



City of Dublin

Office of the City Manager

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Memo

To: Members of Dublin City Council
From: Dana L. McDaniel, City Manager 
Initiated By: Angel L. Mumma, Director of Finance
Date: September 8, 2016
Re: Ordinance 26-16 - Adopting the 2017-2021 Five-Year Capital Improvements Program (CIP) - Follow-up information requested

Background

Since the August 15, 2016 Finance Committee meeting related to the discussion of the Five-Year Capital Improvements Program (CIP), staff has received a request for additional information regarding the City's debt. Specifically requested was a listing of the City's outstanding debt, the initial bond amount, the date the bonds will be retired as well as the anticipated amount and timing of bonds to be issued in the future.

Exhibit A provides a listing of the City's outstanding debt as of December 31, 2015, with the requested information included.

Exhibit B is a projected debt schedule that reflects the anticipated projects that would be funded using long-term debt in the upcoming five-year period (2017-2021), the associated amounts, and the sources of funds that would be used to retire the debt.

It is important to note that this schedule is preliminary as the timing of projects can shift from year-to-year. Additionally, the Director of Finance works closely with the City's financial advisor to determine the best timing for the issuance of bonds. This may result in the City's General Fund (or other funds) "floating" the cost of the project until bonds are issued, which may be in different years from what was originally projected as part of the Capital Budget plan.

Exhibit C reflects the annual payments on the City's existing outstanding debt as well as the projected debt (Exhibit B). The first portion, with the subtitle "Income Tax Supported Debt Only" reflects the debt (existing and new) that would be retired from the City's allocation of income tax revenues that is reserved for debt service (60% of the 25% of income tax revenue allocated to the Capital Improvements Tax Fund). The second portion, with the subtitle "Debt Supported by Other Sources" reflects the debt (existing and new) that would be retired from other sources of revenue such as TIF revenue, Water/Sewer Fund revenue, or property taxes.

Recommendation

Staff recommends approval of Ordinance 26-16, Adopting the 2017-2021 Capital Improvements Program at the September 12, 2016 City Council meeting.

DEBT SERVICE SCHEDULE
Reflects Debt as of 12/31/15

	Date Of Issue	Year Retired	Original Amount	Outstanding Principal	
<u>Unvoted Bonds (G.O.)</u>					
(3)	Upper Scioto West Branch (OWDA)	1/1/99	2018	19,716,717	3,169,599
(1)	Avery-Muirfield Interchange	9/1/99	2019	8,316,788	2,205,000
(4)	Rings Road Improvements (TIF)	12/1/00	2020	3,535,000	1,242,369
(6)	Arts Facility Acquisition	12/1/00	2020	1,360,000	472,100
(6)	Arts Facility Renovation	12/1/00	2020	755,000	263,382
(4)	Perimeter Drive Extension (TIF)	12/1/00	2020	3,940,000	1,386,484
(4)	Emerald Parkway-Phase 7A (TIF)	12/1/00	2020	2,020,000	705,665
(1)	Service Center	12/1/01	2021	3,675,000	1,385,101
(1)	Municipal Pool South (OMB)	4/14/04	2025	2,986,000	1,689,000
(4)	Industrial Pkwy/SR 161 Improvements	1/7/14	2029	8,210,000	7,315,000
(2)	Darree Fields Water Tower	1/7/14	2029	1,710,000	1,525,000
(3)	Sanitary Sewer Lining	1/7/14	2029	1,880,000	1,675,000
(1)	LED Street Lights	10/2/12	2022	2,185,000	1,670,000
(2)	Dublin Road Water Tower	10/2/12	2032	2,360,000	2,080,000
(3)	Sewer Lining & Repairs	10/2/12	2032	2,540,000	2,240,000
(4)	Emerald Parkway Phase 8	12/17/13	2033	5,420,000	5,410,000
(4)	Emerald Parkway Phase 8	1/7/14	2019	1,580,000	1,050,000
(4)	Bridge Street - Land Acquisition	12/17/13	2033	4,435,000	4,425,000
(4)	Bridge Street - Land Acquisition	1/7/14	2019	1,265,000	835,000
(4)	270/33 Interchange (Design, ROW)	1/7/14	2023	9,000,000	7,325,000
(1)	Justice Center Improvements	9/30/15	2035	10,600,000	10,600,000
(3)	Sewer Lining & Repairs	9/30/15	2035	2,500,000	2,500,000
(1)	BSD Transportation (Riverside Dr/161/Park)	9/30/15	2035	25,000,000	25,000,000
(4)	BSD Transportation (Bridge Park)	9/30/15	2035	11,100,000	11,100,000
(1)	BSD Parking Structures (Tax-Exempt)	10/28/15	2044	16,000,000	16,000,000
(1)	BSD Parking Structures (Taxable)	10/28/15	2035	16,000,000	16,000,000
(4)	270/33 Interchange (Construction) (SIB)	2/10/15	2035	10,010,000	10,010,000
(8)	Dublin Road/Glick Road Improvements (OPWC)		2026	250,000	250,000
					<u>139,528,700</u>
<u>Unvoted Special Assessment Bonds</u>					
(7)	Ballantrae	12/1/01	2021	1,700,000	644,899
					<u>644,899</u>
<u>Voted Bonds (G.O.)</u>					
(1)	Recreation Center expansion	10/15/98	2018	3,998,000	689,000
(1)	Emerald Parkway Bridge	10/15/98	2017	7,518,000	1,026,000
(4)	Emerald Parkway-Phase 2 (TIF)	10/15/98	2016	7,874,000	475,000
(4)	Woerner-Temple Road	12/1/00	2019	5,555,000	1,643,000
(1)	Emerald Parkway Overpass - Phase 7	12/1/00	2019	6,565,000	1,953,000
(5)	Coffman Park Expansion	12/1/00	2020	3,135,000	1,044,000
					<u>6,830,000</u>
Total Debt Payments					<u><u>\$147,003,599</u></u>
(1)	Supported by income tax revenue			\$	78,217,101
(2)	Supported by Water Fund revenue				3,605,000
(3)	Supported by Sewer Fund revenue				9,584,599
(4)	Supported by TIF revenue				52,922,518
(5)	Supported by property tax revenue				1,044,000
(6)	Supported by hotel/motel tax revenue				735,482
(7)	Supported by special assessment revenue				644,899
(8)	Supported by State High Fund revenue				250,000

**City of Dublin
2017 - 2021 Proposed Capital Improvements Program
Debt Proceeds**

Exhibit B

Proposed Project	2017	2018	2019	2020	2021
<u>Long-Term Bonds-Retired by Income Taxes</u>					
City Facilities					
5800 Building, Salt Barns	\$ 4,445,000	\$ -	\$ -	\$ -	\$ -
CML Library Parking Deck	10,000,000	-	-	-	-
Historic District High Street	2,500,000	-	-	-	-
Historic Dublin CML Street Network	4,600,000	-	-	-	-
Riverside Drive Park	9,400,000	1,000,000	7,000,000	1,900,000	-
Scioto River Pedestrian Bridge	22,750,000	-	-	-	-
Emerald Parkway Bridge Deck Overlay	-	2,500,000	-	-	-
Post Preserve Access Modification	-	1,430,000	-	-	-
Riverside Drive Park (2018)	-	-	-	-	-
Riverside Drive Park (2019)	-	-	-	-	-
Hyland Croy/Post Preserve Roundabout	-	-	1,530,000	-	-
Shawan Falls Ext. Phase I	-	-	5,000,000	-	-
Riverside Drive Park (2020)	-	-	-	-	-
Dublin Community Pool North	-	-	-	5,000,000	-
US33/161/Frantz Road Intersection (Acq.)	-	-	-	1,500,000	-
Post Rd. Realignment/Kilgour Place Widening	-	-	-	8,000,000	-
Total - Retired by Income Taxes	\$ 53,695,000	\$ 4,930,000	\$ 13,530,000	\$ 16,400,000	\$ -
<u>Long-Term Bonds-Retired by Utility Revenues</u>					
Sewer Extensions to Unserved Areas (Sewer/GF)	\$ 760,000	\$ 865,000	\$ 1,480,000	\$ 2,750,000	\$ 1,820,000
Sewer lining and repairs (Sewer Fund)	380,000	2,745,000	585,000	4,250,000	1,385,000
Total - Retired by Sewer Revenues	\$ 1,140,000	\$ 3,610,000	\$ 2,065,000	\$ 7,000,000	\$ 3,205,000
<u>Long-Term Bonds-Retired by TIF Revenues</u>					
Avery Road Widening Phase II	\$ -	\$ -	\$ -	\$ -	\$ 7,560,000
Total - Retired by TIF Revenues	\$ -	\$ -	\$ -	\$ -	\$ 7,560,000
<u>Long-Term Bonds-Retired by Property Tax Revenues</u>					
33/161/Post Road Interchange	\$ -	\$ -	\$ -	\$ 6,100,000	\$ -
TOTAL	\$ 54,835,000	\$ 8,540,000	\$ 15,595,000	\$ 29,500,000	\$ 10,765,000

**2017 - 2021
FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM
DEBT SERVICE PAYMENTS DUE
(Income tax supported debt only)**

Debt Issue	2016	2017	2018	2019	2020	2021
Community Recreation Center Expansion (2018)	\$ 278,172	\$ 268,092	\$ 191,012	\$ -	\$ -	\$ -
Scoto (Emerald Parkway) Bridge Construction (2017)	554,040	533,520	-	-	-	-
Avery-Muirfield/US 33 interchange (2019)	574,250	575,775	577,000	575,700	-	-
Emerald Pkwy-Perimeter/Shier Rings (2019)	533,675	534,355	537,275	541,057	-	-
Service Complex expansion (2021)	276,530	276,598	276,233	274,107	277,758	179,863
Swimming Pool Construction (2025)	218,459	217,241	216,636	215,610	214,085	213,032
LED street lighting	261,850	261,775	266,550	261,850	263,775	263,775
Justice Center Addition (2035)	310,000	451,820	781,494	783,494	780,294	780,294
Riverside Dr-SR 161 Roundabout/Riverside Dr. Realignment/Park (2035)	725,000	-	-	-	-	-
Bridge Park Parking Structures - Tax Exempt	-	330,669	718,231	718,231	718,231	718,231
Bridge Park Parking Structures - Taxable	-	672,675	972,675	1,352,675	1,341,425	1,341,425
Service Center Expansion	240,000	240,000	240,000	240,000	240,000	240,000
City Building Facilities	-	355,600	355,600	355,600	355,600	355,600
CML Library Parking Deck	-	800,000	800,000	800,000	800,000	800,000
Historic District High Street	-	200,000	200,000	200,000	200,000	200,000
Historic Dublin CML Street Network	-	368,000	368,000	368,000	368,000	368,000
Riverside Drive Park (2017)	-	752,000	752,000	752,000	752,000	752,000
Scoto River Pedestrian Bridge	-	1,820,000	1,820,000	1,820,000	1,820,000	1,820,000
Emerald Bridge Deck Overlay	-	200,000	200,000	200,000	200,000	200,000
Post Preserve Access Modification	-	114,400	114,400	114,400	114,400	114,400
Riverside Drive Park (2018)	-	80,000	80,000	80,000	80,000	80,000
Riverside Drive Park (2019)	-	560,000	560,000	560,000	560,000	560,000
Hyland Croy/Post Preserve Roundabout	-	122,400	122,400	122,400	122,400	122,400
Shawano Falls Ext. Phase I	-	400,000	400,000	400,000	400,000	400,000
Riverside Drive Park (2020)	-	-	-	-	-	-
Dublin Community Pool North	-	-	-	-	-	-
US33/161/Franitz Road Intersection (Acq.)	-	-	-	-	-	-
Post Rd. Realignment/Kilgour Place Widening	-	-	-	-	-	-
Subtotal	\$4,187,115	\$8,661,120	\$9,466,106	\$10,735,124	\$11,666,243	\$12,353,145
Less: MSP per Bridge Park Development Agreement (for Bridge Park Parking Structure Debt Service)	\$0	\$0	(1,699,180)	(2,070,906)	(2,071,156)	(2,059,656)
Total	\$4,187,115	\$8,661,120	\$7,766,926	\$8,664,218	\$9,595,087	\$10,293,489
Income tax revenue available for debt retirement	\$ 12,838,500	\$ 12,710,115	\$ 12,900,750	\$ 13,094,250	\$ 13,489,950	\$ 13,692,300
Balance available ³	\$ 8,651,385	\$ 4,048,995	\$ 5,133,824	\$ 4,430,032	\$ 3,894,863	\$ 3,398,811
Amount of additional debt that could be supported ⁴	\$ 106,142,313	\$ 50,612,432	\$ 64,172,802	\$ 55,375,404	\$ 48,685,787	\$ 42,485,141
Recommended maximum amount of additional debt	\$ 97,328,082	\$ 45,551,189	\$ 57,755,522	\$ 49,837,864	\$ 43,817,208	\$ 38,236,626

¹ Estimated debt service obligations; Estimate assumes 20 year bonds at 4% and level payments.

² Estimated debt service obligations; Estimate assumes 20 year bonds a 5% and level payments.

³ Funding not needed for debt service is utilized to fund cash basis projects.

⁴ It is not recommended that the total amount be issued in long-term debt, 90% of amount of additional debt that could be supported is recommended.

Note - Payments include both principal and interest and fees, if applicable.

Highlighted rows indicate anticipated future debt.

Debt Issue	2016	2017	2018	2019	2020	2021
Service Payments						
Emerald Parkway-Phase 2 (2016) ¹	494,000	\$ -	\$ -	\$ -	\$ -	\$ -
Rings Road Improvements (2020) ¹	274,081	274,890	276,874	279,391	281,181	-
Woerner - Temple Road (2020) ²	448,662	449,263	452,222	455,572	-	-
Perimeter Drive extension (2020) ¹	305,874	306,777	308,990	311,802	313,799	-
Emerald Parkway-Phase 7A (2020) ¹	155,678	156,137	157,264	158,695	159,711	-
Industrial Parkway/SR 161 improvements ¹	660,031	658,356	657,106	665,206	667,144	661,119
Emerald Parkway-Phase 8 (2033) ¹	483,775	479,475	482,375	482,925	480,425	481,275
I-270/US 33/SR 161 Interchange-ROW (2023) ¹	1,035,475	1,037,725	1,036,100	1,037,825	1,033,075	1,037,375
I-270/US 33/SR 161 Interchange-Construction (2034) ¹	722,508	1,427,725	1,392,256	1,360,865	1,328,525	1,295,208
BSD Land Acquisition for Roundabout (2019/2033)	391,738	393,263	392,413	393,788	392,800	390,300
Riverside Dr-SR 161 Roundabout/Riverside Dr. Realignment/Park (2035)	-	1,074,774	1,844,925	1,846,025	1,109,000	310,000
Bridge Park Street Network (2035)	-	486,843	841,481	842,881	-	845,081
John Shields Parkway Phase II ⁴	840,000	840,000	840,000	840,000	840,000	840,000
Graham Street/Tuller Flats Roadway Network ²	173,160	173,160	173,160	173,160	173,160	173,160
Avery Rd. Widening Phase II ²	-	-	-	-	-	604,800
Water and Sewer Funds						
Upper Scioto West Branch (2018)	1,313,541	1,329,635	671,161	-	-	-
Darree Fields Water Tower (2029)	139,763	138,338	140,963	134,463	136,850	134,600
Dublin Road Water Tower (2032)	156,413	158,963	156,463	159,413	156,788	158,563
Sewer Line Repairs (2029)	149,325	152,825	150,200	148,625	150,738	148,263
Sewer Line Repairs (2032)	171,050	170,750	168,425	168,550	170,725	172,200
Sewer System Improvements (2035)	75,000	105,766	184,969	183,069	186,169	184,169
Sewer System Improvements/Extensions ³	52,000	52,000	52,000	52,000	52,000	52,000
Sewer System Improvements/Extensions ³	-	91,200	91,200	91,200	91,200	91,200
Sewer System Improvements/Extensions ³	-	-	288,800	288,800	288,800	288,800
Sewer System Improvements/Extensions ³	-	-	-	165,200	165,200	165,200
Sewer System Improvements/Extensions ³	-	-	-	-	560,000	560,000
Sewer System Improvements/Extensions ³	-	-	-	-	-	256,400
Special Assessments						
Ballantrae Improvements (2021)	2,057,091	2,197,151	1,906,505	1,391,319	1,958,469	2,211,394
	128,752	128,784	128,148	127,624	129,323	83,743
Property Taxes (Inside millage)						
Parkland acquisition-Coffman Park (2020)	236,700	238,820	239,540	240,520	207,000	-
Metro Park contribution (2017)	385,000	385,000	-	-	-	-
Reserved for US 33/SR 161/Post Interchange ³	-	-	-	-	-	488,000
Hotel/Motel Tax Revenues						
Arns Facility (2020)	621,700	623,820	239,540	240,520	695,000	488,000
	162,254	162,734	163,909	165,400	166,460	-
Total	8,954,780	10,865,878	11,293,268	10,772,998	10,572,154	9,421,456

Highlighted rows indicate anticipated future debt.
Estimated debt service obligations are based on 20 year bonds at 4% and level payments

¹ Service payments are sufficient or exceed annual debt service obligations.
² Annual service payments are not sufficient to retire the annual debt. Additional amounts will be advanced from the General/Capital Improvements Tax Fund and then repaid during the term of the TIF.



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Memo

To: Members of Dublin City Council
From: Dana L. McDaniel, City Manager
Date: August 19, 2016
Initiated By: Angel L. Mumma, Director of Finance
Re: **Ordinance 26-16 Adopting the 2017-2021 Five-Year Capital Improvements Program (CIP) - Follow-up Items from the August 15, 2016 Finance Committee Meeting**

Background

Following are responses to the follow-up items from the August 15, 2016 Finance Committee meeting related to the discussion of the Five-Year Capital Improvements Program (CIP).

- **Budget Adjustments**

No budget adjustments were requested.

- **Follow-Up Items**

ET003 US 33/SR 161/Post Road Interchange Improvements

City Council asked for an analysis of costs to-date for design, land acquisition, and preliminary engineering work completed for the US 33/SR 161/ Post Road interchange project, as well as estimated future construction costs so they can better understand the scope of the project. The interchange is partly in the corporate limits of the City of Dublin, with the remainder in the unincorporated areas of Jerome Township and Washington Township. The proposed improvements will transform the interchange from a rural facility to a higher capacity urban-type infrastructure. The economic impact of improving the US 33/SR 161/Post Road interchange and the City's Return on Investment (ROI) was discussed.

Response: Megan O'Callaghan, Director of Public Works has provided background information with regard to the interchange project and its economic impact. It is attached as Exhibit A.

City Council also asked for an accounting of the total the City has invested in the US 33/SR 161/Post Road area in order to accomplish the interchange improvements.

Response: The projects included in an overall investment with the interchange amounts are:

<u>Project</u>	<u>Spent through December 2015</u>
Master Plan	\$ 458,600
Industrial Parkway	\$10,440,720
Eiterman Road Relocation	\$ 137,400

Liggett Road Realignment	\$ 2,785,900
SR161 Widening	\$ 1,391,150
US 33/SR 161/Post Road Interchange	\$16,815,000
Roadway Improvements (Post Preserve Access)	\$ 191,000
Eiterman Road Roundabout	<u>\$ 2,605,680</u>
Total	\$34,825,450

ET16J Concord Shared-Use Path (SUP)

City Council asked about the proposed alignment for the Concord Road shared-use path programmed for construction in 2017, as the Township has requested a shift of the path location from the originally planned location.

Response: Dublin engaged the engineering firm URS/AECOM in January of 2013 to assist with developing a proposed alignment for the path as well as cost estimates. Using the alignment developed by URS/AECOM, the entities had tentatively agreed upon a location along the east side of Concord Road from the existing tunnel just north of Glick Road to the existing path north of Deacon Court. This past spring (March 12, 2016), the township requested the proposed location be changed to the west side of Concord Road from Deeside Drive continuing north of Tartan Fields Drive and then a crosswalk across Concord Road. This alignment would provide for an overall path connection length of approximately 1,512 feet, with 185 feet located in Dublin and 1,327 feet in Concord Township.

The Township shared two reasons for the request in path realignment: 1. There is a property owner on the east side who is not interested in the path and the trustees have a policy against taking land. 2. They believe a path on the east side of Concord would not benefit Township residents.

The City isn't necessarily against moving the path to the west side. However, the City has already spent two years on project planning and believe it is wise to get a Memorandum of Understanding (MOU) with the Township outlining the alignment and funding before going forward.

The third column of the table below sets forth the budgeted funds in the adopted 2016-2020 CIP for the entire length of path (1,600 feet from Glick Road to Palmer Court) along the east side of Concord Road. The township had previously indicated on multiple occasions to Dublin staff (verbally) it would contribute \$100,000 for the portion of proposed path located in the township. As such, staff's request as part of the 2017-2021 CIP process was modified to reflect construction costs associated with the portion of path (750 feet from Glick Road to St. Boswells Court) to be constructed within Dublin along the east side of Concord Road. The funds for design had previously been encumbered. The fifth column of the table sets forth the estimated construction costs for the path on the west side of Concord Road as presented by Delaware County. This is the \$155,000 figure that has been referenced in recent emails from residents advocating for this path construction. It is important to note this estimate does not include additional funding that would be needed for design, acquisition, landscaping, or utility relocation. Further, staff is confident this estimated cost is not reflective of the true cost as Dublin's historical bid prices indicate a typical cost of \$150 per foot of path. Using \$150 per foot of path, a rough estimate for the portion of path in Dublin would be \$27,750 and \$199,050 for the portion of path in Concord Township.

Side of Concord Road	Element of Project	Adopted 2016 CIP	Proposed 2017 CIP		Delaware County Estimate	
			Dublin	Concord Twp.	Dublin	Concord Twp.
		Total Project	Dublin	Concord Twp.	Dublin	Concord Twp.
East	Design (2015\$)	\$80,000	\$0	\$0		
	Acquisition	\$30,000	\$30,000	\$0		
	Construction	\$260,000	\$115,000	\$0		
	Landscape	\$20,000	\$20,000	\$0		
	Utilities	\$5,000	\$5,000	\$0		
West	Design					\$0
	Acquisition				\$0	\$0
	Construction				\$16,000	\$139,000
	Landscape				\$0	\$0
	Utilities				\$0	\$0
Portion Totals			\$170,000		\$16,000	\$139,000
Project Totals		\$395,000	\$170,000		\$155,000 **	
Length of Path (feet)	Portions		750	850	185	1,327
	Total	1,600	1,600		1,512	

** Dublin Engineering staff believes that this estimated cost does not reflect a true cost based on our experience constructing similar paths.

In June, the township trustees approved a contribution of \$30,000 toward the path along the west side of Concord Road. Based on the information presented above, it appears this level of funding would leave a significant funding shortage. The extent of the shortage cannot be determined until the alignment is agreed upon and further refined construction cost estimates are developed. The recent alignment and funding contribution changes are significant and as such the entities must reevaluate how best to proceed with designing and constructing this path connection.

Kaltenbach Park

Washington Township deeded Kaltenbach Park to the City of Dublin in March 2015. City Council inquired as to the amount of funding Washington Township has agreed to pay the City on an annual basis.

Response: In February 2015 the City and Washington Township signed an intergovernmental agreement (Resolution 15-15). In this agreement, the Township agreed to pay the City \$50,000 per year, for ten years to assist in parkland acquisition and maintenance. The total payments will not exceed \$500,000. The City received the first payment in July 2015. The Township has been invoiced for the 2016 payment (receipt of their payment is pending).

Sidewalk Maintenance Program

Ms. O’Callaghan discussed the Sidewalk Maintenance Program and more specifically the Sidewalk Shaving Program. While no specific follow-up was requested from City Council as a whole, the following information has been provided.

Response: According to Dublin City Code, the repair and cleaning of sidewalks are the responsibility of the adjacent property owner(s). However, Dublin has provided a courtesy sidewalk maintenance program to help residents address safety issues.

City Council allocated \$50,000 for sidewalk maintenance in 2016. The 2016 Sidewalk Maintenance Program started on June 8 and wrapped up on June 28. The focus of this year's program was to remove trip hazards. Repairs were offered in the form of sidewalk shaving, which is less intrusive and more cost effective than the replacement of sidewalk panels and does not impact trees since the roots are not proved as part of the shaving. Locations for shaving were selected based on resident requests and field evaluations to determine if the locations met the shaving requirements. A total of 645 cuts at 162 properties were performed at a cost of \$75 per cut. The final cost of the program was \$48,375.00. Feedback on the sidewalk shaving has been overwhelmingly positive. Staff received a couple of complaints about dust during the cutting process and many requests to add locations should these services be offered in the future.

As of May 6, 2016 staff had 308 documented requests for sidewalk maintenance. These requests had been accumulating for a few years. Of these 308 requests, 88 were too severe to shave. At this time, we have 58 recent requests that are on the list for sidewalk shaving next year.

In previous years, the Sidewalk Maintenance Program was funded at a level of \$125,000 per year, or \$250,000 every other year. The Sidewalk Maintenance Program has been funded and bid as a separate project from the Street Maintenance Program since 2005. The 2014 Sidewalk Maintenance Program removed and replaced sidewalk panels at 257 properties. The average cost to remove and replace a sidewalk panel is \$176. Accordingly, the sidewalk shaving method enables the City to address more than twice as many trip hazards without impacting trees in comparison to sidewalk panel replacement.

A comprehensive citywide sidewalk condition assessment was performed and preliminary estimates for removal and replacement of sidewalk panels were developed in 2003 through 2004. At Council's direction, Staff could perform an updated citywide sidewalk condition assessment in 2017. This information could be used to develop preliminary estimates for removal and replacement of sidewalk panels in need of repair. Staff could present this information as part of the 2018-2022 CIP

process to assist City Council with making an informed decision regarding the future of sidewalk maintenance.

In the meantime, Staff recommends the funding for the 2017 Sidewalk Maintenance program remain at \$50,000 for repairs in the form of sidewalk shaving. It is imperative the City continue to prioritize appropriately funding the maintenance of assets for which the City is legally responsible such as streets, bridges, and shared-use paths.

Recommendation

Staff recommends approval of Ordinance 26-16, adopting the 2017-2021 Capital Improvements Program during the September 12, 2016 City Council meeting.

Exhibit A

Post Road Interchange

Overview

The US 33/SR 161/Post Road interchange is partly in the corporate limits of the City of Dublin, with the remainder in the unincorporated areas of Jerome Township and Washington Township. The interchange is identified as the major gateway into Dublin's identified West Innovation District, a district slated for academia, research and development, office, and clean industrial uses. Currently a rural diamond interchange with a single ramp in each quadrant, the U.S. 33 / S.R. 161 Post Road interchange experiences significant backups and delays during peak hours from the ramp intersections at S.R. 161- Post Road onto U.S. 33. Heavy truck volumes use the interchange to access the Industrial Parkway area, West Innovation District and Perimeter Commerce Business Districts. The existing single lane ramps currently require traffic to make left turns across opposing traffic to access U.S. 33 eastbound (EB) and S.R. 161 EB via a left turn lane and stop controlled condition respectively. The traffic signal at the westbound (WB) exit and entrance ramps at S.R. 161 / Post Road experiences significant delays during peak hours, causing traffic to queue on U.S. 33 WB. The S.R. 161 WB to U.S. 33 EB ramp is unsignalized; the left turning movement is dependent on gaps in the oncoming S.R. 161 EB traffic. Without any improvements, the existing interchange would operate at a LOS F in both the AM and PM peak under 2030 design year traffic volumes.

This interchange is identified as a key component in the U.S. 33 corridor in the Central Ohio Innovation Corridor West Innovation District (formally known as the Economic Advancement Zone) plan developed in 2013, and in the Crossroads Area Plan developed jointly with Union County, Jerome Township, Dublin, Marysville, and the LUC Regional Planning Commission in May 2106. The interchange is included in MORPC's 2016-2040 Metropolitan Transportation Plan and identified as a key regional corridor in the 2016-2040 Columbus Area Active Transportation Plan.

Proposed Interchange

The proposed nearly \$27 million improvements will transform the interchange from a rural facility to an urban one, while maintaining its rural appearance with landscaping along the length of the project. It will include two new loop ramps that will eliminate the need to turn left to enter the US 33 ramps, reducing conflict points which contribute to crashes. Multi-lane roundabouts will be added to the east (at Hyland-Croy Rd.) and west (at Eiterman Rd.) of the interchange.

Economic Impact

According to ESRI and Avention data, roughly 1,200 acres of the project area are within the City of Dublin. More than 500+ acres remain undeveloped, but with utilities readily available, these "greenfield" sites are being actively marketed as job-ready. The City of Dublin owns over 80 acres of ground in this area and continues to actively recruit high-tech and research and development-related companies to this area. This area has approximately 500 individual businesses employing approximately 7,017 people. The majority of those jobs (40%) are clustered in the following categories:

- 921 Offices of Physicians, Dentists, Therapists, Health Practitioners, Outpatient Services
- 519 General Medical & Surgical Hospitals 430 Medical Laboratories
- 563 Professional, Scientific, & Technical Services 250 Colleges, Universities, Higher education
- 110 Skilled Nursing

Eight of Dublin's largest employers occupy land in this area, including: Ohio Health's Dublin Methodist Hospital, Nestle Quality Assurance Center of the Americas, Children's Hospital, Smiths Medical, LabCorp of America, WD Partners, and Midwestern Auto Group. Additionally, this area is now home to Ohio University's Heritage College of Osteopathic Medicine. The OU campus master plan is underway for 100+ acres; and early estimates assume an additional 1.5 million square feet of campus development in the next 20 years.

Additional infill development could bring an additional 8,000 jobs to this immediate area. Based upon the average wages of the top predicted growth sectors listed above we forecast an average fulltime position salary of \$55,000, or approximately \$24 per hour. If the potential new development is realized, the resulting new annual payroll in the Dublin portion of the boundary could exceed \$440 million.

Project Status

Dublin's recognition of the need for the upgrades to meet the growth around the interchange began in 2006. The plans and associated documents have been developed but will require updating to current standards and need reviewed to consider accommodations for bicyclists and pedestrians through the interchange, and to renew permit approvals. The Environmental Document and Interchange Modification Study (IMS) for the project were completed but have since expired and will need to be updated. The majority of land needed for the project, over 28 acres, was acquired between 2008 and 2012. One .412 acre parcel remains to be acquired for the project.

Funding and Schedule

To date, Dublin has invested significant resources to this project including the right of way, environmental and design. Dublin has also made significant financial commitments to the project area, including a newly-constructed, 3-legged roundabout at SR 161/Eiterman Road designed to more efficiently move the mix of traffic just west of the interchange. Dublin has contributed \$3,163,000 for design, \$12,439,000 for right of way acquisition, and \$2,866,399 for the advanced construction of the Eiterman Road / S.R. 161 roundabout that was initially part of the construction plans.

The estimated construction cost is \$26,720,000 which includes construction engineering. The adopted 2016-2020 CIP has \$200,000 programmed for design updates in 2016, \$125,000 programmed in 2017 to complete acquisition in 2017, and \$23,700,000 programmed in 2020 for construction and utilities.

Over the past few months, staff has worked diligently with the Union County Engineer, Union County Administrator and the Executive Director, Union County Community Improvement Corporation to develop a strategic plan for securing significant state and federal funding for the construction of this project. An important piece of the strategy is to show the entities' commitment to this improvement. Therefore, Union County has agreed to contribute \$1,000,000 from their Capital Infrastructure Fund Account towards the project. This contribution is designated from the County Commissioners' "setaside" Capital Infrastructure Fund. The County Commissioners established the Capital Infrastructure Fund to assist in future projects that are deemed a priority in the County that the Union County Engineering budget cannot fund due to statute or budget limitations. The Capital Infrastructure Fund currently has a balance of \$1.5 million; the committed contribution represents 67% of the current fund balance.

Staff determined this project is an excellent candidate for ODOT TRAC funding and MORPC Attributable Funding. Accordingly, Union County recently submitted an application for ODOT TRAC

Tier 1 funding on June 30, 2016 requesting \$20.68 million for the construction phase of this project in state fiscal year 2019. Union County also submitted an application for MORPC Attributable Funding on August 15, 2016 requesting \$20,477,300 for construction in state fiscal year 2019.

Since updates and completion of the construction drawings and updating the environmental document will be needed for this project, the CIP proposal includes \$200,000 programmed in 2016 for design updates, \$300,000 programmed in 2017 to update the environmental document, \$125,000 programmed in 2018 to complete acquisition, and \$6,100,000 programmed for construction and utilities in 2020. Dublin's ultimate contribution for construction, and the timing of such contribution, will be determined once we understand our success in securing state and federal funding through the grant applications currently submitted to MORPC and ODOT for this project. It remains important, however, that the local funding match is included in the 2017-2021 CIP to leverage Dublin's financial commitment to the project to obtain grant money. Often times, projects that can demonstrate a strong local funding commitment will score higher and be more likely to win grant money than those projects that do not.



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Memo

To: Members of Dublin City Council
From: Dana L. McDaniel, City Manager 
Date: August 4, 2016
Initiated By: Angel L. Mumma, Director of Finance
Melody Kennedy, Budget Manager
Re: Ordinance No. 26-16 - Adopting the 2017 - 2021 Five Year Capital Improvements Program (CIP)

Summary

The Administration's proposed Capital Improvements Program (CIP) for 2017 - 2021 has been prepared and is submitted to City Council for review.

The proposed CIP will be reviewed with City Council at the workshop meeting that is scheduled for Monday, August 15 beginning at 6:30 p.m. in Council Chambers.

The final CIP document will be prepared after the workshop meeting and will be submitted to City Council prior to the public hearing of Ordinance No. 26-16, which is scheduled for the September 12 Council meeting.

The information in the attached notebook provides spreadsheets identifying the proposed projects by category, proposed year for funding and estimated project costs. Project descriptions have been prepared and follow each spreadsheet with additional information provided as needed/available. Also included are project spreadsheets from 2016 - 2020 for comparison.

A recap of the overview information that will be discussed has also been provided in the front of the CIP document. This includes information on the City's CIP process, including financial guidelines and the administrative processes used in preparing the proposed CIP, a recap of the proposed projects, a recap of the funding sources and information on the revenue sources to fund the projects.

Recommendation

The proposed 2017 – 2021 CIP is to be reviewed by City Council during a workshop scheduled for Monday, August 15, 2016. Any modifications as a result of the workshop meeting will be incorporated into the final five-year CIP prior to the second reading. Staff recommends approval of Ordinance No. 26-16 at the second reading/public hearing on September 12, 2016.

RECORD OF ORDINANCES

Dayton Legal Blank, Inc.

Form No. 30043

Ordinance No. 26-16

Passed _____, 20____

AN ORDINANCE ADOPTING THE 2017-2021 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

WHEREAS, Section 8.03(a) of the Revised Charter requires the City Manager to prepare and submit to City Council a five-year capital program in accordance with the annual budget calendar as authorized by City Council; and

WHEREAS, City Council has received and reviewed the Five-Year Capital Improvements Program (CIP) for the years 2017-2021; and

WHEREAS, the CIP represents a long-term financial plan that establishes priorities, identifies project costs and phasing, identifies funding sources, and serves as a planning document for capital improvements; and

WHEREAS, the Administration has incorporated in the attached CIP all modifications as requested by City Council as a result of the CIP budget workshop.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, State of Ohio, _____ elected members concurring that:

Section 1. The 2017-2021 Five-Year Capital Improvements Program attached as an Exhibit be, and hereby is, approved.

Section 2. This Ordinance shall take effect and be in force on the earliest date permitted by law.

Passed this _____ day of _____, 2016

Mayor – Presiding Officer

ATTEST:

Clerk of Council