City of Columbia

701 East Broadway, Columbia, Missouri 65201

Agenda Item Number: B 113-15
Department Source: Finance
To: City Council
From: City Manager & Staff
Council Meeting Date: 5/4/2015
Re: Renewal of the City of Columbia's one-fourth of one percent capital improvement sales tax.

Documents Included With This Agenda Item

Council memo, Resolution/Ordinance, Exhibits to Resolution/Ordinance
Supporting documentation includes: Summary of Ward Check-in CIP Exercise

Executive Summary

Staff has prepared for Council's consideration an ordinance authorizing a special election on the proposition to renew the City of Columbia's one-fourth of one percent (¼) capital improvement sales tax to fund various street, sidewalk, and building improvements and large capital equipment purchases over the next 10 years.

Discussion

In November of 2005 Columbia voters passed a ballot measure extending the one-fourth of one percent (¼) capital improvement sales tax for a period of three (3) years to fund capital projects for the Fire Department (replacement of older fire trucks and other equipment, build and equip new stations) and for the Police Department (construction of a training facility) and to replace the emergency storm warning sirens. The voters also passed the measure to extend the tax for a period of seven (7) years for the purpose of funding capital improvements to improve major city streets to relieve traffic congestion and for sidewalk improvements to provide safe walking routes to schools and to improve accessibility in the downtown area for persons with disabilities. The current extension of the capital improvement sales tax for the above mentioned initiatives is set to expire on December 31, 2015.

In order for the City to continue funding major capital improvements to the streets, sidewalks, buildings and replacing fire trucks and other equipment, staff requests the City Council consider placing a renewal of the one-fourth of one percent (¼) capital improvement sales tax on the August 4, 2015 ballot. The renewal of the one-fourth of one percent (¼) capital improvement sales tax is anticipated to generate approximately $63 million over the next 10 years.

To place the proposal on the August 4, 2015 ballot, an ordinance authorizing such action must be passed by Council no later than the May 18, 2015 council meeting.

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Fiscal Impact

Short-Term Impact: Election cost to include proposition on the ballot. The Capital Improvement Sales Tax is anticipated to provide $10,000,000 in revenue for fiscal years 2016 and 2017.
Long-Term Impact: The Capital Improvement Sales Tax is anticipated to provide $53,000,000 in revenue for fiscal years 2018 through 2026.

Vision, Strategic & Comprehensive Plan Impact

Vision Impact: Community Facilities and Services, Governance and Decision Making, Development, and Transportation
Strategic Plan Impact: Customer Focused Government, Financial Health, Health, Safety and Wellbeing, Infrastructure
Comprehensive Plan Impact: Infrastructure, Mobility, Connectivity, and Accessibility, Livable & Sustainable Communities

Suggested Council Action

Adoption of the proposed legislation to place this referendum on the August 4, 2015 ballot.

Legislative History

Council Bill B-93-05A establishing Ordinance 018651 was presented to Council requesting a special election to consider multiple propositions to extend the parks sales tax, public safety sales tax and capital improvement sales tax and for an additional sales tax for streets and sidewalk and an increase in the development charge. Council approved the bill on August 15, 2005.

John Blattel
Department Approved

Mike Matt
City Manager Approved

separate issue. He stated he also believed they needed to consider affordability in addition to the environment as those were sometimes competing values. He noted he would support this proposed ordinance.

B109-15 was given third reading with the vote recorded as follows: VOTING YES: PETERS, MCDAVID, RUFFIN, TRAPP, SKALA, NAUSER. VOTING NO: THOMAS. Bill declared enacted, reading as follows:

B113-15 Calling a special election to extend the one-fourth of one percent capital improvement sales tax.

The bill was given second reading by the Clerk.

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

Mr. Skala commented that the Forum Boulevard project involved both the Fourth and Fifth Wards as the bridge was in the Fifth Ward, and asked if that was correct. Mr. Matthes replied that was correct.

Rick Shanker, 1829 Cliff Drive, commented that he did not believe the Nifong Boulevard and Forum Boulevard projects would alleviate the traffic issues and suggested those be re-evaluated.

Annette Triplett, 201 W. Broadway, explained she was the Executive Director of the PedNet Coalition and thanked the City for including funding for traffic calming, traffic safety, sidewalks, and bus shelters as they believed those items would play a key role in addressing pedestrian safety. She asked the Council to consider an increase in funding for sidewalks as the $350,000 currently allocated would build only a half-mile of sidewalk a year for the next ten years. She understood the City had about 300 miles of streets without sidewalks on either side. She also asked the Council to reconsider the Forum Boulevard and Nifong Boulevard projects, which were the two large road expansion projects, as those projects would only build two miles of road while costing $25 million and constituting 25 percent of the entire capital sales tax revenue over the next ten years. She pointed out those two miles of road would cost almost the same as all of the non-motorized transportation projects paid for by the GetAbout grant over the last ten years. She wondered if traffic study data was available to substantiate the need for these major infrastructure changes, and whether it was possible to resolve the congestion issue with lower cost solutions, such as a turning lane or a round-a-bout. She commented that expanding roads by adding lanes did not solve congestion, and the number of miles people drove increased proportionately to any increase in roads.

Syed Ejaz stated he was the Campus Community Relations Chair of the Missouri Students Association Senate and noted he was somewhat supportive of this as the student body had asked for infrastructure improvements. They had seen a lot of eroded infrastructure when touring Greektown and the East Campus neighborhood. He understood the Capital Improvement Program (CIP) played a role in improving infrastructure and hoped some funding would be allocated to those areas. He stated there was a dire need for sidewalks in Greektown and in the East Campus neighborhood.

Mr. Skala explained he was in support of the capital improvement sales tax and noted a fairly thorough discussion of this list had occurred at the recent work session. A few of

them had even pointed out the high cost of some of the projects during that work session. He commented that he thought those projects were needed, and hoped they could pare down some of the costs when the projects came before them on an individual basis. In reviewing the road projects and the other non-Citywide projects, which totaled about $45 million, he noted 51 percent would involve Ward 5, 14 percent would involve Ward 4, 12 percent would involve Ward 6, 11 percent would involve Ward 1, 7 percent would involve Ward 3, and 5 percent would involve Ward 2. Although he planned to support this, he was concerned about equity, and pointed out there had been a pervasive attitude of neglect north of I-70. He thought projects involving Scott Boulevard, Forum Boulevard, and Nifong Boulevard, and the numbers shown here had led to that perception. He commented that the growth due to Battle High School in the northeast would demand attention within the next ten years, and urged the Council to be considerate of equity issues so they did not feed that perception. He reiterated he looked forward to these projects coming to Council on an individual basis so they could pare some of them down in an effort to accommodate all wards.

Ms. Peters asked how the previous ten year capital improvement sales tax had been split in terms of projects by wards. Ms. Nauser replied she thought projects in Wards 2, 6, and 3 had received the most from the previous capital improvement sales tax. Mr. Skala noted it had been more equitable than this list. Ms. Nauser explained the only Fifth Ward project had been a portion of Scott Boulevard.

Mayor McDavid commented that he thought Mr. Skala had represented his ward very well, particularly with his advocacy of Ballenger Lane. He noted the citizens of Ballenger Lane and those in the Fifth Ward that would benefit from these projects would need to vote as there was a 35 percent "no vote" built into anything they did. Those inconvenienced by bottlenecks and pinch points in the road system would need to vote, and if they did not, those roads would likely not be fixed. He understood the equity argument, but thought this was similar to the sewer system in that 70 percent of the $140 million in projects were in Wards 1 and 4. Those sewer projects were a priority and needed to be fixed.

Ms. Nauser stated the Fifth Ward had not received an equitable share in 2005 as only the portion of Scott Boulevard from the bridge to Route K was in the Fifth Ward, and the City was now getting to that part of the project due to a delay in funding as a result of a decline in the economy and due to the new elementary school. She pointed out these were estimated amounts to do the most work staff felt might be necessary. The projects would still need to go through the normal public processes in terms of design, interested parties meetings, public hearings, etc. She noted the Fifth Ward had grown as thousands of new homes had been built toward the south and west of the community, and as a result, traffic had increased along Forum Boulevard. Homes for senior citizens, apartments, etc. were located along Nifong Boulevard, and there was no safe place for people to walk along Nifong Boulevard. She understood the traffic counts were higher on Nifong Boulevard and Forum Boulevard in comparison to other roadways. She explained she valued walking, biking, and trails, but noted the southwest part of the community was not conducive to people bicycling or walking along a sidewalk to get to work. In addition, the bus capacity did not exist to accommodate those in the Fifth Ward. The only alternative for many people was the roadways, and when the roadways became congested, they also became unsafe. She explained the recent

accidents were primarily in the Fifth and Sixth Wards on very busy roadways. She hoped the voters would come out to support these projects.

Mr. Thomas stated he would support placing this tax proposal on the ballot. The funding for sidewalks was almost twice the amount it had been on previous ballot issue ten years ago, and this proposal included traffic calming that would accomplish more than half of the 45 traffic calming projects that had been evaluated. He thought traffic calming needs would continue to increase as the residents of Miles Manor had recently approached him and Ms. Kraus had mentioned traffic calming needs in the Ridgefield neighborhood area earlier tonight. He suggested streets and neighborhoods be designed in a way more money would not need to later be spent on correcting design speeds. He thanked Mr. Skala for advocating for the bus shelters as he thought providing people the dignity and comfort of a proper place to wait for the bus was a good use of a small amount of money. He noted he was also supportive of the walking and biking shoulders for Ballenger Lane. He commented that he had major concerns about the Forum Boulevard project as he did not feel there had been a proper evaluation of need. He agreed there was a problem at the Wilson's Fitness Center caused by traffic turning left into or out of the Wilson's Fitness Center, but felt that could be addressed by a median and round-a-bouts to the north and south. He noted he would continue to advocate for that when this project came back to Council under the public improvement process. He stated the transportation mobility section of Columbia Imagined did not mention costly road expansion projects. The emphasis was on sidewalks, bicycle access, trails, traffic calming, an improved bus system, and the Columbia Regional Airport. He was not sure they were listening to the people with those costly road expansion projects. He stated he believed adding lanes and moving traffic faster would impact pedestrian safety negatively, and noted the recent pedestrian deaths involved roads with four or more lanes of fast moving traffic. He reiterated he would support placing this tax on the ballot even with his concerns of large road expansion projects.

Mr. Trapp commented that the analysis of Mr. Skala only focused on roads, and a large portion of the project list included public safety, to include a municipal service station or police station on the north side of town. He noted crime was the biggest issue as it negatively impacted property values, the sense of safety, sense of community, etc. He understood more people did not walk because they were afraid of crime than because they did not have safe pedestrian facilities. He pointed out that police station would improve response times in the absence of hiring more officers as officers would not have to go back and forth from the downtown location. It would contribute to the feeling of safety for the people on the north side of the community. He thought they needed to inform the public of the portions of this proposal that had universal or near universal support since voter turnout in August was generally low. He commented that he believed they were moving in the right direction in terms of sidewalks and traffic calming, and in addition to the funding allocated toward these efforts, they would get sidewalks through the complete street policy. He stated he had been criticized for not championing the insertion of Creasy Springs Road with the recent traffic fatality there, and agreed it was a need, but noted there were lots of needs throughout the City with only a finite amount of money. He explained he leaned heavily on the advice of the traffic engineers in terms of the most safety for the limited amount of funds.

In addition, the traffic volumes were orders of magnitude higher for the other roads than on Creasy Springs Road. He wished they could design a City where there was never a loss of a young life, and explained these decisions weighed heavily on all of them. He commented that this was not a proposal he would design if he lived in a perfect world, but thought it was worthy of support overall. He encouraged everyone to rally around this so they did not have even more inadequate funding to deal with the overwhelming responsibilities in terms of safety.

B113-15 was given third reading with the vote recorded as follows: VOTING YES: PETERS, MCDAVID, RUFFIN, TRAPP, SKALA, THOMAS, NAUSER. VOTING NO: NO ONE. Bill declared enacted, reading as follows:

CONSENT AGENDA

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

B107-15 **Accepting conveyances for street, sewer, utility, drainage and temporary construction purposes.**

B108-15 **Accepting conveyances for Stormwater Management/BMP Facilities Covenants purposes.**

B110-15 **Amending Chapter 11 of the City Code as it relates to swimming pools; adopting the "Swimming Pool Ordinance and Guide for Swimming Pool Design and Operation."**

B111-15 **Authorizing Amendment No. 1 to the program services contract with the Missouri Department of Health and Senior Services for WIC local agency nutrition services; appropriating funds.**

B112-15 **Appropriating funds for Columbia Values Diversity Celebration activities.**

B114-15 **Amending Chapter 2 of the City Code as it relates to officers and attendance requirements for the public transit advisory commission.**

B115-15 **Amending Chapter 15 of the City Code to make language in certain sections gender neutral.**

R79-15 **Authorizing an amendment to the community housing development organization (CHDO) agreement with Columbia Missouri Community Housing Development Organization, successor in interest to Job Point, for the development of property located at 1101 Jefferson Street.**

R80-15 **Authorizing amendments to HOME investment partnership agreements with Central Missouri Community Action, previously known as Central Missouri Counties' Human Development Corporation, for the use of community housing development organization (CHDO) funds for development projects.**

R81-15 **Authorizing the temporary closure of a portion of Marcassin Drive between Greengate Lane and Old Hawthorne Drive; 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 Marcassin Drive Neighborhood Block Party event.**

R82-15 **Declaring official intent to reimburse certain electric utility project costs with proceeds of bonds.**

Renewing Quarter-Cent Sales Tax for Capital Improvement Projects

On Tuesday, August 4, 2015 Columbia voters will decide on Proposition 1 which needs a simple majority of Columbia voters to pass. The question before voters is whether to renew the quarter-cent sales tax for capital improvement projects for the next ten years in the areas of public safety, street & sidewalk maintenance, service centers and other improvements to city facilities. Renewing this sales tax is estimated to raise $63.8 million over the next 10 years

WHY USE THIS METHOD OF FUNDING? The City of Columbia has used a capital improvement sales tax to fund high-cost infrastructure projects for decades. By using sales tax funds, citizens and people visiting the community help pay for the projects they use like streets, sidewalks and public safety services.

HOW MUCH WILL THE SALES TAX INCREASE? If the voters approve Proposition 1, there will be no increases in the sales tax for these projects. The quarter-cent sales tax is currently being charged and is set to expire on December 31, 2015. Proposition 1 will simply renew the sales tax for 10 years.

WHY DO THIS NOW? The current quarter-cent sales tax was approved in 2005 and is set to expire on December 31, 2015. Renewing the sales tax will allow the City of Columbia to continue maintenance of streets, sidewalks, and other improvements to public safety and city services.

WERE THE PROJECTS FROM THE 2005 SALES TAX EXTENSION FINISHED? There were 14 road projects on the list. Twelve of them have been completed and two are in the final design phase. Due to the economic downturn in 2009, there was not sufficient funding to build and staff the additional fire station. All other public safety projects have been completed.

HOW WAS THE PROJECT LIST FOR STREETS AND SIDEWALKS DECIDED? City of Columbia's Capital Improvement Program is a five year plan for investments in infrastructure. Project lists are determined by looking at replacement and maintenance needs along with long range plans and patterns of growth. For example, streets like Forum Boulevard that narrows to two lanes when it crosses the Hinkson creek. The bridge is also 30+ years old and needs to be replaced. Traffic projections over the next ten years indicate Forum needs to be expanded to four lanes.

Citizens had an opportunity to select projects they felt were needed during regular Ward Check-In meetings and through the Speak Up CoMo web page. In general, participants favored projects that focused on maintenance or improvements to existing infrastructure. The City Council then reviewed the list and voted to ask the voters to decide on renewing the current quarter-cent sales tax to fund the identified projects.

WHY ARE FIRE TRUCKS SO EXPENSIVE? Any large service truck is expensive (up to $200,000 for a dump truck) but fire trucks also have specialized and high-cost components on board, like pumps and aerial ladders, which drive up the cost. It is important that the trucks meet strict safety and reliability standards for the safety of the firefighters and the people being served. The trucks are carefully maintained and used for approximately eight years in front line service. They are then used as back-up for a period of time until the maintenance expenses start surpassing their value. The ten fire trucks on the sales tax funding list are spread out over a ten year period. Once a fire truck is sold by the Fire Department, the money is put towards replacing other needed and aging equipment necessary to equip fire department apparatuses.

WHAT IS A SERVICE CENTER? In an effort to speed up responses to public safety calls and city service needs, a facility in the northern and southern part of the city would be funded with the sales tax extension. Funding for property and a fully functioning police station in northern Columbia and a salt dome and fueling station in the southern side of town are being proposed. Currently a police response time for emergencies is 8.67 minutes compared with a national median time of 5.53 minutes*. It can take a snow plow 25 minutes to get from the outer areas of the city to restock the truck's salt. Having service centers in different parts of Columbia will save city staff time, fuel, mileage on vehicles and make responses to customer service needs faster.

*Response time info from 2014 Benchmark Cities report that surveys 30 police departments across the United States. Columbia had the highest average response time for Priority 1 calls (emergency) at 8.67 minutes. The median response time was 5.53 minutes.

Renewing Quarter-Cent Sales Tax for Capital Improvement Projects

BALLOT LANGUAGE

PROPOSITION 1: CAPITAL IMPROVEMENT SALES TAX EXTENSION
Shall the municipality of Columbia, Missouri impose a sales tax of one-fourth of one percent, for a period of ten (10) years, for the purpose of funding capital improvements which may include the retirement of debt under previously authorized bonded indebtedness?*

This sales tax would continue the existing capital improvements sales tax scheduled to expire on December 31, 2015. the City intends to use this sales tax to improve city streets and sidewalks; construct, maintain and equip police and fire facilities; and replace major capital assets (fire trucks and other equipment).

*This language is required by state law. The City does not intend to use sales tax funds to retire debt under previously authorized bonded indebtedness.

YES ☐

NO ☐

If you are in favor of the question, place an "X" in the box opposite "YES". If you are opposed to the question, place an "X" in the box opposite "NO".

QUARTER-CENT SALES TAX EXTENSION PROJECT LIST

Please see the next pages for more details.

Public Safety: $22,788,000

Major Street Maintenance: $4,700,000

Street Maintenance and Upgrades: $51,780,000

Sidewalk Improvements: $4,512,000

General Government Facilities: $7,520,000

Contingency: $4,000,000

Inflation: $4,000,000

Total for projects: $99,300,000

Other funding sources (Development fees, MoDot and Boone County): $35,500,000

Funding from ¼ cent sales tax: $63,800,000

NOTE: The amount of tax funds generated is an estimate. The City of Columbia will complete all the projects listed as long as the expected funding stream is received. There is money set aside for contingencies and inflation in case estimates are slightly off.

August, 2015 Capital Improvement Sales Tax Ballot Projects (10 Year Extension)

No.	Project Name	Ward	Ballot Funding Needed
1	Replace 2001 Quint (15 years old)	Citywide	$900,000
2	Replace 2001 Quint (15 Years Old)	Citywide	$900,000
3	Replace 2003 Quint (14 years old)	Citywide	$950,000
4	Replace 2004 Quint (14 years old)	Citywide	$1,000,000
5	Replace 2001 Ladder Truck (18 Years Old)	Citywide	$1,300,000
6	Replace 2006 Quint (14 years old)	Citywide	$1,100,000
7	Replace 2006 Quint (15 years old)	Citywide	$1,150,000
8	Replace 2009 Quint (14 years old)	Citywide	$1,200,000
9	Replace 2009 Quint (15 years old)	Citywide	$1,250,000
10	Replace 2009 Squad (15 years old)	Citywide	$750,000
11	Training Academy Repairs	2	$500,000
12	Major Fire Station Repairs (#4, 5, and 6)	3 & 4	$1,098,000
13	Fire Station Sites	Citywide	$1,000,000
14	Municipal Service Center North - Phase I	TBD	$9,690,000
	Total Public Safety		**$22,788,000**
15	Rangeline - Rogers to Wilkes (Major Maintenance - concrete street)	1	$250,000
16	Garth Avenue: BL 70 to Thurman (Major Maintenance - concrete street)	1 & 2	$3,950,000
17	Walnut from College to Old 63 (Major Maintenance - concrete street)	3	$500,000
	Total Major Maintenance		**$4,700,000**
18	Ash Street 4-Way Stop Removal (Clinkscales, Pershing, West Blvd, Garth)	1	$2,600,000
19	Ballenger - Ria to Mexico Gravel	3	$2,690,000
20	Forum Blvd: Chapel Hill to Woodrail (4 lane)	4	$12,700,000
21	Fairview & Chapel Hill Intersection Imprvmts (Roundabout)	5	$600,000
22	Forum & Green Meadows Int Imprvmt (Roundabout)	5	$610,000
23	Nifong -Providence to Forum 4 Lane (add 2 lanes, overlay, Bethel int. imprvmts)	5	$12,300,000
24	Old Mill Creek/Vawter-Nifong Intrsctn Impr (signal)	5	$890,000
25	Sinclair - Nifong Intrsctn Imprvmnts (signal)	5	$2,250,000
26	Vandiver & Parker Roundabout	2	$450,000
27	Discovery Parkway: Gans to New Haven (extension)	6	$5,400,000
28	Annual City/County/State Projects	Citywide	$3,000,000
29	Annual Historic Brick Street Renovation	Citywide	$500,000
30	Annual Landscaping	Citywide	$750,000
31	Annual Traffic Calming	Citywide	$1,800,000
32	Annual Traffic Safety (Pedestrian, Bike lanes, Crosswalks)	Citywide	$1,260,000
33	Annual Streets/Corridor Preservation	Citywide	$1,580,000
34	Annual Street Reconstruction (complete street)	Citywide	$2,400,000
	Total Streets		**$51,780,000**
35	Annual Sidwlks/Pedways (New const/re-const)	Citywide	$3,500,000
36	Annual Sidewalk Major Maintenance	Citywide	$1,012,000
	Total Sidewalks		**$4,512,000**
37	Annual Bus Shelters	Citywide	$280,000
38	Grissum Building Renovations	1	$4,500,000
39	Municipal Service Center S - Phase I (Salt Dome, Garage, and Fueling Station)	TBD	$2,740,000
	Total Other General Government		**$7,520,000**
	Total Transportation		**$68,512,000**
	Contingency		$4,000,000
	Inflation		$4,000,000
	Total Contingency and Inflation		**$8,000,000**
	Total Potential 2015 Capital Improvement Sales Tax Ballot Projects		**$99,300,000**

August, 2015 Capital Improvement Sales Tax Ballot Projects (10 Year Extension)

No.	Project Name	Ward	Ballot Funding Needed
	Potential Funding Sources		
	Revenue Anticipated from 10 Year Extension of Capital Improvement Sales Tax		$63,800,000
	Development Fee ($1,200,000 average/year)		$12,000,000
	STP Funding from MoDot ($350,000 per year)		$3,500,000
	County Road Tax Fund ($2,000,000 average/year)		$20,000,000
	Total Potential Funding Available		**$99,300,000**

CAPITAL IMPROVEMENT SALES TAX EXTENSION CITY OF COLUMBIA WITH 32 OF 32 PRECINCTS REPORTING

(VOTE FOR) 1

	YES (NON)	NO (NON)
0001 1A	29	15
0002 1B&1E&1I&6A&6B&6F&6L	73	29
0003 1C&1G	125	75
0004 1D	36	32
0005 1F&1J&1K&1L&2K	208	93
0006 2A&2G	139	56
0007 2B&2J	78	62
0008 2C&2H	117	73
0009 2D&2L	122	55
0010 2F&2I	113	64
0011 3A&3G&3L	81	63
0012 3B&3D	115	41
0013 3C&3I	61	44
0014 3E&3H&3M	113	57
0015 3F&3J	73	45
0016 4A&4J	189	85
0017 4B	96	43
0018 4C&4D	263	65
0019 4E	182	63
0020 4F&4I&5A	264	66
0021 4G	141	69
0022 4H&4N	194	73
0023 4K&4M	214	91
0024 4L	126	47
0025 5C&5H&6G	267	94
0026 5D&5G&5M	197	61
0027 5E&5K&5N&5P	281	115
0028 5F	147	54
0029 5I&5J	144	50
0030 6C&6H&6J	226	102
0031 6D&6E&6I&6K&6M	204	51
0032 CENTRAL 1	49	19
CANDIDATE TOTALS	4667	1952
CANDIDATE PERCENT	70.50	29.49