



MEETING OF THE CITY COUNCIL  
CITY HALL, Fifth Floor  
6801 Delmar Blvd.  
University City, Missouri 63130  
**Monday, June 25, 2018**  
**6:30 p.m.**

**A. MEETING CALLED TO ORDER**

**B. ROLL CALL**

**C. APPROVAL OF AGENDA**

**D. PROCLAMATIONS**

**E. APPROVAL OF MINUTES**

1. June 11, Regular meeting minutes

**F. APPOINTMENTS to BOARDS & COMMISSIONS**

1. Daniel Savory and James Stephenson are **reappointed** to the Civil Service board for a second term by Councilmember Carr
2. Margaret Ullman is nominated to the Park Commission as a fill in replacing Luther Baker's unexpired seat by Councilmember Clay
3. John Tieman is nominated to the Arts and Letters Commission replacing Felicia Hickman's vacated seat by Councilmember Clay

**G. SWEARING IN to BOARDS & COMMISSIONS**

**H. CITIZEN PARTICIPATION (Total of 15 minutes allowed)**

**I. PUBLIC HEARINGS**

1. Liquor License – The Wacked Out Weiner – 6301 Delmar Blvd.

**J. CONSENT AGENDA – Vote Required**

1. Replacement Police Vehicles

**K. CITY MANAGER'S REPORT**

1. Legislative Update (Representative Joe Adams)  
(Presentation)
2. MSD Project Report  
(Presentation – Discussion – Council Direction)

**L. UNFINISHED BUSINESS**

*BILLS*

1. **BILL 9359** - AN ORDINANCE FIXING THE COMPENSATION TO BE PAID TO CITY OFFICIALS AND EMPLOYEES AS ENUMERATED HEREIN FROM AND AFTER ITS PASSAGE, AND REPEALING ORDINANCE NO 7079.

**M. NEW BUSINESS**

*RESOLUTIONS*

- |                              |   |
|------------------------------|---|
| <b>1. Resolution 2018-9</b>  | FY18 Committed Fund Reserve   |
| <b>2. Resolution 2018-10</b> | Adopt FY19 Annual Operating Budget and 5yr. Capital Improvement Program |

*BILLS*

**N. COUNCIL REPORTS/BUSINESS**

1. Boards and Commission appointments needed
2. Council liaison reports on Boards and Commissions
3. Boards, Commissions and Task Force minutes
4. Other Discussions/Business

**O. CITIZEN PARTICIPATION (continued if needed)**

**P. COUNCIL COMMENTS**

- Q. Roll-Call vote to go into a Closed Council Session according to RSMo 610.021 (1) Legal actions, causes of action or litigation involving a public governmental body and any confidential or privileged communications between a public governmental body or its representatives and its attorneys.**

**R. DJOURNMENT**

MEETING OF THE CITY COUNCIL  
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6801 Delmar Blvd.  
University City, Missouri 63130  
**Monday, June 11, 2018**  
**6:30 p.m.**

**A. MEETING CALLED TO ORDER**

At the Regular Session of the City Council of University City held on the fifth floor of City Hall, on Monday, June 11, 2018, Mayor Terry Crow called the meeting to order at 6:32 p.m.

**B. ROLL CALL**

In addition to the Mayor, the following members of Council were present:

Councilmember Stacy Clay  
Councilmember Paulette Carr  
Councilmember Steven McMahon  
Councilmember Jeffrey Hales  
Councilmember Tim Cusick  
Councilmember Bwayne Smotherson

Also in attendance were City Manager, Gregory Rose, and City Attorney, John F. Mulligan, Jr.

**C. APPROVAL OF AGENDA**

Councilmember Carr moved to approve the agenda as presented, it was seconded by Councilmember McMahon and the motion carried unanimously.

**D. PROCLAMATIONS**

**E. APPROVAL OF MINUTES**

1. May 29, 2018, Regular meeting minutes were moved by Councilmember Carr, seconded by Councilmember Smotherson.

Councilmember Clay requested that the word "Cosco," found on Page 4 of the agenda be amended to read "Costco".

Voice vote on the motion to approve the minutes as amended carried unanimously.

2. May 29, 2018, Study meeting minutes were moved by Councilmember Carr, it was seconded by Councilmember Smotherson and the motion carried unanimously.

**F. APPOINTMENTS TO BOARDS & COMMISSIONS**

**G. SWEARING IN TO BOARDS & COMMISSIONS**

1. Richard Ruderer was sworn into the CALOP Commission on June 1<sup>st</sup> in the Clerk's office.
2. Dennis Fuller was sworn into the Traffic Commission at tonight's meeting.
3. Jane Schaefer was sworn into the Traffic Commission at tonight's meeting.
4. Kathleen Sorkin was sworn into the EDRST Commission at tonight's meeting.

**H. CITIZEN PARTICIPATION (Total of 15 minutes allowed)**

**Tom Sullivan, 751 Syracuse, University City, MO**

Mr. Sullivan expressed the following concerns:

- In a relatively short period of time four car windows have been damaged in his neighborhood. (*Crime is a much bigger issue in U City than anyone cares to admit.*)
- The reduction of street sweeping.
- Councilmember Carr's three-week delay in honoring his May 18th request for emails between herself, Jonathan Brown, and others at NOVUS Development. (*Mr. Sullivan stated in his opinion, the submission is incomplete and therefore, would make another request to Councilmember Carr for the release of all emails.*)
- The suppression of citizen comments at the June 6th TIF Commission meeting. (*This was unlawful and a new low for U City.*)

In response to the Mayor's comments made at the last meeting which suggested that the City could hardly be at fault with residents who have shown discontentment throughout every administration, Mr. Sullivan stated given that fewer and fewer people want to live in U City, he thinks the problem is the City. He stated Mayor Crow also made the argument that the McNair Administration building should be sold. Even though he believes that an informal decision has already been made, many residents are upset and feel that it would be extremely short-sighted to sell McNair. Mr. Sullivan stated he will be filing complaints against all members of Council and the TIF Commission who are lawyers due to their willful violation of the Sunshine laws.

**Kathy Straatmann, 6855 Plymouth Avenue, University City, MO**

Ms. Straatmann expressed her support of the Olive/170 redevelopment and made the following comments on behalf of Elsie Glickert. Ms. Glickert, who lives at 6712 Etzel Avenue, is 100 percent in favor of this redevelopment. She asks that consideration be given to planting additional trees to enhance Sutter, Ferguson and Pennsylvania Avenues, which she views as the City's main arteries.

**Yvette Liesbesman, 7570 Cornell Avenue, University City, MO**

Ms. Liesbesman expressed her strong support for the redevelopment and TIF financing.

She stated everyone needs to think about where this City will be in ten or twenty years.

A city in decline with homes in the 3rd Ward being purchased by real estate investors as rental properties; vultures who purchase properties along Olive for no intended purpose other than a tax relief, funding shortages and low property values. Or a city where equity financing helps homeowners renovate their home; property values increase; the school district is adequately funded and young families are attracted to the area. Ms. Liesbesman stated without this project the entire City will suffer.

**Mary Gorman, 6273 Delmar, University City, MO**

Ms. Gorman voiced her support of the redevelopment. She stated she has not shopped on Olive since the discount shoe store closed and thinks this new development will become a destination for a lot of people because of its easy access.

**Sonya Pointer, 8039 Canton Avenue, University City, MO**

Ms. Pointer stated she believes Councilmember Clay owes the citizens an apology for the remark he made at the TIF Commission meeting regarding where the residents opposing this project who have all of a sudden become champions of the 3rd Ward, had been ten years ago. She stated the option to participate or not participate is a part of civic progress and she thinks that as a member of Council it is important to respect that decision. Ms. Pointer stated research shows that tax increment financing is necessarily a good tool. Therefore, she would ask Council to give consideration to the following requests:

- That a vote by the TIF Commission be delayed until alternative options have been explored.
- That Council conducts research in order to fully understand what gentrification means and why residents of the 3rd Ward are opposed to this project.
- That Council approves a development that makes sense to the 3rd Ward and they can benefit from.
- That persons who are traditionally discriminated against; minorities and low-income communities, be allowed to participate in the process.

**Tim Parson, 1161 Ursula, University City, MO**

Mr. Parson stated although he is in favor of development, he has several concerns with the current proposal.

- The lack of full disclosure makes it difficult to gain a clear understanding. *(Citizens have not seen the provisions of the contract, how monies will be disbursed, and who will actually benefit from the construction of this development.)*
- If increased capital is the impetus, additional revenue can be created through the reduction of payroll and benefits. *(The City could bring in an outside security force and cut the Police Department's payroll by 50 percent.)*
- More opportunities should be explored before a final decision is made.
- City officials should be held accountable and not allowed to make decisions using citizens' money to finance a project without their input.

Mr. Parson stated he views this TIF much like an adhesion contract which arbitrarily benefits only one side.

## **I. PUBLIC HEARINGS**

### **1. 2018 Community Development Block Grant Allocation (CDBG)**

Mayor Crow opened the Public Hearing at 7:00 p.m., and hearing no requests to speak the hearing was closed at 7:01 p.m.

### **2. FY19 Annual Operating Budget**

Mayor Crow opened the Public Hearing at 7:01 p.m.

#### Citizen's Comments

##### **Margie Diekemper, 8039 Gannon, University City, MO**

Ms. Diekemper, Chair of the U City Commission on Seniors, stated Council should have received a copy of the Senior Commission's Fiscal Year 2019 Budget Proposal of \$5,500 for consideration. The proposal includes the rationale and fiscal note justification for a Ride Scholarship Program for U City seniors 60+ and visually impaired adults. *(Ms. Diekemper noted that page 2 of the Budget Justification which reads \$55.00 per membership should be corrected to read \$50.00 per membership.)*

This year's request is only for direct service ride funds in the form of a Ride Scholarship, which is the award of an introductory annual membership and contribution to a ride account with Independent Transportation Network-Gateway; ITN-Gateway. ITN-Gateway which has been operating in St. Charles County for eight years, is an affiliate of ITN-America, the largest not-for-profit senior transportation service in the United States. Ms. Diekemper stated the Commission takes the Ordinance mandating their responsibility to advise and make recommendations to Council regarding services they fill will positively impact the quality of life for senior residents very seriously. As a result, the Commission strongly believes this is a great service and stands by their second-year advocacy and recommendation of this service. Extra steps have also been taken to develop a document the Commission hopes will clear up any previous misunderstandings about ITN.

#### ITN-Gateway Update

- May 9, 2018, operations commence in St. Louis County.
- To date, 37 rides have been provided.
- 73% of those 37 rides were made by U-Citians.
- 69% of ITN-Gateway's registered riders are U-Citians.
- ITN-Gateway recently mailed out 15 applications to U City residents.
- This week alone, ITN-Gateway has received 23 requests for rides, the majority of which have come from U-Citians.

Ms. Diekemper stated as an ITN-Gateway volunteer she has fielded 24 phone calls from interested riders and trained 5 U City volunteer drivers.

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And as a member of the Senior Commission, she has personally assisted seniors with their day-to-day travel requests on numerous occasions. Seniors want to use safe, unique, affordable, dignified, personalized, door-to-door, 24/7 ITN rides. Therefore, her hope is that Council will seriously consider funding this modest proposal that the Commission believes is important for U City seniors and their families. *(Ms. Diekemper asked that her written comments be attached to the record.)*

**Gregory Pace, 7171 Westmoreland, University City, MO**

Mr. Pace stated the real needs in this community that should be addressed, like the pension fund, sidewalks, and a permanent police station is just one reason why he is opposed to the construction of a police substation. While he appreciates the City Manager's out-of-box thinking to maintain the temporary station, U City is comprised of only 6 square miles, whereas St. Louis County has 8 precincts strategically located every 65 square miles. So in that regard, the proposal just doesn't make sense. He stated his questions regarding the type of operations conducted and the costs associated with maintaining the substation; staffing, janitorial, utilities, et cetera, have yet to be answered. But without that information, it's difficult to see the benefit.

Mr. Pace stated the City Manager also spoke about crime prevention through environmental design. But after researching this concept he found no mention of police stations as a part of the design, simply things you can do with hedges, shrubs, and lighting, so he's unsure how this theory supports the need for a substation. And based on his personal experience, having a police station in the area doesn't really make a difference when someone finds themselves in the middle of a crime or an act of violence.

**Edward McCarthy, 7101 Princeton Avenue, University City, MO**

Mr. McCarthy made the following comments regarding the FY19 Annual Operating Budget.

1. The police, fire, and non-uniform pensions are funded by a tax which totals approximately \$983,000 to 1 million dollars. Yet, benefits disbursed to current retirees now total \$2,243,000 a year. And even though the fund experienced a good return on investments in 2017, there is still a three to five million dollar deficit. So while he is not asking the City to make up 100 percent of the required fund balance, 90 percent would be wonderful.
2. Mr. McCarthy stated in his opinion, yard stickers are the stupidest thing ever and should be eliminated. The Solid Waste Enterprise Fund appears to be making money, in spite of claims to the contrary that resulted in last year's fee increase. But a simpler, less impactful way to increase the fund's revenue would be to get rid of items like yard stickers which result in higher overhead costs.
3. According to the Proposed Budget, the EDRST had 1.2 million dollars at the end of the year. However, there is no need to maintain a balance in this account and those funds should be spent every year.
4. Please be careful of hiring more salaries.

Hearing no other requests to speak, Mayor Crow closed the Public Hearing at 7:14 p.m.

**J. CONSENT AGENDA – Vote Required**

**1. Pavement Markings Contract**

Councilmember Hales moved to approve, seconded by Councilmember Carr and the motion carried unanimously.

**K. CITY MANAGER'S REPORT**

**L. UNFINISHED BUSINESS**

*BILLS*

**M. NEW BUSINESS**

*RESOLUTIONS*

*BILLS*

*Introduced by Councilmember Carr*

- 1. BILL 9359** -AN ORDINANCE FIXING THE COMPENSATION TO BE PAID TO CITY OFFICIALS AND EMPLOYEES AS ENUMERATED HEREIN FROM AND AFTER ITS PASSAGE, AND REPEALING ORDINANCE NO 7079. Bill No. 9359 was read for the first time.

**N. COUNCIL REPORTS/BUSINESS**

- 1.** Boards and Commission appointments needed
- 2.** Council liaison reports on Boards and Commissions

Councilmember Smotherson reminded everyone that the Starlight Concerts will commence on Monday, June the 18th. *(Additional information can be found on the City's website and Arts & Letters Facebook page.)*

- 3.** Boards, Commissions, and Task Force minutes
- 4.** Other Discussions/Business

**O. CITIZEN PARTICIPATION (continued if needed)**

**Jerrold Tiers, 7345 Chamberlain, University City, MO**

Mr. Tiers stated although initially, he had doubts about the Olive/170 development, he is now onboard. And while he understands the concerns expressed about increased taxes and gentrification, he honestly does not see how they can be totally avoided.

There is, however, one lingering question, and that is how and when will schools benefit from the TIF? A lot of people have the impression that there will be an immediate benefit, but based on his understanding, increments from the TIF will come from taxes which are over and above the taxes U City currently receives.

And at the outset, increments received from the entire TIF area; RPA-1 through 3 will be used to pay off the TIF bonds. Mr. Tiers stated this is the type of information he believes could influence people to be more amenable to this project than they are right now.

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So, while he would certainly like to know if his understanding of this concept is correct, he thinks it would be a good idea to put any explanation about how schools will benefit in the short-term, in a public format so that everyone can be educated on this topic.

**Bobette Patton, 8639 Spoon Drive, University City, MO**

Ms. Patton stated one of her concerns involves people who profess their intent to save residents who do not want to be saved. Many residents not only want to sell their homes but have signed the option to do so. And now with all of this rhetoric going back and forth, they are kind of in limbo. So let's all start listening to the people who live there.

**Patricia McQueen, 1132 George Street, University City, MO**

Ms. McQueen stated she likes having a process, but some of the arguments she's heard in opposition to the TIF have nothing to do with the role of the TIF Commission, which is to answer the question of whether this money makes sense?

- We haven't seen anything in writing. The logical process dictates that you won't see anything in writing until the money is in place.
- Taxes are always going to increase no matter what happens. And when there is no increase in the City's revenue services and improvements to infrastructure will suffer.
- There are many definitions of gentrification. And yes, there is a black and white issue, but the main issue is green.

Ms. McQueen stated her concern is about the Black families in Ward 3 that did not see their property values increase like their neighbors to the south of them. So, should the Commission vote to recommend the TIF, instead of *"We don't want this,"* what she would like to hear is how this process can be tweaked to make it even better.

**Aren Ginsberg, 430 West Point Court, University City, MO**

Ms. Ginsberg stated she felt it was important to go on record and thank Council for finally taking the stability of the 3rd Ward seriously. She stated she is grateful that the value of her home has increased and would like to see her 3rd Ward neighbors have the same nest egg that they can benefit from.

**Sonya Pointer, 839 Canton Avenue, University City, MO**

Ms. Pointer stated gentrification is avoidable if the City develops the proper plan. But perhaps, the first step is for everyone to gain a clear understanding of exactly what gentrification is. So, she would ask either Council or the City Manager to provide the public with a definition.

She stated just because some of her neighbors in the 1st and 2nd Wards believe this is a good project, does not mean that everyone will benefit from it. So please start listening to their concerns.

1. What happens when you don't have a good credit score or your debt to income ratio won't allow you to take the equity out of your home?

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2. Why does the 3rd Ward have to be diversified in order for its residents to receive benefits?
3. Will these benefits allow 3rd Ward residents to operate small businesses along Olive?
4. Who in this community actually shops at Costco?
5. Is it not your responsibility as Council to listen to the people who do not attend these meetings?

Ms. Pointer stated these are some of the questions she hopes Council will attempt to answer before moving forward.

**David Harris, 839 Gannon, University City, MO**

Mr. Harris stated he has attended and spoken at every meeting conducted by the TIF Commission and will not be repeating the questions or concerns raised at those meetings since they are a matter of oral and written record. And while his hope is that any questions or concerns that have not been addressed will be, he will follow up as necessary.

One question that has been addressed is the availability of the funds for use in RPA-2; (Ward 3), and RPA-3; (Olive Business District). The announcement made at the June 6th Public Hearing that this project will be arranged to ensure that 10 million dollars become immediately available for use in Ward 3, and 5 million dollars become immediately available for use in the Olive Business District, alleviates some uncertainties about the timing and availability of those funds. But after listening to many of the concerns expressed by Olive business owners' one suggestion he failed to share at the meeting was that Council considers designating the Olive Business District a Conservation District rather than a blighted area. He stated there are serious perception issues associated with an area designated as blighted, and some very real negative consequences; which include the willingness of businesses to locate or expand, and the concern among property owners, business owners, and tenants, that their properties could be taken by eminent domain; similar to what might occur in RPA-

Mr. Harris stated the question, however, is whether a conservation designation is appropriate, and if so, is the City willing to make this change? To be a Conservation District at least half of the structures in the area must be 35 years old; although some of the newer structures can be carved out of the designated area. The projected revenue for the TIF, City, and other taxing districts should still be available with the use of a conservation designation. But if not, he thinks any reduction in revenue would be worth the gain from the removal of a blighted designation. Mr. Harris stated if this designation is not feasible, he would suggest the City consider other ways to alleviate the very real burdens and concerns associated with this blighting designation.

**Gregory Pace, 7171 Westmoreland, University City, MO**

Mr. Pace stated if you read the RPA-2 document and look at the charts, the consultant projects that the residential appraised value will increase by roughly 12 to 14 percent over the entire life of the project.

But a 14 percent increase is not the panacea everybody seems to be talking about because it's less than 1 percent a year.

He stated the first page of the Special Edition of ROARS says that the 3rd Ward has been neglected; which is something he's heard again tonight. But somebody is going to have to draw him a line. The School District has not neglected the 3rd Ward; they have two brand new schools. The City has not neglected the 3rd Ward; there have been numerous investments made to their roads. And the 3rd Ward has more true parks than there are in the 1st Ward. So, while it is fair to state the facts about income, education, and demographics, he would object to this idea that we, the citizens, have neglected the 3rd Ward.

**P. COUNCIL COMMENTS**

Councilmember Clay stated he felt moved to speak this evening. And his first comment would be that the country's democracy depends on the public being engaged, and as such, he welcomes and receives all comments from citizens. However, what he would ask is that those who endeavor to be in the public space be purposeful about citing all of the information correctly. He stated although his comments did allude to the statements attributed to him, he also welcomed those folks to this phase of the process and tailored the balance of his remarks to emphasize how we all should become partners in the work that remains to be done.

But more importantly, what he is feeling right now is some degree of sadness. Councilmember Clay stated he remembers a time not too long ago when he was on the School Board and went through propositions and bond issues in order to build two new schools. As it relates to municipal issues, he does not think either he, Mr. McCarthy or Mr. Pace, see eye-to-eye on very much. But during that process; and other matters involving the School Board, they were all able to sit down and work through their issues. And even though they may not have reached a common understanding, they developed a common appreciation for each other's perspective. So, the sadness that he now feels is premised on the fact that this is an era that may be or to some degree, has already slipped away from us. Councilmember Clay stated while he is in support of this redevelopment project and thinks it will provide a lot of economic benefit for the 3rd Ward, it will not address the issues of civility and humanity. And if we do not come together; if we do not speak citizen-to-citizen, human-to-human; if we do not contact one another and say hey, you know what, you said something that struck me kind of funny and I'd really like to talk to you about that; if we lose all of that, then yes, we may have economic development, but we will not have the things in this community that truly make us U City.

Councilmember Carr stated she would like to take a moment to explain the TIF process, which is a little bit like getting preapproved when you're trying to buy a home.

- The process of discussion and negotiation has not closed. As Rosalind Williams has said on multiple occasions, if the TIF is approved, Council and staff will come together with residents of the 3rd Ward to sit down and talk about their needs and how they should be administered.
- No contracts have been drawn up because, at this point, no one knows whether the TIF will be funded. So there have been no contracts for either Council or members of the TIF Commission to review.
- Currently, there are no monies set aside for this project; residential tax dollars will not be used to finance this project, and until the project is built there will be no incremental taxes above what is currently being received by the City to initiate this project.
- If the City does not receive TIF approval there will be no project.

Councilmember Carr stressed that no one is trying to hide anything, over-plan or take away anyone's right to contribute to their community. And she would feel absolutely horrible if anyone's right to participate were abrogated. Therefore, the sole purpose of extending the TIF Commission's meetings is to make sure that everyone feels like they have had an opportunity to express their thoughts and ask questions.

Councilmember Hales stated he appreciates the folks who stay around to hear Council's comments because oftentimes they can gain a better understanding of any lingering questions or concerns. He stated he would agree that the one thing Council has heard over and over again, is this notion that residential tax dollars are going to pay for this project, and that's just not how a TIF works. Monies that come in through property and sales taxes after the project is completed will be used to pay for the redevelopment.

Councilmember Hales stated property values in the 1st and 2nd Wards not only came all the way back after the market collapsed but as Ms. Ginsberg said, residents in these neighborhoods are seeing record prices. But even though he understands the fundamental differences; the concerns associated with gentrification and elderly residents on fixed incomes, after conducting a little research, he was absolutely stunned to see the disparities between the three wards. He stated he would also agree that no one on this Council is insensitive to gentrification, but in his mind, this is about recovery. No neighborhood should be left behind in U City, and that's his focus.

Councilmember Hales informed Mr. McCarthy that he couldn't agree more on the issue of yard stickers, and in his short time on Council has already had this same conversation with staff.

Mayor Crow provided the following community updates:

- Several members of Council joined COCA on Friday evening for their groundbreaking ceremony.

He extended congratulations for their success in putting together and achieving a 41 million dollar capital campaign illustrating their continued commitment to the people they have served throughout the St. Louis Metropolitan area and their longing to investment in this part of the City.

- Saturday was an extremely enjoyable evening in the Loop as he walked along the streets chatting with neighbors and friends in the presence of both the Fire and Police Departments who were in full force.
- Also last weekend, an incredible number of residents and neighboring communities participated in the North and South Street Fair sponsored by the Chamber of Commerce and area business owners.

Mayor Crow stated every now and then it's important to take a step back and say thank you to the people who care so much about this community. And tonight, he would like to acknowledge the efforts of Ed McCarthy, who has an eye for detail, is always prepared, and undoubtedly cares about the solvency of the City's pension funds more than anyone he has ever met. Mayor Crow added that he too has been tired of the yard stickers for a very long time.

To date, there have been two TIF Commission meetings, another is forthcoming, and no one should be surprised if there's a fourth meeting. Mayor Crow stated many now sitting on this dais remember when times were different and opportunities to garner citizen input were rarely initiated. So even though some may grow weary, this Council's goal is to give everyone a chance to participate in this process. Mayor Crow stated he and the City Manager have made outreach to the business owners along Olive, once again, to make certain they understand the benefits of this plan. And he would encourage folks to continue to be engaged, educate themselves and ask questions so that everyone possesses the wisdom necessary to work through this process and make it better.

**Q. ADJOURNMENT**

Mayor Crow thanked everyone for their attendance and closed the City Council meeting at 7:54 p.m.

LaRette Reese  
City Clerk



## 6/18 Remarks to City Council 2019 Budget Hearing re: Senior Commission Ride Scholarship Proposal

My name is Margie Dickemper, 8039 Gannon Avenue. I am currently the Chair of the U. City Commission on Senior Issues and I have been charged to speak on behalf of the Commission this evening. I was assured that you have received a copy of the Senior Commission FY 2019 budget proposal for \$5500 submitted April 2, 2018 for your consideration. This budget request includes the Rationale and Fiscal Note Justification for a "Ride Scholarship" program for U. City Seniors 60+ and visually impaired adults.

This very modest budget request is similar to one we submitted for last year's budget; but this year's proposal requests only direct service ride funds for U. City Seniors in the form of a Ride Scholarship. This would award an introductory annual membership and contribution to a ride account with the Independent Transportation Network/Gateway (ITNGateway). ITN, a new not-for-profit operating now in mid-St. Louis County, is an affiliate of ITNAmerica, the largest not-for-profit senior transportation service in the U.S. that has been operating for more than 20 years in other U.S. communities, including an 8 y.o. program in St. Charles County that has already provided over 53,000 rides.

Senior Commissioners believe strongly that this is a great service and stand by our 2nd year of advocacy in recommending this service and this budget proposal. We also took the extra step of developing a document that should clear up any misunderstandings or misconceptions about ITN that came up last year. Mr. Rose assured me you received that document as well and some additional ITNGateway publications.

We Senior Commissioners take very seriously our ordinance-mandated responsibilities to advise and make recommendations to you regarding services that we feel will impact (in this case, positively) the quality of life for our fellow senior residents in University City. ITN is one-of-a-kind and our innovative proposal will directly help and improve the lives of many U. Citians at very little cost. Allow me to take just a minute to also update you on what has happened with ITNGateway since I stood before you at this time last year.

- The St. Louis County expansion Steering Committee continued to meet regularly in 2017 and 2018.
- ITN Gateway opened for business in St. Louis County on May 9, 2018 – almost exactly one month ago. And, what a month it's been!
- From May 9 – June 9, 37 rides have been provided.
- 73% of those rides (27) have been for U. City residents
- 69% of the currently registered riders are U. City residents
- I have personally fielded 24 telephone calls from interested riders, and trained 5 U. City volunteer drivers so far.
- The ITNGateway office has taken 15 calls from U. City residents and mailed applications to all of them.
- I just learned today that already this week alone, we have 23 requests for rides, almost all for U. City residents!

Clearly, the need for this kind of service exists here – lacking anything similar, our seniors want to use safe, unique, affordable, dignified, personalized, door-to-door, arm-through-arm, 24/7 ITNGateway rides. Among others, I have taken a non-driving U. City senior to her workplace. ITN rides are helping to keep her active & employed and she can continue to live here instead of having to move closer to her workplace. We've taken another senior to her gym classes and to pick up her dry cleaning - from a U. City business, I might add. And with ITN rides, another senior has been able to continue volunteering with a group that meets at the U. City Library. Medical appointments and grocery shopping, the priorities for almost all other transportation services, are important, but not what keep seniors independent, active and engaged. I am thrilled that ITN can be available for these vital and engaged U. Citians! But there are many, many more that would be profoundly grateful for a Ride Scholarship to introduce them to this wonderful and unique transportation service. It might be useful to look on this "Scholarship" as similar to the funds you approve for youth for Parks & Rec memberships.

On behalf of the entire Senior Commission, I hope you will seriously consider funding this very modest proposal that we feel is worthy and important for U. City seniors and their families. Thank you.

Proposed FY 2019 Budget Request for Senior Transportation Needs  
Submitted by the University City Commission on Senior Issues  
April 2, 2018

**Request for Budget Line Item/s:**

The University City Senior Commission recommends that item/s be inserted into the upcoming 2019 budget proposal (departmental destination to be determined by the City Manager) for \$5500 for transportation specific services for University City residents. This request for \$5500 would be allocated for “ride scholarships” for transportation for University City residents age 60+ and visually impaired adults age 21+ through Independent Transportation Network Gateway (ITNGateway). The rationale and justification for this follows.

**Rationale:**

- Adults, age 45 and over comprise nearly 30% of the U. City population
- University City does not currently have a municipally-operated transportation service available for citizens of any age or ability level.
- There are currently no city funds budgeted for transportation services for U. City seniors or those with visual impairments.
- Since it was convened in January 2014, the U. City Commission on Senior Issues has investigated and participated in county-wide efforts (Age-Friendly Initiative) to identify, among other resources and gaps, senior transportation options in the mid-county area for U. City seniors and visually impaired adults.
- A comprehensive study of County senior transportation services in the 2015 St. Louis County Age Friendly Community Action Plan identified the lack of coordinated and accessible transportation for senior adults as one of its top priorities. Existing services are fragmented and uncoordinated; and the mid-county corridor has emerged in the data as home to some of the most underserved seniors in terms of transportation services to help maintain independence in activities that contribute to productive quality living for seniors.
- Since August 2015, Senior Commission members have been involved in discussions with an existing transportation affiliate of Independent Transportation Network America (ITN) in St. Charles County. Since January 2016, Senior Commission members have been participating along with individuals and other mid-county municipal representatives on a Steering Committee for a proposed St. Louis County mid-county corridor expansion (ITNGateway) of this unique not-for-profit national senior transportation model.
- The Senior Commission believes this model, and the modest investment being proposed herein, provides the best transportation effort yet to keep the County’s seniors, including those residing in University city, independent, mobile, and actively involved in economic, civic, recreational, and social activities to maintain quality, productive lives. Transportation services for seniors provided by ITNGateway surpass in quality and quantity those offered by any other transportation service in the metropolitan region. The national not-for-profit, ITNAmerica, of which ITNGateway is an affiliate, has a 20+ year outstanding, nationally recognized record of transporting seniors and visually impaired adults in approximately 18 other U.S. communities including our neighbor to the west, St. Charles County. There, an affiliate, ITNSt. Charles, has been operating successfully since 2010 (more than 50,00 rides provided) and is merging with the St. Louis County expansion.
- This is not a “free” model. Though ITN is a not-for-profit entity with services mostly provided by trained, certified volunteer drivers, there are still operating costs for administration,



dispatching, accounting, etc. This is a membership and fee-based service; and historically across the country in communities where it exists, is more economical than a taxi.

- Operational funding is derived from memberships, user fees, federal grants, local and municipal funding, foundation grants, and private donors.
- All pertinent additional information on history of this current expansion effort, operations, qualifications for membership, etc., is available in documentation to be provided.

#### **Fiscal Note Justification:**

- \$5500 requested would be allocated as “ride scholarships” in the following way to U. City seniors 60+ or visually impaired adults 21+.\*
  - Introductory Annual Memberships would be paid - \$50 per individual, \$75 per couple
    - $\$50 \times 33 \text{ individuals} = \$1650$
    - $\$75 \times 5 \text{ couples} = 375$
    - $\text{Total memberships} = \$2025^{\$}$
  - Introductory \$100 ride credits/year would be deposited in the accounts of the same participants granted memberships through the scholarship application process.
    - $\$100 \times 35 \text{ accounts} = \$3500$

\* This funding formula is suggested by and based on the lived experiences of a current U. City Senior Commission member with a long-time visual impairment who has extensive experience using nearly every available voluntary and/or for-profit transportation service in the Metropolitan area.

<sup>\$</sup> This projected amount for individual/couple memberships results in exceeding the budget request by \$25. This \$25 shortfall can easily be raised through individual donation credits.

While this budget request is under consideration, the Senior Commission will be determining the eligibility criteria for award of the “Ride Scholarships.” When and if the scholarship funding is allocated and approved, there will be active communication with the community to publicize the existence of the service and the available scholarships so that there is ample opportunity for all interested to apply. It is an expectation that one or more members of the Senior Commission will participate in active oversight of the monies granted through this process including gathering information on the workability of the scholarship process, the amount of the allocations, and an evaluation of the service itself by and for University City users.

## Clarification Regarding Support of the University City Commission on Senior Issues for the Independent Transportation Network (ITN) April 2018

During Spring and Summer 2017 City Council public sessions, study sessions, and FY 2018 budget deliberations, there were several misunderstandings voiced about the nature of the University City Commission on Senior Issues ("Senior Commission" or "Commission") relationship with a not-for-profit entity, Independent Transportation Network Gateway (ITNGateway). In an effort to begin to address serious gaps in senior transportation for U. City seniors, in its advisory capacity, the Senior Commission put forth a good faith proposal to fund "Scholarships" for this transportation service for area residents. The following clarifications are respectfully submitted to inform and instruct the Council's consideration of the Commission's 2019 budget proposal. These clarifications specifically address issues of sustainability, cost, descriptive terminology, the Senior Commission's role, and University City's funding for Senior Services.

**Sustainability** – past comments raised issues of sustainability of ITNGateway and U. City's Scholarship contributions:

- ITN America is a 22 year-old reputable not-for-profit entity, the largest non-profit provider of senior transportation in the United States. It has had "affiliates" in 18 distinct communities across the country. Nearby St. Charles County has had an ITN affiliate since 2010 and has already provided more than 50,000 rides for St. Charles citizens.
- ITNAmerica, the national parent organization, explicitly discourages affiliates from seeking municipal funding for operations except in start-up situations. But creative funding, such as the Scholarship support being sought in U. City, is a way for cities to demonstrate support and provide service in a fiscally responsible way that does not obligate them in any way to provide operational funding for an independent not-for-profit service.
- Since U. City provides no senior transportation of any kind at present, the \$5500 requested is to be allocated to "scholarships" for ride-needy seniors or visually impaired adults to purchase ITN memberships and a small ride fund to introduce them and their families to this service while it is new and residents and families are just learning about ITN.
- It is not intended that ride scholarship recipients would be re-funded year after year indefinitely. The clear intent as an introductory incentive is to give people a chance to see if this type of transportation fills a gap they may be experiencing in their transportation needs.
- Nor is ITN considered to be a panacea for the troublesome lack of 24/7 personalized transportation assistance in U. City and much of St. Louis County. It is just one more option that could be an important addition to a community's ability to serve a growing senior population and keep senior residents active and engaged in social and civic endeavors.
- The scholarship funding, should the City consider it, might be seen in the same light as the Parks Department scholarships for youth programs.

**Costs** – It is clear from up-to-date cost comparison, that in spite of some claims to the contrary, ITN rides are cheaper than both taxi rides and those offered by Uber. Concerns have also been expressed about the annual member fees.

- A fee-based service is not an unusual model. In fact, one of the few local municipal ride services for seniors also charges an annual fee for riders. The ITN annual fee is \$50 per person, \$75 per couple; so one person of that couple only pays \$37.50/year.
- Many families who cannot support their non-driving parents or loved ones because they live afar or because of their own full-time work commitments can and do purchase memberships for them and keep their accounts active with ride monies.

**The following cost comparison is instructive:**

Example comparing ITN, Taxi, Uber costs for a fairly typical ride.

Round Trip from University City to the County Library on Lindbergh (10 minute, 7.1 mile ride). ITN annual membership fee of \$50 factored in assuming 1 ride per month – approximately \$4.

<u>ITN</u>	<u>Taxi</u>	<u>Uber X (cheapest)</u>
\$2.50 pick-up	\$3.00 pickup	\$1.50 Base
10.65 (1.50/mi)	14.20 (\$2/mi)	2.00 (.20/min)
<b>\$13.15 (one way)</b>	3.50 tip	9.00 (1.26/mi)
<b>26.30 (R/T)</b>	<b>\$20.70 (one way)</b>	2.55 service
4.00 (fee factor)	<b>41.40 (R/T)</b>	2.50 tip
<b>\$30.30</b>		<b>\$17.55 (one way)</b>
		<b>35.10 (R/T)</b>

**Descriptive Terminology Regarding ITN –** ITN descriptors varied from meeting to meeting and speaker to speaker. And ITN's credibility was sometimes questioned.

- ITN has been recognized as a viable transportation resource by the St. Louis County Age Friendly Community Plan (approved and promoted by the World Health Organization and AARP in the U.S.).
- ITN has already been funded by a Federal Department of Transportation grant and vetted by East-West Gateway;
- ITN has repeatedly been funded for its unique approach to senior transportation by local and regional philanthropic organizations.
- Furthermore, surpassing 50,000 rides in St. Charles County provides a great deal of credibility to ITN's mission and operations.
- ITNGateway is a 501c3 non-profit, registered entity that does, in fact, raise money from charitable foundations and other philanthropic organizations to provide assistance to users of the service. ITNGateway is not a "charity". In fact, the other term used – 'concierge' - almost contradicts the notion of a charity. In short, the use of both terms creates unwarranted confusion about this organization.
- "Concierge" is simply not a valid descriptor for ITNGateway. While the original meaning of 'concierge' may be somewhat neutral, it has come to mean something more elitist and exclusive in modern parlance – a notion that is far from the reality of ITNGateway.
- Referring to ITNGateway as a concierge service strongly implied that its services are not ever going to be accessible or affordable for persons in our community who may have low or modest incomes. In fact, the ITN operating in St. Charles has worked very hard to obtain and keep foundation funding and grants that support the needs of riders of all income-levels. Already being talked about are ways to involve church, synagogue and community groups in small fundraising efforts to support low income seniors' memberships and user charges. Also, volunteers can donate earned ride credits to be used for riders who could use financial assistance.
- This service is not now and never has been promoted as a panacea transportation service to meet the ride needs of everyone. The niche ITN would occupy is desperately lacking in St. Louis County – a service that is affordable, door-through-door, arm-through-arm, available 24/7, and serves an expanded geographic area even in the start-up target area.

**The U. City Senior Commission's Role vis-à-vis the U. City Council, ITNGateway and the budget request.**

- The U. City Senior Commission's by-laws set out clear mandates for the Commission to "review, evaluate, and make recommendations to the City Council and City staff on matters affecting senior residents...Commission shall interact with and collect information on existing programs in U.City, as well as other nearby communities." Furthermore, "the Commission is advisory to the Council." Nowhere in Commission by-laws was the Commission mandated to provide transportation for seniors and visually impaired adults. However, having explored the gaps in senior transportation for seniors in

U. City and St. Louis County, the Commission felt confident that making recommendations about participation in ITN and then a subsequent budget proposal fulfilled the Commission mandates to recommend and advise the Council on this timely and important issue.

- U. City Senior Commission members accepted the recommendations of their own members who have worked collaboratively with other mid-county communities on ITN and offered a way to enhance the resources to meet senior transportation needs with a very minimal funding request to the City Council.
- Lastly, it is important to note for the record that no member of the U. City Senior Commission has ever been employed in any capacity by ITN Gateway. All Commission members who have served on the ITN Gateway Steering Committee have explicitly represented only the U. City Senior Commission and attended with full knowledge of the entire Commission. U. City Senior Commission representatives on the ITN Gateway Steering Committee have regularly reported progress on the St. Louis County expansion efforts at every Senior Commission meeting since June 2016.

**University City Senior Needs and Service Funding** – Comments during 2018 budget deliberations indicate a belief that the City is spending enough on Senior Citizen needs as evidenced by the decision to allocate Community Development block Grant Funds to low income housing repairs and the continued funding of the part-time Senior Coordinator position.

- Community Development Block Grant (CDBG) monies are federal grant dollars administered through St. Louis County. In fact, these dollars do not represent a contribution from the City's general funds. In FY 2018 the U. City Council approved the recommendation from the Department of Community Development that the \$104,000 in CDBG funds be used in partnership with St. Louis County for low income housing repairs. This will clearly impact the lives of many low income seniors in U. City. But there is not a requirement that these monies even be spent solely on senior citizen housing – just low income housing. As it happens, many of the U. City residents on the county's housing repair waiting list are seniors and the Senior Coordinator has fielded dozens of phone calls during her tenure regarding need for affordable housing repairs. This is a great plan to augment the range of services for U. City seniors; but CDBG are federal funds that could be eliminated in future budget deliberations. These funds are a vestige of community development funds allocated in the 60's War on Poverty program.
- Future U. City budget planning processes should plan to allocate additional funding that would more adequately support senior residents' service needs. U. City invests just \$20,000 from General funds for the part-time Senior Coordinator position (originally recommended and proposed by the U. City Senior Commission). Importantly, U. City has a proportionately higher percentage of older adults (55+) 29.6% than even Florissant, St. Louis County's largest municipality.
- By comparison, Florissant (27.4% of the population are 55+) funds senior services from their general fund in the amount of \$198,285 and boasts 2 FT senior service staff, 2 part-time drivers for their transportation service and a full range of senior meal, trip, and social services and discounts for senior residents.
- Maryland Heights (24.5% of the population are 55+) has a full-time senior coordinator and multiple senior programs funded through their General Fund and also funds 4/5 time driver for their senior transportation needs.

**In Conclusion**, the Senior Commission respectfully requests that the above noted clarifications and corrections be entered into the public record along with the FY 2019 budget request. The Commission invites and welcomes collaborative discussion with U. City Council members regarding our work, recommendations and this request. Council Liaison, Paulette Carr, specifically recommended that we bring this proposal forward to the City Manager during FY2019 fiscal deliberations. It is the Commission's continued belief that ITN Gateway offers St. Louis County seniors and visually impaired adults a unique opportunity to expand the range of transportation options open to them so that they can remain actively engaged in community life. The Commission believes that Ride Scholarship funding will demonstrate University City's commitment to its senior and visually impaired residents with transportation needs.



## Council Agenda Item Cover

**MEETING DATE:** June 25, 2018

**AGENDA ITEM TITLE:** Liquor License:  
**The Wacked Out Weiner, 6301 Delmar Blvd.**

**AGENDA SECTION:** Public Hearing

**CAN THIS ITEM BE RESCHEDULED? :** Yes

**BACKGROUND REVIEW:** **The Wacked Out Weiner** has applied for a liquor license: Malt Liquor in excess of 3.2% and not in excess of 5% alcohol, by the drink, retail including Sunday sales. Applicant is Ms. Tina Baecht. A background check revealed no disqualifying information.

- Department Approval was granted from Police and Community Development
- Certificate of No Tax Due issued by the Missouri Department of Revenue
- 2017 Personal Property Tax Record for the applicant indicates payment of taxes
- Voter Registration





## Council Agenda Item Cover

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**MEETING DATE:** 6/25/2018

**AGENDA ITEM TITLE:** Replacement Police Vehicles

**AGENDA SECTION:** Consent Agenda

**CAN THIS ITEM BE RESCHEDULED? :** Yes

**BACKGROUND REVIEW:** The Police Department has seven marked patrol vehicles that have reached the end of their service life and require replacement. The original intent was to replace all of the units with Ford vehicles. Ford has recently announced that the Taurus sedan is being discontinued. Whenever possible, the units are replaced with the same model so that the equipment can be transferred from one vehicle to the next. The City switched to the Ford Taurus last year because the Chevrolet police Impala was discontinued and Chevrolet no longer offered a police rated sedan. The only remaining police rated sedan that will be produced after this year is currently the Dodge Charger. The State of Missouri has issued a statewide cooperative purchasing contract for police vehicles.

### **VEHICLES TO BE REPLACED:**

#### **Marked Patrol**

Unit #2	2015 Chevrolet Impala Marked Patrol—103005 miles
Unit #4	2015 Chevrolet Impala Marked Patrol—129247 miles
Unit #5	2015 Chevrolet Impala Marked Patrol—125369 miles
Unit #7	2015 Chevrolet Impala Marked Patrol—152837 miles
Unit #10	2015 Chevrolet Impala Marked Patrol—102884 miles
Unit #14	2015 Chevrolet Impala Marked Patrol—110483 miles
Unit #18	2015 Chevrolet Impala Marked Patrol—147673 miles

### **Selected Replacements with Total Price with Additional Equipment**

Units 2, 4, 5, and 7 need to have prisoner enclosures and are to be replaced with Ford Explorers. The total equipped price is \$33,961 per unit.

Units 10, 14, and 18 are to be replaced with all-wheel drive Dodge Chargers. The total equipped price \$26,139 per unit.

The total prices include vehicle specific equipment such as center consoles, push bumpers, lighting and controls, etc. that can be transferred to the same model replacement vehicle.

The funding for the replacement Police vehicles is budgeted under the 02-Internal Service Fund for this purpose.

**RECOMMENDATION:** City Manager recommends that the City Council approve an award to Lou Fusz Ford for the amount of \$135,844 for the replacement Ford Explorers and \$78,417 to Lou Fusz Dodge for the replacement Dodge Chargers.

**ATTACHMENTS:** 1) Ford Explorer price quote  
2) Dodge Charger price quote



**PATROL VEHICLES – MODEL YEAR 2018**  
(Statewide)

**Contract Number: CC180382003**

**Contractor: Lou Fusz Ford**

**Line Item 33**

**UNSPSC Code: 25101702**

**MAKE/MODEL: 2018 Ford Police Interceptor Utility AWD**

**PRICE: \$28,248.00**

**ORDER CUT-OFF DATE: 06/08/18**

**EQUIPMENT INCLUDED IN PRICE**

- V-6 type, 3.7 liter normally aspirated gasoline engine with heavy-duty cooling system and engine oil cooler
  - All wheel drive
  - Six speed automatic heavy-duty police calibration, column mounted gear selector and auxiliary oil cooler
  - Heavy-duty fade resistant four wheel anti-lock disc brakes with power booster
  - Heavy-duty electric power assist steering
  - Tilt steering wheel
  - Independent front and rear suspension. Front and rear stabilizer bars
  - Five (5) tires, 245/55R18 BSW, "W" speed rated (includes full size spare)
  - Five (5) 18" heavy-duty steel wheels (includes full size spare)
  - 18" Full Wheel Covers
  - 220 ampere heavy-duty alternator
  - 750 c.c.a. minimum battery
  - Police type speedometer certified for accuracy
  - Speed Control
  - Air conditioning system with integral heater and defroster
  - Electric rear window defroster
  - Manufacturer's standard radio
  - Manufacturer's standard backup camera
  - Reverse sensing system
  - Power adjustable brake and accelerator pedals
  - Radio noise suppression bonding straps
  - Power windows and door locks, rear power window operable from rear seat and driver's seat, rear window lockout switch controllable from driver's position
  - Rear inside door locks and handles fully operable
  - Global lock/unlock feature
  - Lift gate key lock cylinder and driver door key lock cylinder
  - Single key locking system
  - Power adjusting heated outside rearview mirrors
  - Heavy-duty front bucket seats without center console, designed for police usage and covered with heavy-duty cloth fabric. 6-way power adjusting driver seat
  - Privacy glass for second and third row
  - Heavy-duty cloth bench rear seat
  - Manufacturer's standard air bags
  - Full carpeting first and second row
  - Carpeted floor mats
  - Front license bracket
  - Factory spotlight provision, left hand with 6" halogen spotlight
  - Police power pigtail harness
  - Pre-wiring for LED lamp, siren and speaker
  - Courtesy lamps disabled when any door is opened
  - First row red/white auxiliary dome lamp
  - Red/White overhead dome lamp in cargo area.
  - Headlamp housing prep package. Does not include LED installed lights.
  - Tail lamp housing prep package. Does not include LED installed lights.
  - Police engine idle feature
  - Standard production solid color exterior and standard interior trim
  - Left hand and right hand power adjusting outside rearview mirrors
  - Remote keyless entry with a minimum of two (2) fobs
- AVAILABLE OPTIONS  
(for line item 33)**
- |   |  |
|---|--|
| <b>Line Item 34</b> – 3.5 liter V6 Turbo-charged (EcoBoost) gasoline engine   | <b><u>\$1,800.00</u></b>   |
| <b>Line Item 35</b> – Black vinyl floor covering (Deletes carpet and carpeted floor mats)   | <b><u>\$120.00</u></b><br>(credit)   |
| <b>Line Item 36</b> – Auxiliary air conditioning  | <b><u>\$610.00</u></b>   |
| <b>Line Item 37</b> – Ford SYNC   | <b><u>\$295.00</u></b>   |
| <b>Line Item 38</b> – Standard wheel center caps  | <b><u>\$60.00</u></b><br>(credit)  |
| <b>Line Item 39</b> – Blind spot information system with cross traffic alert  | <b><u>\$485.00</u></b>   |
| <b>Line Item 52</b> – Miscellaneous Options/Features<br>**for the purchase of options/features not specifically identified herein |  |
| <b>DELIVERY:</b>  | 90-120 days ARO  |
| <b>WARRANTY:</b>  | 3 years or 36,000 miles (bumper to bumper)<br>5 years or 100,000 miles (drive train) |

**PREPARATION & DELIVERY COST FOR COOP MEMBERS & OTHER STATE AGENCIES**  
**(fee pertains to line item 33)**

**Line Item 40 – Preparation Cost**

**\$995.00 per vehicle**

Other State agencies and Cooperative Procurement members may purchase vehicles off this contract. The total vehicle preparation cost stated for the vehicles processed through the contractors dealership is charged per vehicle.

**Line Item 51 – Delivery Cost**

**\$1.50 per mile**

Total round trip per mile cost for contractor to deliver cooperative procurement member and other state agency vehicles if requested.

Vehicles will be delivered from Chesterfield, Missouri.

\*\*\*\*\*



# Sales Quote

Date: 05/16/18

Vendor Tom Biehle  
 Lou Fusz Auto Network  
 314-581-9711  
[tom.biehle@fusz.com](mailto:tom.biehle@fusz.com)

University City PD  
 Tom Bushwood  
 6801 Delmar Blvd  
 University City PD

Shipping Method		
Customer Pickup		

## MSHP Contract # CC180382003

Qty	Item #	Description	Job	Unit Price	Line Total
4.00	33	2018 Ford Police Interceptor SUV		\$ 28,248.00	\$ 112,992.00
4.00	40	Prep Charge		\$995.00	3,980.00
4.00	38	Chrome Center Caps		(\$60.00)	(240.00)
4.00	35	Delete Carpet		(\$120.00)	(480.00)
4.00	52	Keyed Alike		\$50.00	200.00
4.00	52	VIP Equipment		\$4,848.00	19,392.00
				\$ 33,961.00	
Subtotal					\$ 135,844.00
Sales Tax					
Total					\$ 135,844.00



**PATROL VEHICLES – MODEL YEAR 2018**  
(Statewide)

**Contract Number: CC180382002**

**Contractor: Lou Fusz Dodge**

**Line Item 15**

**UNSPSC Code: 25101702**

**MAKE/MODEL: 2018 Dodge Charger Pursuit All-Wheel Drive Sedan**

**PRICE: \$22,688.00**

**ORDER CUT-OFF DATE: 05/17/18**

**EQUIPMENT INCLUDED IN PRICE**

- 5.7 liter V8 gasoline engine with heavy-duty cooling system and engine oil cooler
- All wheel drive
- Five (5) speed automatic with overdrive, heavy-duty for police operation. Lever shifter.
- 3.07 to 1 rear axle ratio
- Heavy-duty electro-hydraulic rack and pinion power steering with oil cooler.
- Tilt steering wheel
- Heavy-duty fade resistant four wheel anti-lock disc brakes with power booster
- Heavy-duty 4 wheel independent front and rear police tuned suspension.
- Five (5) tires, 245/55R18 “W” speed rated (includes full-size spare)
- Five (5) 18” x 7.5” steel wheels (includes full-size spare)
- 18” Full Wheel Covers
- Spare tire relocation bracket
- 220 ampere heavy-duty alternator
- 800 c.c.a. minimum battery
- Bluetooth hands-free device
- Police type speedometer, 0-160MPH certified for accuracy
- Speed Control
- Air conditioning system with integral heater and defroster
- Electric rear window defroster
- Manufacturer’s standard radio
- Power windows and door locks, rear power window operable from rear seat and driver’s seat, rear window lockout switch controllable from driver’s position
- Rear inside door locks and handles fully operable
- Single key locking system; keyless entry system
- Electric to unlock the deck lid from driver’s position inside the vehicle, ignition powered
- Heavy-duty bucket seats, reinforced for increased support and covered with heavy duty cloth fabric; no center console; power adjusting driver seat
- Heavy-duty cloth bench rear seat
- Manufacturer’s standard air bags
- Full carpeting front and rear
- Carpeted floor mats
- Front license bracket
- Factory spotlight provision, left hand with 6” halogen spotlight
- High intensity red/white auxiliary dome lamp wired and switched independently from standard dome lamp
- Standard production solid color exterior (billet, silver, indigo blue, max steel, black, white, granite, red) and standard interior trim
- Manufacturer’s standard backup camera
- Police equipment mounting bracket located between front seats
- Officer Protection Package (blind spot, power, fold pursuit mirrors; exterior mirrors with heating element; ParkSense rear park assist system; blind spot and cross path detection; programmable system to alert officer when vehicle is approached from rear; intermotive modules shipped separately and installed by agency)
- Secure Park

**AVAILABLE OPTIONS  
(for line item 15)**

**Line Item 16– 3.6 liter V6 gasoline engine \$1,415.00**  
(deletes all-wheel drive & changes (credit)  
axle ratio to 2.62 to 1; changes  
power steering to electric assist &  
deletes power steering oil cooler)

**Line Item 17 – Delete all-wheel drive system \$575.00**  
(changes axle ratio to 2.62 to 1; (credit)  
changes power steering to electric  
assist & deletes power steering oil  
cooler)

**Line Item 18 – Convenience Group 1 \$480.00**  
(includes power adjustable pedals  
& driver/front passenger power adjusting  
seats)

**Line Item 19 – Four (4) additional key FOBS \$100.00**

**Line Item 20 – 12.1 inch Integrated Display Pkg. \$2,120.00**

**DELIVERY:** 45 - 60 days ARO

**WARRANTY:** 3 years or 36,000 miles (bumper to bumper)  
5 years or 100,000 miles (power train)

**PREPARATION & DELIVERY COST FOR COOP MEMBERS & OTHER STATE AGENCIES**  
**(fee pertains to line item 15)**

**Line Item 21 – Preparation Cost**

**\$600.00 per vehicle**

Other State agencies and Cooperative Procurement members may purchase vehicles off this contract. The total vehicle preparation cost stated for the vehicles processed through the contractors dealership is charged per vehicle.

**Line Item 51 – Delivery Cost**

**\$1.50 per mile**

Total round trip per mile cost for contractor to deliver cooperative procurement member and other state agency vehicles if requested.

Vehicles will be delivered from O'Fallon, Missouri.

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DEFENDER PRODUCT SOLUTIONS, LLC  
 WWW.DEFENDERPS.COM 314-285-8780

WEB: WWW.DEFENDERPS.COM  
 PHONE: 314-285-8780  
 MAIL: DEFENDER PRODUCT SOLUTIONS, LLC  
 PO Box 311  
 VALLEY PARK, MO 63088

## DRAFT QUOTE

DPS-Q-0107

### Quote Date

28 May 2018

### Expiration Date

26 Aug 2018

### PO Number

Charger Quotes

### Client

City of University City  
 UNIVERSITY CITY MO 63130

Description	Quantity	Unit Price
ETSA481RSR, SOUND OFF 400 SERIES 100W ROTARY REMOTE SIREN	1.00	460.00
ETSS100N, SoundOff Signal 100N Composite Speaker	1.00	179.00
EMPS1STS1R, SoundOff Signal MPOWER 3" STUD MNT 4 LED (RED)	2.00	67.00
EMPS1STS1B, SoundOff Signal MPOWER 3" STUD MNT 4 LED (BLU)	2.00	67.00
Pro-Gard PB56C15 push bumper	1.00	276.00
Pro-Gard TT56FC11 slide out trunk tray organizer	1.00	285.00
2011-2018 Dodge Charger Vehicle Specific 17" Console	1.00	425.26
Part # C-VS-0809-CHGR-1		
C-ARM-103, Havis Arm Rest Ford Utility	1.00	119.68
C-HDM-204, Havis 8.5" Heavy Duty Telescoping Pole, Side Mount, Short Handle	1.00	172.71
C-LP-3, Havis 3 Lighter Plug Outlets	1.00	48.50
C-CUP2-I, Havis internal cup holder dual	1.00	42.20
Install, Labor to install above items.		
Labor to strip retired vehicle, install light bar, radio, antennas and other equipment.	1.00	1,100.00
DPS-Warranty, DPS Warranties all workmanship for the life of the vehicle in your Fleet.	1.00	0.00
Shipping	1.00	75.00
	Subtotal	3,451.35

Description	Quantity	Unit Price
		Total No Tax 0% 0.00
		Invoice Total USD 3,451.35
		Total Net Payments USD 0.00
		Quoted Amount Due USD 3,451.35

#### Terms

Net 30 (30 Day Due Date from date of invoice)



## **Council Agenda Item Cover**

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**MEETING DATE:** June 25, 2018

**AGENDA ITEM TITLE:** Legislative Update

**AGENDA SECTION:** City Manager's Report

**CAN THIS ITEM BE RESCHEDULED?:** Yes

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### **BACKGROUND:**

State Representative Joe Adams will provide an legislative update to the Mayor and Council.





## Council Agenda Item Cover

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**MEETING DATE:** June 25, 2018

**AGENDA ITEM TITLE:** MSD Storage Tanks Project - Update

**AGENDA SECTION:** City Manager's Report

**CAN THIS ITEM BE RESCHEDULED?:** YES

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**BACKGROUND:** Pursuant to the City Council's authorization of expenditure of funds for an engineering review of the MSD Storage Tanks Project, Allgeier, Martin and Associates, Inc. (AMA) has been retained to perform this task.

Attached final report and supplemental letter are provided by AMA as the findings of their review and analysis. Also reference the attached layouts of the proposed options as contained in the MSD project proposal.

A brief synopsis of AMA's findings can be listed, as below:

- 1) The proposal is reasonable for its purpose of meeting the Environmental Protection Agency (EPA) Consent Decree,
- 2) The review of the cost estimates reveal that none of the reviewed options present a greater value than another in the absence of land acquisition costs as factors to cost estimate development,
- 3) The information-data provided by MSD, although a good amount, is not adequate in verifying whether all the options produce the same positive impact on the basement backups in University City or the specific benefits to the citizens of University City from the proposed project,
- 4) The information-data provided by MSD is not sufficient to enable a substantial review of the individual advantages/disadvantages of the options analyzed.

As referenced in AMA's deliverables, the recommended option for the proposed project is Option D1 (Heman Park Sports Fields) and the reasons for this recommendation are outlined in the attached documents.

**RECOMMENDATION:** City Manager recommends a review of AMA's reports by City Council to discuss and obtain Council's direction in regards to further steps in the MSD Storage Tanks project development.

**ATTACHMENTS:** 1) Engineering Review Report by AMA – dated June 13, 2018  
2) Supplemental Letter to Engineering Review Report by AMA – dated June 21, 2018  
3) Shortlisted Siting Options for Storage Facility Project



June 13, 2018

Mr. Sinan Alpaslan, P.E.  
Director of Public Works-Parks  
City of University City  
6801 Delmar Boulevard  
University City, MO 63130

Re: Engineering Review of Proposed University City Storage Facility Project (MSD Project #11992)

Dear Mr. Alpaslan,

Following is a summary of our review of the three options (Area C Option 6, Area C Option 7, and Area D Option 1) proposed by the MSD for storage facilities in University City. Our Scope of Services included reviewing the three options to determine if they are 1) considered reasonable in meeting the project objectives; 2) if the cost estimates are reasonable and a fair comparison between the three options; 3) do the three options give consideration to the environmental impacts to the surrounding areas; and 4) do the Options give equitable consideration to the required property and easement acquisition feasibility.

**Background:** The intent of the Environmental Protection Agency (EPA) consent decree is to reduce the amount of untreated sewage that leaves the Metropolitan St. Louis Sewer District (MSD) system. MSD has been working on projects in University City, such as reducing the inflow from gutters and downspouts. These projects help MSD and the communities in the MSD service area, become better stewards of the environment in which we live. These projects also help MSD move toward meeting the EPA consent decree. The proposed University City storage tank is part of the overall solution. The need for the storage tank is to help overcome the increases in flowrates as a result of elimination of the overflows upstream where untreated sewage leaves the collection system.

**Scope of Work:** The MSD has proposed multiple storage tank options within University City. The options were narrowed down to three specific projects for enhanced review. The three options in question are: Area C - Option 6, Area C - Option 7, and Area D - Option 1. Also, the 82nd Street to I-170 Sanitary Relief (MSD Project #11993) was to be reviewed as it impacts the storage tank options.

Requests for data were made to MSD (see attached email correspondence). The list of the information provided by MSD is attached to this letter. Additional information was also acquired via email correspondence and during an in-person meeting on April 6, 2018, with MSD staff (Brad Nevois, Rebecca Loci, P.E., Steven Roberts, P.E.), University City Public Works and Parks Department Director (Sinan Alpaslan, P.E.), and Allgeier, Martin and Associates (Charles Patterson, Ph.D., P.E., CFM). Not all requested information was provided which limited us on our ability to come to a conclusion.

**Conclusion:** The information provided by MSD indicates the storage tank proposal is considered reasonable in meeting the EPA consent decree.

The review of the cost estimates indicates no specific option is of greater value than another since the land costs were not included in the individual cost estimates for each of the three options. The detailed review of the cost estimates is attached.

Information from MSD indicated basement backups would be reduced in University City as a result of the proposed storage tank, however, specific hydraulic details were not provided to verify this declaration. The MSD meeting with the University City Council on September 20, 2017, indicated that each of the three options in question would produce the same impact on the basement backups in University City, once again, verification was not possible with the information provided. The EPA consent decree is the driving force to changes in the system and information about the specific benefits to the citizens of University City remains unverified.

The amount of data provided by MSD was immense, however, substantial review of the individual advantages/disadvantages of the three options in question was inconclusive. The specific information requested but was not available included technical data/modeling defining the hydraulic/hydrology of the existing system and proposed system. As part of this, the hydraulic grade line of the existing system and proposed system is one of the key elements needed to evaluate effectiveness and advantages/disadvantages of the three systems.

The focus of MSD is to the entire system serving millions of patrons without a specific focus on individual communities. This may have been a factor in MSD's inability to provide specific data that would aid in our analysis. It is our conclusion that the storage tank will be a benefit to the overall system albeit, the advantages to the citizens of University City is unclear.

Sincerely,

**ALLGEIER, MARTIN and ASSOCIATES, INC.**



Charles Patterson, PhD, PE, CFM  
Vice President



Kurt Higgins, P.E.  
Vice President

Attachments: Attachment A: Cost Estimate Review (2 pages)  
Attachment B: List of Information Received from MSD (1 page)  
Attachment C: MSD Email Correspondence (8 pages)

## **ATTACHMENT A**

### **COST ESTIMATE REVIEW**

Our Scope of Services included reviewing the cost estimates prepared by Burns & McDonnell for three options: Area C Option 6; Area C Option 7; and Area D Option 1. The cost estimates presented range from \$92 million to \$114 million.

A general comparison of the three options shows:

- All three options used similar unit costs.
- All three options included 30% contingencies that ranged from \$21 to \$26 million. This seems high, but we recognize these are “conceptual” estimates and there are many unknowns and details to work out.
- All three options included approximately \$400,000 (includes \$100,000 for odor control duct in tank) for odor control. Cost estimates note that this cost is based on “recent project experience”.
- All three options included 25% for contractor overhead, profit, mobilization, insurance and bonds (approximately \$20 million)
- None of the estimates included costs for easements, property, or acquisition costs.

Following are some notable differences between the options.

#### **OPTION C6**

- This option appears to have the lowest cost estimate of \$92 million, however, it appears it will require the most easements, will have the most disruption during construction to the local residents and traffic, and has the most unknowns as far as conflicts with other utilities. For this reason, the \$92 million may be significantly less than what it should be as compared to the other two options.
- This option includes \$1,550,000 for demolition of a commercial building that would not be required as part of Option C7 (tank positioned in parking lot for C7).

#### **OPTION C7**

- This option locates the buried tank on the same commercial property as Option C6, however, all of the improvements will take place on, or near the commercial property allowing for much less disruption to the local residents and traffic as compared to the location of improvements proposed for option C6.
- This option will not require the large number of easements nor have the utility conflicts as Option C6.
- As presented, this option has the highest cost estimate of \$114 million, but, when considering other factors, this option may actually be less than the other two options.

#### **OPTION D1**

- This option is very similar to Option C7 and has an estimated cost of \$112 million. It includes \$2.5 million for site enhancements that the other two options do not include.
- Like Option C7, this option will have very little impact to the local residents and traffic during construction.
- Also, like Option C7, this option will not require the larger number of easements and/or have the utility conflicts as Option C6.
- This option would impact the City Park during construction but appears it would have little impact after construction, assuming the area where the tank will be located could be put back into park use.

### **SUMMARY OF COST ESTIMATE REVIEW**

Our review of the estimates was not to determine if the total estimate was an accurate reflection of what it will take to construct the improvements, but to compare the three options to see if they are a reasonable and fair comparison between the three options. When not considering required property and easement acquisition feasibility and cost, we would say they are reasonable and fair. However, when required property and easement acquisitions are considered, there is a distinct difference in all three options.

From an outsider's point of view and not giving any consideration to local preference, it would appear that **Option D1** might be the **preferred option** for the following reasons:

- Improvements will not be located on any residential or commercial properties.
- Improvements would be located in the City Park with the majority of the impacted park being put back into service.
- Construction activities will have less disruption to local traffic and residents.
- There are less unknowns and therefore less unknown conditions are anticipated to be encountered during design and construction that could have a significant impact on the project cost estimate.

There was not sufficient information provided to form an opinion if one option provided any benefit over the other from an operational standpoint, possible environmental impacts, or level of service to local residents (less chance of basement backups or overflows to the area). These are important factors that should be considered upon further development of the options.

## ATTACHMENT B

Information received from MSD:

Summary of data:

- 1,354 pages of reports and documents
- 5 hours and 40 minutes of meeting videos
- 1.0 gigabytes of flowrate data and mapping information

Public Feedback

- Public Feedback Forms froms.pdf (6 pages)
- Consolidated public comments from 33 respondents (16 pages)

Video of Meetings:

- MSD Meeting University City, September 20, 2017 (1 hr. 30 min)
- MSD Meeting University City, October 25, 2017 (1 hr. 30 min)
- MSD Meeting University City, October 30, 2017 (2 hr. 40 min)

Project Update - January 12, 2018 (6 pages)

Presentations:

- Slide 10 - Video of Storage Facility (2.5 minutes)
- UCity Public Input Meeting October 25-30 2017 FINAL.pdf (32 pages)

Documents provided to Allgeier, Martin and Associates on April 6, 2018

- 2013\_12\_31 MP-CAE lemay report.pdf (208 pages)
- 2014\_08\_29 MP Master Plan-Final Rev.pdf (150 pages)
- AMCE Response 4.6.2018.pdf (4 pages)
- MSD CD - 438664.pdf (117 pages)
- MSD Tank Renderings.pdf (3 pages)
- U City Storage Options.pdf (1 pages)

Documents provided to Allgeier, Martin and Associates on April 26, 2018

- Ferguson Hydraulics Evaluation Report TM v2\_0.pdf (214 pages)
- University City Sanitary Storage Facility-Hafner Ct-PDR.pdf (139 pages)
- 2013\_12\_31 MP-HM lemay.pdf (378 pages)
- Area C Option 6 - Estimate.pdf (34 pages)
- Area C Option 7 - Estimate.pdf (23 pages)
- Area D Option 1 - Estimate.pdf (19 pages)
- Information Request by AMCE 4.25.2018.xlsx (4 pages)
- Flow Monitoring Data at various locations - 1.0 gigabytes of measured flowrate data
  - 2017UCityFM (10 Excel files)
  - 2007UCityModel (19 Excel files)
  - 2006UCityModel (9 Excel files)
  - 2005UCityModel (30 Excel files)
  - 2004UCityModel (8 Excel files)
  - 2003UCityModel (12 Excel files)
- University City Basemap Data - GIS data of sewer and combined system (54 files).



## ATTACHMENT C

Charles Patterson

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From: Charles Patterson  
Sent: Wednesday, June 06, 2018 7:03 PM  
To: 'Brad Nevois'; Sinan Alpaslan  
Cc: Kurt E. Higgins; Chris Erisman; Brian C. Stone; Rebecca Losli  
Subject: RE: University City Storage information

Mr. Nevois,

Thank you for reaching out but we are currently writing our summary of the project as our time for doing research has expired.

**Charles E. Patterson PhD, PE, CFM**

*Vice President, Hydro Division Manager*

[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com) | [www.amce.com](http://www.amce.com)

Main: 573.341.9487

**ALLGEIER, MARTIN and ASSOCIATES, INC.**

Consulting Engineers

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From: Brad Nevois <BLNEVO@stlmsd.com>  
Sent: Wednesday, June 06, 2018 2:49 PM  
To: Charles Patterson <Charles.Patterson@amce.com>; Sinan Alpaslan <salpaslan@ucitymo.org>  
Cc: Kurt E. Higgins <Kurt.Higgins@amce.com>; Chris Erisman <Chris.Erisman@AMCE.com>; Brian C. Stone <bstone@stlmsd.com>; Rebecca Losli <rlosli@stlmsd.com>  
Subject: RE: University City Storage information

Charles, we believe that all the information requested has been provide. Please confirm if that is correct or not.

**Brad Nevois**

Assistant Director of Engineering

direct: 314.768.2731 - [blnevo@stlmsd.com](mailto:blnevo@stlmsd.com)

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From: Rebecca Losli  
Sent: Thursday, May 17, 2018 9:29 AM  
To: 'Charles Patterson'; Brad Nevois  
Cc: Kurt E. Higgins; Chris Erisman; Sinan Alpaslan; Brian C. Stone  
Subject: RE: University City Storage information

Mr. Patterson,

Before answering your questions, I want to remind you of the purpose of this storage facility. The purpose for the facility is detailed in the Lemay Capacity Assurance Evaluation. This storage facility is needed to limit wet weather sanitary discharges from the University City Watershed so that the sanitary flows to the Lemay Wastewater Treatment Plant are not considered to contribute to the exceedance of the treatment facility's secondary treatment capacity during wet weather. Additionally, there are multiple Constructed Sanitary Sewer Overflow Outfalls, Known Sanitary Sewer Overflows, and basement backups upstream of this facility which have to be eliminated/addressed in accordance with the schedule set forth in MSD's Sanitary Sewer Overflow Control Plan. As part of the overall Watershed Plan including those upstream

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projects, this project is needed to control wet weather sanitary flows from reaching the combined sewer system and increasing the frequency or volumes of discharge from an existing Combined Sewer Overflow (see Consent Decree §IV,6,y).

In response to your message, dated 5/10/2018, regarding "University City Storage Information", MSD submits for your consideration the following information organized in order of the questions posed:

1. "Does a profile of the Skinker-McCausland Tunnel (SMT) sewer exist for the existing conditions, and the proposed options?"

During storage sizing for the Hafner Ct. facility, there were no profile plots generated for the SMT. One of the design criteria for the storage facility was to limit flow to the SMT to 2.5 times average dry weather flow (ADWF). See purpose of the project paragraph above. This flow limitation is such that, for the design scenario, the HGL on the SMT is not of concern. Profile plots were created for sewer laterals near the other two storage facilities because downstream HGL limits were a critical design criteria.

2. "Also, do you have the hyetographs used for the "synoptic" and the "cloudburst" events?"

Please refer to the attached Excel files for the 10-yr cloudburst and synoptic design storms utilized for the design of the facilities. These are generated as nested design storms created from MSD's cloudburst and synoptic DDF tables (also attached).

3. "Were the 3 hour event, the 24 hour event, the 1999 historic event, and the continuous simulation (date range?) the only events that were used for the sizing of the storage tanks for each of the three storage tank options?" (also clarify continuous simulation durations and volume results)

All of these design events were utilized in the sizing of the storage facilities, accompanying sewers and pumping facilities. Our review of the dates for the simulations presented in the two reports transmitted on 4/26/2018 indicate that the dates simulated are consistent. If, upon further review, you still have concerns, we will need further clarification regarding any inconsistencies.

Dates and times selected for continuous simulation were identified through MSD's protocol "Sewer System Hydraulic Modeling for the Purpose of Wet-Weather Storage Facility Sizing", which was transmitted to you on 4/26/2018 as an appendix to the "Ferguson Sanitary Sewer (Olive to Page)(11737) Re-Evaluation Hydraulics Evaluation TM", dated 9/16/2016 (Ferguson TM).

Volumes for the events are calculated from the official rain event start time until system flows return to near DWF (which mean event total run times vary). Continuous event volumes are not presented in a table, but rather as scatterplots (Figures 6.5-6.7) in the Ferguson TM. The plots were used to establish trendlines to determine the 10-year Level of Service (LOS) volume, which is presented in Table 6.4 compared to the volume from the 10-year synoptic storm volume. Table 9.1 again compares volumes at all the storage locations to determine the controlling storage volume.

Thanks,  
Rebecca

**Rebecca B. Losli, PE**  
Program Manager  
Metropolitan St. Louis Sewer District  
2350 Market Street | St. Louis, MO 63103-2555  
email: [rlosli@stlmsd.com](mailto:rlosli@stlmsd.com) | direct: 314.768.6294 | cell: 314.497.5186



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From: Charles Patterson [<mailto:Charles.Patterson@amce.com>]  
Sent: Thursday, May 10, 2018 7:51 PM  
To: Rebecca Losli; Brad Nevois  
Cc: Kurt E. Higgins; Chris Erisman; Sinan Alpaslan  
Subject: University City Storage information

Ms. Losli,

Thank you for the information! I have review the information provided and have a few more questions.

The Ferguson Hydraulic Evaluation Report shows the profile for two sewer Lateral Profiles, Ferguson (as shown below) and Engelholm on pdf page 173 and 174. Does a profile of the Skinker-McCausland Tunnel sewer exist for the existing conditions, and the proposed options? As discussed in our first meeting, the HGL for the system for each of the options is the information that we need to for our independent review. The HGL graph in similar to those presented in the Ferguson Hydraulic Evolution Report for the options in question would be most helpful.

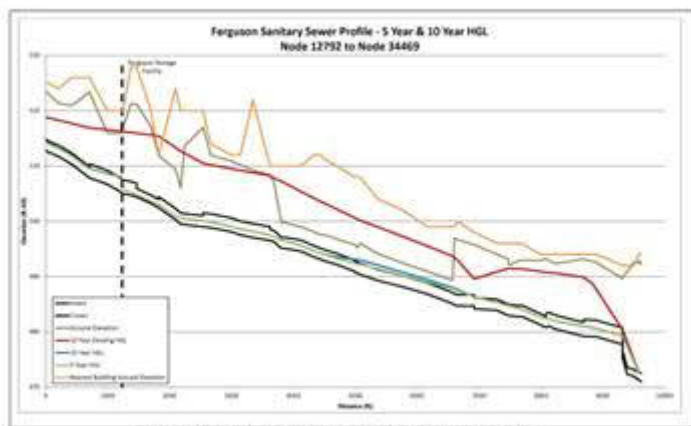


FIGURE 4.6 - FERGUSON 5 YEAR & 10 YEAR SANITARY SEWER PROFILE

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Also, do you have the hyetographs used for the “synoptic” and the “cloudburst” events? The basic definitions for these events were found in reports referenced from within the MDS web site, but I was unsuccessful in finding the temporal distributions that were used. Were the 3 hour event, the 24 hour event, the 1999 historic event, and the continuous simulation (date range?) the only events that were used for the sizing of the storage tanks for each of the three storage tank options?

The various reports supplied tend to provide different date ranges for the continuous simulations and the tables in the provided reports often don’t show the continuous simulation volume (such as Table 5.3). Table 6.4 computes the volume for the historic event and Table 9.1 shows for three events. To understand how the storage tank options were evaluated, a clear picture of the storm events used for the sizing of the storage tanks is needed.

I apologize for trying to simplify hundreds of pages of reports into a few paragraphs, but to gain a better understanding, the basic design parameters (hyetographs, events used, and HGL results for the various options) items are needed. K - 2 - 9

A phone discussion with a member of the design team or on who is entrenched in the hydraulics would be helpful and may alleviate some of our questions.

Please feel free to call if you have any questions. Thank you for your assistance.

**Charles E. Patterson PhD, PE, CFM**

*Vice President, Hydro Division Manager*

[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com) | [www.amce.com](http://www.amce.com)

Main: 573.341.9487

**ALLGEIER, MARTIN and ASSOCIATES, INC.**

Consulting Engineers

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From: Charles Patterson

Sent: Thursday, April 26, 2018 3:57 PM

To: 'Rebecca Losli' <[rlosli@stlmsd.com](mailto:rlosli@stlmsd.com)>; Brad Nevois <[BLNEVO@stlmsd.com](mailto:BLNEVO@stlmsd.com)>

Cc: Kurt E. Higgins <[Kurt.Higgins@amce.com](mailto:Kurt.Higgins@amce.com)>; Chris Erisman <[Chris.Erisman@AMCE.com](mailto:Chris.Erisman@AMCE.com)>; Sinan Alpaslan <[salpaslan@ucitymo.org](mailto:salpaslan@ucitymo.org)>

Subject: RE: University City meeting

Thank you for the information!

**Charles E. Patterson PhD, PE, CFM**

*Vice President, Hydro Division Manager*

[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com) | [www.amce.com](http://www.amce.com)

Main: 573.341.9487

**ALLGEIER, MARTIN and ASSOCIATES, INC.**

Consulting Engineers

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From: Rebecca Losli <[rlosli@stlmsd.com](mailto:rlosli@stlmsd.com)>

Sent: Thursday, April 26, 2018 3:50 PM

To: Charles Patterson <[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com)>; Brad Nevois <[BLNEVO@stlmsd.com](mailto:BLNEVO@stlmsd.com)>

Cc: Kurt E. Higgins <[Kurt.Higgins@amce.com](mailto:Kurt.Higgins@amce.com)>; Chris Erisman <[Chris.Erisman@AMCE.com](mailto:Chris.Erisman@AMCE.com)>; Sinan Alpaslan <[salpaslan@ucitymo.org](mailto:salpaslan@ucitymo.org)>

Subject: RE: University City meeting

Charles,

The requested information was loaded to the file share link you provided below. If you did not receive it please let me know.

Thanks,  
Rebecca

**Rebecca B. Losli, PE**

Program Manager

Metropolitan St. Louis Sewer District

2350 Market Street | St. Louis, MO 63103-2555

email: [rlosli@stlmsd.com](mailto:rlosli@stlmsd.com) | direct: 314.768.6294 | cell: 314.497.5186



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From: Charles Patterson [<mailto:Charles.Patterson@amce.com>]  
Sent: Wednesday, April 25, 2018 4:08 PM  
To: Brad Nevois  
Cc: Rebecca Losli; Kurt E. Higgins; Chris Erisman; Sinan Alpaslan  
Subject: RE: University City meeting

Thanks for the update.

**Charles E. Patterson PhD, PE, CFM**  
*Vice President, Hydro Division Manager*  
[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com) | [www.amce.com](http://www.amce.com)  
Main: 573.341.9487

**ALLGEIER, MARTIN and ASSOCIATES, INC.**  
Consulting Engineers

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From: Brad Nevois <[BLNEVO@stlmsd.com](mailto:BLNEVO@stlmsd.com)>  
Sent: Wednesday, April 25, 2018 3:52 PM  
To: Charles Patterson <[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com)>  
Cc: Rebecca Losli <[rlosli@stlmsd.com](mailto:rlosli@stlmsd.com)>; Kurt E. Higgins <[Kurt.Higgins@amce.com](mailto:Kurt.Higgins@amce.com)>; Chris Erisman <[Chris.Erisman@AMCE.com](mailto:Chris.Erisman@AMCE.com)>; Sinan Alpaslan <[salpaslan@ucitymo.org](mailto:salpaslan@ucitymo.org)>  
Subject: Re: University City meeting

Ok not quite ready. We will email you tomorrow when files are transferred.

Sent from my iPhone

On Apr 24, 2018, at 11:19 AM, Charles Patterson <[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com)> wrote:

Thank you! Please drag the files to our Allgeier Martin Share File at the following location.

<https://amce.sharefile.com/r-re90d1313b2d48aaa>

**Charles E. Patterson PhD, PE, CFM**  
*Vice President, Hydro Division Manager*  
[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com) | [www.amce.com](http://www.amce.com)  
Main: 573.341.9487

**ALLGEIER, MARTIN and ASSOCIATES, INC.**  
Consulting Engineers

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From: Brad Nevois <[BLNEVO@stlmsd.com](mailto:BLNEVO@stlmsd.com)>  
Sent: Tuesday, April 24, 2018 6:55 AM  
To: Charles Patterson <[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com)>; Rebecca Losli <[rlosli@stlmsd.com](mailto:rlosli@stlmsd.com)>

K - 2 - 11

Cc: Kurt E. Higgins <[Kurt.Higgins@amce.com](mailto:Kurt.Higgins@amce.com)>; Chris Erisman <[Chris.Erisman@AMCE.com](mailto:Chris.Erisman@AMCE.com)>; 'Sinan Alpaslan' <[salpaslan@ucitymo.org](mailto:salpaslan@ucitymo.org)>  
Subject: RE: University City meeting

Actually, we just got together on Monday afternoon to go over our response. You should have all the information tomorrow (Wednesday). Does your company have a large file transfer system you want us to use? All the information you will be delivered in an electronic form and some of the files are large.

**Brad Nevois**

Assistant Director of Engineering  
direct: 314.768.2731 - [blnevo@stlmsd.com](mailto:blnevo@stlmsd.com)  
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From: Charles Patterson [<mailto:Charles.Patterson@amce.com>]  
Sent: Monday, April 23, 2018 4:51 PM  
To: Brad Nevois; Rebecca Losli  
Cc: Kurt E. Higgins; Chris Erisman; 'Sinan Alpaslan'  
Subject: RE: University City meeting

Mr. Nevois,

Did you have success rounding up the technical information concerning the University City Storage tank project for Area C - Option 6&7, and Area D Option 1?

Would it be possible to speak with the engineers who designed the options in question? It may help us gather an understanding of the hydraulic computations and the cost estimate determinations.

We will be looking forward to your response. Thank you.

**Charles E. Patterson PhD, PE, CFM**  
*Vice President, Hydro Division Manager*  
[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com) | [www.amce.com](http://www.amce.com)  
Main: 573.341.9487

**ALLGEIER, MARTIN and ASSOCIATES, INC.**  
Consulting Engineers

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From: Brad Nevois <[BLNEVO@stlmsd.com](mailto:BLNEVO@stlmsd.com)>  
Sent: Thursday, April 12, 2018 1:13 PM  
To: Charles Patterson <[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com)>; Rebecca Losli <[rlosli@stlmsd.com](mailto:rlosli@stlmsd.com)>  
Cc: Kurt E. Higgins <[Kurt.Higgins@amce.com](mailto:Kurt.Higgins@amce.com)>; Chris Erisman <[Chris.Erisman@AMCE.com](mailto:Chris.Erisman@AMCE.com)>; 'Sinan Alpaslan' <[salpaslan@ucitymo.org](mailto:salpaslan@ucitymo.org)>  
Subject: RE: University City meeting

Charles, we will pull together what we have on the information requested. As mentioned during our meeting we are a preliminary stage in the project, so some of this information may not be available.

**Brad Nevois**

Assistant Director of Engineering  
direct: 314.768.2731 - [blnevo@stlmsd.com](mailto:blnevo@stlmsd.com)  
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From: Charles Patterson [<mailto:Charles.Patterson@amce.com>]  
Sent: Tuesday, April 10, 2018 4:52 PM  
To: Brad Nevois; Rebecca Losli  
Cc: Kurt E. Higgins; Chris Erisman; 'Sinan Alpaslan'  
Subject: RE: University City meeting

Mr. Nevios,

Thank you for the quick response. The basic design computations/parameters and the cost estimate worksheets are needed. Our information request is limited to the existing system, Area C – Option 6&7, and Area D Option 1. A quick list of simple items (but not limited to) are:

Pipe materials, pipe lengths, Manning's n values, source of rainfall depths, temporal distribution used, storm durations and frequencies used, proposed pump curves and anticipated usage of pumps, number of pumps and usage schedule, system curve, pump types (variable frequency drives or single speed?), proposed pump house schematics, energy losses coefficients used, wastewater/stormwater concentrations during design events, existing and anticipated wastewater flow during the life of the tank, people served by the systems at locations directly upstream and directly downstream of tie in points to the Skinker-McCausland Tunnel for each option, volume (anticipated shape - width, height, & length) of the tanks for each of the three options, depth to rock at tank locations, For the various design storm computations, hydrographs, hydraulic grade line, velocities, etc.

Cost estimate work sheets, drop shaft sizes (are these existing or proposed?) if proposed are the cost for the drop shafts included in the cost estimate? Will the properties be purchased, or leased, will the tanks be completely buried allowing use for park or parking lots? Was multiple use benefits used in the cost estimates as a benefit?

Maximum allowable peak flowrate in the Skinker-McCausland Tunnel – as mentioned in the meeting from the consent decree of no increase in flowrates. Flowrate records showing results of changes to the system (reduction of I&I by disconnecting downspouts and etc), anticipated reductions of I&I in the system in the near future and how this impacts the usage of the proposed tank and how this will impact the % wastewater/stormwater stored in the tank.

As stated above, this is not an all-inclusive list, but it does give you an idea to the information needed in order to perform a basic review of the options. The computer models may provide the fastest way for me to review the hydrologic and hydraulic information. If you would like us to sign a disclaimer that we will not use the model or cost estimate worksheets for purposes other than providing a technical review to University City, that would be acceptable with us.

**Charles E. Patterson PhD, PE, CFM**  
*Vice President, Hydro Division Manager*  
[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com) | [www.amce.com](http://www.amce.com)  
Main: 573.341.9487

**ALLGEIER, MARTIN and ASSOCIATES, INC.**  
Consulting Engineers

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From: Brad Nevois <[BLNEVO@stlmsd.com](mailto:BLNEVO@stlmsd.com)>  
Sent: Tuesday, April 10, 2018 3:39 PM  
To: Charles Patterson <[Charles.Patterson@amce.com](mailto:Charles.Patterson@amce.com)>; Rebecca Losli <[rlosli@stlmsd.com](mailto:rlosli@stlmsd.com)>  
Cc: Kurt E. Higgins <[Kurt.Higgins@amce.com](mailto:Kurt.Higgins@amce.com)>; Chris Erisman <[Chris.Erisman@AMCE.com](mailto:Chris.Erisman@AMCE.com)>; 'Sinan Alpaslan' <[salpaslan@ucitymo.org](mailto:salpaslan@ucitymo.org)>  
Subject: RE: University City meeting

Charles, if you could please provide us a list of what you need. I believe Rebecca has a list of a few items, but we want to ensure we get what you need so we don't slow you down. Specifically provide a description of technical data/modeling information you are looking for.

If you have modeling questions we will need to get the correct representative from Wade Trim on the detailed model. While Todd does a bunch of work on our program, he is not the one most familiar with this projects model. If you have specific questions, Rebecca can make sure you get to the correct person.

**Brad Nevois**

Assistant Director of Engineering

direct: 314.768.2731 - [blnevo@stlmsd.com](mailto:blnevo@stlmsd.com)

Please consider the environment before printing this e-mail.

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From: Charles Patterson [<mailto:Charles.Patterson@amce.com>]

Sent: Tuesday, April 10, 2018 10:17 AM

To: Rebecca Losli; Brad Nevois

Cc: Kurt E. Higgins; Chris Erisman; Sinan Alpaslan

Subject: University City meeting

Mr. Nevois,

Thank you for meeting with us and for the information provided on April 6.

The information on the USB drive did give insight to the MSD system but, little of that information was helpful for the evaluation of the different storage tank options, specifically Area C Option 6, Area C Option 7, and Area D Option 1.

Were you able to start the process on releasing some of the technical data/modeling? It was mentioned in the meeting that Todd Williams (M3) may have significant technical knowledge concerning the existing MSD system, would it be okay for me to reach out to Todd directly and ask questions about some of the hydraulics/hydrology of the existing system?

Thank you very much for your assistance!

**Charles E. Patterson PhD, PE, CFM**

*Vice President, Hydro Division Manager*

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Main: 573.341.9487

**ALLGEIER, MARTIN and ASSOCIATES, INC.**

Consulting Engineers





**ALLGEIER, MARTIN and ASSOCIATES, INC.**  
Consulting Engineers

June 21, 2018

Sinan Alpaslan, P.E.  
Director of Public Works-Parks  
City of University City  
6801 Delmar Boulevard  
University City, MO 63130

Re: Amendment to Engineering Review of Proposed University City Storage Facility Project (MSD Project #11992) Dated June 13, 2018

Dear Mr. Alpaslan,

As you are aware, after we issued our summary of our review of the referenced project, MSD agreed to a phone conference call that took place on June 18, 2018 at 1:00 pm. Those who participated in the call included Kurt Higgins and Dr. Charles Patterson from Allgeier Martin, and Brad Nevois, Rebecca Losli, and Jeff Shiner from MSD. One of the main reasons for the call was to give MSD the opportunity to explain how Options C7 and D1 affected basement backups.

Following is a summary of the questions asked and our final opinions:

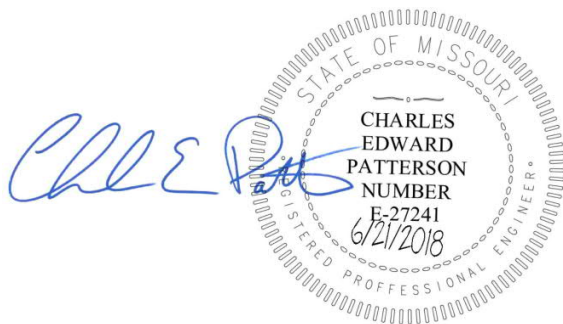
1. If Option C7 or D1 is constructed, how is it possible for the 90' deep tunnel (SMT) to backup sewer into basements? After discussing this back and forth, MSD agreed that basement backups would not be impacted by either of these two options.
2. Could an electric actuated valve be installed on the SMT for Options C7 and D1 to raise the hydraulic grade line to an elevation of something like 20 feet below ground level so the pump stations could be much smaller and less money? This option had not been considered and MSD doesn't believe options C7 and D1 are options they intend on considering because of the difficulty in accessing equipment in the tunnel. Option C6 is considered a more typical project that is easier to maintain. Allgeier Martin agrees Option C6 is a more typical design.
3. Has the option of constructing a new 24-inch parallel relief sewer along the SMT to the treatment plant been considered in lieu of building storage tanks in University City, more commonly referred to transport and treat? MSD does not consider this a viable option since this would require more than nine miles of new gravity sewer and an expansion to the wastewater treatment plant to treat the increase in flow. Allgeier Martin's experience has been that "Transport and Treat" is the most reliable option and typically is cheaper than trying to eliminate inflow and infiltration. This option for University City would have similar concerns as Option C6 as far as disruption to the local traffic and residents during construction, as well as difficulties in crossing other existing utilities. However, since this hasn't been considered, we can't say if it would be a viable option or not.
4. Assuming the overflow pipes are included in Option C6, the storage tanks with any of the three options has nothing to do with basement backups. The storage tanks are only being provided to limit increasing the flows going downstream from the SMT in order to meet the requirements in the Consent Decree. Allgeier Martin agrees with University City that the storage tanks have no impact on sewer backups.
5. From Allgeier Martin's view, Option D1 would seem to benefit University City the most and have the least amount of impact on the community. MSD said that this really wasn't an option they can consider because City Charter would require a vote of the people to authorize the City to allow the city park to be utilized for the tank. The information about the public vote was not considered in our review and did not impact our assessment of Option D1.

6. Will Option C6 include an overflow into the SMT at the diversion structures such that sewers will not backup into the newly constructed relieve sewers? MSD indicated overflows would be constructed in such a manner that excess flows would be diverted to the SMT. Since no data was provided for us to review in regards to the overflows, we are unable to quantify this. However, we do agree overflow pipes should be included as part of the design.

Our conclusion provided in the Engineering Review Letter dated June 13, 2018 remains unchanged. Option D1 would seem to have the least amount of impact on University City than the other two options. Option C6 would possibly be easier to design and is a more familiar construction technique than the other two options. However, based on our quick review of the limited information, we do believe that the options that have not been considered mentioned in items 2 and 3 above should possibly be given consideration.

Sincerely,

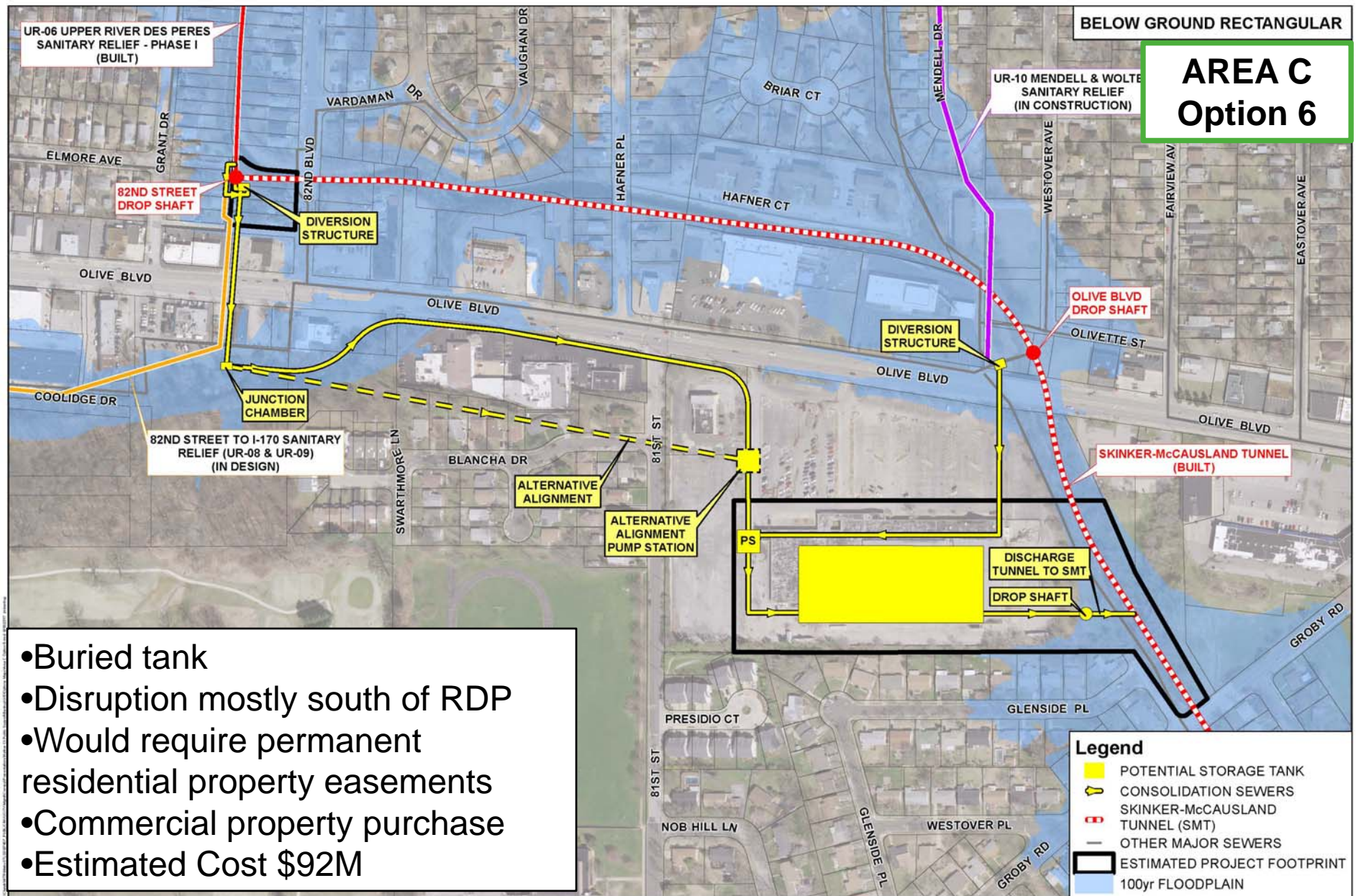
ALLGEIER, MARTIN and ASSOCIATES, INC.



Charles Patterson, PhD, PE, CFM, Vice President

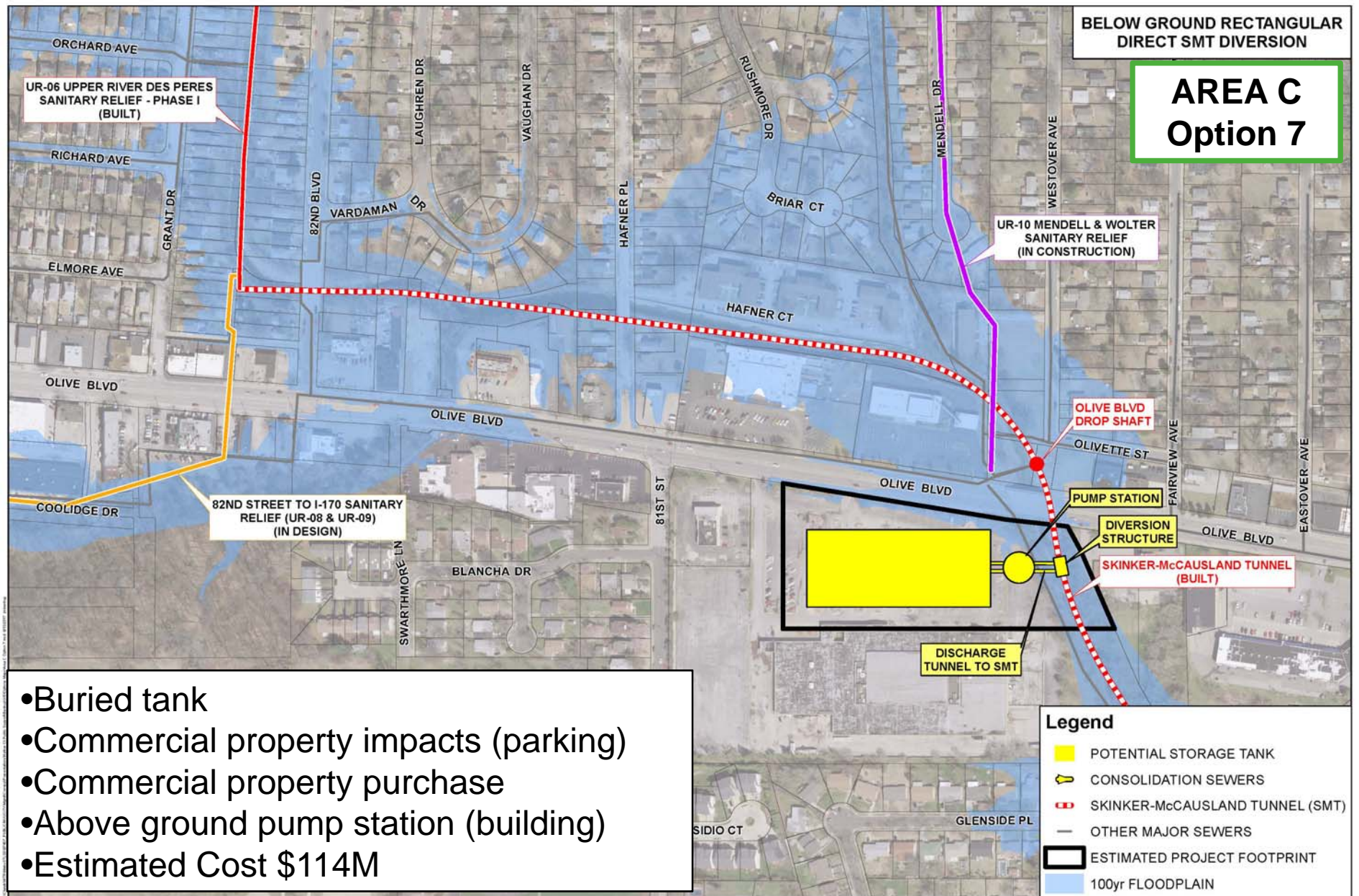


Kurt Higgins, P.E., Vice President



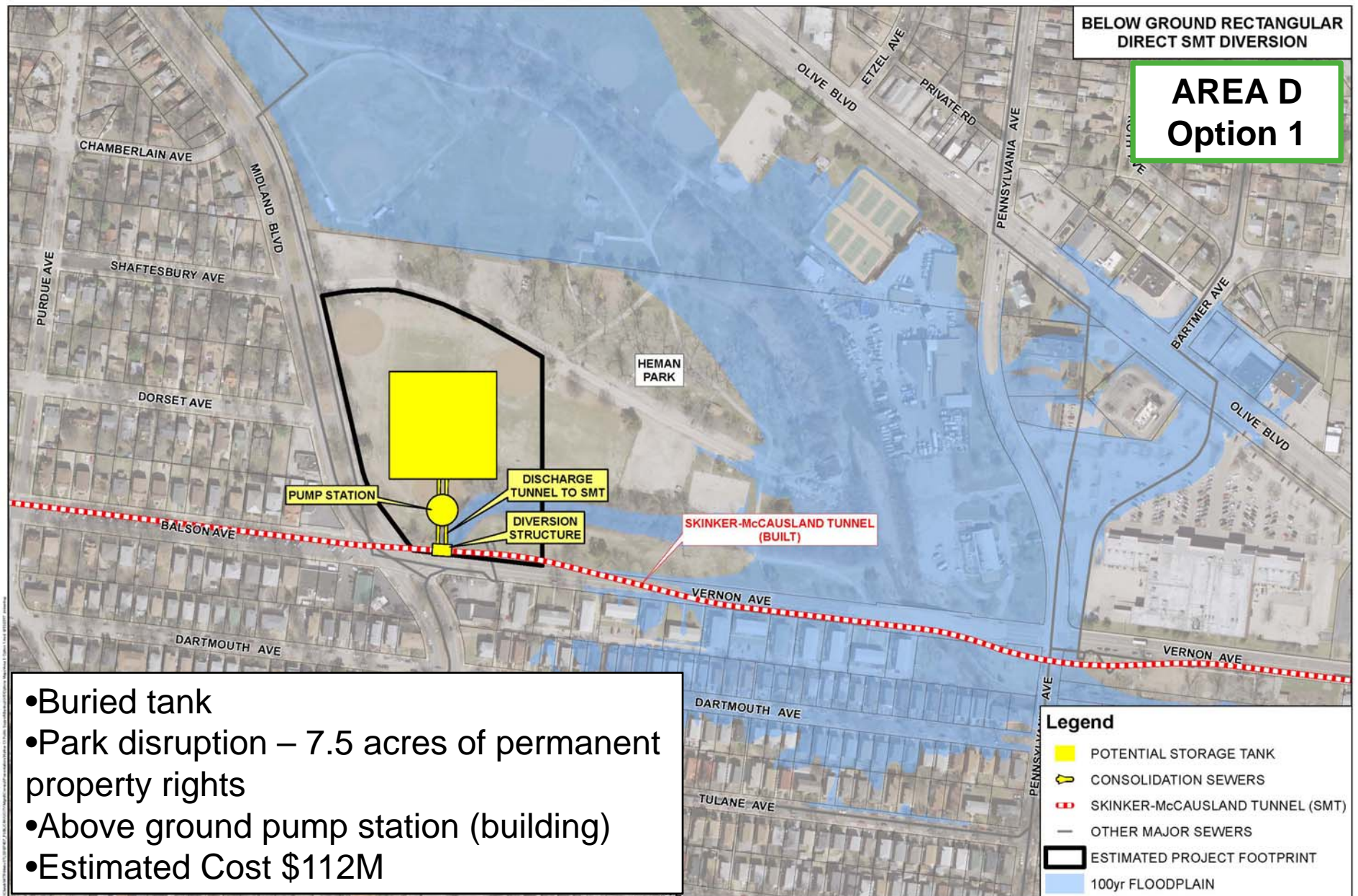
- Buried tank
- Disruption mostly south of RDP
- Would require permanent residential property easements
- Commercial property purchase
- Estimated Cost \$92M





- Buried tank
- Commercial property impacts (parking)
- Commercial property purchase
- Above ground pump station (building)
- Estimated Cost \$114M









## Council Agenda Item Cover

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**MEETING DATE:** June 25, 2018

**AGENDA ITEM TITLE:** An Ordinance Fixing the Compensation to be Paid to City Officials and Employees as enumerated herein from and after July 1, 2018 and Repealing Ordinance No. 7079

**AGENDA SECTION:** Unfinished Business

**CAN THIS ITEM BE RESCHEDULED? :** No

**BACKGROUND REVIEW:** This ordinance provides for a 2.0% cost of living adjustment (COLA) for all job classifications as recommended by City Council. Below are the positions added to the Schedule B, Schedule C and Schedule D.

**Schedule B**

Deputy Police Chief

Fleet Manager (1)

Park Maintenance Superintendent (2)

**Schedule C**

Senior Coordinator (3)

**Schedule D – Unclassified Service**

Assistant to City Manager – Director of Communication

Assistant to City Manager – Director of Economic Development

Director of Human Resources

Director of Park, Recreation and Forestry

**Notes:**

(1) Fleet Manager - The compensation for this position is frozen in an effort to correct for the position currently being paid above the classification range. Although the duties and responsibilities of the Sanitation Superintendent have been removed from the position, the Fleet Manager was temporarily (approximately two years) assigned the duties and responsibilities of the Sanitation Superintendent. Based on the Administrative Regulation # 48 – Temporary Assignment, the additional 10% was awarded to the employee. As you are aware the Sanitation Superintendent has been re-hired. The Fleet Manager has resumed the old responsibility but maintains the high compensation that is above the original pay grade. The newly assigned pay grade is being frozen until FY 2023.

(2) Park Maintenance Superintendent – This position was removed and changed to Park and Street Maintenance Superintendent when the two functions were consolidated, and the pay was upgraded. The Street Maintenance Superintendent is now performed by other personnel. The Park Maintenance Superintendent position is added back but maintains the higher pay grade that is above the original pay grade. The newly assigned pay grade is being frozen until FY 2022.

(3) The Senior Coordinator position was a temporary hire based on the approved budget to provide the assistance to the Senior Commission. The position was not created through the normal process with the Civil Service Board's recommendation. The position has become permanent and needs to be added to the current Pay Plan.

**RECOMMENDATION:** The City Manager is recommending approval of this item which in addition to adding the aforementioned positions, would result in the deletion of the Deputy Director of Planning, Zoning, and Economic Development.



INTRODUCED BY:

DATE: June 11, 2018

BILL NO.

ORDINANCE NO:

**AN ORDINANCE FIXING THE COMPENSATION TO BE PAID TO CITY OFFICIALS AND EMPLOYEES AS ENUMERATED HEREIN FROM AND AFTER ITS PASSAGE, AND REPEALING ORDINANCE NO 7079.**

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:

Section 1. From and after its passage, initially payable July 1, 2018 City employees within the classified service of the City, hereinafter designated, shall receive as compensation for their services such amounts as may be fixed by the City Manager in accordance with Schedule A (Pay Grade), included herein, with a salary not less than the lowest amount and not greater than the highest amount set forth in Schedule B (Classification and Grade), and shall additionally receive as compensation for their services such benefits generally provided in the Administrative Regulations, and Civil Service Rules now in effect, all of which are hereby adopted, approved, and incorporated herein by this reference, and the City Manager is further authorized and directed to effect the inclusion of these benefits in the City's Administrative Regulations in the manner provided by law.

SCHEDULE A - HOURLY BASE PAY STEPS						
Pay Grade	Step A	Step B	Step C	Step D	Step E	Step F
3	14.1312	14.8134	15.5151	16.2752	17.0094	17.8410
4	14.6120	15.2877	16.0413	16.7690	17.5811	18.4322
5	15.5151	16.2752	17.0094	17.8410	18.6921	19.6342
6	16.0413	16.7690	17.5811	18.4322	19.3613	20.3034
6A	16.2752	17.0094	17.8410	18.6921	19.6342	20.5893
7	17.2888	18.2763	19.1599	20.0890	21.0961	22.0836
7B	17.4577	18.4582	19.3483	20.2904	21.3040	22.2980
7C	17.7565	18.6142	19.5497	20.4983	21.4534	22.4864
8	18.2243	19.2639	20.1930	21.1675	22.2330	23.2726
8A	18.0099	18.8870	19.8096	20.7972	21.7718	22.7918
9	18.4322	19.3613	20.3034	21.2455	22.2655	23.3181
9B	18.6921	19.6342	20.5893	21.5573	22.5839	23.6689
9A	18.8416	19.7577	20.7387	21.7393	22.7398	23.8313
9C	18.8740	19.8291	20.7972	21.7653	22.8048	23.9028
9D	19.4068	20.5178	21.5054	22.5449	23.6754	24.7864
10	19.5173	20.4463	21.4729	22.4799	23.5649	24.6630
10A	20.5633	21.5509	22.6359	23.6884	24.8319	25.9884
11	20.1540	21.1675	22.1551	23.2206	24.3056	25.5206
11B	20.6737	21.7263	22.7138	23.8248	24.9293	26.3652
12	21.1675	22.1551	23.2206	24.3056	25.5206	26.7420
12D	21.3884	22.4150	23.5390	24.6370	25.8259	27.0279
12A	21.6483	22.6878	23.7664	24.9033	26.1118	27.6321
12B	21.9667	23.0192	24.1107	25.2672	26.4886	28.0349
12C	22.1811	23.2401	24.3446	25.5141	26.7485	28.3078
13	22.1551	23.2206	24.3056	25.5206	26.7420	27.9895
13A	22.6943	23.7923	24.9033	26.1443	27.3982	28.6717
13P	23.3570	24.4810	25.6245	26.9110	28.1974	29.5163
14	23.2206	24.3056	25.5206	26.7420	27.9895	29.3604
14A	23.9028	25.0203	26.2742	27.5282	28.8146	30.2245
14P	24.8839	26.0468	27.6061	28.9250	30.2699	31.7903
15	24.1627	25.3516	26.5471	27.7751	29.1070	31.0821
16	25.0983	26.2807	27.4892	28.8146	30.1855	32.6544
16P	0.0000	0.0000	0.0000	32.6674	34.0383	35.8315
17	27.1189	28.3468	29.6787	31.0626	32.4660	33.9408
17A	26.9239	28.2688	29.6917	31.1730	32.7258	34.3631

<b>SCHEDULE A (CONTINUED)</b>						
<b>Grade</b>	<b>Step A</b>	<b>Step B</b>	<b>Step C</b>	<b>Step D</b>	<b>Step E</b>	<b>Step F</b>
18	28.3143	29.6657	31.1406	32.5049	33.9993	35.5651
18A	28.3858	29.8866	31.4524	33.1157	34.8569	36.6826
18B	28.9705	30.3609	31.7968	33.2586	34.7919	36.3902
18P	0.0000	0.0000	0.0000	37.4492	39.0605	41.0486
19	29.1070	30.4908	31.8942	33.3626	34.8959	36.5331
20	31.1457	32.6322	34.2546	35.7555	37.3992	39.1216
20F	0.0000	0.0000	0.0000	28.2856	29.6267	31.0700
20P	0.0000	0.0000	0.0000	42.2376	43.9333	46.2398
21	33.0247	34.8634	36.4617	38.5472	40.3794	41.8932
22	34.3371	36.0524	37.8585	39.7492	41.7373	43.8229
22A	35.4351	37.0334	38.7422	40.5873	42.4650	44.5441
22B	35.0778	37.0009	38.6707	40.8537	42.7639	44.3491
23	36.8385	38.5407	40.3729	42.2376	44.3102	45.4536
24	37.0594	38.3068	40.0935	42.0817	43.1862	46.3762
24F	0.0000	0.0000	0.0000	44.4206	46.5517	49.2220
24P	0.0000	0.0000	0.0000	47.3183	49.4624	51.6974
25	38.2939	40.0935	42.0817	43.1862	46.3762	48.6177
25A	40.9966	43.0172	45.1418	47.3703	49.7157	52.1716
25F	0.0000	0.0000	49.4818	51.9053	54.4001	57.5317
26	40.0935	42.0817	43.1862	46.3762	48.6177	51.0217
27	46.7531	47.9615	51.4570	53.9194	56.5572	59.8902
27P	48.3449	50.6903	53.1527	55.7320	58.4413	61.2936
28	47.9420	50.3070	52.7954	57.0575	59.6108	61.2936
	<b>Step B</b>	<b>Step C</b>	<b>Step D</b>	<b>Step E</b>	<b>Step F</b>	<b>Step G</b>
11A	18.1144	19.1180	19.8272	20.3491	20.9201	21.4107
11M	20.3982	21.4910	22.2404	22.7712	23.3645	23.8864
16M	24.8409	26.2192	27.1426	27.8340	28.5923	29.0829

SCHEDULE B - ANNUAL BASE PAY			
Title	Pay Grade	Minimum	Maximum
Parking Controller			
Police/Fire Cadet	3	29,393	37,109
Custodian	4	30,393	38,339
Laborer/Light Equipment Operator	6	33,366	42,231
Advanced Clerk Typist			
Assistant to Municipal Prosecutor	6A	33,852	42,826
Court Clerk II			
Administrative Secretary	7	35,961	45,934
Account Clerk II	7C	36,934	46,772
Crime Analyst	8	37,907	48,407
Equipment Operator	8A	37,461	47,407
Print Shop Operator	9B	38,880	49,231
General Maintenance Worker			
Heavy Equipment Operator	9A	39,190	49,569
Tree Trimmer			
Senior Account Clerk	9C	39,258	49,718
Dispatcher	9D	40,366	51,556
Accounts Payable Specialist			
Administrative Assistant			
Exec. Secretary to Chief	10	40,596	51,299
Exec. Secretary to Department Director			
Recreation Supervisor I			
Accountant			
Community Service Specialist	11	41,920	53,083
Engineering Service Specialist			
Inspector I			
Firefighter	11A	52,749	55,672
Crew Leader	11B	43,001	54,840
Paramedic Firefighter	11M	59,400	62,582
Court Administrator			
Inspector II			
Senior Accountant	12	44,028	55,623
Solid Waste Program Manager			
Lead Dispatcher	12D	44,488	56,218
Project Manager I			
Recreation Supervisor II	12B	41,920	53,083
Multi-Discipline Inspector	12C	43,001	54,840

<b>SCHEDULE B - (CONTINUED)</b>			
<b>Title</b>	<b>Pay Grade</b>	<b>Minimum</b>	<b>Maximum</b>
Mechanic	13	46,083	58,218
Police Officer Trainee	13P	48,583	61,394
Administrative Analyst Forestry Supervisor Golf Maintenance Superintendent Golf Manager Lead Mechanic Senior Plan Examiner / Building Inspector	14	48,299	61,070
Manager of Economic Development Planning/Zoning Administrator Project Manager II	14A	49,718	62,867
Police Officer	14P	51,758	66,124
Assistant Recreation Superintendent Human Resources Manager	15	50,258	64,651
Fleet Manager	15F	71,116	71,116
Paramedic Fire Captain	16M	72,337	76,350
Police Sergeant	16P	67,948	74,529
Facilities Manager Financial Analyst	17	56,407	70,597
Sanitation Superintendent Street Maintenance Superintendent	18	58,894	73,975
Information Technology Coordinator Senior Public Works Manager	18B	60,259	75,692
Police Lieutenant	18P	77,894	85,381
Assistant Director of Finance Building Commissioner Deputy Dir. of Recreation	20	64,783	81,373
Battalion Chief	20F	82,368	90,476
Police Captain	20P	87,854	96,179
Park Maintenance Superintendent	21F	80,502	80,502
Assistant Fire Chief	24F	92,395	102,382
Deputy Police Chief	24P	98,422	107,530

Section 2. From and after July 1, 2017, seasonal and part-time employees of the City may be employed at an hourly rate in accordance with the following Schedule C (hourly pay rates for seasonal and part-time employees).

Schedule C

Hourly Rates for Seasonal and Part-Time Employees

<b>Title of Class</b>	<b>Grade Code</b>	<b>Step A</b>	<b>Step B</b>	<b>Step C</b>	<b>Step D</b>	<b>Step E</b>	<b>Step F</b>	<b>Step G</b>	<b>Step H</b>
Rec. Spec. I Youth Job Corps Worker Cashier Park Attendant	P02 P04 P06					7.35	7.51	7.76	8.02
Lifeguard	P05					7.76	8.02	8.27	8.53
Rec. Spec. II Assistant Pool Manager	P07 P11					8.07	8.33	8.58	8.84
Pool Technician	P09					7.35	7.56	7.81	8.07
Rec. Spec. III	P10					8.84	9.09	9.35	9.61
Pool Mgr./Camp Mgr.	P12					9.55	10.07	10.58	11.09
Rec Program Leader	P14		7.51	7.76	8.02				
Rec Program Supervisor	P17		9.55	10.07	10.58				
Golf Shop Supervisor Parking Controller*	P13		13.03	13.19					
Clerical Aide Labor Aide	P15		7.56						
Traffic Escort	P16		8.15						
PT Clerk Typist	P18		8.15						
PT Adv. Clerk Typist*	P19			13.01					
PT Court Clerk*	P20		14.38						
PT Police Cadet* Fire Cadet*	P22		10.12						
Senior Coordinator*	P23	22.00							
Admin Secretary	P24	11.97	12.54	13.15					
Intern	P25	7.84	8.92	9.99	11.07	13.50			
PT Custodian, Laborer	P26	9.47	9.98	10.50	11.00	11.52			
PT Dispatcher*	P27	16.95	17.90	18.77	19.70	20.68			
PT Paramedic/Firefighter*	P28	20.39							
PT Public Works/Parks Inspector*	P29	21.23							

\*These positions are permanent Part-time, the rates include 2% cost of living adjustment.

Section 3. From and after May 23, 2011, initially payable May 27, 2011, City employees in the unclassified service of the City, except as otherwise noted, shall receive as full compensation for their services the amounts hereinafter set forth, or where a grade in salary is specified, such amounts as may be fixed by the City Manager within the specified grade. Non-executive and executive personnel in a grade shall be paid in accordance with Schedule A (Pay Step Schedule).

Schedule D  
Pay Rates for the Unclassified Service, Part-Time,  
Temporary or Special Grant Funded Positions

<u>Grade Code</u>	<u>Title of Position</u>	<u>Monthly Salary</u> (except as noted)
S04 A	Judge of City Court (Substitute)	\$150 per session
S05 A	Judge of City Court	\$500 per session
S06 A	Prosecuting Attorney (Substitute)	\$150 per session
S07 A	Prosecuting Attorney	\$2,500 per month

<b>SCHEDULE D</b>	<b>ANNUAL BASE PAY</b>		
<b>Title</b>	<b>Pay Grade</b>	<b>Minimum</b>	<b>Maximum</b>
City Manager	S04	173,400	173,400
Secretary to City Manager	10	40,596	51,299
City Clerk	18B	60,259	75,692
Director of Human Resources	22A	73,705	92,652
Asst. to City Manager / Dir.of Communication Asst. to City Manager / Dir.of Economic Dev. Director of Community Development Director of Park, Recreation and Forestry	25A	85,273	108,517
Fire Chief	25F	102,922	119,666
Director of Finance Director of Public Works	27	97,247	124,573
Police Chief	27P	100,557	127,491

Section 4. From and after June 29, 1994, all full-time non-executive, non-administrative or non-professional employees shall be subject to the work week or work cycle and regulations relating to overtime work, except as noted. A listing of executive, administrative, and professionally designated employees or positions shall be issued by the City Manager.

1. Department directors shall not be paid overtime nor receive compensatory time for hours worked in excess of 40 per week.

2. Department directors may grant compensatory time on a straight time basis to their designated executive, administrative, or professional employees for hours worked in excess of 40 hours per week. Such employees are exempt from FLSA provisions.
3. The normal work week for full-time office, field, maintenance, and police personnel, and for police and fire executive and administrative employees, is set at 40 hours per week.
4. Hours worked in excess of 40 hours per week, when authorized in advance by department directors, may be paid at the rate of time and one-half or in lieu thereof, department directors in their discretion may grant compensatory time off also at the rate of time and one-half up to an accumulation allowable under FLSA provisions.
5. The average work week of Battalion Chiefs shall be 56 hours. They shall not be compensated for any hours in excess of 56 hours.

Section 5.

- A. From and after June 28, 2006, initially payable July 14, 2006, the commissioned Police personnel, in the pay grades shown, shall receive compensation for five years consecutive City service, with the exception of military leave of absence, in their present classification in the following amounts, from the sixth (6<sup>th</sup>) year through the seventh (7<sup>th</sup>) year:

<u>In Pay Grade</u>		<u>Monthly Amount</u>
16P	Police Sergeant	\$63
18P	Police Lieutenant	67
20P	Police Captain	71

- B. From and after June 28, 2006, initially payable July 14, 2006, the commissioned Police personnel, in the pay grades shown, shall receive compensation for seven years consecutive City service, with the exception of military leave of absence, in their present classification in the following amounts, from and after the eighth (8<sup>th</sup>) year through the tenth (10<sup>th</sup>) year:

<u>In Pay Grade</u>		<u>Monthly Amount</u>
14P	Police Officer	\$49
16P	Police Sergeant	123
18P	Police Lieutenant	132
20P	Police Captain	142

- C. From and after June 28, 2006, initially payable July 14, 2006, the commissioned Police personnel, in the pay grades shown, shall receive compensation for ten years consecutive City service, with the exception of military leave of absence, in their present classification in the following amounts, from and after the eleventh (11<sup>th</sup>) year through the fourteenth (14<sup>th</sup>) year:

<u>In Pay Grade</u>	<u>Amount</u>	<u>Monthly</u>
14P	Police Officer	\$80



- D. From and after June 28, 2006, initially payable July 14, 2006, the commissioned Police personnel, in the pay grades shown, shall receive compensation for fourteen years consecutive City service, with the exception of military leave of absence, in their present classification in the following amounts, from and after the fifteenth (15<sup>th</sup>) year:

<u>In Pay Grade</u>	<u>Amount</u>	<u>Monthly</u>
14P	Police Officer	\$92

- E. From and after June 28, 2006, initially payable July 14, 2006, Paramedic Fire Captains, Firefighters, and Paramedic Firefighters shall receive compensation for seven (7) years consecutive City service, excepting military leave of absence, in their present classification in the following amounts, from the eighth (8<sup>th</sup>) year through the tenth (10<sup>th</sup>) year:

<u>In Pay Grade</u>		<u>Monthly Amount</u>
11A	Firefighters	\$77
11M	Paramedic Firefighters	77
16M	Paramedic Fire Captains	86

- F. From and after June 28, 2006, initially payable July 14, 2006, Firefighters and Paramedic Firefighters shall receive compensation for ten (10) years consecutive City service, excepting military leave of absence, in their present classification in the following amounts, from the eleventh (11<sup>th</sup>) year through the twentieth (20<sup>th</sup>) year:

<u>In Pay Grade</u>		<u>Monthly Amount</u>
11A	Firefighters	\$133
11M	Paramedic Firefighters	133
16M	Paramedic Fire Captains	133

- G. The following is only for Firefighters, Paramedic Firefighters, and Paramedic Fire Captains who will be receiving 20 years longevity pay on August 1, 2013, initially payable August 1, 2013, Firefighters, Paramedic Firefighters, and Paramedic Fire Captains shall receive compensation for twenty (20) years consecutive City service, excepting military leave of absence, in their present classification in the following amount, from the twenty-first (21<sup>st</sup>) year:

<u>In Pay Grade</u>		<u>Monthly Amount</u>
11A	Firefighters	\$168
11M	Paramedic Firefighters	168
16M	Paramedic Fire Captain	168

For the purpose of calculating consecutive service in this section, time served in the classifications of Firefighter and Paramedic Firefighter is combined for the same person.

Section 6. From and after June 25, 2008, all full-time employees shall have their hourly rate computed as follows:

1. The hourly rate for all full-time employees, who, according to Section 4, have a set or average work week of 40 hours, shall have their hourly rate computed by multiplying the monthly rate by 12, dividing that product by 2,080.
2. The hourly rate for full-time uniformed Battalion Chiefs of the Fire Department, who, according to Section 4, have an average work week of 56 hours, shall have their hourly rate computed by multiplying the monthly rate by 12, dividing that product by 2,912.

Section 7. Ordinance No. 7079 and all ordinances in conflict herewith are hereby repealed.

Section 8. This ordinance shall take effect and be in force from its passage as provided by law.

PASSED this 25th day of June, 2018.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

CERTIFIED TO BE CORRECT AS TO FORM:

\_\_\_\_\_  
CITY ATTORNEY



## Council Agenda Item Cover

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**MEETING DATE:** June 25, 2018

**AGENDA ITEM TITLE:** Committed and Uncommitted Fund Reserves for Various Funds

**AGENDA SECTION:** New Business

**CAN THIS ITEM BE RESCHEDULED? :** No

**BACKGROUND REVIEW:** This resolution approves the committed and uncommitted fund reserves:

### **General Fund**

In FY 2011, the City has committed \$90,000 to replace the fire escape at City Hall. The project has not started for several years. This estimated cost is currently outdated and should be uncommitted.

### **Other Funds**

Various programs and projects were in progress at the end of FY 2018. They were budgeted as Capital Outlay and Capital Improvement Program in FY 2018, in the Public Safety Sales Tax Fund, Solid Waste, Economic Development Sales Tax and Capital Improvement Sales Tax. Therefore, these funds needed to be committed to cover all expenditures incurred in FY 2019 when the continued projects are completed.

**RECOMMENDATION:** The City Manager recommends approval.

## ***Resolution 2018 - 9***

### ***A Resolution Approving the Committed Fund Reserves***

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of University City, Missouri, that the City Council directs the fund reserves to be committed to and applied to items previously budgeted in FY 2018 and previous years, but were not spent.

**BE IT FURTHER RESOLVED**, that the City Council directs the fund reserves to be committed to and applied to the following items:

***Uncommitted:***

**General Fund**

City Hall Fire Escape	\$	90,000
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***Committed:***

**Public Safety Sales Tax Fund:**

Fire House # 1, Retrocommissioning	\$	12,500
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**Solid Waste Fund:**

Cardboard Compactor Upgrade	\$	20,000
Heman Park Enclosure		20,000
Transfer Station Grinder Pump		25,000
Transfer Station Repair		90,000
Transfer Station Scale Replacement		52,500
	\$	207,500

**Economic Development Sales Tax Fund:**

Tree Grates for Delmar Loop	\$	30,000
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**Capital Improvement Sales Tax Fund:**

ADA Transition Plan	\$	28,000
Forsyth ADA Upgrade and Street Improvement		184,000
Kingsland Bridge Reconstruction		734,400
Sidewalk and Curb Replacement		330,000
Street Resurfacing		700,000
	\$	1,976,400

**Parks and Storm Water Sales Tax Fund:**

Centennial Common	\$	120,000
Heman Park Pool		60,000
Majerus Park Phase I		35,500
	\$	215,500

Adopted this 25th day of June, 2018

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Terry Crow, Mayor

Attest:

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LaRette Reese, City Clerk



## Council Agenda Item Cover

**MEETING DATE:** June 25, 2018

**AGENDA ITEM TITLE:** Fiscal Year 2018- 2019 Budget

**AGENDA SECTION:** New Business

**CAN THIS ITEM BE RESCHEDULED? :** Yes

**BACKGROUND REVIEW:** This resolution approves the Fiscal Year 2019 All Funds Budget, FY19-23 Capital Improvement Program and Proposed Amendment.

The General Fund's operating budget submitted by all departments, reviewed by the City Manager, recommendations and assistance from the Mayor and Councilmembers through the study sessions. As a result of the combined effort, below are the General Fund total revenues including transfer in and expenditures.

**Total Revenues – General Fund** **\$23,860,800**

**Total Expenditures – General Fund** **23,716,900**

**Budget surplus** **\$143,900**

### General Fund – Final Proposed Budget

	FY 2018	FY 2019
<b>Beginning Total Fund Balance</b>	\$ 9,278,974	\$ 7,979,000
Projected Revenue	23,958,500	22,802,800
Projected Expenditures as shown in Proposed Budget	(26,118,474)	(23,716,900)
Transfer In from other Funds	-	1,058,000
Budget Amendment (net)	885,000	-
<b>Ending Fund Balance</b>	8,004,000	8,122,900
Less Year-end Commitments (estimated)	(25,000)	-
<b>Undesignated Fund Balance</b>	7,979,000	8,122,900
<b>Fund Balance as a Percentage of Operating Expenditures</b>	30.5%	34.2%

Below are the details of the Capital Improvement Program. The total program cost of \$6,094,800 is funded by the Capital Improvement Sales Tax, Golf Course Revenue, Grants, Park & Storm Water Sales Tax, Public Safety Sales Tax and Solid Waste Fund in the amounts of \$2,418,000, \$40,000, \$957,700, \$857,800, \$1,666,300, and \$155,000, respectively.

### Capital Improvement Program for FY 2019

	PROGRAM	CAPITAL IMPROVEMENT SALES TAX	GOLF COURSE	PARK SALES TAX	PUBLIC SAFETY SALES TAX	GRANT FUND	SOLID WASTE FUND	TOTAL
	<b>Building and Improvement</b>							
1	City Facilities Improvements	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000
2	Police Station Construction	-	-	-	1,300,000	-	-	1,300,000
	<b>Park Improvement</b>							
3	Ackert Walkway	-	-	66,300	-	245,700	-	312,000
4	Fogerty Park Trail Phase II	-	-	31,500	-	525,000	-	556,500
5	Golf Course Spray Unit	-	40,000	-	-	-	-	40,000
6	Heman Park Pool Renovation	-	-	315,000	-	-	-	315,000
7	Softball Field No. 6	-	-	30,000	-	-	-	30,000
	<b>Curbs, Sidewalk &amp; Alleys</b>							
8	ADA Curb Ramp Design	50,000	-	-	-	-	-	50,000
9	Sidewalk and Curb Maintenance	400,000	-	-	-	75,000	-	475,000
	<b>Street Construction</b>							
10	Morgan-Wilshire	250,000	-	-	-	-	-	250,000
11	Street Resurfacing	700,000	-	-	-	-	-	700,000
12	Westgate Avenue Improvement	28,000	-	-	-	112,000	-	140,000
	<b>Miscellaneous Improvement</b>							
13	City Wide Space Needs Study	30,000	-	-	-	-	-	30,000
14	In-Car Vehicle Camera	-	-	-	71,300	-	-	71,300
15	Fire Pumper Truck	-	-	-	250,000	-	-	250,000
16	License Plate Reader	-	-	-	15,000	-	-	15,000
17	Parking Meter Replacement	110,000	-	-	-	-	-	110,000
18	Solid Waste Grant	-	-	-	-	-	120,000	120,000
19	Solid Waste Rate Study	-	-	-	-	-	35,000	35,000
20	Street Lighting Enhancement	150,000	-	-	-	-	-	150,000
21	Storm Water Master Plan	-	-	200,000	-	-	-	200,000
22	Tree Replacement / Emerald Ash	-	-	110,000	-	-	-	110,000
23	U City in Bloom Irrigation System	-	-	105,000	-	-	-	105,000
24	Unmanned Vehicle (Drone)	-	-	-	30,000	-	-	30,000
		<b>\$ 2,418,000</b>	<b>\$ 40,000</b>	<b>\$ 857,800</b>	<b>\$ 1,666,300</b>	<b>\$ 957,700</b>	<b>\$155,000</b>	<b>\$ 6,094,800</b>

Below are the summaries of the revenues and expenditures for all funds.

**All Funds Summary of Revenues and Expenditures**

Revenues	FY 2019 Budget
General	\$ 23,860,800
Capital Improvement	2,402,000
Park and Stormwater	1,301,000
Public Safety	1,700,000
Grants	1,077,700
Golf Course	725,000
Library	1,839,100
Solid Waste	3,122,500
Public Parking Garage	161,200
Loop Business District	215,000
Parkview Gardens Special District	95,300
Economic Development Sales Tax	703,400
Sewer Lateral	576,000
<b>Total</b>	<b>\$ 37,779,000</b>

Expenditures	FY 2019 Budget
General	\$ 23,716,900
Capital Improvement	3,597,800
Park and Stormwater	1,413,400
Public Safety	1,966,300
Grants	1,077,700
Golf Course	865,800
Library	1,839,100
Solid Waste	3,385,500
Public Parking Garage	158,500
Loop Business District	142,300
Parkview Gardens Special District	94,800
Economic Development Sales Tax	702,400
Sewer Lateral	576,000
<b>Total</b>	<b>\$ 39,536,500</b>

- Library's budget is in here for information only. The Board of University City Library approved its own budget.

The following are the Proposed Amendment to the FY 19 Budget:

**General Fund**

- 1) **Human Resources** - Adding the Director of Human Resources position. The General Fund will fund 50% of salaries and benefits for this position, and the remaining will be funded by Public Safety Sales Tax Fund. Therefore, \$60,000 will be added to Human Resources Division.

**Fleet Maintenance Fund**

- 2) **Fleet Operation** – Based on the vehicle replacement schedule, there are four vehicles/trucks that will not be purchased during FY 2019 (Table 1). However, adding a purchase of a dump truck bed is needed for Street Maintenance Division. The cost of this truck is budgeted for \$20,000 which is equivalent to the depreciation expenditures in the General Fund of approximately \$4,000 annually.

**Public Safety Sales Tax Fund**

- 3) As stated above in item 1, 50% of Director of Human Resources' salaries and benefits are funded by this sales tax revenue. \$60,000 needs to be added to Personnel Services.
- 4) Add a part-time position - Victim Advocate, \$43,000 will be added to the Personnel Services in Police Department.
- 5) Add Canine, equipment and training, \$56,000 will be added to Police expenditures.

**PROPOSED FY19 ANNUAL OPERATING BUDGET AMENDMENTS (TABLE 1)**

**GENERAL FUND**

Delete Dump Truck	(\$141,000)
Delete Dump Truck	(\$141,000)
Delete Utility Truck	( \$32,000)
Delete Pool Sedan	( \$18,390)
Add Dump Truck Bed	\$20,000)
Add .5 Personnel Director (HR)	<u>\$60,000</u>
<b>Total</b>	<b><u>(\$252,390)</u></b>

**PUBLIC SAFETY FUND – PROP P**

Add Canine, Equipment, and Training	\$56,060
Add Part-time Victim Advocate	\$43,000
Add .5 Personnel Director (HR)	<u>\$60,000</u>
<b>Total</b>	<b><u>\$159,060</u></b>

**SOLID WASTE FUND**

Delete Refuse Truck	(\$260,587)
Delete Alley Dumpster	<u>(\$215,000)</u>
<b>Total</b>	<b><u>(\$475,587)</u></b>



**EDRST FUND**

Authorizes the transfer of \$133,000 from the EDRST Fund to General Fund to cover the cost associated with hiring an Assistant to the City Manager/Economic Development Director.

***FY19 – 23 CAPITAL IMPROVEMENT PROGRAM***

**Amend the description of Project #POL-1801 to the following:**

Land acquisition, design and construction of a police substation and design of the police annex. This project will consist of purchasing property on which the police substation will reside, and design and construction of a police substation for the purpose of housing police operations. Additionally, the project will include the design of the police annex for the purpose of housing police operations.

**RECOMMENDATION:** The City Manager recommends approval

***Resolution 2018 - 10***

***A Resolution Approving the Fiscal Year 2018-2019 (FY 2019) Budget for the City of University City and Appropriating Said Amounts, for all funds, FY 19-23 Capital Improvement Program and Proposed FY 19 Budget Amendment.***

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of University City, Missouri, that the Annual Budget for the fiscal year beginning July 1, 2018, as prepared by the City Manager and presented to the City Council on June 25, 2018, after the required public hearing thereof, including any revisions as of this date, is hereby adopted.

**BE IT FURTHER RESOLVED**, that in accordance with the City Charter, the several amounts stated in the budget as presented, are herewith appropriated to the several objects and purposed named.

Adopted this 25th day of June, 2018

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Terry Crow, Mayor

Attest:

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LaRette Reese  
City Clerk

Meeting minutes of the Board of Trustees for the University City Public Library for

May 9, 2018

Members present: Dorothy Davis, Joan Greco-Cohen, LaTrice Johnson, Edmund Acosta, Deborah Arbogast, Aleta Porter Klein, Rosalind Turner

Members absent: Rubina Stewart-McCadney, Luise Hoffman

City Council Liaison: None appointed

Library staff: Patrick Wall—Director, Christa Van Herreweghe, Cindy Deichmann

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The meeting was called to order at 5:16 by Dorothy Davis, President.

Minutes – The minutes from the April 11, 2018 meeting were approved.

Correspondence – None.

Friends' Report – The Friends had 35 people for their Elsa Hart program. They donated \$17,000 to the Library. The Trivia Night fundraiser made \$1800. They are talking to Sophie Binder and Sarah Kendzior for possible upcoming programs.

Council Liaison Report – None.

Librarian's Report – The consent agenda was approved. The Historical Society gave the Library \$2000. Christa introduced Andrew Freshwater, who will be working as a summer intern. Kathleen Gallagher is working with the high school to hire two students as summer workers, with the city paying half their salaries.

Discussion Items – The financial report and pension information were not available by the start of the meeting. The CALOP proposal will go to City Council after the Council's new member is appointed. Christa Van Herreweghe reported on her trip to the Library Journal Design Institute. Patrick Wall will lead a group on a tour of recently rehabbed libraries, including Kirkwood, on 5/11, with another to follow within the next two weeks.

Action Items

Community Survey: The Board approved the mail survey proposal by Jones and Palazzolo. Motion passed at 6:13.

Election of Officers: All serving officers were nominated to serve another term. Motion passed at 6:15.

2018-2019 Budget: The Board requested a 3% pay raise for employees, but won't know if it's possible until the pension financial information is received. Motion passed at 6:18. The Board accepted the budget as drafted and will amend it next month if necessary based on the financial information. Motion passed at 6:22.

President's Report – Dorothy Davis encouraged everyone to attend upcoming TIF commission meetings.

Committee Reports – Long-Range Planning discussed what might be involved in updating/expanding the Library and surveying the community.

Old Business – Edmund Acosta thanked Dorothy Davis for serving as President. Rosalind Turner thanked all Board officers for their service.

New Business – None.

The next Board meeting will be Wednesday, June 13, 2018 at 5:15 pm.

There being no further business, the meeting adjourned at 6:31.

