

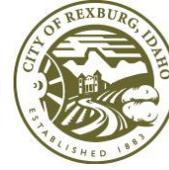
City Council Meeting

June 24, 2009

12 North Center
Rexburg, ID 83440

blairk@rexburg.org
www.rexburg.org

Phone: 208.359.3020 x313
Fax: 208.359.3022



CITY OF
REXBURG
America's Family Community

June 24, 2009

Mayor Shawn Larsen

Council Members:

Christopher Mann – Council President
Rex Erickson Randy Schwendiman
Bart Stevens Richard Woodland
Adam Stout

City Staff:

Stephen Zollinger – City Attorney
Richard Horner – Finance Officer
Public Works Director Millar
Val Christensen – Building Official
Blair Kay – City Clerk

7:00 P.M. City Hall – Pledge to the Flag

Roll Call of Council Members:

Attending: Council President Mann; Council Member Stevens, Council Member Schwendiman; Council Member Woodland; Council Member Stout; and Mayor Larsen.

Excused: Council Member Erickson.

Public Comment: on issues not scheduled on the agenda (limit 3 minutes) - NONE

Presentations:

A. Targhee Regional Public Transportation Authority – Public transportation service provided in Rexburg and request a contribution to serve as local match for the Federal Transit Administration grants – Lynn Seymour

Ms. Lynn Seymour and Dave Ogden presented the information concerning TRPTA's funding of a new public bus terminal in Rexburg similar to the garage in Idaho Falls. They are prepared to move \$400,000 from the Idaho Falls Urban Grant Program to its rural program. TRPTA would require \$34,782 from Rexburg and Madison County to meet the local match requirements. Their current Rexburg facility on Main Street is scheduled for demolition. They are seeking matching funding from the City of Rexburg to help bring a parking facility to Rexburg. Part of the money would be required up front. The match ratios were included in the information. Medicaid revenue is the current funding source which is a matching funds source. They are buying 12 new buses holding from 10 to 16 people. The Rexburg area will receive seven of the 12 buses.



TARGHEE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1810 W. BROADWAY #7, IDAHO FALLS, ID 83402

Phone: (208) 535-0356 Fax: (208) 524-0216 Medicaid: (208) 524-0090

June 24, 2009

The Honorable Shawn Larsen
City of Rexburg
Post Office Box 280
Rexburg, ID 83440

RE: TRANSIT FACILITY IN REXBURG

Dear Mayor Larsen:

Targhee Regional Public Transportation Authority (T.R.P.T.A.) would appreciate the opportunity to work with the City of Rexburg in developing a transit facility providing an administration office, garage, and maintenance area, for T.R.P.T.A.'s public transportation program. T.R.P.T.A. anticipates having to move from its current facility on Main Street in the near future. T.R.P.T.A. hopes to work with the INL and private transportation providers in obtaining a facility which can be used as a park-and-ride and a public bus terminal.

T.R.P.T.A. estimates a total cost of approximately \$434,780 for the facility and is prepared to transfer approximately \$400,000 from its Idaho Falls urban grant program to its rural program. T.R.P.T.A. will require \$34,782 from the City of Rexburg to meet the local match requirements. The FTA rural grant program requires the following match ratios: Operating = 57.5% grant to 42.5% match, Capital and Preventive Maintenance = 92% grant to 8% match, and Administration = 80% grant to 20% match.

T.R.P.T.A. is receiving inquiries from BYU-Idaho to develop a route system for its students as housing developers are reluctant to develop student housing any distance from campus unless there is a transit system in place. Currently T.R.P.T.A. has only a demand-response system in Rexburg and it providing an average of 3,371 trips a month. A trip print-out for T.R.P.T.A.'s multi-county system is attached.

Sincerely,

Lynn Seymour,
Executive Director

Enclosure: Trip Demographics report

Mayor Larsen asked about having a park and ride option for Rexburg including University service. Ms. Seymour explained the option is possible; however, they would need more information to make that decision. They would be happy to work the city and the University to provide a park and ride option if the funding can be achieved. They are looking for funding ideas before they seek a location for the Rexburg bus facility. They can use soft matching funds like donated land to fulfill the match requirement.

Council Member Schwendiman asked about the Medicaid portion of the funding. If Medicaid pulls their funding source, the service would be lost if the cost is not covered by another entity. He asked if the city helped fund the proposal, would the city have ongoing financial obligations. Ms. Seymour said not at this point in time; however, someone would have to fund the route system.

Dave Ogden indicated the University is in need of off site parking. They are currently looking for a route system to help the University provide transportation from off site parking to the

University for University students. Sixty percent of the students don't have cars. Developers have indicated the lack of student transportation from offsite parking lots to the University would delay new student housing construction. TRPTA is willing to provide the University service if the private and government partnerships can be formed to provide the funding.

Mayor Larsen mentioned the new ordinance allowing increased density close to the University in conjunction with an off-site storage lot. There are a lot of player needing to come together including the University, Madison County, City of Rexburg, INL, Salt Lake Express, and TRPTA coordinating their efforts to help with this local match proposal. Mr. Ogden concurred the need is apparent to provide transportation for students from the housing area to the commercial areas. People needing assistance including low income residents need this service.

Council Member Schwendiman explored the current cost for a rider to use their transportation system. Ms. Seymour indicated the Idaho Falls fare is \$1.25 per trip. She said ride fares do not require a match. Mr. Ogden explained the fares could change based on the available matching funds. Medicaid funding does help support the program.

Mayor Larsen said a special meeting could be called to help facilitate the discussion with both public and private sources to help fund a private transportation center. Dave Ogden concurred to help facilitate the special meeting proposal. The selection of a good location for a bus terminal would facilitate a much more useful facility for Salt Lake Express, etc. Ms. Seymour has 2009 funding to cover the transfer of funding from Idaho Falls. Steps have to done according to FDA regulations including appraisals, environmental assessments, worksheets, and regulatory responses. It may take up to 12 months. Mr. Ogden said continued economic growth requires immediate action to move this proposal forward. Mayor Larsen thanked Dave and Lynn for their proposal.

B. Employee "Wellness Program" report – Valeea Quigg

Valeea Quigg (staff) reported on the ongoing program for employee and spouse wellness. The sick days dropped 8.4% or 54 days worth \$7,000. The employees and their spouses are doing wellness exams 50% of the employees have been working towards a wellness program. The current year's wellness goal was not met. A pregnancy costing about \$30,000 was the largest expense this past year. Public works employees seem to get more walking steps during the day compared to the desk huggers in offices; therefore, nutrition and diet will be added to the program to have the program more inclusive. Council Member Schwendiman appreciated the effort and he reviewed the sick leave policy of accruing 480 hours with the excess going into a sick bank to be paid out at retirement at the rate of 35%. Council Member Mann was positive about the program and he said if the employees are feeling better, and more productive then it is a good program. Mayor Larsen was encouraged by the programs effect on employees.

WELLNESS PROGRAM 2008-2009

Goals

- A. Motivate employees and spouses to become physically fit by offering a variety of healthy activities and encouraging participation in those activities.
- B. Teach fitness principles in a low-pressure environment.
- C. Encourage those employees and spouses who currently do not participate regularly in fitness activities to become more active.
- D. Help employees and spouses set and reach realistic fitness goals.
- E. Reduce health insurance claims from the previous year.
- F. Lower the number of sick days taken from the previous year.

Results

- A. Lowered the number of sick hours taken from last year (5679.7) by 436.09 hours. That equals 54.5 days, for an 8% reduction in time taken. Using \$17.00/ hr. as an average wage, the saving in dollars would be \$7413.53.

- B. From January 1, 2009 through May 31, 2009, 56 wellness exams were completed; 33 were employee exams and 23 were for spouses.
- C. Percentage of eligible individuals meeting the minimum participation requirement in the program is as follows:

1 st Trimester	30%
2 nd Trimester	32%
3 rd Trimester	38%

54% to 57% of 232 eligible individuals signed up and achieved some level of participation.
- D. Dollar amount of health insurance claims from 6-1-07 through 5-31-08 is \$548,706.25. Dollar amount of health insurance claims from 6-1-08 through 5-31-09 is \$806,411.53, for an increase of \$257,705.28.

Committee Liaison Assignments for 2008:

- A. Council Member Chris Mann *Museum Committee · Beautification Committee · Emergency Services Board*

Council Member Mann reported the Beautification Committee has not met. Emergency Services met last night and they toured the new Emergency Services trailer; plus they talked about uniforms for on-call employees. Mayor Larsen said there needs to be a special meeting next Wednesday at 4:00 P.M. to discuss the end of Main Street’s “sign project.”

- B. Council Member Rex Erickson *Golf Board · Planning & Zoning · Rexburg Redevelopment Agency*

Mayor Larsen reported on the Rexburg Redevelopment Agency meeting to initiate a contract with Madison County for the city to use the old Co-op property on the corner of Main and 1st East. The property contract between the Rexburg Redevelopment Agency and the county has been sent to the county for approval.

- C. Council Member Bart Stevens *Airport Board · Romance Theatre Committee · MYAB · School Board*

Council Member Stevens reported on the Design Review Committee discussions. Council Member Stevens and Council Member Woodland met this morning with the Design Review Committee and Staff to modify the Design Review Code. They are planning another meeting July 08, 2009 to complete the code review. The Airport Board had a meeting this afternoon covering three proposals for runway extension plans. The Airport Board was not prepared to make a recommendation at this time. The Recreation Committee will meet with the School Board on July 1st on the ball fields concerning ownership and management of the fields. The Mayor’s Youth Advisory Board proposal to have a “Youth Center Room” is still in process. The priority at this time is other portions of the building remodel including the Madison Memorial Hospital portion of the building.

Mayor Larsen explained the new officers for the MYAB include the new Vice Chair “Brook” who attended the Association of Idaho Cities meeting last week as one of three youth delegates.

Brook Lofthouse reported on conference in behalf of Jessica Vollman, and Karlie Egbert. She thanked Mayor Larsen for the opportunity to go to Boise to represent the city and the Mayor’s Youth Advisory Board. They attended several workshops and they learned a lot. Mayor Larsen asked Brook about some of the learning opportunities. She indicated the conference opened their eyes to the opportunities the youth boards have to help the community with organizing ideas, etc. One idea recommended for public speaking was to have your ideas mapped out in your brain instead having your ideas mapped out on paper. It was good stuff to learn. Council Member Stevens said it is interesting to listen to the youth because it helps the adults think of other ideas coming from the students. He appreciates the time and effort coming from the students.

- D. Council Member Randy Schwendiman *Parks & Recreation · Traffic & Safety Committee*

Council Member Schwendiman reported the Park and Recreation Committee met to discuss ideas to move recreational proposals forward with little progress. The next meeting is planned for July 01, at 3:00 P.M. Council Member Stevens explained the plan is to meet with the High School representative and coordinate an administrative plan for the Community Athletic Fields. Council Member Schwendiman and Mayor Larsen discussed the development process for the athletic fields. Mayor Larsen reported the Idaho Supreme Court will hear the swimming pool case in November of this year. The Traffic and Safety Committee met and they are working on the same ideas.

- E. Council Member Richard Woodland *Rexburg Arts Council · IBC Committee · Tabernacle Civic Center*

Council Member Woodland had nothing to report.

Council Member Stout reported on the Legacy Flight Museum's air show. The air show was successful with no accidents.

Mayor Larsen asked the City Council to ratify the appointment of Leslie Berger to the Rexburg Arts Council and Kelly McCandless to the Rexburg Tabernacle Committee.

Council Member Mann moved to ratify the appointment of Leslie Berger to the Rexburg Arts Council; Council Member Stout seconded the motion; all voted aye. **The motion carried.**

Council Member Woodland moved to ratify the appointment of Kelly McCandless to the Rexburg Tabernacle Committee; Council Member Stevens seconded the motion; all voted aye. **The motion carried.**

Public Forum 8:00 P.M.: The city is seeking public input for the development of a parking plan at the perimeter of the University involving residential permits for some residential streets including College Avenue, East 1st South, South 2nd East, Harvard Avenue, 3rd East between 3rd and 5th South, and sections of East 5th South and South 1st West. University parking permits for University lots and internal streets at the University will be available at the University for each semester. The Proposed plan is a preliminary plan.

City Attorney Zollinger said each parcel in the residential districts would be allowed two (hanger) permits. He reviewed the parking plan map on the overhead screen. The purple streets are the residential district. Each parcel on purple streets would be given two parking passes that would be window mirror hangers so at any given time, two vehicles can park on any of those streets per parcel. Yellow streets would receive University permits with permit parking similar to University Parking Lot permits. The goal of the proposal is to create parking opportunities for the residents without competing with students and to take back some of the control of the streets. The University has worked with the city to prepare this proposal. The University is planning to redesign their parking system so that their interior parking lots and interior streets will have designated parking lot specific permits starting around next year's September semester. The plan is to cut down on traffic congestion caused by students traveling around the campus to find a parking stall closer to their next class. He reviewed several parking options on a colored street map.

Dave Martin at 130 South 2nd East asked about single resident parking on 2nd East. He indicated twenty years ago the City of Rexburg and the State of Idaho made an agreement with the single family residents that this wouldn't happen to them. It is not fair to them.

Nyle Fullmer at 236 South 2nd East asked why the proposal was being made. Have there been complaints from residents about student traffic? They have lived there for 25 years and he said traffic has increased from 8:00 a.m. to 1:00 p.m. or 2:00p.m. in the afternoon. Although it is a short term., they don't really see an adverse impact, so there is relatively little inconvenience from non-neighborhood traffic. He said he was not aware of accidents from vehicles, or pedestrians. There were two pedestrian accidents he was aware of at 2nd East and 2nd South; plus 2nd east and 1st South. Bicyclist use is on the increase. He thought the proposal would have a negative impact on their neighborhood. He indicated the wider street would cause the speed to increase from 2nd South to Main Street. Council Member Stevens asked if there was a consensus of the neighbors in this two block area. Mr. Fullmer did not think there was a real problem with the parking on 2nd East. He is firmly in favor of getting ahead of the curb. He did not want to loose the parking on 2nd East. He suggested having permit parking for the neighborhood on 2nd East in order to limit the number of cars in the neighborhood so the guests and families can still come. He referred to the Avenues in Salt Lake having some parking available to the neighborhood. He wanted some off street parking for the neighborhood on 2nd East. Mayor Larsen asked if Mr. Fullmer would recommend it being changed to the residential zone in those two blocks. Mayor Larsen said the center turn lane option is driving this proposal for no parking on 2nd East.

Mr. Fullmer said a turn lane would be beneficial. It is hard to go north on 2nd East from their home at some times of the day. He is still formulating his opinion; however, a turn lane makes a lot of sense.

Council Member Stevens asked Mr. Fullmer if he want the parking to remain the same. Mr. Fullmer suggested signage or time of day parking to allow some parking. Council Member Mann asked if allowed parking on weekends and sometime after 5:00 p.m. would be acceptable. Mr. Fullmer would be fine with that; however, family activities would be difficult with zero parking.

Gary Thompson at 241 South 2nd East indicated he preferred a pass option because there have been accidents. Turn lanes may have a problem on four-way stop signs. Who goes first on a center lane with a four way stop. He wanted a residential zone with two parking passes. He wants to see student parking removed from that street.

Linda Walker at 120 South 2nd East has lived there for twelve years and she likes visitors to have street parking. They use the street for day parking for safety and for visitor parking. She did not think the turn lane would work on a four way stop because it would create questions in the drives mind. She is against taking away the parking. Council Member Stevens asked if she would consider permit parking.

Discussion on the reason this block was included in the no parking proposal. The reasoning was to limit the spread of student parking away from the University. Mayor Larsen suggested leaving parking permits from 8:00 a.m. to 5:00 p.m. on weekdays on theses two blocks. Ms. Walker asked to leave the parking as it is presently is done. The parking permits would be her second choice.

Judy Taylor at 203 East 2nd South said her neighbors on the other side of the street park in front of their houses on the street.

City Attorney Zollinger indicated East 2nd South was closed due to “safe routes to schools.” Discussion: Homeowner parking is parcel based. Parking would remain on the north side of the East 2nd South; however, residential parking permits would be issued to both sides of the street and it will be treated as a purple street. The residential parking permits will issued at no cost. The University parking fee is proposed to be \$15.00 to \$25.00 per trimester.

Dale Hillier at 335 Harvard Avenue discussed the parking options on the 2nd and 3rd block of Harvard Avenue. The 3rd block has parking on both sides of the street and the 2nd block has only parking on one side. Public Works Director Millar indicated there would be more parking permits issued than parking stalls on the 2nd block of Harvard due to the associated street width on Harvard Avenue. City Attorney Zollinger explained a residential permit does not guarantee a parking place in front of one’s home; it simply give a permit holder the right to try for a parking place near their home or on any residential “parking permit” street.

David Pulsipher at 331 South 3rd East (past president of the 3rd East Neighborhood Association) indicated he was speaking for his neighborhood after a neighborhood poll. They applauded the proposal; however, they would like the parking plan to remain the same for their neighborhood. Their neighborhood is on 3rd East from 4th South to 3rd South and around the corner of 3rd South. He discussed the problems of winter driving in their area. They currently do not have any student parking problems. They are concerned with restricting the parking on their neighborhood. They asked to be removed from consideration at this time with the option to be included in the permit option if needed at a future date. They are not close to any classroom space at the University.

Brenda Reeser at 450 South 3rd East was opposed to having University parking on her street. Her corner is a bad corner with poor visibility for traffic. There is non-student housing in the neighborhood That may use city streets for parking. City Attorney Zollinger explained this area is used by students who cut through Central High School to get to the University. Discussion on this area and the concerns the neighborhood has with student traffic speeding down their street. There are a lot of young children in this area. After discussing the parking options, this area was changed from University parking to residential parking except for the section of East 5th South between Harvard and South 2nd East. She was concerned with the possible increase of traffic in a residential zone with the University designation. City Attorney Zollinger was not expecting a lot of University parking in this section because the students would have to buy the parking permit to use the street. Any yellow University parking permit can park on any yellow street.

Joy Jacobson Colonial Heights Townhouses on the corner of Harvard and 4th South. They have 64 students in their complex. She requested the University parking for her complex to facilitate parking on

the street for Colonial Heights. City Attorney Zollinger explained signage would indicate if the street is University or residential parking. In this situation a hybrid sign could be created to allow University and residential parking on a portion of Harvard Avenue. Council Member Schwendiman explored the reason for Colonial Heights residents using the street for parking.

Kyle Smith (BYU-I Student) lives on 2nd South across from the stadium. He asked about reverse diagonal parking. He did not think it would be a good idea because the students are new drivers. They would not be very good at reverse diagonal parking. It would create more problems for the traffic flow at class change time.

Don Claremont (BYU-I Student) was in favor of residential parking permits; however, he was opposed to University parking permits on city streets due to the cost. Why have parking permits around the University when they are all ready paying to go to the University. Council Member Schwendiman explained the students have shown they are unwilling to use the University parking lots which cost \$10.00 per permit. **City Attorney Zollinger** said the permits would deter students from moving their cars around campus between classes. The University is seeking a walking campus and the city is willing to assist that effort. Mayor Larson said the city has discussed metered parking; however, the cost is prohibitive. Mr. Claremont indicated the parking proposal would be confusing to the students and the problem could be fixed with campus action without having permits on city streets.

Council Member Mann explained the reasoning behind the parking proposal was to solve existing problems with parking; indicating that cars on street block fire trucks, ambulances getting into neighborhoods, people can't get out of their driveways, etc. The students are not the city's enemy, they are our friends; however, the city has to make the community safe for the residents as well as the students. It can't be a parking lot around the University. Mr. Claremont concluded by asking for no parking for students in residential areas. Mayor Larsen indicated the fee charged for on street parking verses University parking lot fees will drive students to the University parking lots. The University parking lots are developed to house cars, the city streets are designed for vehicle traffic. The city does allow parking on some of the city streets. Council Member Stout indicated ISU in Pocatello has a very effective parking permit program.

Brent Barker at 231 East 3rd South said his wife and neighbors applaud the proposal with no parking on 2nd East. He was strongly opposed to allowing parking on his side of the street on 3rd South due to the hazardous conditions created when snow narrows the road and students would be crossing the road without crosswalks. He asked for some parking meters on 2nd South by the Snow building. He hoped the city would enforce the no parking areas. He called people in Pocatello who indicated they love the parking program at ISU. Council Member Stevens asked if the University could share in meters around the corner on the west side of the Snow building. Mr. Barker asked for no parking on 3rd South between Harvard Avenue and 2nd East. He explained two accidents have happened due to conditions on this portion of the street where it is downhill and people's cars slide into cars on the north side of his street. Whoever makes money on their housing should only use the parking on their side of the street. He thanked the City Council for looking out for the neighbors. City Attorney Zollinger explained the University would be open to adding visitor parking for people coming to the use the Snow building.

Corinne Barker at 231 East 3rd South added the reason for the request to allow only parking on one side of 3rd South is the snow in the winter causes a one lane street. Cars have to move over by the residents driveways to pass the other cars. There is room for only one way traffic due to snow and parked cars on both sides of the street in the winter. She has photographs to verify the unsafe conditions on 3rd South.

Virginia Pratt 632 Dell Drive indicated President Bednar said 95% of BYU-I students live within two blocks of campus; that is the driving force to move cars away from campus. Married students have big parking lots to park their cars. The students parking on 2nd East can park in the University's new parking lot when it becomes available. She does not see a problem with parking permits; it will help traffic flow around the University. City Attorney Zollinger indicated on the overhead screen where the Pratt's own student housing in the University parking areas.

Brian Johnson at 30 College Avenue supports the change because the University has been designated as a walking University. His issue is to represent the student body. He noted 7,864 students are on campus this semester and about 2/3 are single students. The Ridge Apartments have 1,500 students and 1,500 parking stalls. Married student drive and need street parking. He concurred residential areas should have

their own parking permits. The students come and go each semester; however, it would be unfair to charge students for parking on the perimeter of the University when they are the one's accessing the University. He said the University's new parking lot on the south side of campus is a long ways away from most class rooms. He suggested leaving parking on streets available for off campus students on the north and east side of campus. It is not fair to give free pass to residents and then charge the students.

Mayor Larsen explained the reasoning for encouraging the students to park in University parking lots. The students are not using available parking in University parking lots. It is not fair to the residents who pay taxes to limit their parking. Mayor Larsen explained he attended BYU in Provo where he paid meter fees for four years. He was using the city streets in Provo. It is appropriate to charge for parking on city streets in certain areas. Mayor Larsen explained there is a new ordinance in place allowing reduced parking in certain areas which will encourage higher student density around the University. A new development meeting certain requirements in conjunction with access to the University's off-site parking storage lot may have less parking available on-site for students. Students without cars will seek out these units because they are close to campus. Increased density around the University will help with the whole problem of traffic congestion. Council Member Mann said you can't sell more parking than is available for the apartment complex.

Council Member Stout referred to the TRPTA discussion earlier to provide public transportation.

Candis Ryan who is married to (James Ryan, student) said they would park in residential areas if they loose existing parking. She was opposed to reverse diagonal parking due to the inexperienced student drivers. Mayor Larsen explained the concept of reverse diagonal parking used in Salt Lake and Boise. It has proven to be safer statistically than diagonal parking. It would be a safer street next to the stadium with reverse diagonal parking; however, the University has not made a decision on it yet. You are not backing out blindly into traffic. Ms. Ryan agreed that students adjacent to the University should walk. James Ryan said they decided to get a University parking permit; however, he was concerned with the distance the students have to walk from University parking to class. City Attorney Zollinger explained they have observed the local drivers are using the streets near the University to park instead of walking. This system will free up parking closer to the University for drivers living outside of the University area.

Heather Johnson owner of Sunrise Village suggested only having University passes available for students living outside the immediate area of the University; or making the passes free to students living outside the area and charge \$50.00 for students living close to the University.

Kyle Smith (Student Reprehensive) indicated they are on Student Council they are encouraging students to walk to class. The University will have better student access to buildings and traffic flow when the new buildings are completed.

Items for Consideration:

A. Wastewater Plant upgrade proposal – Staff

Public Works Director Millar presented a proposal to implement a Biotower to increase wastewater capacity as discussed in a recent City Council meeting. He reviewed a contract proposal from AQUA Engineering, Inc. for all of the wastewater treatment plant work costing \$8.7 million. He recommended moving as soon as possible to get the project out to bid before this fall on an hourly engineering rate. The engineering rate is in the 6% range instead of 10 -12%. The city's engineering staff could be used to do many of the engineering functions in the proposal. The Biotower proposal is in the \$2 million dollar range. The market is ripe for bidding projects at this time. He suggested moving forward as soon as possible.

Council Member Schwendiman asked if it would take more people to monitor the project. Public Works Director Millar said the existing personnel could monitor the project. The original proposal was estimated to be \$10.8 million. The collection system was done in a separate report. Many of the lines coming into the treatment plant are nearing capacity. The city has close to \$2 million in the fund to do the engineering work, etc. The city has two options; seek additional funding or scale the project back. Council Member Stout asked how the design could be scaled back. Public Works Director Millar said one way is to have two instead of three solar drying units. This would give the city current capacity; however it would not provide future capacity.

Discussion on the capacity of the several wastewater lines coming into the wastewater plant. How will the funds be raised? It would be by a revenue bond or judicial review to do ordinary and

necessary work on the system. Discussion on solar drying units and when they could be reviewed off-site. There is not a real guarantee the solar system would work in this area. They discussed reviewing a couple of sites in the San Francisco area before July 15th. Local systems range from lagoons to gas dryers. This climate would be for solar units; however, this area would require oversized solar drying units. The next step would be to present an engineering agreement to the City Council for approval before the project is put out to bid.

Paying off the existing bond for the wastewater plant with this initiative so the city would end up with only one annual wastewater payment was discussed. Mayor Larsen said it is an extremely good time to seek funding opportunities for this type of project. Council Member Schwendiman asked to have the numbers reviewed by the city's Chief Finance Officer before the City Council is asked to make a decision on the proposal. Council Member Stout asked to have the staff look for opportunities to use funding for "Green" projects. Public Works Director Millar explained the state received \$22,000,000 for projects; some of the funding was for "Green" technology. The solar drying beds would meet the requirements for "Green" technology. There is about \$100 million in federal funding available to the state; however, the local applications for funding total about \$800 million. The city is low on state's scoring due to the city's low debt, low unemployment, no EPA issues, no consent orders, etc. One favorable criterion was the income level of Rexburg residents. Shelley and east Bonneville County are doing a new membrane filtration wastewater plant. The Rexburg proposal on the table will augment the current wastewater plant facility capacity from 3.6 to 5.4. It will use everything the wastewater plant has in place at this time.

B. Fireworks Stand at 125 Valley River Drive – CKC Properties

Council Member Stout moved to approve the Fireworks Stand at 125 Valley River Drive; Council Member Schwendiman seconded the motion; all voted aye, **The motion carried.**

C. Impact & Capacity Fee public hearing for July 15th at 8:00 p.m. – Johnny Watson & Staff

Council Member Stevens is on the committee.

Johnny Watson reported on the Impact & Capacity Fee Committee (Jill Jolley, Duane Adamson, Howard Egan, Julie Ferrin, Troy Kartchner, Ted White, Bart Stevens and Johnny Watson.) He reviewed the process taken to review the Impact and Capacity Fees for new development. They met a number of times with some good discussion. Some issues of concern were the current economy, how city customer's bills would be affected, the impact on current and incoming builders and their perceptions of our community. Jill Jolley was sensitive to current residents being affected with new construction. People expect more when they come to Rexburg to live; you are asking for a higher quality of life. He reviewed the comparables between the costs in Rexburg and Idaho Falls. Idaho Falls has its own power plant. Other communities in the area are horrible to connect to public services. In one community, his firm spent \$200,000 for a project and \$250,000 for a fire well and a fire truck. Other communities have less continuity for growth. The connection fees for Rexburg were reviewed. The increase for a residence would range from 6% to 9%. When you pay a connection fee for water, what are you paying for in the water system? The committee reviewed the different pricing options to charge existing customers versus new customers. The increased capacity would only be born by the new customer. Existing customers would only pay for efficiencies to the plant to lower the smell, etc. A number of factors affect the final outcome of the proposal. Adding \$700.00 to new construction would allow some funding for the new plant upgrades. Mr. Watson was impressed with the city's past planning allowing the wastewater facility room to grow as the population grows. The water system is in better shape with a new well planned for the new Madison High School on the west side of the city. The street impact fee is frozen at a 2.5 % increase per year. Parks and the Fire Department Impact Fees were increased at a lower rate. Part of Rexburg's appeal is the city parks. The committee felt 23% increase for Impact fees for a new home was sellable to the community. Rexburg is fortunate to have the infrastructure in place to service the community. Mr. Watson said the report was the result of the consensus of the committee as detailed below:

**Impact and
Capacity
Fees
Comparison**

Home

Family Apt.

	Current	Full Cost	Increase		Current	Full Cost	Increase
	\$	\$			\$	\$	
Construction	193,118	193,118			75,000	75,000	
Square Feet	1,500	1,500			800	800	
Water gal. /day	1,667	1,667			643	643	
Sewer gal. /day	328	328			134	134	
Trips /day	N/A	N/A			N/A	N/A	
Water	\$ 1,550.00	\$ 1,650.00	6%		\$ 598.00	\$ 636.58	6%
Sewer	\$ 1,000.00	\$ 1,700.00	70%		\$ 410.00	\$ 697.00	70%
Parks	\$ 604.97	\$ 800.00	32%		\$ 346.99	\$ 458.85	32%
Police	\$ 158.11	\$ 100.88	-36%		\$ 13.54	\$ 55.26	308%
Fire	\$ 184.61	\$ 184.61	0%		\$ 69.43	\$ 69.43	0%
Streets	\$ 804.25	\$ 864.57	7.5%		\$ 643.40	\$ 691.66	7.5%
Total	\$ 4,301.94	\$ 5,300.06	23%		\$ 2,081.36	\$ 2,608.78	25%

Impact and Capacity Fees Comparison

	Singles Apt.			Commercial		
	Current	Full Cost	Increase	Current	Full Cost	Increase
	\$	\$		\$	\$	
Construction	125,000	125,000		337,453	337,453	
Square Feet	1,000	1,000		3,230	3,230	
Water gal. /day	643	643		1,667	1,667	
Sewer gal. /day	134	134		328	328	
Trips /day	N/A	N/A		20	20	
Water	\$ 380.00	\$ 404.52	6%	\$ 1,550.00	\$ 1,650.00	6%
Sewer	\$ 762.00	\$ 1,295.40	70%	\$ 1,000.00	\$ 1,700.00	70%
Parks	\$ 844.85	\$ 1,117.21	32%	N/A	N/A	N/A
Police	\$ 13.54	\$ 55.26	308%	\$ 265.51	\$ 450.00	69%
Fire	\$ 69.43	\$ 69.43	0%	\$ 115.44	\$ 115.44	0%
Streets	\$ 643.40	\$ 691.66	7.5%	\$ 1,085.28	\$ 1,166.68	7.5%
Total	\$ 2,713.22	\$ 3,633.47	34%	\$ 4,016.23	\$ 5,082.12	27%

(PROPOSED PUBLIC HEARING NOTICE)

NOTICE OF PUBLIC HEARING

**WATER AND WASTEWATER CAPACITY FEES (FORMERLY HOOKUP FEES) AND
STREETS, PARKS, POLICE AND FIRE IMPACT FEES PROPOSED INCREASE**

CITY OF REXBURG, IDAHO

A public hearing will be held for the consideration of the proposed fee increase effective August 1, 2009. The hearing will be held at City Hall, 12 N. Center, Rexburg, Idaho, at 8:30 pm, on July 15, 2009. All interested persons are invited to appear and show cause, if any, why such fee increase should or should not be adopted. Additional information is available at City Hall during the regular office hours (8 am to 4 pm, weekdays). City Hall is accessible to persons with disabilities. Anyone desiring accommodations for disabilities related to the budget documents or to the hearing should contact City Hall, 359-3020 at least 48 hours prior to the public hearing. The following fee increase resolution is proposed:

RESOLUTION 2009-09

A resolution of the City of Rexburg, Idaho, adopting a new rate schedule Water and Wastewater capacity fees (formerly Hookup Fees) and Streets, Parks, Police and Fire Impact Fees.

WHEREAS, the City Council desires to maintain the overall quality of life experienced by its constituents; and

WHEREAS, the City Council desires to collect from all new users an equitable fee that reflects their appropriate share of the replacement cost of system capacity for use of Water, Wastewater, Streets, Parks, Police and Fire;

NOW THEREFORE, be it resolved by the Mayor and the Council of the City of Rexburg, effective August 1, 2009, the Water, Wastewater, Streets, Parks, Police and Fire fees to be charged shall be as follows:

CAPACITY FEES	Water In-City	Sewer In-City	Water Out-of-City	Sewer Out-of-City
Minimum and All Homes	\$1650	\$1700	\$2475	\$2550
Over 328 gal/day	n/a	\$5.18/gpd	n/a	\$7.77/gpd
Over 1667 gal/day	\$.99/gpd	n/a	\$1.49/gpd	n/a
Sugar and Teton Cities				\$6.04/gpd
				(gpd=gal. /day)
IMPACT FEES	Home	Family Apt	Singles Apt	Commercial
Parks	\$800.00	\$458.85	\$1117.21	none
Police	\$100.88	\$55.26	\$55.26	\$0.22771/sf
Fire	\$184.61	\$69.43	\$69.43	\$0.03574/sf
Streets	\$864.57	\$691.66	\$691.66	18.06/tpd
				(tpd=Trips/day)

Mayor Larsen reiterated the historical comment that new growth should pay for the new growth. He felt people understand the fees are raised to maintain the quality of life in Rexburg. He appreciated the committee's work. It is not an easy task. A public hearing is planned for July 15th at the Westwood Theatre for public input on the proposed Impact & Capacity Fees. Mr. Watson said some on the committee felt the city parks could have a higher impact fee.

Council Member Stevens said the numbers from the committee are fair and equitable; however, it is a 70% increase for the wastewater connection fee. He asked for a larger base to pull these cost. It will be difficult for a first time home buyer to afford the impact fees. He did not want the fees to escalate at an unreasonable rate. The 2.5% escalation factor for streets may be too low; however, he preferred to have the street fees reviewed as needed to avoid an unreasonable Impact Fee for a new home buyer. Starter homes are charged the same Impact Fee as a high end home. It is a huge line item on a percentage basis for a starter home. Mr. Watson said Impact Fees of \$5,300 for a starter home is more than the down payment.

Council Member Schwendiman does not like an automatic indexing policy either. It will double the costs in a 24 year period by the rule of 72. He is concerned with impacting the low end home buyer.

Mayor Larsen said the committee reviews the Impact Fees every few years; however, the Impact Fees for water and wastewater would be driven by the expansion needs of the waste water treatment plant. Council Member Stevens said the wastewater fee should have been set at \$2,000 instead of \$1,700; however, \$1,700 was preferable to keep the costs at minimum. He asked to have the streets escalation clause removed to make the funding mechanisms for impact fees the same in each category. Council Member Stout asked why the fire Impact Fees remained the same. Mr. Watson said the committee preferred to pay for new fire stations by bonding due to the multi-jurisdictional ownership of the Fire Department. Council Member Schwendiman explained the county does not have Impact Fees.

Mayor Larsen asked the City Council to set a public hearing for July 15th at 8:30 P.M.

Council Member Mann moved to set the public hearing for Impact & Capacity Fees at 8:30 P.M.; Council Member Woodland seconded the motion; all voted aye, **the motion carried.**

Staff Reports:

A. Public Works: – John Millar

1. **Porter Park Flag Pole** proposal.

- a. AT&T requested a new cellular tower in Porter Park inside of a 90 foot flag pole plus a 120 square foot building for electronics. The rent would be around \$1,000 per month or negotiable to a higher number.

Mayor Larsen asked the City Council if they were interested in the proposal: Discussion on the location of the building for the electronics. The flag may be causing some noise. AT&T would provide the pole maintenance, flag maintenance, etc. The City Council reviewed possible locations for the electronics building and flag pole and how the presentation of the flag pole could be done.

2. **Single Stream Recycling** proposal.

Discussion on the **Single Stream Recycling** proposal:

This proposal would request responders who could provide the service to provide the costs to provide the service. Minimal abuse of the service is expected.

Pocatello and Boise are providing this type of recyclable option for their residents.

Council Member Mann was favorable to the proposal. Mayor Larsen suggested a survey of residents to see who would participate in the program for a fee. Council Member Woodland asked if the proposal could be optional or does it need to be mandatory.

Council Member Stevens could not support a mandated proposal. The resalable materials would be shipped to Portland or Salt Lake City and sold to be used to support the program. An RFP would be needed before the City Council could make a decision. Mayor Larsen suggested residents could change to garbage collection every other week saving money to start using the “Single Stream Recycling program.” City Attorney Zollinger said the same truck could be used to pick up the recycling container as is used to pick up the garbage container.

The City Council discussed ways to encourage participation in the Single Stream recycling program.

Council Member Woodland moved to authorize an RFP for Single Stream Recycling; Council Member Schwendiman seconded the motion; all voted aye. **The motion carried.**

3. Report on Project

- a. Home to be demolished for the extension of Pioneer Road needs asbestos cleanup.
- b. All other projects are moving along.
- c. Concrete being installed at the new city hall on 1st East.
- d. 4th North is tied to Barney Dairy Road.

Calendared Bills and Tabled Items:

A. BILL Introductions – NONE

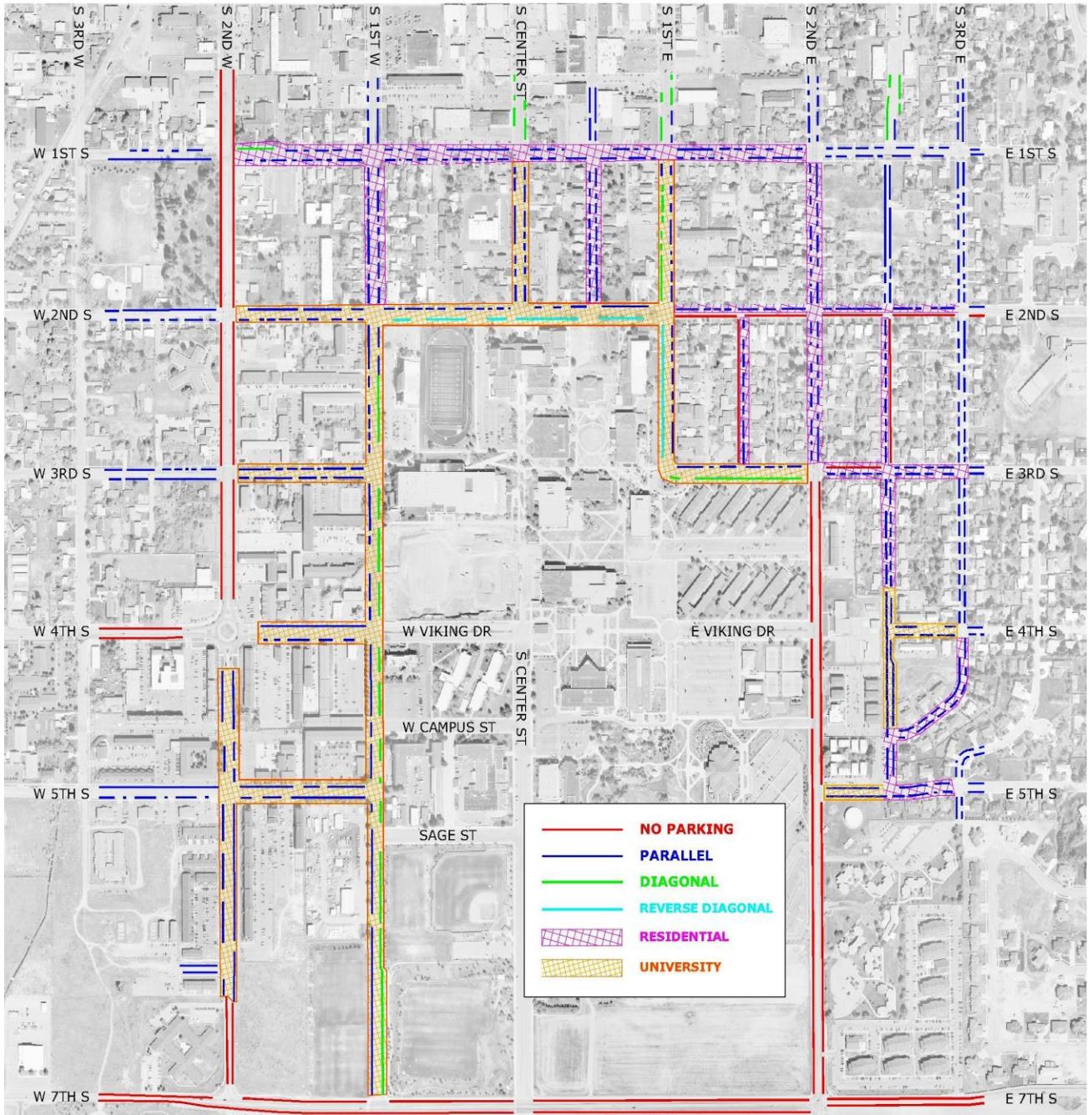
B. First Reading: Those items which are being introduced for first reading. – NONE

1. **BILL 1027** – Amend Ordinance 908 Temporary Sign Sections – Staff (Deferred)

C. Second Reading: Those items which have been first read.

1. **BILL 1028** – Residential University Parking Ordinance – Staff

Mayor Larsen referred to the earlier discussion on Residential University Parking in the public forum. The plan was to change the two blocks on 2nd East to residential permit parking, maintain residential parking permits on the curve of 3rd East, to 5th South, University Parking would be extended from the edge of Colonial Heights Townhouses on Harvard Avenue to 3rd East and Harvard Avenue, do away with parking permits altogether on 3rd East from 3rd South to 4th South, no parking on 3rd South on the north side between 3rd South and the alley, (the Hess' property is already no parking on 3rd South), 2nd East is still no parking 3rd South and 7th South, etc. City Attorney Zollinger asked the City Council to give some thought to the fee for University parking in the range of \$15.00 to \$25.00 per trimester or \$30 per year. The University has requested the city to keep the fees lower this year due to the University's construction projects. The parking stalls on the street have not been inventoried at this time. The plan is to sell the parking permits on a one for one ratio on a first come first serve basis. The parking permit changes are reflected on the map below:



Discussion on enforcement of the parking plan and possible revenue to pay for enforcement. The fee will be established by resolution.

Council Member Schwendiman moved to second read **BILL 1028** Residential University Parking Ordinance with the changes as discussed; Council Member Stout seconded the motion; Discussion: University visitor parking was reviewed with parking meters as an option. The University will probably be willing to put in visitor parking. All voted aye, **the motion carried.**

D. Third Reading: Those items which have been second read.

- BILL 1024 Amending Ordinance 926** by modifying Architectural Design Standards in Industrial Zones; modifying Architectural Design Standards; and modifications to the Architectural Design standards review process – Staff (**Deferred**)

2. **BILL 1026 Amending Ordinance 926** by increasing building height, remove Pro-Zone, reduce parking requirements for Medical Clinics, and other substantive and non-substantive items – Staff **(Deferred)**

Tabled Items: Those items which have been the subject of an affirmative vote to a motion to table:

Old Business:

Mayor's Report:

- a. Mayor Larsen ran the entire Teton Dam Marathon.
- b. Department of Commerce CDBG funding application for coop property is in process.
- c. **LHTAC's** Urban program had 1.8 million stimulus money; Rexburg was funded for \$450,000 to help improve 12th West. The asphalt will be ground up and new asphalt will be laid down for a 28 foot road. The new high school will be adding a service road to the ne Madison High School.
- d. **Public Works Director Millar** reported on the sink hole west of US 20 on Main Street. The hole appeared about 11:00 P.M. last night. The 18 foot deep storm drain was leaking causing the soil to erode causing a sink hole. Council Member Schwendiman said

Calendar:

- a. Farmers Market this week
- b. 4th of July Parade Council can ride the fire truck.

Consent Calendar: The consent calendar includes items which require formal City Council action, however they are typically routine or not of great controversy. Individual Council members may ask that any specific item be removed from the consent calendar for discussion in greater detail. Explanatory information is included in the City Council's agenda packet regarding these items.

Minutes:

- A. June 03, 2009 meeting
- B. Approve the City of Rexburg Bills

Council Member Stout moved to approve the Consent Calendar; Council Member Schwendiman seconded the motion; Discussion: All voted aye. **The motion carried.**

Adjournment

Attest:

Shawn Larsen
Mayor

Blair D. Kay
City Clerk