartment complex was added to the route since the contract did not cover current costs. She understood there was some inequity as students at some apartment complexes received free service and others would have to pay for a semester pass, but did not want to continue the process of entering into contracts that did not cover costs as it was not sustainable. She suggested the contract be renegotiated or they require students to purchase semester passes at market rate for the service.

Ms. Anthony stated she did not see any reason why this contract could not be renegotiated. If they came back with something more palatable, she thought Council would be open to readdressing the issue. They were just saying no to this contract. They were not saying no to all future contracts.

Mr. Schmidt asked if Council voted against these contracts if staff would renegotiate with the apartment complexes. In addition, he wondered if they could run the buses as long as they were negotiating honestly. Mr. Matthes understood Council wanted a more sustainable solution and contracts were viable if they covered the cost of the service.

Mayor McDavid reiterated that if they voted against these resolutions, it did not mean the City would not run buses by these apartments. He thought it would be in the City’s interest to provide bus service at a market rate.

Ms. Hoppe commented that renegotiating a better agreement was a possibility as well.

Mr. Thornhill explained he viewed it similar to a flag rate for a taxi. The $7,000 was to get the bus to the location for the paying customer to ride it. The $7,000 did not pay for everyone that wanted to get on the bus at that location. Those that wanted to ride it would have to purchase a pass. He thought that was a better model.

Mr. Kespohl understood the contracts for Campus Lodge and The Reserve were much higher and were based on the number of beds in the apartment complexes, and asked for clarification because he believed it cost the same amount of money to run those buses as it did to The Pointe or Campus View. He assumed there was a fixed cost to run the bus. Mr. Glascock stated there was a fixed cost per mile. Mr. Kespohl wondered why they were charging Campus Lodge and The Reserve $31,000 a year, but only charging The Pointe $7,000 when it was further away. Mr. Glascock explained the bus was already on Grindstone, and they were only going a few miles further out. Mayor McDavid stated he felt they should be charged the market rate. Mr. Kespohl agreed.

The vote on R153-11 was recorded as follows: VOTING YES: NO ONE. VOTING NO: HOPPE, McDAVID, SCHMIDT, THORNHILL, KESPOHL, DUDLEY, ANTHONY. Resolution declared defeated.

R154-11 Authorizing amendments to the agreements for transportation services with Campus Lodge Apartments and EDR Columbia, L.P., d/b/a The Reserve at Columbia, to extend weekday evening service hours.

The resolution was read by the Clerk.

Mr. Matthes provided a staff report.
Mayor McDavid pointed out the City wanted to provide transit service and he did not want anyone to think the City did not want to provide this service. They just could not give the service away as it was bankrupt. He noted the market rate was $80-$100 per semester and it was time for the City to start charging that rate while providing great service.

The vote on R154-11 was recorded as follows: VOTING YES: NO ONE. VOTING NO: HOPPE, MCDAVID, SCHMIDT, THORNHILL, KESPOHL, DUDLEY, ANTHONY. Resolution declared defeated.

R155-11  Authorizing the City Manager to accept grant offers from the Federal Aviation Administration for capital improvement projects at the Columbia Regional Airport.

The resolution was read by the Clerk.

Mr. Matthes provided a staff report.

The vote on R155-11 was recorded as follows: VOTING YES: HOPPE, MCDAVID, SCHMIDT, THORNHILL, KESPOHL, DUDLEY, ANTHONY. VOTING NO: NO ONE. Resolution declared adopted, reading as follows:

R156-11  Establishing a Transit System Task Force.

The resolution was read by the Clerk.

Mr. Matthes provided a staff report.

Mayor McDavid commented that Columbia had twenty riders per capita, which was not bad compared to Jefferson City or Springfield, but was bad compared to Ames, Iowa City and Champaign-Urbana, which had 86-100 riders per capita. If Columbia had a model similar to Ames, Iowa City or Champaign-Urbana, it could generate ten million riders per year instead of just two million per year. This was not a new model. It was a mature model that appreciated students as customers and the students determined the routes needed and the rate they would pay and how long the routes ran. Three buses were running to McBride Hall currently in Iowa City as the buses ran until midnight. He believed Columbia was capable of providing the same type of service, but they would need the engagement of students as they were the customer. The purpose of this task force would be to obtain the input of students as it was very student-centric. There would be three students from the Missouri Student Association, a student from Stephens College, a student from Columbia College as well as City and University administration. He believed this task force was the first step toward a more robust and vibrant transit system in Columbia.

Ms. Hoppe understood there was great student interest in the bus system as it was economically viable for students and assisted the City with congestion. In addition, it was good for the environment. While they had increased student ridership, it was done with a model that was not sustainable and did not pay for itself. This task force could take advantage of student interest and determine how students could be served even better. She noted Council was interested in providing more and better service, while being economically and otherwise sustainable, and she hoped this task force could assist.

Charles Dudley, 1201 Paquin Street, stated he liked the idea of creating a task force, but suggested the task force meet at a time the buses were running, such as a Saturday from 1:00 – 3:00 p.m., so anyone could attend the meeting and provide input before and after the
meeting. He believed it was important for the entire community to be included as that would be better for the community as a whole since everyone would be riding and paying for it.

John Clark, 403 N. Ninth Street, commented that he had served on the Boone County Coordinated Transportation Planning Group, which had morphed into the Mid-Missouri Transportation Alliance, and was created because the Federal Highway Administration decided to focus on coordinated human transportation systems. He believed obtaining an initial financing mechanism from students was great, but suggested this be the first step in Columbia taking the lead in developing an expanded, enhanced coordinated human transportation system for Columbia and Boone County because even though there were federal budget problems, the Federal Highway Administration remained focused on coordinating the elements of human transportation. He felt they should emphasize this as the first step to a larger program. He noted he also supported Mr. Dudley’s idea of making it open to other people so the system was compatible for future build out. He thought if this was viewed in a larger sense, it would help transit as a whole, so more than just students would be happy with the service.

Ian Thomas, 2616 Hillshire Drive, stated he was the Director of the PedNet Coalition and congratulated the Council for determining the type of model that would get Columbia to a new level of transportation in terms of better service, longer hours, more riders, environmental benefits, economic benefits, etc. He was also happy that the current transit riders would not been forgotten. This new system would not be a student-only system. It would be a student-centric system. He believed there were thousands of people in this community that owned a car, but preferred to use the bus on many occasions. A convenient and useful system with buses arriving every 10-15 minutes would allow more community members to use the bus. He noted there were models where the public school systems partnered with City government in terms of bus service for middle and high school students and thought they might want to look at that in the future as well.

Kathleen Weinschenk, 1504 Sylvan Lane, commented that she would like buses that looked good and were pretty.

Greg Ahrens, 1504 Sylvan Lane, suggested a regional transportation system or district that would go to Jefferson City and connect to the high speed rail that was being built be considered by the City as well. He believed the high speed rail should come through Columbia instead of Jefferson City, but since it was going to Jefferson City, he thought the bus system should connect to it.

Mr. Schmidt commented that they were asking the public to sacrifice because they thought they could create a better system. It could be more customer-centric and potentially work with the public schools. It also had the potential for not only being economically sustainable, but environmentally sustainable. He noted they would not forget the non-student riders. They were starting with the students as they needed the students’ help as much as the students needed the City’s help in terms of transportation.

The vote on R156-11 was recorded as follows: VOTING YES: HOPPE, MCDAVID, SCHMIDT, THORNHILL, KESPOHL, DUDLEY, ANTHONY. VOTING NO: NO ONE. Resolution declared adopted, reading as follows:
INTRODUCTION AND FIRST READING

The following bills were introduced by the Mayor unless otherwise indicated, and all were given first reading.

B235-11  Authorizing an annexation agreement with North Battleground LLC.

B236-11  Vacating a sanitary sewer easement located north of the intersection of Rock Quarry Road and Grindstone Parkway; accepting a conveyance for sewer purposes.

B237-11  Appropriating FY 2011 CDBG and HOME funding.

B238-11  Authorizing a consolidated grant agreement with the Missouri Highways and Transportation Commission for transportation planning services.

B239-11  Authorizing construction of improvements to the traffic signal located on Worley Street at the Columbia Mall entrance as part of the Stadium Boulevard corridor street and storm sewer improvement project; calling for bids through the Purchasing Division; appropriating funds.

B240-11  Amending Chapter 14 of the City Code as it relates to parking prohibitions and parking limitations on portions of Melbourne Street.

B241-11  Appropriating funds for repairs to the Central Missouri Aviation (CMA) FBO hangar roof at the Columbia Regional Airport.

B242-11  Accepting conveyances for utility purposes.

B243-11  Accepting a grant from the National Association of Counties Research Foundation for the 3M Urban Ecological Restoration Project located along Hinkson Creek and adjacent to the MKT Trail; appropriating funds.

B244-11  Appropriating fire equipment sale proceed funds for the purchase of equipment for the Fire Department.

B245-11  Amending Chapter 21 of the City Code as it relates to City commissions for University of Missouri police officers.

B246-11  Authorizing an agreement with Electronic Tracking Systems, L.L.C. for installation and maintenance of electronic tracking systems in Police Department patrol vehicles.

B247-11  Amending Chapter 1 of the City Code to consolidate the legal description for the Columbia city limits.

B248-11  Amending Chapter 2 of the City Code as it relates to city departments.

B249-11  Amending Chapter 8 of the City Code relating to elections.

B250-11  Amending Chapter 25 of the City Code relating to the repeal of old impact fees.

B251-11  Establishing temporary stands for taxis, limousines, buses and STRIPES vehicles; establishing temporary no pick-up or drop-off zones; providing penalties for violations.

B252-11  Amending Chapters 4, 6, 9, 13, 20, 22, 23, 24, 25, 26, 27 and 29 of the City Code as it relates to reorganization of the Public Works Department and the Community Development Department (formerly the Planning and Development Department) and the duties of the directors of those departments.
B253-11  Amending the Classification Plan; adopting the FY 2012 Pay Plan; providing for implementation of the Pay Plan.

B254-11  Amending Chapter 19 of the City Code as it relates to personnel policies, procedures, rules and regulations.

REPORTS AND PETITIONS

REP144-11  Street Closure Request.

Mr. Matthes provided a staff report.

Mayor McDavid made a motion to approve the street closure as requested. The motion was seconded by Mr. Kespohl and approved unanimously by voice vote.


Mr. Matthes provided a staff report.

Ms. Anthony asked for the origin of this report. Mr. Glascock replied it was a culmination of many requests by Council. Staff created one traffic study and reviewed all of the zones on Chapel Hill to address those requests.

Mr. Kespohl asked if all of this could be explained and studied in a pre-council meeting. Mr. Glascock replied yes. Mayor McDavid stated they would then treat this as informational with the understanding it would be discussed at a pre-council meeting or work session. Mr. Matthes noted they would add it to the schedule.

REP146-11  Citizen Request to Restrict Alley A to Pedestrian Access Only.

Mr. Matthes provided a staff report.

Ms. Hoppe commented that there were several businesses and residences that only had access via the alley and felt they needed some provision for those businesses and residents to be able to receive deliveries. Mr. Schmidt assumed that had been worked out as he had communicated with them and they all seemed satisfied. Mr. Matthes stated he thought the idea was for them to have the ability to collapse or remove those bollards.

Mayor McDavid made a motion directing staff to prepare appropriate legislation. The motion was seconded by Mr. Thornhill and approved unanimously by voice vote.

REP147-11  Selling Advertising on Bus Enroute Passenger Waiting Shelters and Benches.

Mr. Matthes noted this report had been provided for informational purposes.

Ms. Hoppe commented that there was a black and white wrapped bus that did not look like a City bus and suggested the Council reconsider the type of advertisements they allowed as the City buses needed to be recognizable.

Mayor McDavid asked how much money the City received from the advertising on buses. Mr. Matthes replied about $75,000.

Mayor McDavid noted the Council recently recommended the billboard bill be overridden by the Governor, but yet the City was selling large billboard space on City streets through buses. It was an interesting paradox he thought needed to be addressed.
Mr. Schmidt commented that his thought was that when asking for an increase in fares for paratransit, they should be selling as many ads as possible. He suggested they hold a work session on the topic.

Ms. Hoppe noted allowing advertisements on buses had been a desperate attempt to add more money to the bus system. She believed Council should revisit it to determine what was and was not working.

Mr. Matthes commented that the approach discussed in the report resulted in a small amount of revenue because it was small and did not move throughout the City.

**REP148-11 Damage to City Streets Caused by Development.**

Mr. Matthes noted this report had been provided for informational purposes and could be discussed at a work session if Council wanted.

Mr. Thornhill stated he would like for this to be discussed at a work session.

**REP149-11 Proposed Changes to Chapter 12A Stormwater Rules.**

Mr. Matthes provided a staff report.

Mayor McDavid commented that he agreed with Mr. Matthes in that they should proceed with the five areas in which there was agreement as it showed respect for those citizens on the Storm Water Advisory Commission.

**REP150-11 Private Common Collector Elimination and Sewer District Project Schedule.**

Mr. Matthes provided a staff report and noted it had been provided for informational purposes.

**REP151-11 July 2011 Stormwater Variance Summary.**

Mr. Matthes provided a staff report and noted it had been provided for informational purposes.

**REP152-11 Public Transportation Advisory Commission - Report on Proposed Fiscal Year 2012 Transit Budget.**

Mr. Matthes noted this report had been provided for informational purposes.

**REP153-11 Revisions to the Street, Storm Sewer and Sanitary Sewer Specifications and Standards.**

Mr. Matthes provided a staff report and noted it had been provided for informational purposes.

**REP154-11 Intra-Departmental Transfer of Funds Request.**

Mr. Matthes noted the report had been provided for informational purposes.

**COMMENTS BY PUBLIC, COUNCIL AND STAFF**

Charles Dudley, 1201 Paquin Street, understood the City had recently conducted a survey with regard to proposed roll trash carts, but the survey did not address the issue of whether the disabled and elderly would be able to push the carts to the location required for
pick up as they would be very heavy. In addition, some driveways were sloped. He believed the City needed to take these issues into consideration as they moved forward with the proposal. He asked Council to direct staff to include questions directed toward those that may be disabled in future surveys.

Mayor McDavid explained the United States Senate unanimously passed a resolution sponsored by New Jersey Senator Frank Lautenberg on July 22, 2011 establishing a national moment of remembrance at 12:00 noon Central Standard Time on September 11, 2011 to memorialize the September 11, 2001 terrorists attacks with the ringing of bells and sounding of sirens in observance of one minute of reflection. Senator Lautenberg asked the U.S. Conference of Mayors to encourage mayors across the country to issue a proclamation or offer a resolution recognizing this moment of remembrance and to ask first responders and houses of worship to ring bells and sound sirens at 12:00 noon Central Standard Time for one full minute on September 11, 2011. In concurrence with the request, he was inviting the Council to join him in signing a proclamation, and noted he would read it at the September 11 ceremony in front of City Hall.

Mr. Dudley thanked the Public Works Department for installing a turn lane on Worley between the two Fairview ends. It looked good and traffic seemed to be working well. He also thanked the Parks and Recreation Department for providing sandbags that held flags down for the Kids Triathlon at Stephens Lake.

Ms. Hoppe stated she had been receiving phone calls with regard to the roll trash carts and asked for clarification on a timetable and the process. She wondered when they would obtain public input and input from commissions, such as the Disabilities Commission. She also wanted to know when Council would have the opportunity to provide input. Mr. Matthes explained there was no deadline for this project, so feedback could be obtained in many ways. He noted he had some experience with roll carts and they were not for everyone, just as the current system was not for everyone. The City currently provided assistance to those that could not get their trash to the curb, alley, etc. That assistance would continue. Roll carts could improve service for a large number of customers. Another problem with roll carts was that they required bigger trucks, so the trucks might not be able to get down some streets. The City needed to decide if it made sense for Columbia. He noted a business study had been done and was compelling, but they understood they would still have to help some people get to the curb. He noted it was actually easier to haul than bags as it had wheels and training would be needed. He believed a lot of community conversation still needed to occur.

Mr. Schmidt noted he had been contacted by almost every resident of St. Joseph and Hubbell with regard to the issue of preserving the neighborhood. He was interested in hearing from City staff with regard to any progress, permit and demolition statuses. This was the oldest neighborhood in Columbia and it was a well-functioning neighborhood. He felt it would be a shame for it to be destroyed when there was vacant land nearby. He hoped the interested parties could come to an agreement.
Ms. Anthony commented that she had received an e-mail from a happy constituent directed toward the Public Works staff. She read the e-mail, which thanked the City for the beautiful job it did paving Wakefield and Godfrey in their neighborhood this past week with amazing efficiency and competency.

The meeting adjourned at 9:40 p.m.

Respectfully submitted,

Sheela Amin
City Clerk