

104 responses



- SUMMARY
- INDIVIDUAL**

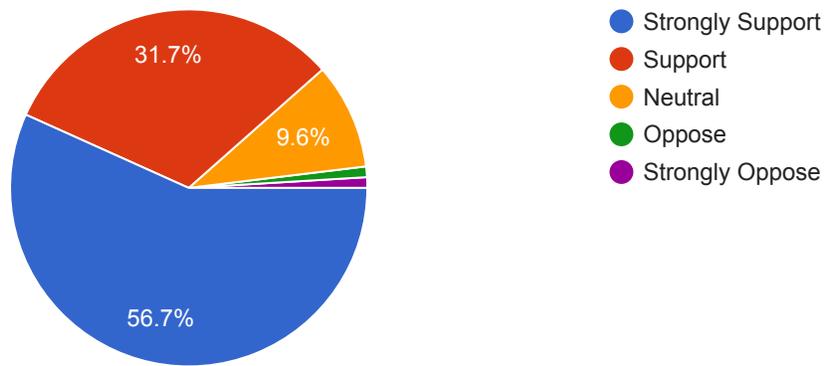
Not accepting responses

Message for respondents

This form is no longer accepting responses

Q1. Analyze the costs and benefits of growth by creating transparent tools that calculate available capacity and public investment in infrastructure

(104 responses)



Comments on how to analyze the costs and benefits of growth? (30 responses)

Need to let the market drive growth

Ask MU how many Ph.D and research project left for another state, rather than staying in Columbia area

I do not have the educational background to have an opinion

This would depend, of course, on who pays the costs. I think developers should pay for 100% of the cost for upgrading infrastructure to meet the demands of their projects.

We should encourage growth. Stopping the CVS construction was a serious lack of common sense.

As it turns out new growth never pays for itself in new tax revenues, none the less it must be allowed.

Impact on traffic, parking, environment, green space, tax base....and zillions of other things. Growth with empty store fronts and buildings is a stopper.

It is way over due! Can you find out if it will involve my neighborhood or is it just downtown?

Use past data for new Developments to see which were predicted adequately and which were under estimated.

I think I need to understand "costs to whom" and "benefits to whom" before I can comment intelligently.

Of course transparency is good but will the analysis be intertemporal and dynamic or static.

I don't idolize growth, but if we must have it, don't bribe industries to come here. Instead, encourage local entrepreneurs and small businesses, which actually employ more people in better jobs.

Transparent is a lovely word and ideal that gets thrown around frequently. A great way to actually implement transparent tools is to have ways for the community to utilize those tools and give the counsel feedback. For instance, an online tool that states how much dry weather water waste capacity we are at in certain areas vs. wet weather, and how it will be affected with different proposed developments, accompanied by surveys much like this one.

find out what it cost to have sewers, water, etc per person so we know what to expect.

Taxpayers cannot continue to bear 90% of infrastructure development while contractors receive subsidies from the city.

Roads seem to be the major problem.

The City Council recently rejected a fee for electric infrastructure. I think, but am not sure, primarily because it was too large. My, Dick Parker's, concern when it was supported by the W&L Advisory Board was that it was too small.

Good City planning is important. Managing by crisis hasn't worked for Columbia.

I strongly support these issues.

It is shocking that the City of Columbia does not calculate available capacity now. We have suffered from lies and misinformation from the City Manager and the Director of Public Works (now assistant City Manager) John Glascock regarding our infrastructure, which is our most important shared resource. They have overlooked and overrun public input regarding development priorities as they relate specifically to infrastructure concerns. We have been on the verge of regulatory enforcement for clean water violations for the past few years, which will be very expensive for the citizens of Columbia. These trends absolutely must end as soon as possible.

Trying to quantify the impact of "growth" certainly seems worthwhile, although I imagine people will still disagree about policy due to differing preferences

Growth must be net positive energy. (54 years of oil left)

We seem to study the heck out of various matters, but I don't see much change.

Available infrastructure must be able to handle the growth without delaying further improvements to existing infrastructure (especially sewers) that have been promised for years near Worley St.

An accounting Return On Investment system should also be used. Once the original is finished a sensitivity analysis should be performed. Starting with a 50% (negative side) of the original goals and then a 150% (positive side). This will help decide if a project is feasible.

I assume there are consulting groups who do this.

There needs to be balance in who pays for development, those driving development (new business or homeowners) should pay their fair share of sewer/water/sidewalks/roads.

Make sure we count the costs of new schools with population growth.

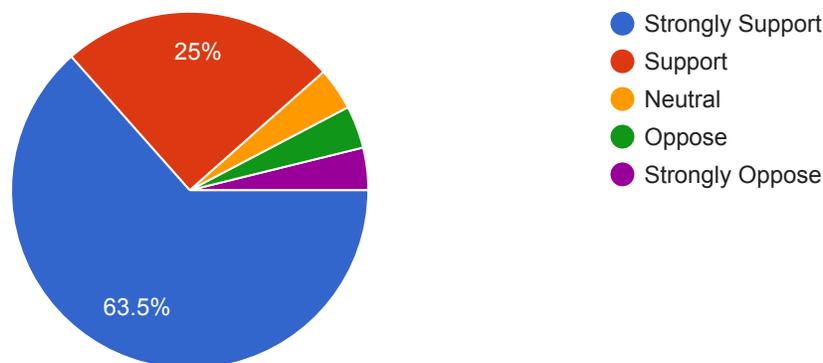
Data driven analysis

Based on the results of the costs/benefits analysis, I hope that an incremental increase in development fees reveals itself to be a worthwhile solution. It seems logical, and hopefully the data will support that.

Make developers pay for the cost of the infrastructure that their projects require. That is part of the investment developers are supposed to make. A member of my family built a subdivision near the Lake of the Ozarks. They took out construction loans and put in the water and septic systems and had Ameren bring in the electricity and the phone company bring in the phone lines. They added the cost of these items and the costs of the construction loans to the sales price of the residences and rental units they sold. THAT IS HOW THE FREE MARKET IS SUPPOSED TO WORK. The City of Columbia has to stop asking existing homeowners and property owners to subsidize private developers' construction projects. They don't share their profits with us and they cut corners that render existing sewer and other infrastructure systems inoperable or limit their ability to function. YOU HAVE TO STOP DOING THIS TO US AND PROTECT YOUR CONSTITUENTS!

Seriously question if growth incentives are appropriate. Residential growth should be of no cost to current taxpayers. Employer growth should have minimal taxpayer financed incentives. Growth is way too fast right now, needs to slow until city can catch up with infrastructure.

Q2. Incrementally raise development fees for roads, electricity, water, and sewer to cover at least 50% of the cost of expanding infrastructure for growth (104 responses)



Comments on the raising of development fees? (38 responses)

Reduce fees if environmental issues are address in creation of projects.

Dont do it slowly, do it to the max right away.

I think developers should pay 100% of expansion costs. Maintenance costs will still be on the taxpayers.

I support some reduction if inclusive and/or housing is being built, and potentially for higher density.

While development should 'pay its own way' we should not put up ideological barriers to business that you, personally, do not like.

If we do not get carried away by OVER estimating the costs, this is a good idea.

While raising development fees may be necessary, having dream-level construction codes would price too many out of the market.

All new development must pay for changes in existing and creation of new infrastructures. All new buildings must have solar panels that can supply energy for the building and possibly feed the grid.

At least half of the initial cost must be borne by the builder/developer.

This will increase the cost of homes and we need cannot afford to do it.

Fees should be based upon a sliding scale of the cost of the new development.

Right now they don't pay enough!

Most communities compete for growth. Is this a problem or is this just complaining?

I agree that new developments should be pay for incremental costs of infrastructure. For, example if I were to purchase property in the county that did not have utility service I would be expected to pay to have those services installed.

I think it may be in order for large complex building but not for single family homes

Columbia has long been a "builder's dream city" with little citizen input in regards to zoning, development priorities and the requiring of adequate green spaces.

I think it's a great idea to have the developers take on more of the cost of infrastructure...but likely they will just pass the cost on to their buyers, renters, etc.

"Incrementally" i interpret as go slower than we should. For utility infrastructure I see no reason to stop at 50%.

The taxes that these developments bring into the city should more than cover these costs. The Council needs to be think that when these developments are approved, that the city must build the infrastructure with it.

Same comment as above.

The easiest way to raise these fees is to implement connection fees and permit fees across the board. Demolition permits should be more costly so that the costs to the community of the demolition of existing structures is defrayed by the demolition process. Under our current regulatory scheme, demolition is encouraged and there are no meaningful incentives to preserve property, whether it is of historic significance or otherwise. This should change. Connection fees for all our infrastructure should appropriately reflect the costs of expanding the infrastructural support for new connections.

Personally, I'd prefer not to use my tax dollars to subsidize new development at all (i.e., have development fees

cover 100%).

There is no such thing as "something for nothing".

Developers, especially those from out of town, need to pay for the costs of development. If increased fees make the development unprofitable then it probably wasn't a good idea in the first place. Also-apartments need to meet code for energy efficiency and those codes need to be strictly enforced.

I believe 60% should be the goal.

A least 50% or more. Developers will oppose, but always shift their costs by raising prices. Perhaps declining development fees spread over 10 years. As an example, developments in the south and west have created growing traffic problems on Stadium, Forum, Chapel Hill and Scott. Developers should be responsible for development fees and maintenance fees.

I don't believe it has to be incremental though I know this is tough to "pass." I don't believe increases should be a set amount. Especially if incremental the increases are soon obsolete due to inflation.

Development in general needs to pay the full cost of any necessary infrastructure to support it.

Again, balance is important and 50% seems more than fair from a homeowners perspective.

Should be more than 50%

Developers need to take on more of the burden. Columbia enriches too many developers

Yes, but not too incrementally. This is a major problem NOW

See above.

Makes a lot of sense. Developers don't pay enough fees. Don't want them adding TIFFs to cover the extra fees, though.

See above answer. Developers should pay the costs for all of these things as part of their permit to build these projects. It is their responsibility. Otherwise they should not be allowed to proceed with construction.

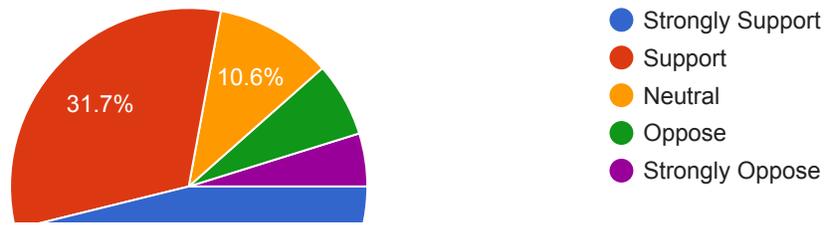
Infrastructure expansion should be totally paid by developers (and passed on to property buyers) This would encourage infill development which is desired.

Wilson's Fitness mess is a good reason to force developers to pay "as they play"; also huge subdivisions that once completed residents demand better roads etc.

Simple: Just start charging developers for the cost of new development infrastructure- a no-brainer!!

Q3. Adopt a "smart growth" zoning code that is predictable and encourages dense, mixed-use, transit-oriented, and affordable development

(104 responses)



Comments on adopting a "smart growth" zoning code? (34 responses)

Smart growth in Columbia in recent years means no growth and antibusiness climate in Columbia.

OK for downtown area (which may be expanded).

The so called "smart growth" has become "no growth" in too many instances.

Look at growth as it is ongoing. What looks fine on paper doesn't necessarily translate as growth occurs. Definitely the infrastructure piece needs to keep pace with the building.

Based on the way the code would impact current buildings and discourage infill while encouraging more parking I am opposed

Planners always want more density to support public transportation and make it more self-sustaining in their college text books. As solar comes on line, and electric cars come on line, the planners will need to rethink the economics of this. American want single family homes and we live in the mid-west. Land, lots of land, and not many people, so long as it is environmentally friendly. It is possible.

Not really sure what it means. Our public transit system is still pretty crappy. Affordable development sounds scary to people, depending on where the development is located. Would have to see details.

Columbia is not this kind of city, we are not big enough for this attitude

It would be good to try it.

Is density a good thing? This is subjective. Downtown is already too dense. We want make it worse? My family already steers away from downtown businesses because there is no available parking.

Why incentivize any particular growth? Why distort consumer preferences?

Of course the zoning code needs to be transparent and not subject to political pressures.

We also have to remember that mixed use includes small and large businesses. Many small businesses cannot afford the expensive "mixed use" that is down town. Even larger nationwide businesses cannot sustain themselves in those buildings (i.e. Jamba Juice).

I want the code to be predictable. The other catch phrases in the description are subject to interpretation.

Not sure about the affordable housing and making people have that in their plan.

Downtown Columbia is getting "uglified" by the high rise buildings proliferating. We seldom go into the "district" now, apart from the Missouri Theater.

Adequate green space is vital for health and recreation.

We have less push for in-fill development. Second houses in larger yards is one way to achieve this. The first two applications for such houses were rejected at least one for not meeting the fire department's requirements for accessibility. Their requirement would have involved widening a driveway to 20 feet at an added cost of over \$10,000 to a project estimated at \$25,000. They would not consider using access from the street behind the lot.

These things don't work. The City can't even figure out how to supply adequate water supply to developments. Dense development puts heavy strain on infrastructure.

Same comment as above.

Smart growth is a meaningless buzz term that can be adapted to fit almost any set of criteria. We have seen the rapid redevelopment of single-use, single-sector residential student housing projects in our downtown be defended as examples of "smart growth." Our regulatory structure should reflect our community priorities. Mixed use development is important to me. Affordable housing development is important to me. Appropriate density is important to me. Trails and non-motorized transport are important to me, but I believe that you are too far ahead of society on transit issues.

This definitely matches my vision for the city. We are too divided into separate communities that can be homogeneous.

Great idea, difficult to implement.

This sounds like more social engineering to which I am opposed.

Too vague.

Zoning codes are too easily changed. I moved into a neighborhood of single family homes. A developer has added single family homes, but these homes were planned as rentals. "Smart growth" seems to be too ambiguous.

I am seeing residential streets destroyed by mixed-use development. One house goes and then others are often forced to sell or can't because of the new development. Who wants a non-permeable surface parking lot right next door which sends water washing onto their property? Talk to some of the people who live just behind the Green Meadows development who had no problems with water until that complex developed. When people decide to build those in-law houses in the back yard the new building is usually closer to the neighbor's property than the main house.

I am very concerned about the lack of diverse structures in downtown--our downtown has changed and has become a big party scene. I don't feel as comfortable walking downtown with large groups of white, 18-22 year-old males crowding the sidewalks.

Reduce height of structures allowed downtown.

Especially mixed income housing developments

I love the idea of expanding transit & population density to create vibrant, affordable neighborhoods. Not only do I think that type of population density/transport increase would benefit the residents, but surrounding business would be positively impacted by such an aggregate of potential business.

Good idea. The more sense we are, the easier and faster to get around. And I get the impression that P&Z just passes everything the developers want.

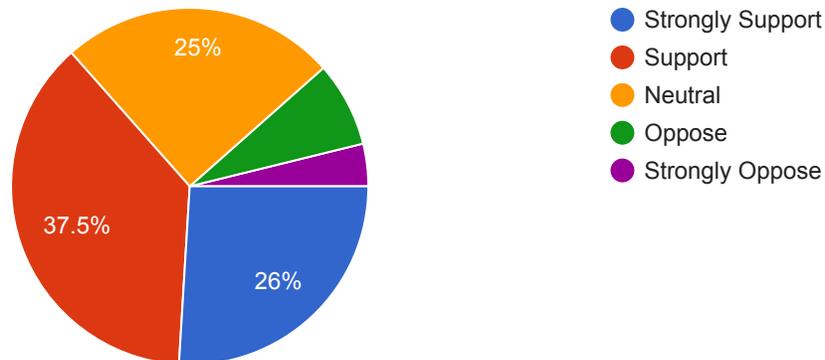
GET RID OF THAT STUPID, IMPRACTICAL ROUNDABOUT AT ROLLINS ROAD AND FAIRVIEW AVENUE! The intersection is TOO SMALL to adequately handle it. Only put in large roundabouts where there is sufficient room for traffic to merge into the roundabout. At Fairview and Rollins, the people on Fairview do NOT yield and in fact speed up as they approach the intersection to block people on Rollins Road from entering the intersection. Whoever came up with the idea of putting a roundabout at Fairview and Rollins without doubling the size of the intersection was an imbecile.

I feel that we are way past transit-oriented growth.

Good that Columbia is trying to fill in and not out but it needs to be more than just for high density student housing whether downtown or anywhere else

Q4. Create "Public Ombudsman" position to inform and empower neighborhood voices and fairly mediate development disputes

(104 responses)



Comments on the creation of Public Ombudsman position? (28 responses)

I like the MARCH mediation model. One party neighborhood/developer can invite the other to participate with the Ombudsman. Voluntary. It is private although perhaps, the boundaries would allow for public notice of the meeting.

Hard to do this, IMO

If this is just a position to hear complaints, it will not be enough. The Ombud will need to have enforcement powers to compel the city to be responsive to citizen needs. Model it on Sweden.

I would support as long as the person was not a radical, no growth advocate. I do not trust the current council to appoint an independent, non biased person for this position.

This position needs to be in favor of the neighborhoods, not biased in favor of any and all development.

I lived in Independence Mo for a number of years. We had this. It was called neighborhood council

It happens any way. And that is what the planning department does any way. Money is going to be scarce as the university shrinks 25% and property values drop. Put the long delayed recession/depression/market crash on top of this, and we can not afford it. We are going to be laying off university and city staff. Bad times are coming.

Isn't that included in the role of our ward representatives?

One person or a group of people based on population demographics, perhaps by wards or precincts? Bring back

Zim?

Because of budget constraints this should be further down the list. The council should be more involved.

It may help the public!

I do not want to expand government. We need more police and instead we want to create this position? Poor use of funds.

I thought you were our advocate within our district :-)

Waste of money, need to spend it on infrastructure and police I strongly oppose more people. the only exception is fire and police personnel

Is that what the Council is for? We need more police and less people behind a desk at city hall.

The continual failure of the City Counselor's office to meaningfully support the public is an ongoing disappointment. If we had functioning, transparent, and responsive leadership in our City, we would not need to create a Public Ombudsman. The fact that this needs to be among your priorities is a signal of leadership failure at the City Manager level in Columbia. Rather than reward merit, we have seen cronies and friends be hired and promoted who do not offer meaningful input into the complex processes of development in our city. The "yes boss" culture is not consistent with our community values.

Would have to hear more about it to decide if it would be effective to have one person trying to mediate all these differences. But it couldn't hurt.

No one is perfect

Way too vague.

Part of this idea could be rolled into the police board.

Unless an ombudsman has some kind of power, the role is simply as a reporter.

Notification, adequate in both time constraints and the means of notice, for re-zoning requests need to be a part of this discussion.

I like this idea and it may give council members and city staff relief from spending the majority of time addressing complaints.

It might be hard to find someone acceptable to both sides.

Yes, but the responsibilities should include public safety, public equity and other City-citizen issues, not just development disputes.

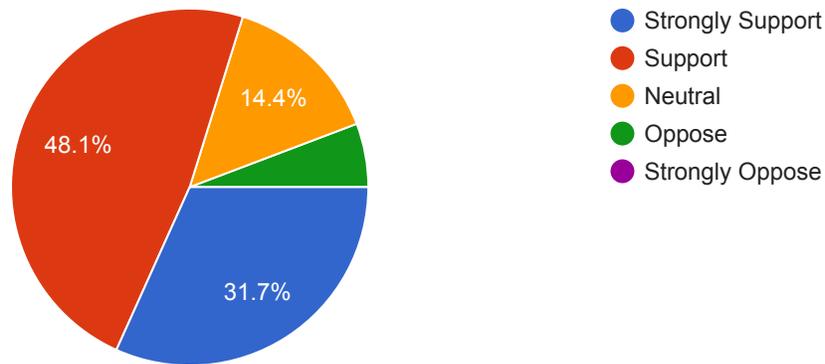
I'm curious to learn more about this position. Would this be a single person appointed by you/the city to represent all neighborhoods? Would this be a network of people who live in the neighborhood(s) they represent? I have reservations about the effectiveness of a position like this based on the ratio of the position to population, and also their familiarity with the particular neighborhood(s) in question.

See answer to question one

Good idea if really effective

Q5. Engage the community in a transparent planning process to set goals and develop a strategic plan for CPD, that are supported by voters

(104 responses)



Comments on how to engage the community in a transparent planning process?

(24 responses)

You have to have enough police to cover the territory first....

will not support this until Ken Burton is terminated

Wasn't there a property tax proposal for law enforcement that failed?

This should be coupled with the Ombud, giving the Ombud power to suspend police officers and to remove permanently those who use unnecessary force.

Any planning committee should be made up primarily with people with law enforcement experience.

Use KISS principle to do this. Growth and jobs are the order of the day, but are they really important for Columbia? Legal and business mumbo jumbo has to be avoided.

On-line surveys are easier to attend to, than City Council meetings.

So, we can know what is going on.

More police, better funded, better protected, so that they can spend more time engaging the community instead of fighting it.

Part of this has to be a balance of informing the public of what the law states, what officers encounter regularly, what citizens encounter regularly from police, and the capacity a member of CPD can work at not just effectively, but excellently. Popular vote may not be the best way to have a balanced dialogue.

have multi meetings for the public, let the voters decide on it. the same as the trash pick up

I certainly believe this is a good idea. Hopefully, someone can figure out how to get people involved and a police department with some enthusiasm to participate.

Since the crime rate has dropped so much it is not clear to me that we need to expand the size of the police force. We do need to raise the pay and training. Community policing should be developed. I do not know if it needs to be much more expensive.

The police department is doing well under the current police chief...but needs personnel to get the job done. Why isn't the council appropriating city resources to where they are needed instead of funding "far off base" things. Or wasting millions of dollars in studying another electric route plan.

I worry about public safety campaigns, as they are often vulnerable to racially coded language and racially-disparate impacts. The disproportionately high degree of racial profiling that we see in Columbia Police Department is a matter of ongoing and serious concern.

Yes, as Race Matters Friends have commented in council meetings, CPD is not living by its rhetoric or providing open information to the public.

To be frank, nothing much will change until we get a new police chief and city manager.

I am strongly in favor of using surveillance cameras. When crime witnesses don't talk to the police, the police need something else to solve the crime. The cameras should be easily movable.

Not sure what this accomplishes. This is just part of a large complex process. The problem areas shift based on several factors. The student complexes downtown increased the density, affected traffic, and increased the need for police. Was there really a need for student housing downtown where the infrastructure is already overloaded? Lower cost, multi-family dwellings in north Columbia added to the density, traffic and significantly increased the need for police. It seems the developers finish and move onto other projects leaving maintenance and services to the city.

I do not understand why it has taken 10 years for the city to come up with a comprehensive plan and to update zoning/planning rules. That is one example where the process has not been transparent. Also, the comments made by City Manager Mathess that infrastructure was insufficient for development in downtown (which I tend to agree) yet 6 months later, several new projects are approved and we continue to approve new projects until recently.

This would be an important step in convincing the community to support needed tax increases (which I supported).

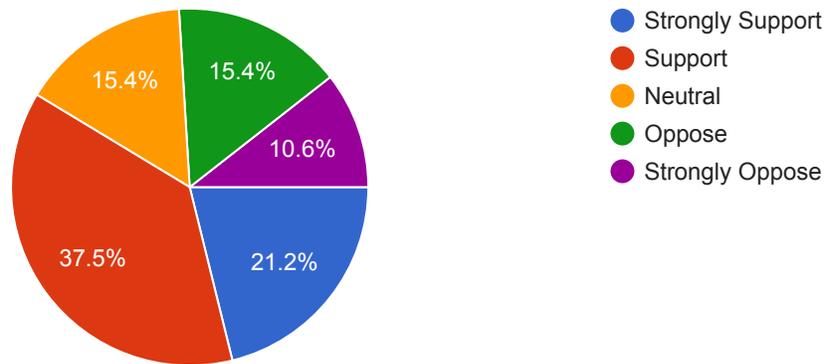
What about limiting growth? You have already ruined downtown and made it an unpleasant place to go to. Since the late 1990s, I have always enjoyed going to and supporting the businesses and eating at the restaurants in downtown Columbia. Now, it is a royal pain in the ass to go there and I only do it as a last resort. I avoid it if at all possible. I am not the only one. Every time there is a proposal to put in a Walmart or some other huge project, hundreds of people sign petitions against it and dozens show up to the city council meeting to oppose it, while only one to three people come in to support the new project; and yet, every one of these meetings that I have attended, the city council ignores the wishes of the residents of the area and allows the new project to be built. WHEN ARE YOU GOING TO ACTUALLY RESPOND TO AND RESPECT THE WISHES OF YOUR CONSTITUENTS AND THE RESIDENTS OF THESE NEIGHBORHOODS? YOUR PUBLIC HEARINGS ARE USUALLY A SHAM AND ONE BIG EXERCISE IN MENTAL MASTURBATION AND FRUSTRATION WITH CITY IGNORING THE WISHES OF THE OVERWHELMING MAJORITY OF THE PEOPLE WHOM YOU ARE SUPPOSED TO REPRESENT IN FAVOR OF SOME INDIVIDUAL OR CORPORATE ENTITY WHO DOES NOT HAVE THE COMMUNITY'S WISHES OR BEST INTERESTS AT HEART.

We don't need people telling the CPD how to do their job! We need a law enforcement Chief that enforces the laws and the politicians need to be hands off.

Sorry, is CPD-Columbia Police Department or ???

Q6. Propose a property tax for law enforcement to fund the strategic plan, including community policing, consistent with public input

(104 responses)



Comments on the proposal of a property tax increase? (39 responses)

We are already taxed enough I'm Columbia. City and leadership needs to use resources more efficiently.

we pay enough taxes already - please make others (developers, etc) pay instead of the everyday person

Use the collected funds from areas of extra needs to cover those areas.

will not support until Ken Burton is terminated

I'd prefer an income tax. I know there is not the legal authority for local governments to impose an income tax, but the city should start lobbying the legislature to gain that authority.

Our taxes are already too high. Some frills and non necessary programs should be cut to provide improvements in law enforcement.

Whether or not there is a tax increase, there needs to be money found yo increase the number of officers.

We will need more cops as the economy goes down. I would support encouraging folks to buy Joe Biden shot guns. This is hard with Hank Waters so much opposed. But it will happen because people want to keep their families safe.

I would not support an addition to property tax until all other avenues of funding have been evaluated.

I hate all property taxes except for this infrastructure necessary to maintain property: water, sewers, roads, lights etc. I hate the fact that schools use it. It is regressive overall. A graduated local income tax would be more fair, in my opinion.

I need to see how our existing funding compares with other similar sized communities to make sure we just aren't wasting more funds than other communities.

Yes, more policing would be better but before pull more money from the citizens shouldn't we look at our current budget to see if there is something we can forego to fund this.

Instead of raising taxes and increasing the police force, let's stop enforcing the stupid drug laws (prohibition doesn't

work and gives us the disgraceful world record in incarceration). I note in the paper that most arrests are for possession or dealing in controlled substances, which could mean just marijuana. We need to end the war on drugs nationally, of course, but could stop enforcing it locally and put the money into community policing and into treatment for addiction.

I think you can work within the present budget to find the money. If a tax is proposed it should be only for 5 years, similar to the parks and rec, so if it is failing we can turn it down. Work closely with the University police to share costs

Once again, individual property owners are to be taxed for what all citizens receive benefit. How about a fee for renters, too? They will benefit as much as property owners from increased police resources.

Only as a last resort. I'd like to see an honest review of the city budget to perhaps pull some funding from other areas. Our retirement income cannot handle too many property tax increases.

I support property tax as a way for Columbia to raise funds since it is more progressive than sales tax. But I would oppose a tax aimed at adding police.

If the city can afford millions for city hall buildings they have the funding for police, which should be the most important service. City needs to get to the basics...police protection, fire protection, and roads....city needs to evaluate where it spends money.

have larger % increase for multifamily dwellings based on # of units.

Property taxes here are too heavily for schools. In other cities the pie has larger percentages for public services.

Tying law enforcement funding to property taxes will likely increase economic stratification and worsen racial tensions as property owners (who tend to be more successful economically) will demand better performance for their increased share of the tax burden and non-property owners will continue to be uninvested in the law enforcement development.

I want to see a case for this.

Personally, I'm happy to pay more property tax for this.

The City budget should include appropriate police and fire protection

There is enough money to fund the police and fire fighters now. Since they are our top priorities, fund them off the top. (This is how us citizens do it at home -- make sure we have food and housing before we get nice to have things like cable etc.) Once they are funded, then address lower priority items such as the social engineering projects mentioned elsewhere in this survey. Of course, we know that a tax increase is not likely for these projects, which is why the politicians save the most crucial and highest priority projects for tax increase votes. This is very irresponsible. I will oppose any tax increase until I see police and fire funded first and adequately.

Deal with current issues first. What happened that city is being sued by former 911 director? Sounds like she was lied to and not given appropriate options. City Manager and Police Chief need to take responsibility for actions and commitments of previous management.

More property taxes for the high crime areas.

Not sure what this accomplishes. Everyone will want the "A" package. Entities that add to the need additional policing should be bearing the burden of supporting police services. Downtown and north Columbia developers should be providing proportionate support for police services necessitated by the developments. Developers who add to the need for police services such as malls, strip malls, hotels etc should pay a maintenance tax in addition to raising taxes city-wide as needed.

Taxes are already high here compared to other locations in-state and more increases will have the effect of driving away those low and middle-income households that have the mobility to leave.

Didn't the new mayor campaign on the idea that more police would be hired? I'd like to hear where he thinks the funding will come from. Someone needs to audit the city's finances to find out just where tax money is going. I keep hearing the the city has money despite the city manager denying so. Why do some water consumers pay less than others?

Unlike many people, I want to increase my property taxes. Property taxes are the most equitable and stable way of funding specific city services. I am tired of voting on increases to our sales tax to fund projects. Again, the developers don't like this, but it is a cost of business whether you own a few rental houses or large complexes of apartments. Besides, property taxes are deductible on my federal return and sales tax is not!

no new taxes

I just can't afford higher property taxes.

This is kind of a chicken and egg scenario. Will people support a tax to fund the plan to help inform them why they should support a tax? Hopefully.

Property tax makes sense and is more fair to those with low incomes.

Law enforcement benefits everyone, including all residents and visitors. YOU HAVE TO STOP PUTTING THE BURDEN FOR ALL CIVIC IMPROVEMENTS ON THE BACKS OF HOMEOWNERS & PROPERTY OWNERS.

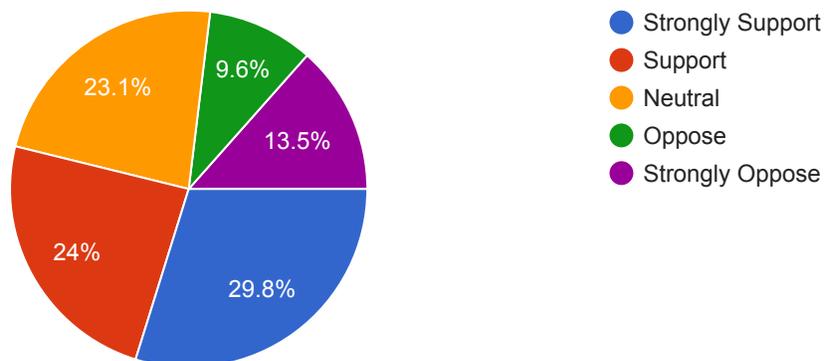
There needs to be more funds for law enforcement but not sure how to one should raise such revenues

I have had 4 interactions with Columbia Police at my home in the 10 years I have lived here. Each one was positive and helpful. I only wish the entire community felt this way. I think the CPD does a great job, especially since they are working short-handed.

We must increase funding as we badly need many more police officers for our city.

Q7. Create an "Office of Equity" to implement the City's strategic plan for social equity through a focus on underserved neighborhoods, community policing, diversity in hiring, etc.

(104 responses)



Comments on the creation of an "Office of Equity"? (28 responses)

You mean employees and elected officials cannot see these quickly as you drive around?

Again, this will not be enough. We need a strong commitment from the City Council to create a government that looks like the population of Columbia. The Council should instruct the City Manager that people of color should be in visible managerial positions in city government in proportions equal to their representation in the population. The Council should commit to having people who are from neighborhoods below the median income of the city represented on all City Boards and Commissions.

This is one of the 'frills' as mentioned above.

See answer #4 above.

Can such an office really create opportunities in jobs?

Is this a volunteer or paid position?

What does social equity mean? Quality trumps diversity every time. You hire for quality, not diversity. If we are keeping people from achieving quality, then something can be done about that. All I can say is good luck. What neighborhoods are underserved and with respect to what service? What does community policing real mean? Calling the police often? Reporting what one sees? Specific details, not buzzwords, are needed.

Apply the money to these objectives, not to another salaried position.

I Do not endorse expanding government. All offices are by default offices of equity. The monitory doesn't rule. That's democracy.

I'd prefer the monies to be used for this to be provided to the police department

Is it necessary to hire more people to implement equity?

Stronlly oppose this, I would fight against this one. We need jobs to help underserved people not handouts.

Creating more bureaucracy is not what we really need. Cannot the city council handle this?

We have been here for 48 years. In that time, very slow progress has been made on that front. A "native" Boone Countian mentality still exists - actually, in most every phase of this community.

The area needs more attention. there are several programs in Columbia and Boone Co. and more coordination may be needed. I do not know enough to say that it is. this office would be a place which could propose equity related items to the City Council. Some of the existing offices feel reluctant to step outside of their narrowly defined responsibility.

Another effort that is a waste of city money. Hire a police officer instead.

This is an important step, more important than the ombudsman. We have a deep history, legacy, and present of inequity in Columbia. Ideally, the office of equity review would be included in all meaningful public policy initiatives.

I generally support action on the example issues, but I wonder whether an Office of Equity and the corresponding expenses are necessary. For example, it seems like the police department is already doing/trying "community policing" (<http://bit.ly/24ZM9IP>); do we need to pay for a separate Office to tell them to...not stop? (Maybe the answer is actually yes--I don't know much first-hand about the police department--but it's a question I have.)

The powerful should not overwhelm the powerless

Also too vague

This is difficult. An Office of Equity adds one more constituent to the planning process which is good, but becomes another confounder to making progress. People do not understand that as long as Columbia has a reputation as a provincial community, that businesses are negatively affected. Too many people see the lack of diversity as an attractive part of Columbia.

This is social engineering and is not a productive use of resources.

It is obvious to anyone visiting Columbia that we are a segregated community and sometimes it takes shining a light on issues and neighborhoods that are underserved.

no social engineering

Jobs and affordable housing - that should be the push for social equity. All else is window dressing.

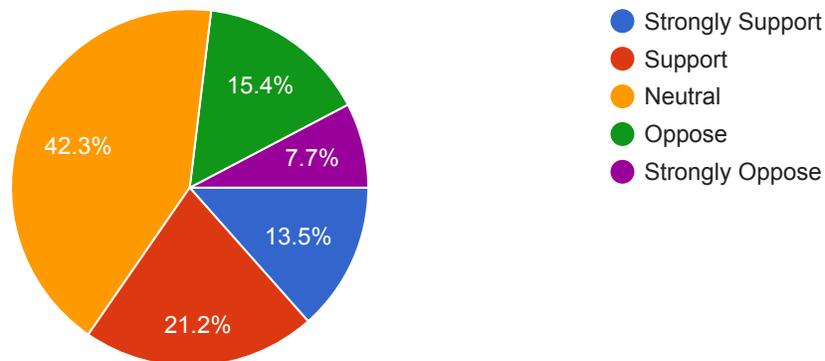
I think this is a great idea, though I was a concerned by the "etc." in the policy positions document online. I support an office to focus on "underserved neighborhoods, community policing, and diversity in hiring, etc." Though, If you're going to implement a plan for those underserved communities, I'd be interested in exactly what challenges the office will tackle, instead of an undefined "other/etc." category. I know it's just a sentence summary, but it's the only one that ends with "etc." as if the details aren't as important as the concept (whereas here, I think they're more important if any progress is to be made).

Where will the funding come from?

Sounds good but likely another bureaucratic position with little power

Q8. Host a social entrepreneurship recognition event and encourage REDI to emphasize support for social businesses

(104 responses)



Comments on hosting a social entrepreneurship recognition event?

(26 responses)

REDI may not know how to do this.

Not clear to me what this means

This should be a function of the Chamber of Commerce, not a government function.

This might constitute spreading ourselves too thin by chasing too many fads.

What is a social business? A brothel? Successful businesses will get a reward. It's called profit.

I can't believe this is a top 14 concern when we have serious issues to deal with.

Low return on investment

Wouldn't Columbia and REDI be better served by encouraging business to locate in Columbia to expand the job market.

I don't know what a social business is.

Just what is a "social business"? REDIRECT host multiple recognition events annually a

No, stay out of that business, they are business folks that can make things happen. whenever the city people get into things it gets messed up.

Locally owned businesses are the future the development of all of your about policy plans. Large chain businesses and non-local developers damage both community image and the growth of new employment opportunities.

Another effort that is a waste of city money. Hire a police officer instead.

REDI does a good job fostering entrepreneurship, but its public-private partnership model appears to be broken. The expenditure of hundreds of thousands of dollars in public funds to support private development without regard for the impact on our community should be re-examined.

Not sure how you define social businesses. That's why I was neutral.

Tell me more

What is a social business? What are the federal, state, and local policies that hinder people to escape poverty? Just what is the city going to do about federal and state policies? Personally, I think governmental policies at all levels support people who want to escape poverty. Look at all the programs there are related to education, for example, which is the primary tool to escaping poverty. I think this is just a bunch of talk.

Stick to the physical and managerial needs of the city.

These events are good, but attract the choir

I have concerns however about REDI and "tax dollars" spent on businesses when there are so many other needs. I'd want to see where money comes from and where and to whom it goes as well as whether it is "worth it."

I'm not sure what social entrepreneurship is.

Good idea - not a top priority

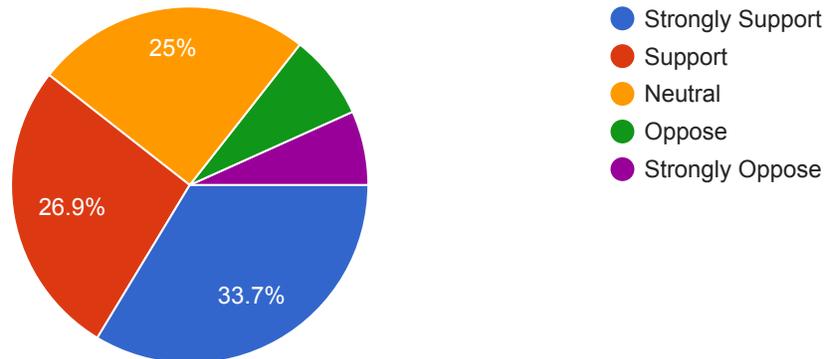
Recognition can do no harm.

Sounds positive though I'm not clear what a "social business" is. Would that be like Salvation Army? It sounds a little like social media but I'm sure that's not what it is. Maybe you can clarify this.

Where will the funding come from? Any tax breaks given to businesses must require them to hire significant numbers of local residents as employees.

Q9. Create a Community Land Trust to provide permanently affordable homes, as recommended at the Affordable Housing Symposium

(104 responses)



Comments on the creation of a Community Land Trust? (28 responses)

I have seen this work in other communities such as Madison, Burlington, St. Paul and strongly encourage using the CLT model in Columbia to establish and maintain affordable housing.

Subsidized housing creates poorly maintained neighborhoods and increased criminal activity, like Auburn Hills. People that have no equity in their homes generally do not maintain those homes or take pride in their neighborhood.

No money. Just keep taxes down and it takes care of itself. Unemployment is going to sky rocket. Sounds good but I worry about the money.

Is the city responsible for providing permanent homes for people?

But where? I don't want one in my backyard as I want my kids to sell my house for at least what I paid for it. This looks like it will bring housing prices down.

I do not know enough about this to comment

There is not enough affordable housing! \$500 for just 3 rooms and No AC isn't right and in a wheelchair! That is more than my housepayment!

Have other communities done this? How has it worked? I'm skeptical that housing of this type doesn't turn into high crime areas.

This goes against your objective to have new development pay a larger share of the incremental costs. Higher density housing will consume more utilities per acre of property and therefore cost more for the developer than a

more expensive less dense housing.

Besides, I'd prefer to let consumers define what they need/want rather than the government.

This has worked for intentional communities and is a good idea.

We have so few options for affordable housing, and it is extremely difficult for those in section 8 wait lists to gain housing near employment opportunities. I think focusing on things like this land trust can really cut down on many of the side effects of poverty, including an overflowing court system.

Affordable housing is a factor of working with the development community by reducing the impact of impact fees and zoning concepts that have pushed housing totally out of reach for so many working families

No, strongly oppose this.

I support it in theory, but would like more detailed information.

I think this is a good idea, but it is vulnerable to being coopted for private interests. Private landowners could profit from donating undesirable properties to the community land trust, and it could perpetuate an insider culture that is corrosive to trust in government. It would need to be planned carefully.

Affordable housing seems like a fundamental issue, both in terms of how much there is as well as (perhaps more importantly?) where it's located.

Affordable housing must be net positive energy. (Otherwise it is not affordable)

Will funding for this cut into the CPD funding? Probably.

This is a "nice to have" but sounds low priority. Don't some of the problems go away if we concentrate on the infrastructure and managerial issues?

A good idea, but who manages this? This will require a staff. Who pays for it? Special interests will always be petitioning for changes.

Perhaps find a new phrase, affordable is misunderstood/misused. It seems to be synonymous with "public housing or subsidized housing." I like when you call it "work force housing." Then if no one knows what you mean they at least have to ask!

Yes, the city should be more involved instead of leaving it all to Habitat for Humanity.

Put some emphasis on small affordable units for seniors.

Not familiar with this

A CLT sounds promising, though I suspect there will be concerns that "affordable homes" in a land trust might result in some sort of tenement/unflattering development. Honestly, I was not aware that the Affordable Housing Symposium occurred. I see that the GoColumbiaMO website has links to the session presentation video, but those videos no longer load.

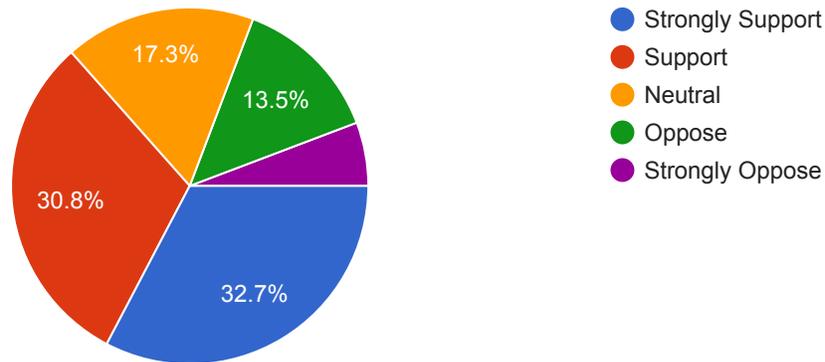
Sounds positive though I don't know of the concept.

Where will the funding come from?

This is a very serious issue needing immediate action. There are many desperate, angry people who need to see that Columbia's government is truly working to improve their life situations.

Q10. Offer incentives for affordable and mixed-income housing construction, such as expedited permitting and development fee discounts

(104 responses)



Comments on offering incentives for affordable housing construction?

(25 responses)

See above

Anything we can do to help the poor that does not cost too much is great with me.

In one place you want to raise development fees and in another you want to discount them. This shows that the fees already impact affordability. If you want less homeownership, raise fees. If you want more, lessen fees.

All permitting should be expedited but not different for different types of construction.

We need to try it!

Create a housing stipend instead to be awarded to families that actually need help. Use existing housing. Concentrating housing of this sort is the issue. It becomes a high crime area once it becomes an older housing building

This goes against your objective to have new development pay a larger share of the incremental costs. Higher density housing will consume more utilities per acre of property and therefore cost more for the developer than a more expensive less dense housing.

this may be an easy way to support it.

Incentives will no doubt have to be offered to get developers to build housing for low and middle income buyers. It appears that high-end home building is much more attractive to many developers.

There are likely other ways this can be supported as well.

"incentives" ...equals tax dollars....use these funds to put more police on the street.

Our regulatory system should reflect our community vision and needs.

I like the goals, but I'd want to think more carefully about whether such incentives might have unintended consequences (as is often the case), although expedited permitting is probably low-risk. I probably support the "mixed-income housing" more than purely "affordable."

Only if it meets the highest environmental standards

Better than Q9

I'm not sure about this one. Developers don't need a break. Certainly expedited permitting causes me concern. And our development fees are already too low or non-existent. I'd need to be sold on this one.

Who would decide on the awarding of the incentives? I would need that information before I supported incentives. If it is the same old, same old people, then no.

I would be in favor of incentives for development of affordable housing especially in central and SW city near bus lines.

I think developers get enough handouts already.

yes, affordable housing and mixed-income housing

This sounds appropriate, at first glance... provided the numbers make sense. I suspect you'd gather some of that data in the growth analysis discussed at the beginning of your policy platform.

Yes, I hate that so many expensive student apartments are going up and no housing for low income. Houses have been torn down in low income areas too (on Worley by Jeff Jr) , I assume to put in higher cost high density units.

Where will the funding come from? What incentives are you talking about? Do you expect local residents to subsidize another developer's business and investment. If so, that is nonsense and should not be allowed. It is their business, their risk, and their profit if they make one. Why do they get socialism and the majority of us do not?

This type of incentive causes many problems with non-compatible residents in neighborhoods. Do we want to attract low income residents to Columbia? I don't.

Sounds good if it can really work

Q11. Expand City funding for public transit operations and engage Missouri Students Association and MU Administration to participate in the costs and benefits

(104 responses)



Comments on expanding City funding for public transit? (30 responses)

You can't even cover the territory you have staked out now. And you want more?

Public transportation is seriously undeveloped in Columbia. We should have FREQUENT bus service within 1/4 mile of every residence, a light rail connection to Jefferson City, Kansas City, and St Louis, safe bike paths. The goal should be to make non-motorized and public transportation faster, cheaper, and more convenient than private cars.

Millions of dollars, that could be used for law enforcement are currently wasted on empty buses.

No. Unless MU is a strong partner. They are broke. We will be soon. It is a non-starter and does not make sense with the improvements in technology.

From the publicity it has received, there doesn't seem to be a need for expansion of a system that reportedly isn't used fully now. However, having MSA and MU Administration participate in costs for the benefits students receive is a good idea.

Ban freshman from having cars and I am with you. The transit system is still inconvenient. For me, it is about a 5-6 block walk to the nearest bus stop. We need more funds to do things right, and it is still not clear if doing it right will be right enough. Here I would support a local gas tax to help the buses, but we would have to expand service.

You know where I stand on this.

Be smart. No one wants to ride buses. Create a net work of direct route vehicles such as ride share electric vehicles. This way people can make few stops and have a small riding groups at a lower maintenance cost.

Public transportation is underutilized now. I don't see how funding it more will help.

Your statement - COMO Connect's level of service (LOS) is so poor that no-one uses the bus unless they have absolutely no other options

I would be more inclined to support a partnership with Uber. I don't know how that would be implemented but it's more likely to get people without transportation where they need to be more cost effectively.

Your statement - Many low-wage workers in Columbia use taxicabs for commuting to and from work

I'd prefer electric streetcars powered by solar panels and wind generators. Mass transit is more ecological than cars. But internal combustion engines pollute in buses as well as cars.

If the university does not help out then cancel the bus system. it is not working and is a drain on the resources that we have. we purchase large buses for \$500,000 each, they break down frequently and are almost always never filled. Spend money on an uber system it is cheaper

This is so long over due as to be ridiculous. Public transit in Columbia is a giant joke. There also needs to be serious consideration of providing transportation for Senior Citizens. OATS was a great idea - we need it now!

I would like to see more consideration given to routes and times that would serve working people. Perhaps then, they wouldn't have to pay the high cost of a taxi to get to work.

Make down town parking considerably more expensive. If people can always find a parking space they will not ride

a bus. Some low income individuals also have to go to work early or leave late, so expand hours of service.

We have public transit, but we don't have enough police. Spend the money wisely.

The only way this makes sense is if the University is on board. In similar-sized cities with comprehensive public transit networks, the University is a full partner in the transit system. Mizzou instead is a profiteer in the parking sector, so it is unlikely to become a meaningful public transit partner. Instead of meaningful public transportation, our roads are full of private transportation providers bearing logos of The Domain, Brookside, and other private student housing providers throughout southern Columbia.

We also have a public perception problem here, that few people use public transit and therefore it is a waste of funding. So we need good data and accountability.

I "Support" the part of engaging MU more than (necessarily) increased funding. I ride the bus when I can't bike to work, so I definitely appreciate the current level of service, I just don't know if more is worth the money (vs. other causes).

Supply and demand will take care of this issue.

This sounds like a previous effort the drag the University into funding the bus service. Not all student use it. Let those who do provide service through paid fares.

In another light, the older sections of the cities bike & walk trail system that are being overgrown from the sides and from above. Only cutting the grass 24" along the trail edge is not enough. If this is done correctly, repeat maintenance would only be needed about every 4 to 4 years.

Not sure about this. Columbia was once headed in the direction of a pedestrian downtown (Broadway) and the University envisioned a pedestrian campus. Both plans required effective and attractive alternatives such as mass transit. The current transit system is poor, at best and serves primarily those without choices. The most prominent buildings in the city are parking garages that encourage the use of personal transportation.

Disincentives for cars as a means of transportation...stop building parking lots, let people sit in traffic, require parking permits, etc. Then pepper them with good information on good alternatives...such as a much better bus line! We need a free and constant loop "trolley" line in the broad downtown area. Easy on/easy off. Multiple trolleys with loops going 2 directions, designated easy to find stops, not requested stops, with wait times under 5 minutes. As seen in ski towns for example.

I am an MU employee and I understand that Parking & Transportation self fund their positions , so alternate revenue sources will need to be identified. For example, Parking Garages could be gated and only those who pay for parking could enter. The MU administration will have to force the conversation. I'm not sure that I agree with a student fee to fund our bus system, but it seems inefficient to have a city bus system plus all the private shuttles and neither serves the students well.

Wouldn't it be cheaper to have a city-run Uber-type van transportation system - how many nearly empty buses can the city afford to put on the road?

This city has a craving for public transportation that is not being met. Evening Uber rates are sometimes 3x or 4x multiplied due to demand, and I always see taxi delivery of employees to various businesses. I've considered a more green transit route myself, and even took the bus for free during the relaunch of the ComoConnect service last year. However, there's no reliable/speedy way to get anywhere using the bus system. You either have to be a color-coded expert, spend an hour planning your route, and spend 30 minutes waiting between bus services.

With a centralized downtown restaurant/drinking district, and so many centralized pockets of student/young adult living, I think Columbia could be on the verge of something that eliminates traffic congestion, helps the environment, gets the drunks home safe, and commutes the most vulnerable to and from work at a fraction of what they are paying now.

That's going to take a wider schedule, expanded routes, and trip planning apps/software. Those things will take

money, so I think convincing the MSA & MU admins of the benefits to take some of the burden is a fantastic idea.

Good to have MU pay their share since the students widely use the busses and that is common practice in other college towns. Personally, I would love to see fare-free busses, since so much money goes into fare collecting units that the cost of the fares hardly covers the cost of them and their maintenance. Side note, I am opposed to adding fees to utility bills to support public transit. I've not heard it mentioned lately so hopefully that idea has been shot down already.

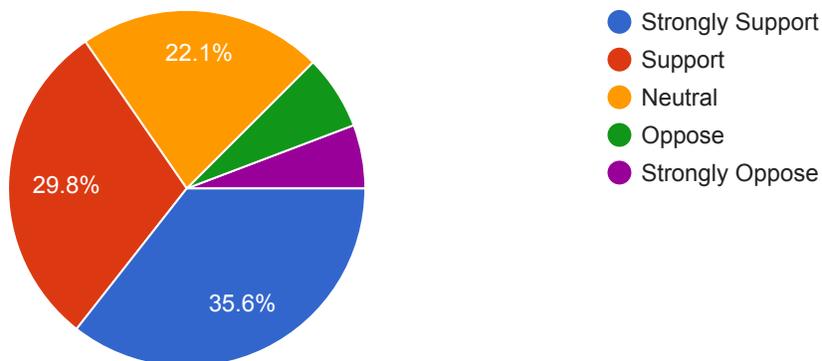
Where will the funding come from?

Public transit has been a huge waste of taxpayer money for 50 plus years now. Several times the city has hired consultants to tell how to improve and several times additional funds have been poured into it and it only gets worse. The millions of dollars wasted on this one line item have contributed greatly to the deficit we now have in infrastructure. I know you like the buses Ian, but they are a terrible waste of public funds and it should be greatly reduced to the function for disabled folks.

As a senior citizen, I would love to leave my car in my garage and take the bus but cannot because the bus routes are not comprehensive enough for me to have access to them.

Q12. Adopt a Vision Zero Policy to protect pedestrians and bicyclists, and improve traffic safety for all modes of transportation

(104 responses)



Comments on adopting a Vision Zero Policy? (24 responses)

Admirable, but that will take 100 years!

I'd like to know more about this. What is a "Vision Zero Policy?"

I have no idea of what this is. Is it a program for blind people?

Is this another chase after a current buzz word? This may be a case of spreading ourselves too thin by trying to do too much.

Is there already a Vision Policy in mind to be adopted?

I don't know what this means. Too many bike people switch from bike person to pedestrian to bike person. Dangerous business. Pedestrians often do not understand that sunlight and shade can make them hard to see. Jaywalkers should not be ticketed, but when they are hit, they should not be allowed to sue and the driver accused of no crime.

Same

Part of this process should be improved funding for police so they can do a better job of traffic enforcement. Speeding and inattentive driving make the roads unsafe for everyone - drivers, pedestrians and cyclists - and speeding is rampant and unaddressed in this community, even in school zones.

You don't need a policy you need a plan.

What does this mean? What would be the details and impact of this?

I don't know what a vision zero policy is, and didn't see the definition in your explanation.

Sounds good but you will spend more money of this, hire police and firemen

A little public advertising about safety in driving would not be amiss, either.

Pedestrians and cyclists should have to bear some of the responsibility for their own safety. Try driving anywhere near campus...students don't even look up from their phone when they step off the curb. Cyclists should have to take a competency test. We were stopped at the light at Clark Lane and 63 when we were rear ended by a guy on a bike. Did about \$800.00 damage to our car. Guess who got stuck with that bill? They don't have liability insurance, they should at least have to prove they know the rules of the road for bicycles.

Again, spend your efforts on making our city safe. This stuff is side noise.

I don't know what Vision Zero means.

I have mixed feelings. I bike to work a lot and walk a lot, so I'd personally benefit from such things, but I have a hard time arguing that (given a fixed city budget) these are more important than the other topics on your list. Especially since it seems such improvements are already happening, if gradually.

What the heck is Vision Zero? I'm all for biking but cars are here to stay and making it safe for bikers on busy streets may not be as good an idea as providing routes on less traveled arteries.

Good idea. How to do it is the problem. Bike lanes are taken up by parked cars. There are too many blind corners in Columbia created by businesses and advertising signs. Wilson's has created a major traffic problem. The new pedestrian bridge and path from Wilson's to the trail is good, but substantially enhances Wilson's business, but the problem of a two lane bridge remains.

we have had enough of your bike lanes

Sounds good in theory to have this policy. I look forward to seeing some specifics that could help make it a reality.

Though you don't explain what Vision Zero is, I've heard about it and successes in reducing traffic deaths. I suggest you add a short description of it on your policy page.

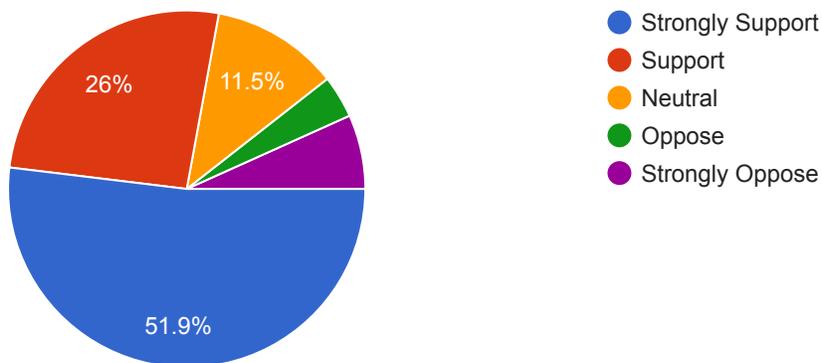
I strongly oppose the way you have done this so far. Painting bike lane symbols down the middle of the street is stupid! Too many bicyclists ride down the street as if they owned them i have had bicyclists weave in and out of traffic going from near the curb to the middle of the street and back to the curb repeatedly without signaling or any warning. I have had to jam on the brakes several times to avoid hitting them. Some ride at night without any lights or reflective gear and you have to drive with your high beams on to avoid hitting them. On Rollins Road, east of Stadium Boulevard, they will ride as many as six people abreast up that hill and block oncoming automobile traffic

so they can chat with each other. No bicyclist can peddle fast enough to get up enough speed to go with the flow of automobile traffic & they should have to practice safety for themselves. They ride into blind spots without any regard for themselves or the oncoming drivers. I have seen adults with small children who can barely peddle small bicycles ride down the center of Walnut St. from College Blvd. to 5th Street at noon on a weekday with no regard for their children, themselves or anyone else. It is nice that you encourage people to cut down the use of cars, but you have gone too far in the wrong direction.

A part of the infrastructure deficit is public sidewalks and they should be improved, but only for walking not 8 or 10 ft wide monsters.

Q13. Maintain ambitious renewable energy goals and achieve them by investing economic development resources in clean energy production

(104 responses)



Comments on renewable energy goals and investing in clean energy production?

(21 responses)

Why are rental units not able to get solar? Why does the owner not have some rebate on taxes for gearing up on solar?

Energy with the lowest cost per BTU should be used.

This seems like a very expensive goal.

Solar until we can sell energy back. Coal power only for emergencies. How long will it take? 10, 25, 50 years?

Utilities need to be incentivized for lost revenue as more renewable energy sources (solar/wind) are added by private customers. Otherwise renewable energy will be shot down every time. The issue is the grid is maintained by the utilities but when we go off the grid current regulations require that grid to function as if we are still there. That cost needs to be shared.

I'd like to see PV panels on every public building, every business and every home. I'm looking forward to residence

scale blade-free wind generators. City utilities could build hydrogen storage facilities with excess electricity from sun and wind for times when sun and wind are not available. Hydrogen technology on this large scale is available now for applications where it can be stationary, not in a car.

Coal is still the answer at this time. Only change if it is cheaper today not 50 years from now

This is A MUST!

City Council needs to recognize that many areas have energy efficiency aspects and support things that reduce overall greenhouse gas.

At present the accounting structure used to evaluate how much more renewable energy costs is flawed but the utility accounting staff is unwilling to budge. We can get to 15% renewables under the 3% limit but not likely to 25%. Since solar energy, PV in Columbia, is more expensive than wind we will not reach the appropriate split between the two. We also have three contracts for coal-fired electricity which produce more electricity than we should have from such sources. We need plans to reduce that source of energy. (again Dick Parker)

Waste of city resources....should be investing in our police department and being able to clear snow off the streets...until you can handle that, this is all extras that the city cannot afford. If it is cost clean energy will only work if it is cost efficient.

This is a good idea for short and long-term planning.

Definitely strongly support. I wish the federal government would do more to make the relative prices of different energy sources more accurately reflect their true "social cost" so that a more socially-optimal equilibrium could be attained sooner, but I still support us doing our part either way.

Diane & I are producing twice the energy we use. If we can do it, the City can.

The vision for the city has to change. Large generating facilities are starting to go away, but will probably never be eliminated. Just think, if 30% of the homes had a 750 watt generating capacity (solar and wind combination) the city homes would be the generating facility. Public safety and insurance claims would be improved during times of mass grid power failures.

Good idea, but a crumbling infrastructure has to be the priority. Both the city and the University have coal-burning plants. While solar and wind generated energy would be desirable, the invest is prohibitive. Wind turbines have consistently been rejected by the voters. The energy grid across Missouri was rejected. The power lines in the southwest part of the city has been planned, passed and resisted for years.

It's essential that we take aggressive steps to combat climate change.

I support this as well, especially if the clean energy production you mention can somehow boost the Columbia economy. I'm not sure if you're talking about "development resources" to add manufacturing/jobs for clean energy development here, or having the city adopt some clean energy solutions to benefit residents in other ways, but I like the concept either way.

The environment is very important to me.

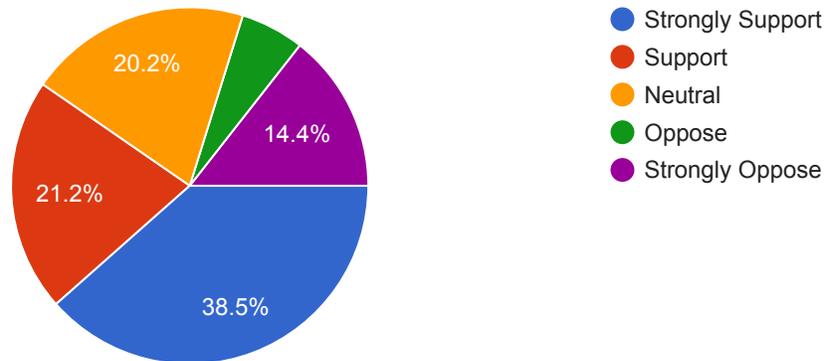
We have to eliminate the use of fossil fuels ASAP.

If clean energy can ever replace one power plant, I would consider it. Clean energy only forces power plants to reduce and or dump power during the time the green projects are working. This has never been a good idea and still isn't. If you insist on green energy, make it optional at its real cost and see how many consumers opt to purchase higher cost power. It will be another public transportation liability

In my opinion, this needs to be moved to the top five list! We must take action immediately to increase, significantly, the % of renewable energy sources for our community. We simply must! No to fossil fuels, yes to wind and solar!

Q14. Adopt a resolution supporting carbon pricing and lobby Missouri's congressional delegation on the importance of a progressive national energy policy

(104 responses)



Comments on adopting a resolution that puts a price on carbon? (22 responses)

Global warming is a reality, it is too late to reverse it.

This sounds like something that will only enrich the Al Gore type hypocrites.

We are in trouble on this one. The big banks have bankrupted us with the collusion of Congress and most government levels. Sad times coming.

Need to know more about carbon pricing.

Actually, to gain independence from Middle Eastern oil would be interesting. The US never has any need for Arabs other than oil. Once they are completely marginalized by our energy independence, what will they do? I don't think this will happen in my lifetime, but I think it is very likely within the next hundred years. We have no choice but to conduct the experiment.

Careful. Move too soon and people will just move away as the businesses move away. You need to create an incentive for business development, not create an obstacle to it.

I don't believe the city should be lobbying other branches of government; it's a role for individual citizens and/or businesses.

If this means a carbon tax, I strongly support it, but it needs to be revenue neutral by rebating the tax to people to offset the raised price of energy, especially for the working poor.

NO, stay local. this puts people out of work and increases the cost of living for those that can lease afford it

To fully support this, I would need to see a viable plan for implementing and enforcing it.

Some individuals feel we have more influence than I think we do. Our feasible approach is to lead by example. We add a "carbon tax" to our internal accounting of the extra cost of renewable energy.

Again, city can't handle the basics...this is all noise that takes up time and effort of city employees...need to focus on city basics.

Not sure whether this is a good use of resources. That said, I would defer to the judgment of our sustainability coordinator. Ms. Buffaloe is a shining example of the type of transparent leadership that our community needs and so richly deserves. The roll-cart fiasco resulted from an organized group that successfully built upon the widespread mistrust of the City Manager's office to narrowly defeat the campaign. Ms. Buffaloe patiently presented the proposals and listened to the community for several months regarding their strengths, weaknesses, and concerns. On the carbon pricing and lobbying issues, if she is for them, so am I. I really trust her leadership and judgment.

Not worthwhile. Concentrate on energy initiatives that we can do locally.

I have no faith in the congressional delegation. The delegation is influenced by special interest groups and profit-based lobbies.

Not related to this question but we need to find a way to get sales tax revenue from on-line purchases. I can't believe as a state we haven't passed this. Columbia and other cities need to work together to get the legislature to pass this.

you tend to over reach

Good luck with that. :-)

We have to eliminate the use of fossil fuels ASAP.

This is nothing more than a plan to increase taxes under the guise of something we all need. We don't need to have less carbon, all things green love carbon!

Good luck with that!!

We must do this, otherwise there is no incentive to reduce our reliance on fossil fuels.
