



City of Columbia, Missouri

Meeting Minutes

City Council

Monday, September 17, 2018
7:00 PM

Regular

Council Chamber
Columbia City Hall
701 E. Broadway

I. INTRODUCTORY ITEMS

The City Council of the City of Columbia, Missouri met for a regular meeting at 7:00 p.m. on Monday, September 17, 2018, 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 TRAPP, SKALA, PITZER, PETERS, TREECE, and RUFFIN were present. Council Member THOMAS was absent. The City Manager, City Counselor, City Clerk, and various Department Heads and staff members were also present.

Mayor Treece explained the September 4, 2018 minutes were not yet complete.

The agenda, including the consent agenda, was approved unanimously by voice vote on a motion by Mr. Trapp and a second by Mr. Skala.

II. SPECIAL ITEMS

None.

III. APPOINTMENTS TO BOARDS AND COMMISSIONS

BC9-18 Board and Commission Applicants.

Upon receiving the majority vote of the Council, the following individuals were appointed to the following Boards and Commissions.

AIRPORT ADVISORY BOARD

Drury, Tom, 4603 Slocumb Court, Ward 2, Term to expire December 1, 2019

CITY OF COLUMBIA NEW CENTURY FUND INC. BOARD

Kleopfer, Lynn, 4106 Joslyn Court, Ward 4, Term to expire September 30, 2021

Muench, Fran, 2711 Mallard Court, Ward 6, Term to expire September 30, 2021

COMMISSION ON HUMAN RIGHTS

McDonald, Sherry, 2204 Winchester Drive, Ward 2, Term to expire March 1, 2019

CONVENTION AND VISITORS ADVISORY BOARD

Beard, Joan, 154 W. Green Meadows Road, Ward 5, Term to expire September 30, 2020

Bell, Susan, 575 E. Sexton Street, Boone County, Term to expire September 30, 2020

Burgin, Barth, 7615 Black Walnut Drive, Boone County, Term to expire September 30, 2020

Cristal, Scott, 2205 N. Country Club Drive, Ward 3, Term to expire September 30, 2020

Hargrove, Heather, 2911 S. Providence Road, Apt. 202, Ward 5, Term to expire September 30, 2020

Jarvis, Aric, 7565 W. Golden Willow Drive, Boone County, Term to expire September 30, 2020

Weise, Teri, 3007 S. Rodeo Drive, Ward 4, Term to expire September 30, 2020

PERSONNEL ADVISORY BOARD

Kinkade, Kevin, 606 Park De Ville Place, Ward 1, Term to expire September 30, 2021

Mayor Treece stated he wanted to delay making appointments to the Tax Increment Financing Commission and asked that the vacancies be readvertised.

Mayor Treece appointed Amanda Staley Harrison to the Mayor's Task Force on Bicentennial Celebration Planning and Hallie Thompson to the Mayor's Task Force on Climate Action and Adaptation Planning.

IV. SCHEDULED PUBLIC COMMENT

SPC52-18 Suzanne Bagby - Vehicle Stops Report (VSR) Data.

Ms. Bagby commented that she believed there was a pattern in the City's recent meetings and reports with regard to community oriented policing, which indicated a deeper planned key message of a desired outcome of a property tax increase on the ballot to hire more police officers over a period of five years, resulting in 60 additional officers. She stated Sergeant Fox had clearly articulated the barrier to achieving the goal by indicating that if Columbia wanted community oriented policing, it was completely within the Columbia Police Department (CPD) to make that so providing the required elements for its delivery in the report. The report had also indicated the community had to commit to it and the only barrier was funding. She commented that the CPD presenting the Milyo response to the vehicle stops report as part of the ongoing work session was another step in the key messaging campaign as the Milyo analysis had argued that black populations and white populations could not be compared because black populations were different in terms of educational attainment, income, and residential location, which essentially indicated black people were poor, had been historically denied opportunities for employment, and lived in black neighborhoods, and this was the essence of profiling. The Milyo report also placed the analysis of the incident level data on the veil of darkness, a method that depended on the assumption that the stops made were traffic stops and that the officers had to see the color of the driver's skin in order for their unconscious biases to be activated. The weakness of this analysis was the fact they knew the traffic unit had been disbanded and the CPD had engaged in formal and informal saturation policing in the recent past. The CPD had not made the connection between the incidents of saturation policing and the disproportionate reporting of the police contact that the vehicle stops report made obvious. She commented that Race Matters, Friends had never rested in its argument that the vehicle stops report had pointed to racial profiling on the assumption the individual officers were free from individual biases or that they should expect that they be free from individual biases without formal training and support for their individual work in confronting individual biases. In fact, they felt the disproportionate contact recorded in the vehicle stops report data in which black drivers were 400 percent more likely to be stopped than white drivers indicated a pattern of systemic discrimination, and addressing individual biases was not sufficient in addressing the systemic racism that resulted in disparate police contact. She stated the Milyo report provided few counterpoints and concluded the CPD could not be held accountable for the disparities represented in the vehicle stops report data because they were not responsible for systemic racism. They were simply executing it and were powerless in stopping it. She believed that conclusion dovetailed with the argument of Sergeant Fox whereby the CPD could do community oriented policing but did not have the staff. They could not be blamed for the data because they did not have the staff, and the citizens would need to buy them more officers if they wanted them to be held accountable. She commented that Chief Burton had instituted a zero tolerance saturation policing policy in the downtown due to violence

and shootings at the same time. She noted the Milyo report had mentioned the uniqueness of the black community and Dale Roberts had emphasized that the statistics pointed to a higher incident for black drivers combined. It blamed overpolicing on black people and indicated police could not be held accountable for their participation in systemic racism. It also scared white people with regard to the threat of black violence so they would be motivated to vote for property tax increases for more officers. She commented that black people in Columbia were not dangerous. They were disproportionate victims of police enforcement. She suggested people vote for the property tax increase if they wanted, but asked them to not vote for it if they were afraid of black people. She pointed out more police officers were not needed for community oriented policing, and felt a Council dedicated to the safety of citizens, including the black community, was needed because disproportionate enforcement was not safe.

SPC53-18 Joan G. Wilcox - What does the vote mean in Columbia if an issue is voted on; how is it possible to take that vote and have Council be asked to vote and overturn a citywide vote?

Ms. Wilcox, 1401 Hunt Court, thanked the Council for considering an increase in the salaries of refuse workers as it would potentially have the effect of more job applicants, a higher retention rate, and a safer work environment without the complication of privatization where the Council and residents would have less control. She pointed out the citizens had voted in March of 2016 against roll carts as they liked the current system, and noted privatization would certainly bring roll carts. She did not feel the majority would have changed its mind in only two years. She thought it would also go against the vote of the people to attempt a change through the Council when only two years had passed, and noted that did not seem to be democracy in her opinion. She thanked the Council for their work and the plans to keep the workers, salaries, and values of the community vote of 2016. She reiterated she believed it was important for the Council to not overrule a major vote that had occurred only two years ago.

V. PUBLIC HEARINGS

- PH29-18 FY 2019 Annual Budget for the City of Columbia.
Discussion shown with B214-18.
- PH30-18 Consider changes to the sanitary sewer utility rate, sanitary sewer utility connection fee and waste hauler disposal service fees.
Discussion shown with B214-18.
- PH31-18 Consider a change to the fare for paratransit service operated by the city's transit division.
Discussion shown with B214-18.
- B175-18 Adopting the FY 2019 Annual Budget for the City of Columbia.
Discussion shown with B214-18.
- B176-18 Amending Chapter 12A of the City Code as it relates to stormwater utility charges.
Discussion shown with B214-18.

- B177-18 Amending Chapter 13 of the City Code as it relates to hauled liquid waste rates.
Discussion shown with B214-18.
- B178-18 Amending Chapter 17 of the City Code as it relates to Parks and Recreation Fees.
Discussion shown with B214-18.
- B179-18 Amending Chapter 22 of the City Code as it relates to the fare for paratransit service.
Discussion shown with B214-18.
- B180-18 Amending Chapter 22 of the City Code as it relates to solid waste rates and services.

Discussion shown with B214-18.
- B181-18 Amending Chapter 22 of the City Code as it relates to sanitary sewer utility rates.
Discussion shown with B214-18.
- B182-18 Amending Chapter 27 of the City Code as it relates to water rates.
Discussion shown with B214-18.
- B183-18 Amending Chapter 27 of the City Code as it relates to electric rates.
Discussion shown with B214-18.
- B212-18 Adopting the FY 2019 Classification and Pay Plan; providing for FY 2019 salary adjustments relating to the Classification and Pay Plan.

Discussion shown with B214-18.
- B213-18 Establishing plan year 2019 active employee medical and dental premium rates, non-Medicare medical rates, and retiree dental premium rates for the City of Columbia; providing for payroll withholdings.
Discussion shown with B214-18.
- B214-18 Amending Chapter 19 of the City Code as it relates to personnel policies, procedures, rules and regulations.

PH29-18, PH30-18, and PH31-18 were read by the Clerk, B175-18, B176-18, B177-18, B178-18, B179-18, B180-18, B181-18, B182-18, and B183-18 were given fourth reading by the Clerk, and B212-18, B213-18, and B214-18 were given second reading by the Clerk.
Mr. Matthes provided a staff report.
Mayor Treece noted a motion had been made at the previous meeting to incorporate other benefits into the pension contribution, and asked if that had been reflected in the pay plan items for each department on the amendment sheet. Ms. Peveler replied yes.
Mayor Treece asked if the Columbia Police Lieutenants Association (CPLA) item was

reflected in this. Ms. Peveler replied it was reflected in the pay plan.

Mr. Skala understood there had been a suggestion of a 15 percent increase for line workers, and thought some increase, but not necessarily the entire 15 percent, could be accommodated in the context of enterprise funds in order to make those jobs more competitive. He wondered if it would directly affect the bottom line of the budget. Mr. Matthes replied he thought it would be significant enough that they would want to delay any final action and hold another meeting. He suggested they settle this budget tonight and study the issue for the future to determine the market. Mr. Skala commented that he felt that would be a reasonable way to proceed, and noted he wanted it addressed in some fashion.

Mr. Trapp asked for clarification regarding an increase in the pay plan pay grade maximums to the CBIZ recommended rates. Ms. Peveler replied that when they had raised the starting pay to \$15 per hour, it had pushed a few of the classifications above the maximums. By adjusting the maximums by the recommended rates of about six percent, depending on the salary band, some people within those bands still received the across the board increase. In addition, those at the current maximum would not have received the 45 cents without this adjustment, even though they had received the \$1,000 last year. Adjusting the maximums allowed more people the opportunity to receive the across the board increases.

Ms. Peters stated it was fine to delay making a decision on the electric line workers in order to pass this budget, but noted she wanted information in that regard within a month or six weeks instead of in January or February. She asked if something could come back to them in November. Mr. Matthes replied he would be happy to come back with an estimate of when they could accomplish it. He explained it involved a high number of jobs, and different kinds of jobs. The consultant, CBIZ, would need to study them all and come back with a comparison of the market. Ms. Peters noted the Water and Light Advisory Board (WLAB) had recommended a 15 percent increase, although she was not sure how that had been determined.

Mayor Treece suggested an appropriate place for this discussion to be initiated was during the collective bargaining process, and noted it had not come up over the last two years while he had been on the Council. He was not sure they had presented any proposals this year, and two years ago, it had been an increase to the standby pay. He stated he wanted to have a more global view of the issue, and thought the CBIZ review would look at a comparison against cooperatives and investor-owned utilities based on all of the benefits and pay provided. He commented that an audit of the water and light funds might also yield the revenues necessary as they might be spending more on contract labor that could be absorbed via direct care. Mr. Skala suspected some of the information would inform their decision-making process. Mayor Treece explained he wanted to respect the process all other employee groups had gone through to get to this point.

Mr. Pitzer understood the proposed solid waste budget had included an increase in spending of \$2.5 million prior to the pay increases, and asked how that money would be spent. He thought \$1.4 million was for capital projects. Ms. Peveler replied \$400,000 was for capital projects and another \$1,070,000 was for capital additions, which would include fleet replacements as they were behind in that regard. Mr. Pitzer asked if those were the additions or the projects. Ms. Peveler replied those were the additions. It was a total of \$1,555,000 for capital projects and \$4.2 million for capital additions. Mr. Pitzer asked about the \$855,000 increase in the utility services and miscellaneous line item. Ms. Peveler replied that was where a lot of the capital projects were budgeted if they were not fleet replacement, such as contractual arrangements as that was within the utility services and miscellaneous area. Mayor Treece asked if that was professional services or something else. Mr. Skala asked for clarification. Ms. Peveler replied it would be contractual in terms of having someone do the work. Mr. Matthes commented that if they were opening another cell, they would hire external engineers to assist, and that was an

example of this kind of work. Contract management was also a task they hired out.

Mayor Treece asked for the components that had led to staff looking at the salary compression issues in the Solid Waste Division, but not in the Police Department or other departments. Mr. Matthes explained the math was working in different ways at the same time. He noted the move to midpoint had solved one problem, but they then had stacking at the top of the midpoint. The 45 cent across the board increase helped to keep everyone in relative position. It was a way to keep from creating more compression. Ms. Buckler explained the reason staffed looked at only the solid waste workers and the equipment operators was because they were the only ones affected by the \$2 per hour increase and the \$15 per hour minimum. Mayor Treece understood the \$15 minimum and the \$2 per hour increase had compounded the issue. Ms. Buckler commented that there was separation in the higher pay grades between the supervisors and those they supervised. She noted all of these things had made compression worse in lots of places, but that was the reason it had only been addressed for those two situations. Mayor Treece understood the 45 cent increase was stacked in addition to the move to midpoint. Ms. Buckler stated that was correct.

Mayor Treece asked if staff could pay attention to the salary compression issue for the next year in terms of where they needed to make more modifications, especially where there were situations of pennies per hour differences separating supervisors and other staff, particularly at the classified level. Mr. Matthes replied yes.

Ms. Peveler explained there were a number of capital projects in solid waste where they were not buying a vehicle. Mr. Sorrell noted it included a landfill expansion permitting project, a wash bay, vehicle storage buildings, and a recycling drop-off center. There were several items that showed up as the \$1.5 million in the utility services and miscellaneous line item.

Mr. Pitzer understood the landfill permitting process was considered capital. Mr. Sorrell stated that was correct because it ended up as an asset that could be depreciated.

Mr. Pitzer asked for clarification with regard to the utility services and miscellaneous account. Ms. Peveler replied the projects listed were within that line item. Mr. Sorrell explained \$1.5 million of those projects was within that line item. Ms. Peveler noted that particular page categorized things a couple of ways. The top part had personnel, materials, travel, utility services, miscellaneous, capital, and other. It was shown a different way at the bottom, i.e., operating, non-operating, capital addition, or capital project. Mr. Pitzer asked what was in the other category in the top section. Ms. Peveler replied it was mostly depreciation and interest expense.

Mr. Matthes continued the staff report.

Mr. Skala asked if those were annual payments or contributions to REDI. Mr. Matthes replied yes. He explained they were payments that had always been made, and this only changed how it was done. Instead of sending it to REDI, it was sent to the Economic Development Department.

Mr. Pitzer asked if that was the entire funding for REDI. Mr. Matthes replied no. He noted this was only a piece of the funding that ended up in the Economic Development Department and REDI. This was the part that came from the Convention and Visitors Bureau. He explained the Convention and Visitors Bureau had three foundational taxes, which all had different rules. One was pre-Hancock amendment, another was post-Hancock amendment, and the third was the one percent for the airport terminal. This money was from the pre-Hancock amendment percentage, which could be used for economic development.

Mr. Matthes continued the staff report.

Ms. Peters asked where the \$3,000 was coming from that they were transferring to the Office of Sustainability. Ms. Peveler replied the electric, solid waste, and stormwater funds. Although the Office of Sustainability was in the general fund, there were not general sources that funded that operation. All of the money came from transfers from the utilities. Since they had increased expenses, they needed to increase revenues to

offset the expenses. She noted that was what they were doing with CDBG as well. Since they had increased pay, they had to increase the CDBG grant to keep it all equal.

Mr. Matthes and Ms. Peveler continued the staff report.

Mayor Treece opened the public hearing.

Jay Hasheider explained he was representing the Water and Light Advisory Board (WLAB) with regard to the pay for line workers, and noted they were recommending a 15 percent wage increase for line workers. The reason was due to a serious deterioration of the number of line workers they had on staff. The way one became a line worker was to go through an apprentice program, which then got those involved to the point where they were eligible to become a certified journeyman. Without journeymen line workers, the City could not train apprentices to get to that point. Unfortunately, the City had been losing line workers to the point they could not hire apprentices because they did not have the line workers to supervise the apprentices. As a result, they were trying to do the necessary things with contracted work, which was more expensive. In addition, some things were being defrayed because it was too expensive, which would ultimately result in the deterioration of the system. It was a slippery slope that was easy to slide down, but hard to climb back up. He understood another line worker had indicated he was leaving just this week, and they would lose a foreman next month. He thanked Ms. Peters for asking that something be done because something needed to be done, especially if they did not do the 15 percent increase. He commented that it would not take the entire City workforce or even the entire department workforce for comparisons. He thought they could use information published by the American Public Power Association for salary comparisons. He reiterated they were losing those doing the most crucial work.

Mayor Treece asked how the 15 percent had been determined, and whether it had come from that data. Mr. Hasheider replied no, and thought the data would show the 15 percent was only a step in the right direction. He stated it was a number that had surfaced at one of the meetings, and indicated he was not sure how that number had arisen. Mayor Treece asked Mr. Hasheider if he knew the cost of that increase. Mr. Hasheider replied his best estimate was that it was in the neighborhood of \$400,000, which could easily be absorbed from the cash reserve fund. Mayor Treece asked if there might be \$400,000 in budget cuts in the department that could fund it. Mr. Hasheider replied he believed that could be looked into, and pointed out \$400,000 was an estimate. He also pointed out that the 15 percent increase would not attract new line workers. It would, perhaps, only stop the losses of current employees. He thought \$400,000 might be a high number.

Mayor Treece asked if the WLAB had taken a position on the 2.5 percent rate increase. Mr. Hasheider replied they had not. Mayor Treece understood that was based on a cost of service analysis and stated he was not sure it was a fund balance target or something else. Mr. Hasheider stated he could not speak on that issue as they had not reviewed it in detail.

Eric Scott, 121 Redwood Road, explained he was with Eric Vann and Jimmy Hart of the Solid Waste Division, and stated he was grateful for the increases in salary as they were previously looking at only a 25 cent increase. Since then, there had been a lot of moves to make working for the City more equitable and fair for those that were the foundation of the quality of life for the City. The decision to make the minimum salary for all City employees \$15 per hour had made a great impact on a number of workers, especially those in the Solid Waste Division as they were doing some of the most dangerous and physically arduous tasks. The move to midpoint was also a step in recompensing workers that had gone far too long without seeing an adequate response for their work. He reiterated that they were grateful, and noted they were also hopeful the Council would continue this work beyond this year. He believed this was an important first step in rectifying more than a decade of raises that had been nearly non-existent. The things that had been accomplished this year were great, but they needed to look at a path in the future whereby there could be equitable and fair raises every year for all workers. He

pointed out other divisions, which included streets, sewer maintenance, and wastewater treatment, were also having problems and would likely continue to have problems with staff retention in years to come. He hoped those needs would be kept in mind when bargaining for next year. He reiterated that Local 773 thought this was a great start as the Council had taken the initiative to more fairly compensate its worker, but pointed out they had been working from a decade of neglect. He hoped they could get to a point of people being able to receive regular salary increases as they had expected when taking the job.

Mary Hussmann, 210 Ridgeway Avenue, stated she was glad they were raising the rates of solid waste trash collectors and had seen the increase was \$2 per hour. At the prior meeting, she thought it had been mentioned that it would be \$2.20 or \$2.25. Mayor Treece explained it was \$2 plus 45 cents, which was the across the board amount.

Pat Kelley, 1007 Grand Avenue, commented that she was present to support adequate funding for bus service. She stated she lived in one of the Strategic Plan neighborhoods and had been talking to a neighbor who had lost a job at a fast food restaurant that had paid \$8.25 per hour and was planning to apply for a \$9 per hour job nearby. She had explained to him that she had seen the starting pay at a place near the mall of \$12 per hour, and her neighbor had indicated he could never get there. She felt the City Strategic Plan was rather hollow unless they had opportunities for people to get employment to better their lives. She understood John Clark had come up with some ways to keep the bus service running at least for now, and one suggestion had been to charge \$5 per day for airport parking. She stated she had worked at the University for many years processing reimbursements for people that traveled, and \$5 per day was a bargain compared to the cost in St. Louis and Kansas City. As a result, she did not feel that would be an unfair burden, and at the same time, it would really benefit those in her neighborhood.

Christina Ingoglia and Michelle Ribaldo introduced themselves, and Ms. Ingoglia explained she was the Vice President of Missouri Disability Empowerment (MoDE), an organization that had taken a public stance on the transit decisions the Council had made. She thanked the Council for not increasing the paratransit rates this year. She stated she was the mother of a child with developmental disabilities, and one day she would be an adult that was at home trying to get to work or to a community event and would be limited by the transportation available to her. MoDE, as an organization, wanted the City to consider that by cutting bus routes, they were trapping people who did not have any alternate transportation options where they were. She noted they understood the economic realities and the cost to operate paratransit, but felt there was a moral component to this as well in that if they truly believed in an inclusive city, they would want people like her daughter in places such as city council meetings, houses of worship, and businesses. She commented that they appreciated Mr. Thomas responding to their public statement and his creative thinking at the Public Transit Advisory Commission (PTAC) as he had suggested they include rates for parking at the airport. She stated she had lived in Columbia for the past ten years and had noticed the airport had received lots of money for changes there. She also felt it had become quite an elitist airport. She explained the one time she had flown out of there this year was because her parents had helped to get her family to them for a visit. She stated it was a luxury to fly out of Columbia. She commented that the Council was making choices on the back of people who did not have the ability to travel while putting a lot of money into an airport she currently could barely afford to travel out of when she was solidly in the middle class financially. She noted MoDE hoped the Council would continue to not raise paratransit rates and make other choices, such as putting more money from the transportation sales tax to transit.

Gretchen Maune, 1919 E. Walnut Street, Apt. 203, commented that she was glad the Council had decided to keep the paratransit area the same for now and to not increase the rates. She explained that after losing her sight as a senior at the University of

Missouri twelve years ago, she had continued to live downtown so she could walk to many places since she could not drive, and downtown was the most walkable area. As the years had passed, the rental rates downtown had increased dramatically, and this past June she had to move away from downtown because she could no longer afford to live there. She now lived near Stephens Lake Park at the Stephens Park Apartments. Although it was a nice place, she was unable to go to a coffee shop, visit a friend, or walk to a library as easily as she could previously. As a result, she was taking public transit more often. She explained she was also looking for work and did not have a lot of money at this time. She currently lived on social security, disability and blind pension. If the Council made these changes and she had an 8-5 job, she would have limited time to get to the locations she needed to get to, such as the grocery store or the social security office. She understood paratransit required one to call a day in advance for a pick up time, and they would call back to confirm a time for pick up, which was not necessarily at the requested pick up time. If 5:15 p.m., it could be 5:40 p.m. If one had to get groceries afterward, it would be 6 p.m. by the time one reached a grocery store, which did not leave much time to get groceries and back home when service was being cut for fixed routes at 7:00 p.m. and paratransit at 6:30 p.m. She understood Saturday service would also be cut, which meant one could not go to the store on Saturdays, or do fun things, such as visiting a friend or attending a movie. Not being able to do those things on Saturdays or in the evenings would be really hard on people. She urged the Council to reconsider the changes. She understood the way transit had been funded thus far had been through a sales tax, but it was not the only way it could be funded. Money could be moved around and other sources of revenue could be considered. The Columbia Regional Airport was the only airport she was aware of that did not require a parking fee. She also did not feel it was a big deal for people to pay \$3 or \$5 per day to park, and pointed out she paid \$4 per trip for paratransit. If she could do that while living on disability and government assistance, she thought someone that used the airport could afford to pay for parking. She commented that she loved walking around Stephens Lake Park, and if the City could afford to pay for a continuous fountain in the lake, the grass being perfectly cut, the trees being lovely and trimmed, and other aesthetically pleasing items, she wondered why they could not provide basic needs, such as transit. She thought they needed to focus on those items first and with making the community pretty afterward.

Mayor Treece commented that he believed there was general agreement to not raise paratransit fees and not make any cuts to the routes in terms of geography, and asked if the City had ever placed a group of periphery business owners, minimum wage workers, student apartment owners, representatives of the University, some axis businesses, the disability community, not-for-profits, NGOs, and the airport, and a data and metrics person in the same room to really look at this issue to determine how they could use the system in a new or different way. He understood they had involved consultants, but he was not sure the Council had done a good job of implementing the consultant recommendations. The City had expanded the service, contracted the service, etc., and nothing seemed to work. They all understood they had to make some firm decisions by June 1, 2019. He asked Ms. Maune if she would be willing to take that step to figure out how to build a system that worked for everyone and how it would be funded. Ms. Maune replied she thought that was a great idea, but felt they would have to consider some hard ways to pay for it that might not make everyone happy. She reiterated she believed something needed to be done. Mayor Treece asked Ms. Maune if she would participate in any future process. Ms. Maune replied yes.

Martha Brownlee, 701 S. Greenwood Avenue, stated she was speaking on behalf of Missouri Faith Voices with regard to public transit as an equity issue. She noted she had been relieved that raising rates or further restricting the range for paratransit had been voted down. At the previous meeting, Council had heard profoundly moving testimony to the need for public transportation from some of the most vulnerable citizens in Columbia who had managed to make it to the meeting despite the challenges Ms. Maune had

mentioned, which included the lack of evening service. She stated they understood the importance of fighting to maintain the few options they had for public transportation. She had been told Mr. Thomas had been unable to get a single council member to second his motion to even discuss using potential airport parking revenues as a means for funding public transportation. It was her impression this was due to two primary factors. One was the perception of the business community that continued use of the Columbia Regional Airport was contingent on continued free parking. As someone that was privileged enough to be able to afford to fly out of the Columbia Regional Airport, she, nor any of her friends or neighbors, would choose to fly out of Kansas City or St. Louis if the airport charged a parking fee. She asked who at the dais had used the Columbia Regional Airport and if they would chose not to use it if there were a parking fee. Mayor Treece stated he believed there were people that took that into consideration when booking tickets. Ms. Brownlee commented that she felt that was an empirical question and one that could be answered by polling people that utilized the airport. She noted she was also concerned that some felt low ridership on the buses reflected a lack of need, and thought that was also an empirical question, but one that was more complex and time consuming to answer. Some potential reasons were 85 minutes between buses. She commented that she spoke with poor people every day, and spending an extra couple of dollars a day could mean having to make choices about what foods to buy or what bills to pay. She stated a veteran had indicated he had chosen to ride his bike due to all of the bus transfers he had to make as it was too complicated and slow for him to get to work. Unfortunately, he had a bike wreck and lost his job. She explained people needed these services for getting basic goods and services, finding and maintaining work, etc. She pointed out there was a sense of hopelessness and lack of agency people in those communities, and that many had great ideas of ways to make things better for them. She suggested obtaining input from those most affected. She stated she and Missouri Faith Voices would be happy to be involved in the kind of thing Mayor Treece had proposed when speaking with Ms. Maune.

John Clark, 403 N. Ninth Street, commented that he was not sure enough time had been spent looking at competition and other items in terms of the comments of Mr. Hasheider. He also was not sure the wage changes affected permanent part-time employees, and suggested the Council ask staff for details in that regard. He stated he had provided the Council information that had originated from John Blakemore, an engineer in the Water and Light Department, indicating ratepayers had been paying for capital infrastructure costs in subdivisions for 20-30 years. He believed they would have \$1-\$2 million per year if they stopped subsidizing growth, which was more than enough money to deal with some of the wage problems. He suggested the Council ask for information as there were millions of dollars available. He had hoped an amendment would have been proposed to deal with public transportation and airport funds, and recommended the Council order staff to set up overnight parking and a rental car registration payment to generate \$1.75 million per year. They could then put the \$182,500 back into this budget, and look those revenues as a source of funding to reduce the amount used from the transportation sales tax fund. He commented that it was beyond a moral need as it was a real essential need. He understood Columbia wanted to be the best city, and felt it was not even a good city yet. In order to be a better city or great city, they needed to deal with the public transportation issue. He hoped the Council would amend the budget to address this core part of the City's economic development and social equity programs.

Renee Powell, 1201 Paquin Street, explained she had been riding the bus since the late 1990s, and noted the City tended to make changes and forward motions while forgetting what was good and leaving it behind. As a member of the PTAC, they had heard from someone that had researched student ridership. A survey conducted after allowing students to ride free for a week had indicated the only reason they were not riding the bus along with other members of the community was because service was not frequent or late enough. She commented that they had spread out service with COMO Connect, but had

not increased frequency, and they now wanted to go back further. She hoped they would think about the potential and invest more into the transit.

Barbara Jefferson commented that people lived on fixed incomes, and asked the Council to take that into consideration when talking about increasing utility rates. Even a small amount of an increase caused some people to have to think about what they would have to give up. She stated she was glad they would look into a connection fee because she felt she was being punished as a citizen in terms of an increased rate. She noted her rates had increased, but she had not seen improvements on her street. She understood the Council would wait to make a decision on the line worker pay, and did not agree. She suggested they try to address that problem now. She thanked the Council for not changing the paratransit situation and for addressing pay for sanitation workers.

Mayor Treece asked Ms. Jefferson if she was okay with paying a little more for trash collection to ensure those workers received a raise. Ms. Jefferson replied they deserved a raise, and thought that issue should have been addressed previously due to the amount of growth in Columbia.

Ann Marie Gortmaker, 1714 McAllister Drive, commented that the Council had heard from various people with regard to importance of public transit, to include the PTAC and now the Bicycle/Pedestrian Commission. She stated public transit was important in terms of independence. Public transit was often looked at being for those that were unable to drive, and that was the situation for her, Ms. Maune, and Ms. Powell. This issue was important enough to them to attend tonight and speak while relying on other transportation options, such as walking, asking a friend for a ride, etc. due to their desire was to be independent. She felt that was being overlooked. She commented that the fact Columbia had a bus system had actually played a role in the decision she had made to move here. She had come to Columbia from a metropolitan area of four million, Philadelphia, but had been just outside the transit area. As a result, she cycled seven miles to get to the train to ride 1.5 hours to get to Philadelphia. In Columbia, it was only a 20 minute walk, which had been a bonus for her. She noted she had been able to work when moving to Columbia, and currently worked two jobs, one of which she used the bus system to get to. She reiterated the bus system was important to many, including some that had been unable to attend the council meeting and relied on it. She noted it was important for equity in Columbia.

Julie Ryan, 5301 Regal Way, stated she was representing the COMO Safe Water Coalition and understood the withdrawal of the increase to water rates as recommended by staff would also delay the voter approved bond increases, and asked if that was true. Mr. Pitzer asked for clarification. Ms. Ryan replied she understood the voter approved bond increases of three percent, three percent, three percent, and two percent would not go into effect in FY 2019 until the cost of service study was done and there was a finalization of the proposed increases being withdrawn tonight. Mr. Pitzer explained the original proposal would have recovered the entire three percent from the new third tier of water rates, and it would only apply during the summer. As a result, staff felt more time could be taken to have a public process around that rate structure before deciding to implement it since it would not have an impact until summer. Ms. Ryan stated it was her impression that it was an operating increase and not the rate increase associated with the voter approved bond. Mr. Johnsen noted Mr. Pitzer was correct. The rate structure proposed would involve a summer revenue stream so next summer would be the soonest they would see any revenues. He clarified that the bonds were intended to be sold early next year. As a result, those two time frames were really unchanged. They still anticipated selling the debt at the beginning of 2019 and intended to have a rate structure in place so revenue could be raised next fiscal year.

Ms. Ryan asked if staff would not be able to begin the design and pilot testing with regard to the Water Treatment Plant because this was on hold. Mr. Johnsen replied there was nothing on hold. Everything was operating as expected. The only thing staff needed to do was to have a good public process to change the rates. It did not affect the debt

timing or revenue timing.

Ms. Ryan understood the bond was not being sold until the summer. Mr. Johnsen stated the bonds would likely be sold in the winter, and the rates would be changed by the end of this year and would still provide an FY 2019 revenue stream.

Ms. Ryan explained she was receiving other information and noted she would ensure everyone was aware of that other information because it conflicted with what had been said.

There being no further comment, Mayor Treece closed the public hearing.

Mr. Pitzer asked about the status of the project that moved the coal ash from More's Lake to the landfill. Mr. Sorrell replied he thought the disposal of combustion residuals at the landfill was essentially complete.

Mr. Pitzer asked for the cost of the landfill closure anticipated this year. Mr. Sorrell replied staff had estimated it to be about \$500,000. Mr. Pitzer asked if that was down quite a bit from the last couple of years because they needed to catch up. Mr. Sorrell replied they had to catch up so they had increased the annual amount of money estimated it would cost each year. It was calculated on the actual percent of the landfill that was used that year. Mr. Pitzer understood it would be more even in the future. Mr. Sorrell stated that was correct.

Mr. Pitzer understood traditionally rate increases out into the future were projected as part of the budget process, and it had been zero percent until this pay change for solid waste. Mr. Sorrell explained staff planned to conduct a cost of service study in 2020. He noted they had adjusted rates based on the previous cost of service study because it appeared there might not have been equitable charges between commercial, residential, recycling, etc. As a result, they would have two years of data in 2020 to determine if they were actually charging what it cost to provide the service, and they had not planned any rate increases until after that except for the landfill. Mr. Pitzer understood this three percent was one-time and did not affect anything beyond it. Mr. Sorrell stated that was correct.

Mr. Pitzer commented that last year the Council had decided to charge an additional \$5 per month for parking permits in the garages for a residential parking permit program and noted he had asked for an update with regard to that program a couple of meetings ago. Mr. Nichols replied it was being vetted through the Parking Advisory Commission. The Commission had made a motion to hire a consultant, and the City was in negotiation with the consultant. The consultant would come to the October 3 Commission meeting whereby they would obtain more of a scope. He noted they had been collecting the money and had about \$115,000. The consultant would look into a residential parking permit program once hired. Without a consultant and program, it would be difficult to determine how much funding would be needed. He stated the first neighborhood would likely be Benton-Stephens. Mr. Pitzer commented that he understood they had started collecting fees and had not heard anything more. He was glad to know it was moving forward. Mr. Nichols stated it was moving forward, and they were close to finalizing the contract with the consultant.

Mayor Treece asked about the bus shelters. Mr. Nichols replied once they defined the routes, they would look at the remaining bus shelters. He noted they would likely need to ask for the authority to condemn for some of the final placements. He commented that some of the spots that were on the new routes already had pads that had been left behind so they would move some shelters. Once they had the final routes, he would bring back a report with the status of the shelters.

Mr. Skala commented that they never had enough money to fund bus shelters along the entire route and understood the bus shelters had been placed in the areas with the most activity. As a result, he did not think it would involve too much relocation. Mr. Nichols stated they had focused on the high profile routes so there would not be a lot of changes, but the connection point would be moved back to the Wabash Station. They would need to review the routes and find appropriate spots. He noted they would have a public

process as they moved toward the changes.

Mr. Skala commented that they caused themselves so much grief from reevaluating and changing the system. He stated they had to do something in terms of reliability and frequency. The geography would likely be dependent upon funding and other issues. He felt they needed to set this in stone. Mr. Nichols explained there had been multiple meetings with the consultant, but it had been difficult to get many people to attend the meetings. It had been difficult to get diversity in the conversation. He noted it was something they would need to work toward in the future.

Mayor Treece stated he was not naïve to think a task force could solve this problem as national experts had looked into it, but noted he had made a list of people that were impacted. He thought there was an economic component in that it would be an asset for recruiting businesses. In addition, there were potential advertisers and businesses along the routes that could participate. He felt some amenities could be enhanced as well. He wondered if it was not worth putting a group of smart people in a room 2-3 times to look at a comprehensive solution prior to June.

Ms. Peters commented that she would like a bit of history as she had recalled a task force or large group looking at this issue with the help of a consultant in the past prior to her time on the Council, and it had resulted in a unique form of moving people around. Mr. Nichols stated the consultant had felt the neighborhood routes were a progressive method, but it had been difficult to implement due to the transfers. In addition, they had not had the ridership. He explained they would likely look at the routes that had most ridership, and try to provide a better service and headway on those routes. He pointed out Olssen Associates had recommended going back to a hub system.

Ms. Peters asked if there had been a task force in the past. Mr. Nichols replied the PTAC was advising and making recommendations to staff. Ms. Peters understood that was now. She thought there had been a larger group that had been involved previously. Mr. Matthes stated there had been. He felt the best approach might be to come back with a report as a ten-year history could be provided. He noted they had tried to partner with the University in many ways as they were second to the federal government in funding transit. Ms. Browning commented that she thought Ms. Peters might be referring to the Health Impact Assessment where they had tried to determine the impact of expanding transit in terms of health outcomes and benefits. She pointed out it had been a large effort involving many people.

Ms. Peters stated she agreed it would be worth looking at again. Mayor Treece commented that he thought the population had shifted and there had been some attrition with student apartments cannibalizing some routes. He thought there might be a way to redistribute the routes in a more meaningful way.

Mr. Trapp explained he had mentioned going through an RFP process for paratransit previously. He understood Services for Independent Living provided a parallel and less expensive service. He asked if staff needed any more direction from Council to move forward. Mr. Matthes replied no, and stated they planned to proceed with an RFP. Mr. Nichols explained they were working on filling the Transit and Parking Manager position.

Mayor Treece asked Mr. Trapp if he wanted to limit that to just paratransit. Mr. Trapp replied he was not sure about private bus systems as he was not aware of any nationally. Mr. Nichols noted they would have to follow all of the FTA guidelines. Mayor Treece asked if the City would be the third party administrator or the financial intermediary in that situation. Mr. Nichols replied yes, and pointed out they would lose some oversight or control. Mr. Matthes stated his understanding was that it would just be for paratransit. Mr. Trapp explained that had been his request. He would leave it up to them with regard to the transit system as he was not aware of any private contractors for transit. Mr. Nichols reiterated the funding would still have to flow through the City.

Mayor Treece made a motion to amend the budget associated with B175-18 per the amendment sheet dated September 13, 2018.

Mayor Treece explained that amendment sheet harmonized the litany of amendments the

Council had made along with many of the staff recommendations the City Manager had mentioned at the beginning of the meeting.

The motion made by Mayor Treece to amend the budget associated with B175-18 per the amendment sheet dated September 13, 2018 was seconded by Mr. Skala and approved unanimously by voice vote.

The vote on B176-18 was recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

The vote on B177-18 was recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

The vote on B178-18 was recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

The vote on B179-18 was recorded as follows: VOTING YES: NO ONE. VOTING NO: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. ABSENT: THOMAS. Bill declared defeated.

Mayor Treece noted B180-18 had an amendment sheet to increase the rates 48 cents to cover the refuse collection salary increase changes the Council had made. When staff had presented this about a month ago, the assumption was that it would be a 60 cent per month increase. They had been able to get it down to 48 cents.

Mayor Treece made a motion to amend B180-18 per the amendment sheet. The motion was seconded by Mr. Trapp and approved unanimously by voice vote.

The vote on B180-18, as amended, was recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

The vote on B181-18 was recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

Mayor Treece understood staff had recommended B182-18 be withdrawn, and he agreed as he wanted to receive all of the consultant studies and any other pertinent information.

Mr. Skala understood they were only deciding whether the withdrawal was appropriate. Mayor Treece stated that was correct.

Mayor Treece made a motion to withdraw B182-18.

Mayor Treece asked when this would come back to Council. Mr. Johnsen replied staff intended to bring a recommendation to Council by the end of this calendar year. Mayor Treece asked if that kept them on track to avoid any delay with the voter approved bond. Mr. Johnsen replied yes.

The motion made by Mayor Treece to withdraw B182-18 was seconded by Mr. Trapp and approved unanimously by voice vote.

The vote on B183-18 was recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, RUFFIN. VOTING NO: TREECE. ABSENT: THOMAS. Bill declared

enacted, reading as follows:

Mayor Treece understood there was at least one amendment to B212-18, which would adopt the classification and pay plan for FY 2019. Ms. Buckler stated there was an amendment to the amendment. Mayor Treece asked for clarification. Ms. Amin replied there was an amendment sheet as part of the packet and that there was also an amendment to that amendment, which had been handed out this evening.

Ms. Thompson explained the amendment sheet that was part of the packet had several modifications to B212-18, and listed them. Mr. Matthes pointed out the amendment to that amendment was just for page seven of Exhibit A. Mayor Treece asked for clarification. Ms. Thompson stated there was an amendment sheet in the council packet that was a substitute bill with a new Exhibit A, which involved the salary bands.

Mr. Pitzer made a motion to amend B212-18 per the amendment sheet in the council packet. The motion was seconded by Ms. Peters.

Mayor Treece made a motion to amend the amendment sheet in the council packet associated with B212-18 with the amendment sheet handed out tonight, which replaced page 7 of Exhibit A. The motion was seconded by Mr. Pitzer and approved unanimously by voice vote.

The motion made by Mr. Pitzer, seconded by Ms. Peters, and amended by Mayor Treece to amend B212-18 per the amended amendment sheet in the council packet was approved unanimously by voice vote.

B212-18, as amended, was given third reading with the vote recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

B213-18 was given third reading with the vote recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

B214-18 was given third reading with the vote recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

Mr. Trapp commented that the Council had deferred on the chance to raise the City's income, had changed budget assumptions, and had spent money beyond the City Manager's budget to do justice to the hardworking workforce. As they moved forward, he thought they, as a Council, needed to give clear direction early to the City Manager for the meet and confer process with regard to their expectations in terms of the budget so they were not making these meaty changes in the public process that led to the last long council meeting. He felt they needed to be firm and resolute in their direction so that was brought through the regular process instead of it being brought later in the process. He thought it would work smoother if that occurred. He commented that it was a crude tool to amend complex financial legislation through the open meeting process although it was sometimes necessary. He reiterated that they had spent additional funds without bringing in additional revenues. It had been done through increased budget cuts in an already tough situation, by changing the budget assumptions, and by reviewing the internal funds and how those were capitalized. He believed those decisions were good for this year, but did not think they should establish a pattern of conduct of doing this year after year as they would then undermine the financial strength of the City, which was an issue of sustainability as they needed to respect the bottom line. He pointed out the transit fund would be depleted by 2023, and noted that fund had been in bad shape during

and prior to his Council career. It was again at a critical point because they had not come up with new sources of revenues or made the necessary fixes. He explained they had twice found new money for transit, so the transit budget had not been cut. The transportation sales tax was not keeping up with the cost of providing the service. A lot of the costs had increased rapidly, and much of it was due to justice for their bus drivers. He pointed out they had moved a lot of part-time temporary employees to full-time positions to provide an equitable pay, and this year, they had raised pay rates. He stated the City had a structural financial problem and there were only so many changes that could be made. He commented that he agreed with the employees in that the City needed to provide raises on an annual basis instead of trying to play catch up like they did this year. He noted he was excited about discussing priority based budgeting because the City did not control its own revenue, and only had control over how they spent it. They needed to look at what things cost and ensure they could provide annual raises through budget cuts if they were not able to find a new source of revenue. With regard to transit, he reiterated that they twice had found new revenue. All of the growth in the transportation sales tax had gone to transit, but transportation sales tax soon stopped growing. They had also created a park and ride system, which put parking utility funds into transit. He noted all of that had been absorbed by the tremendous need of that system. He stated they really needed help from the state legislature. The legislature could allow them to partner with Columbia Public Schools (CPS) for shared high school and neighborhood routes. The City spent about \$6 million per year on public transit and the CPS spent about \$12 million per year. If they could combine those efforts, they could provide that robust service. The legislature could also help with a sales tax fix for internet sales. He encouraged the activist community to not just talk about how the City spent its money, but to also look at the City's economic fundamentals. The use tax had failed by 141 votes. He felt that would have helped with the transit situation. He did not believe they could only talk about how they spent money. If they were to be engaged, they also needed to consider what kind of money they had coming in to spend. Otherwise, they would be in an increasingly desperate situation over time. He commented that those were his general thoughts on the budget process.

Mr. Skala stated he agreed there were a lot of challenges as they always had diminishing resources and were trying to craft the budget to reflect the Strategic Plan as much as possible, which he felt had been a huge step forward in the last few years. He commented that he had served with three city managers during his time on the Council, and they had always had a stellar record. He noted he tended to tire of those saying the City had a Swiss bank account and that funds were being shifted with no strings attached. He stated Columbia had always been a very responsible City with a very responsible City Manager's Office in terms of spending taxpayer money. He commented that he had been willing to take a risk in terms of those that felt the sales tax picture also not as bleak as it appeared, and hoped they were not wrong in their change to that assumption. He thought they had done a remarkable job thus far with this very difficult budget. He stated he appreciated the public input, both positive and negative, and hoped the public was reasonably happy with the outcome given the challenges.

Mr. Pitzer commented that he thought Mr. Trapp had done a good job of summarizing what they had done and the challenges going forward. Specifically on the compensation front, they had done a lot of good things and the budget now was in a better place than it had been previously. Each of them individually might have done something different, but collectively, they had gotten to a better point. If they were going to have a commitment to adequate compensation in the future, it was not just a one-time fix. They would be in a position next year where everyone that was not lucky enough to be eligible for that midpoint move this year would be back at the table demanding the same treatment. He thought it would be incumbent on the Council to make it a priority. He agreed with the point of Mr. Trapp in that they should seriously look at this priority based budgeting process to ensure spending was prioritized going forward. He commended the work of

the Finance Department staff for providing a lot of the numbers quickly and for going through all of these changes. He knew it was a lot of work and appreciated it. He reiterated he thought they were in an overall better place now for the City than they had been in the previous 6-8 weeks.

Mayor Treece echoed the comments of Mr. Pitzer. He understood a lot of people might think this was an inchoate and tedious process. There had been five meetings on the budget, including an extraordinary Wednesday work session. In addition to the Finance Department staff, there were a number of members from the public and the media that had covered this process and kept them accountable. He stated he thought that was important because it was part of their duty and obligation under the City Charter. It was the job of the Council to question and make amendments when the City Manager presented his budget message to them. He noted they had been a little less conservative on the revenue projections and staff had provided \$1 million in budget cuts. They had invested in what he believed were some much needed salary increases to help retain and recruit police, fire, and refuse workers, the forward facing public employees, which met the public's expectations for taxpayer dollars. He thought the budget reflected not only the priorities of the Council, but also of those in the public. He stated he was proud of the result.

The vote on B175-18, as amended, was recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

PH35-18

Voluntary annexation of property located on the north side of Mexico Gravel Road and east of Spring Cress Drive (5705 E. Mexico Gravel Road) (Case No. 18-131).

Mr. Teddy provided a staff report.

Mr. Skala asked if there would be a connection cost associated with this. Mr. Teddy replied all of the costs would be borne by the applicant. He stated the applicant would work with the sewer utility and understood a couple of options had already been evaluated.

Mr. Pitzer asked if this area would continue to be served by the Boone County Regional Fire District (BCRFD) and the City of Columbia if it was annexed. Mr. Teddy replied yes, and explained that was true of every annexation now. Mr. Pitzer understood that due to the passage of a state law, there was an additional layer of taxes on those types of properties. Mr. Teddy stated that was correct.

Mayor Treece opened the public hearing.

There being no comment, Mayor Treece closed the public hearing.

PH36-18

Voluntary annexation of property located on the northwest corner of the Scott Boulevard and Brushwood Lake Road intersection (Case No. 18-146).

Mr. Teddy provided a staff report.

Mayor Treece opened the public hearing.

Phebe La Mar, 111 S. Ninth Street, explained she was representing the applicant and was available to answer questions.

Mayor Treece asked about Vawter School Road. Ms. La Mar replied it used to go straight and had since been vacated. After it was reconfigured, the former Brushwood Lake Road was vacated. It was now split, and in order to be developed, it would have to be replatted. At that point, the additional right-of-way that would be necessary along with the floodway could be dedicated.

Mayor Treece understood this had been withdrawn in the past because FEMA had still considered it to be in the floodplain, and asked if that had been ameliorated. Ms. La Mar replied that had since been remedied. Mayor Treece understood that letter was attached.

Ms. La Mar stated the letter had been submitted to the City.

Mayor Treece understood they were seeking a mixed-use zoning, and asked what was contemplated for the property. Ms. La Mar replied it would be some kind of neighborhood collector and commercial type development. Mayor Treece asked if it would be coffee shop or small offices. Ms. La Mar replied it would be something along those lines. She stated they did not have a buyer at this point, but in order to get the property in a position it could be purchased, they needed to have it annexed and zoned appropriately. She pointed out all of the utilities were present on the site, and in order to utilize those utilities, the property needed to be within the city limits.

Mayor Treece asked where the city limit would be located if this property was annexed. Mr. Teddy described it utilizing a diagram. Mayor Treece asked what was to the east. Mr. Teddy replied directly to the east was the fire station. Ms. La Mar pointed out the gas station was over a litter further. She noted the Copperstone commercial development was cattycorner from this property.

Mayor Treece asked if more fill had been placed on the property. Ms. La Mar replied no. She stated that had been done some time ago, and noted she was not sure exactly when it had occurred.

Mayor Treece asked if it was a speculative property. Ms. La Mar replied yes. Mayor Treece asked about NGT. Ms. La Mar replied it was a limited liability company.

Mr. Pitzer asked if Brushwood Lake Road was a City road or if it would become a City road. Ms. La Mar replied she thought it was a County road. Mr. Teddy agreed it was a County road. He explained the public works departments would get together on roads as annexations occurred, but there had not been any discussion of a jurisdictional transfer of this road yet.

Mr. Pitzer asked if the stub south of the current Brushwood Lake Road would remain after replatting. Ms. La Mar replied she thought it would likely be split up because the City did not like lots crossing public rights-of-way. She pointed out it was not developable so it would remain a remnant of some kind. It was not large enough and within the flood area.

Mr. Pitzer asked if there were any plans for additional fill on other parts of the lot. Ms. La Mar replied no.

There being no further comment, Mayor Treece closed the public hearing.

VI. OLD BUSINESS

B215-18 Authorizing 2018 amendments to the collective bargaining agreement with Columbia Police Officers Association, Fraternal Order of Police Lodge #26.

The bill was given second reading by the Clerk.
Ms. Buckler provided a staff report.

B215-18 was given third reading with the vote recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

Mayor Treece asked about the duty vests. Ms. Buckler replied it was a part of the agreement.

B216-18 Authorizing 2018 amendments to the collective bargaining agreement with Columbia Professional Firefighters I.A.F.F. Local 1055.

The bill was given second reading by the Clerk.
Ms. Buckler provided a staff report.

Mr. Pitzer commented that this agreement indicated that prior to completion the City would show staffing was available for the two new fire stations, and asked if that had changed after the discussion around the property tax earlier or if it was the same

language. He also wondered if it might need to be revised. Ms. Buckler replied she thought that language said they would ensure discussion of staffing as they moved forward. Fire Chief White agreed, and noted it would be done in conjunction with their input. Mr. Pitzer understood they were saying it would be discussed and not necessarily that it would be done. Fire Chief White stated that was correct in terms of NFPA 1710.

Fire Chief White noted this had been a very productive process, and thanked the union for helping with everything and leading them to a good path.

B216-18 was given third reading with the vote recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

B217-18 Appropriating fifty percent (50%) of FY 2017 General Fund savings to General Fund departments as part of the Incentive Based Budgeting Initiative.

The bill was given second reading by the Clerk.

Mr. Matthes provided a staff report.

Mayor Treece commented that it was hard to distinguish the finance codes, but thought most of it had come to them as part of the budget.

B217-18 was given third reading with the vote recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:

B218-18 Appropriating fifty percent (50%) of FY 2017 General Fund savings for projects identified by the City Council as part of the Incentive Based Budgeting Initiative.

The bill was given second reading by the Clerk.

Mayor Treece made a motion to amend B218-18 per the amendment sheet. The motion was seconded by Mr. Skala and approved unanimously by voice vote.

Mr. Ruffin commented that he had previously expressed some concern about the \$800,000 that had been allocated for the resident officer policing program. He stated his concerns included the fact they had not worked out the specifics of the program, and noted he would be more comfortable phasing in the program so they were not using such a large percentage of the available funds for this one idea that had not been fully vetted in terms of how it would be implemented and what it would cost.

Mayor Treece asked staff to come back with a plan for each project identified so they could vote on each with the details of the plan. Passing this tonight did not mean they would spend that \$800,000 on October 1. He noted he had also asked staff to ensure they had engaged with the collective bargaining unit to ensure this was something police officers wanted and that it was a choice and not mandatory.

Mr. Pitzer commented that Mr. Ruffin's point was fair. He felt identifying the funding would allow staff to begin developing and flushing out some of the details. He thought some questions might become more apparent as they started developing a plan. He envisioned additional discussion. He stated he would leave it to staff to flush out the plans and ideas, and to then come to the Council for authorization prior to spending the money. He thought identifying the funding would allow the discussion and planning to begin.

Mr. Skala stated he was in favor of having a placeholder. He noted he tended to support Mr. Ruffin's suggestion, but was comfortable with obtaining more information. He explained he viewed the REAL tool kit as another placeholder as he was still in

conversations with that group. He stated he was happy to support these projects knowing further discussions would occur prior to moving forward.

Mr. Trapp commented that he was supportive of a phased approach and suspected that was how it would be implemented.

**B218-18, as amended, was given third reading with the vote recorded as follows:
VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO
ONE. ABSENT: THOMAS. Bill declared enacted, reading as follows:**

VII. CONSENT AGENDA

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

- B219-18 Approving the Final Plat of "Corporate Lake Plat 13A" located on the south side of Corporate Lake Drive and east of Commercial Drive (Case No. 18-155).
- B220-18 Approving the Final Plat of "Barkwell's Plat No. 2" located on the south side of Nebraska Avenue and the north side of Business Loop 70, east of Seventh Street; authorizing a performance contract (Case No. 18-141).
- B221-18 Authorizing a consolidated grant agreement with the Missouri Highways and Transportation Commission for FY 2019 transportation planning services (Case No. 18-179).
- B222-18 Appropriating funds for maintenance and repairs to the Tenth Street and Cherry Street municipal parking structure.
- B223-18 Authorizing a joint funding agreement with the U.S. Geological Survey, United States Department of the Interior for operation and maintenance of a streamgage on Hinkson Creek to provide historical stream flow data and flood stage information.
- B224-18 Authorizing a joint funding agreement for water resources investigations with the U.S. Geological Survey, United States Department of the Interior for groundwater monitoring of well sites in the vicinity of the wetland treatment units and the Eagle Bluffs Conservation Area.
- B225-18 Authorizing a memorandum of understanding with the Missouri Department of Health and Senior Services for the issuance of birth and death certificates and associated information technology activities.
- B226-18 Authorizing a program services contract with the Missouri Department of Health and Senior Services for the Show Me Healthy Women program.

- B227-18 Authorizing an airport aid agreement with the Missouri Highways and Transportation Commission for reconstruction of Taxiway A, Taxiway A1 and Taxiway A2 and portions of Runway 2-20 at the Columbia Regional Airport.
- B228-18 Accepting the North Central Columbia Phase II historic preservation grant from the Missouri Department of Natural Resources; appropriating funds.
- R143-18 Setting a public hearing: consider the draft community oriented policing report.
- R144-18 Authorizing an agreement with Columbia Housing Authority Low-Income Services, Inc. for Teen Outreach Program (TOP) activities in Boone County.
- R145-18 Transferring funds to cover accrual payouts associated with employee retirements.
- R146-18 Transferring funds for the purchase of additional software licensing, hardware technology and maintenance relating to the Information Technology disaster recovery project.
- R147-18 Transferring funds to purchase a replacement alarm vaccine refrigerator for the Department of Public Health and Human Services.
- R148-18 Granting a temporary waiver from the requirements of Section 16-185 of the City Code to allow possession and consumption of alcoholic beverages for the annual Harvest Hootenanny fundraising event.
- The bills were given third reading and the resolutions were read with the vote recorded as follows: VOTING YES: TRAPP, SKALA, PITZER, PETERS, TREECE, RUFFIN. VOTING NO: NO ONE. ABSENT: THOMAS. Bills declared enacted and resolutions declared adopted, reading as follows:**

VIII. NEW BUSINESS

None.

IX. INTRODUCTION AND FIRST READING

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

- B229-18 Voluntary annexation of property located on the north side of Mexico Gravel

Road and east of Spring Cress Drive (5705 E. Mexico Gravel Road); establishing permanent R-1 (One-Family Dwelling District) zoning (Case No. 18-131).

- B230-18 Voluntary annexation of property located on the northwest corner of the Scott Boulevard and Brushwood Lake Road intersection; establishing permanent M-N (Mixed-use Neighborhood District) zoning (Case No. 18-146).
- B231-18 Rezoning property located on the south side of I-70 Drive SE, approximately 2,000 feet east of St. Charles Road, from District A (Agriculture District) to District PD (Planned District); approving the statement of intent; approving the "Truman Solar" PD Plan; granting a design adjustment relating to landscaping and screening (Case No. 18-115).
- B232-18 Approving the Final Plat of "The Crossing-EPC Plat 5" located on the southeast corner of the Grindstone Plaza Drive and Grindstone Parkway intersection; authorizing a performance contract (Case No. 18-163).
- B233-18 Authorizing annexation agreements with Dale L. and Joyce K. Rice, the Joel D. Haden Trust, the Estelle Jean Taylor Living Trust, the James W. Gerau Trust, and the Gerald E. Tveitnes and Mary Ann Tveitnes Family Trust for properties located on Lake of the Woods Road and Mexico Gravel Road (Case No. 18-149).
- B234-18 Authorizing an annexation agreement with JQB Construction, Inc. for property located on the east side of Highway 163 and south of the proposed Old Plank Road/Gans Road extension (Case No. 18-62).
- B235-18 Authorizing a connection agreement with Boone County Regional Sewer District for sewer connection of the proposed Clear Creek Subdivision located on Highway 163 to the City's wastewater collection and treatment system.
- B236-18 Authorizing construction of the Hirth Avenue storm water improvement project; authorizing the Purchasing Division to call for bids or issue a contract for the project.
- B237-18 Authorizing an agreement with The Curators of the University of Missouri,

on behalf of its Veterinary Medical Teaching Hospital, for emergency veterinary services.

B238-18 Authorizing an airport aid agreement with the Missouri Highways and Transportation Commission for completion of master plan and airport layout plan updates for the Columbia Regional Airport.

X. REPORTS

REP83-18 Adopt A Spot Beautification Program.

Ms. Kottwitz provided a staff report.

Mr. Skala commented that some of the adopt a spots were stark and sparse while others were more heavily planted, and asked if there were guidelines or if it was up to the volunteers. Ms. Kottwitz replied it was a combination of several things. She noted one issue was to reduce mowing responsibilities. It was also sometimes a volunteer preference. She pointed out there were resource limitations as well. The City wanted to help the volunteers and stretched their budget as far as possible. She explained some volunteers had their own resources to plant additional landscaping the City would not be able to provide. There were several factors that played into the look of an adopt a spot. She commented that if they saw a sparsely planted bed, they would work with that volunteer to help them find resources, but reiterated it was sometimes the preference of that volunteer.

Mayor Treece asked how much time Ms. Kottwitz spent on this program. He noted he thought it was a valuable program for all of the reasons mentioned, but had been shocked to hear there were 101 adopt a spots. He asked how many were actively managed by the adopter versus a landscaping company. Ms. Kottwitz replied she thought most were actually cared for by the group seen on the sign. Some landscape companies did it as part of their business, but it was not often that they had businesses that would hire it out. She stated they had a volunteer program specialist that actually worked with this program on a daily basis, and that position was currently open. She believed a third of that person's time was spent on this program. She noted it took a lot of time because they were working with lots of requests for mulch, plants, water, etc. In addition, it took time to onboard new volunteers and provide feedback to them.

Mayor Treece asked Ms. Kottwitz if she needed action from the Council. Ms. Kottwitz replied she had provided this report for information because she knew there was an interest from the Council about the program. She wanted them to know staff was aware of the concerns and some of the beds needing attention. They were consistently working on this by bringing in new volunteers and trying to find ways to take care of the beds that did not have adopters. Since they relied on volunteers, they constantly saw changes and would always have some beds that might not meet their standards, but hoped it was just a moment in time they could work through.

Ms. Peters understood there were some adopt a spots that appeared overgrown or were a problem for people turning with regard to seeing traffic, and asked if those specific adopt a spots had been addressed. Ms. Kottwitz replied she believed those they had received complaints about had been addressed at least temporarily. She thought some had new adopters, and she hoped they had seen improvements. She commented that traffic issues were a big concern, and they would work with the Public Works Department or a contractor to address the situation. Ms. Peters understood the Council should make Ms. Kottwitz aware of those situations. Ms. Kottwitz stated that was correct.

Mr. Pitzer asked about turnover with the adopt a spot volunteers. Ms. Kottwitz replied she was not exactly sure and thought it had been about ten percent over the last year.

One of the measurements they had used was the number of beds that were currently open or available, and currently 15 percent of the beds were not adopted. She commented that this number had been fairly consistent over the last four years. Mr. Pitzer asked if the same 15 percent were unwanted or if it changed. Ms. Kottwitz replied they had some very large beds, and those were a huge responsibility. She explained they wanted volunteers to have a good experience. It was a difficult challenge to care for a bed that was neglected. If they found some beds were hard to adopt, it was an opportunity to work with the Public Works Department and other departments to determine if something else could be done. Mr. Pitzer stated that would be his suggestion. He also wondered if they might be able to provide additional incentives for those for which they had difficulty finding adopters.

Mr. Pitzer asked how often they used a third-party vendor for maintenance. Ms. Kottwitz replied this year they had used them much more than before because they had beds needing the attention. She pointed out it was not something they liked doing because this program was about involving volunteers and that was where they wanted to focus resources.

Mr. Pitzer asked if they released volunteers from their responsibility if they were not maintaining their beds. Ms. Kottwitz replied that happened although they did not like it to happen because they then did not have someone available to maintain the bed. She stated they liked to work with volunteers to help them be successful, but if they were not making an effort, a letter would be sent to them. She pointed out termination was a part of the agreements that came to the Council for approval.

Mr. Pitzer thanked Ms. Kottwitz for her work. He agreed it was a great program. He offered the assistance of Council if there was anything that could be done to reduce the number of uncared for beds, absent of trying to find a lot more money.

Mr. Trapp commented that 85 percent was a solid "B" and was consistent. He stated Ms. Kottwitz did a great job with the program. He pointed out Columbia's volunteer numbers were up when they were in decline everywhere else. He thought they did a great job with this. He commented that he also knew he had one of the more diligent constituents about pointing out errors or deficiencies. As they looked at difficult to adopt beds, he suggested native plantings and xeriscaping, but understood not everyone found that attractive. He noted hardscaping involved environmental costs, and felt that should be the least preferred option. He thought Ms. Kottwitz had been doing her best and that they should continue what they had been doing in terms of recruitment. He was also agreeable to utilizing a vendor to fill in gaps and looking at moving beds out of the program that were difficult to maintain or to find adopters. He stated he believed the program worked and was highly successful.

Mayor Treece agreed Ms. Kottwitz did a great job with the volunteers as he had recently had the opportunity to talk to a lot of them at the volunteer appreciation event at Stephens Lake Park. It was hard to recruit and keeping them motivated, and they all seemed proud of their areas and what they did.

REP84-18 Intra-Departmental Transfer of Funds Request.

Mayor Treece understood this report had been provided for informational purposes.

XI. GENERAL COMMENTS BY PUBLIC, COUNCIL AND STAFF

Eugene Elkin, 3406 Range Line Street, suggested the use of rubber mulch and perennial flowers instead of annual flowers, and including height restrictions.

Mr. Elkin asked if the paratransit fare would remain the same. Mayor Treece replied yes. Mr. Elkin asked if any routes had been removed. Mayor Treece replied no. Mr. Elkin thanked the Council.

Mr. Trapp stated he had previously asked for an ordinance for a North Village Arts District sign to be painted on the metal tower of a building and requested it be moved forward in a

timely fashion.

Mayor Treece asked why they could not go to the Board of Adjustment for it. Mr. Trapp replied it was of a community benefit. It was a district sign and not for a particular business, and there was an expense to go through the Board of Adjustment. He preferred it be brought forward as an ordinance.

Mr. Skala asked if this was an issue the Downtown Community Improvement District (CID) could address. Mr. Trapp replied the Unified Development Code (UDC) did not allow it. He noted Mayor Treece was correct in that they could go to the Board of Adjustment.

Mayor Treece stated he would hate to open the UDC up to special legislation for something for which there was already a process.

Mr. Trapp explained he would like to bring it forward as an ordinance.

Ms. Peters asked for a reminder with regard to the sign. Mr. Trapp replied it would say North Village Arts District in artsy-style lettering. It was on a tower on top of a building in the area. He thought it was worthy of support. Ms. Peters asked if it was on Walnut Street or Orr Street. Mr. Matthes replied it was basically on the corner. Ms. Peters asked if it was where the new apartment building was located. Mr. Trapp replied it was an older building. Ms. Peters asked if it was the one with Wilson's in the basement. Mr. Matthes stated staff would provide a picture with the ordinance.

Mr. Skala understood this would be an ordinance to allow it to happen. Mr. Trapp stated that was correct.

Mr. Ruffin commented that in July they had been presented a recommendation in revising the accessory dwelling unit (ADU) ordinance, and there had not been a response. There were two ADUs in process in the First Ward that were waiting on the revisions. He understood one ADU was waiting on a revision to the requirement of a dust-free driveway in order to obtain an occupancy permit, and the other ADU was waiting on the revisions prior to excavating for construction of the ADU. He noted he had told them in July that if they had not heard from anyone by September to contact him again, and they had not heard from anyone. He asked that they move forward quickly now that they had resolved approval of the budget.

Ms. Peters asked Mr. Ruffin if he was asking for a revision to the dust-free requirement. Mr. Ruffin replied there had been a list of items recommended, and that was only one of the revisions.

Mayor Treece thought there had been consensus for it. Mr. Matthes stated he believed the direction was clear, and it was only a workload issue. He noted they would work on that.

Ms. Peters stated they had all received a letter from the Boone County Commission on August 6 with regard to the building at 101 N. Seventh Street as the County wanted to turn it back into a garage. Mayor Treece understood they wanted to take a parking meter out of service and make a curb cut there in order to store snow removal equipment. Ms. Peters understood it would involve the removal of a tree as well. She also understood they were asking for the City to agree with that plan. Mr. Matthes stated he had not spoken to them about that specific project.

Ms. Peters noted the letter had indicated the actions should be memorialized by the assent of the Council and had requested the assent. Mr. Matthes commented that staff would not normally agree to this type of action.

Mayor Treece asked for clarification as he wondered about the process if it was any other property owner. Mr. Matthes replied it was not the highest and best use of the land in the traditional sense, and taking out a sidewalk and creating a half block alley would disrupt pedestrians. It went against the Vision Zero concept. He commented that the removal of a tree and a parking spot was not something they generally wanted to do, but having said that, it had been done in other places. In the interest of good relationships, the Council might want to provide staff direction.

Mr. Skala understood staff would need to review it and provide a recommendation prior to Council acting on it. Mr. Matthes stated that was correct. He thought this was an attempt to determine if there was consensus. Mr. Skala felt the appropriate thing to do would be to look at it and come back to Council. Mr. Matthes asked if they wanted a resolution to be brought forward. Mr. Pitzer stated he was not sure there was consensus. Ms. Peters asked if they could prevent the County from doing this. Ms. Thompson replied yes. She explained the City had control as to whether they would allow a curb cut at the location and whether they would allow for a tree to be removed from the City right-of-way. Mayor Treece suggested it be reviewed by staff for an opinion. Mr. Skala agreed.

Ms. Peters understood a mural would not be located on Old 63 any longer, and asked if the white paint would be washed off of that wall or if there were any other plans for it. Mr. Matthes replied staff could explore ideas. He pointed out there was an expense to removing the paint. Unless it was terribly objectionable, he would suggest leaving it as a white wall.

Ms. Peters understood it could be washed off with a power washer and it was not hazardous to the environment. Mayor Treece thought this would come back to them on October 1 with a better process, and wondered if that would be a better time to determine how that would be remediated.

Mayor Treece stated he believed it was important to have a process to prevent this from occurring in the future. He thought it was important for the City to maintain ownership of the asset and the artist.

Mr. Matthes commented that staff would look into whether the paint could be easily removed.

Ms. Peters asked about the bird scooters. She noted they had received an email from the Lime bike and scooter people as well. In addition, they had received complaints from wheelchair users who could not get up a handicap access because the scooters were in the way and felt the scooters should be illegal. She commented that she thought there likely needed to be more education. She also understood there was the potential of a pedal pub. She wanted to know everyone's thoughts on these items.

Mr. Skala commented that there were positives and negatives to the bird scooters, and explained he had run across a Facebook page from Columbus, Ohio whereby they had crafted some guidelines. He stated he would share that with them. It was an aggressive business model, similar to Uber, where they had to rebalance the system. It was also similar to the mural project in that they were using City assets before asking about them.

Mr. Matthes explained they had an ordinance that allowed scooters on streets, but not on sidewalks. He understood that was the instruction Bird gave their users, but not everyone that rented them obeyed the instructions. He noted Bird had applied for a business license, and the City was exploring the use of a right-of-use permit. He thought they might have terms agreed to at least verbally, but were still in the process of crafting an agreement, and the intent was to come to Council when it was done as either an agreement for approval or a report. Included in the agreement would be revenue for the City. He noted there were ways to allow these scooters that were less irritating to the community. He understood there were some good Samaritans that would move them if they were blocking the sidewalk. He commented that placing them next to a bike rack or parallel was a good tool. He pointed out Lime was a competing company.

Ms. Peters understood Lime was also interested in coming to Columbia and wanted to talk to the City in advance versus afterward. She asked if she should pass the emails received on to staff. Ms. Thompson replied yes. She explained an attorney in her office had been delegated the task of working with Bird to try to set up a program to determine if it would be a good fit for Columbia, and that an agreement would be coming forward to Council. If Council decided it did not want Bird or Lime scooters anywhere in the City, it

could be accomplished. In the meantime, in order to have a point of contact and the ability to trouble shoot, the City had been working with them to ensure ADA access was maintained on the sidewalks and that they understood that was a priority. She stated they were trying to put necessary protections in the agreement to make it a good fit, but if it was not, the City would retain the right to cancel the contract at any point in time.

Mayor Treece asked Ms. Thompson if she anticipated that agreement being unique between Bird and the City of Columbia, or if she anticipated it being a framework for all dockless transportation systems. Ms. Thompson replied it would be with Bird at this time. It was not a part of the City ordinances and would be addressed on a case by case basis because it included a fee to occupy the right-of-way. She thought it would come forward within the next 30 days. She pointed out they had a point of contact in case anyone had an issue that needed to be remedied in the short term.

Mr. Trapp asked if the City would be able to enter into similar negotiations with Lime or other interested providers. He stated he did not want to prejudice a disruptive company over people that wanted to play by the rules. Ms. Thompson replied yes.

Mr. Pitzer asked how they would manage it if they had six different companies that wanted to provide that service in Columbia. Mr. Matthes replied he thought there probably should be a franchise given to one provider. Otherwise there would not be enough room on the sidewalks. Mr. Trapp asked if it would be an RFP process. Mr. Matthes replied yes. He stated they might also key off of the transportation hub whereby there might be a relatively intense situation at the Wabash Station or nests around town. He noted the City was trying to get more organized now that they were in Columbia.

Mayor Treece asked if other cities had handled it through an RFP process or if they had allowed competition within that framework. Mr. Matthes replied what he had seen was initial popularity which tended to go down over time.

Mr. Skala thought the information from Columbus, Ohio might be useful, and noted he would review it again. He recalled it being fairly inclusive of all of the issues.

Mr. Pitzer commented that another approach he had seen involved applying for a license with the license limiting the number of scooters. That would allow control of the total number of scooters if they had multiple companies.

Ms. Thompson understood the company had the ability to control the technology on the scooter remotely so they were able to disable them at dusk to ensure they were not ridden at night. She pointed out it was a draft agreement at this stage, and if there were things the Council was interested in regulating, they should notify staff as the company had the ability to control it.

XII. ADJOURNMENT

Mayor Treece adjourned the meeting without objection at 10:16 p.m.