

## CITY COUNCIL WORK SESSION MINUTES

August 6, 2018

The meeting was called to order by Mayor Rausch at 5:30 p.m.

**PLEDGE OF ALLEGIANCE:** The Pledge of Allegiance was led by Mayor Rausch.

**INVOCATION:** The Invocation was given by Mayor Rausch.

**MEMBERS PRESENT:** Nevin Taylor, Deb Groat, JR Rausch, Alan Seymour, and Mark Reams. Tracy Richardson and Henk Berbee excused.

**OTHERS PRESENT:** City Manager Terry Emery, Police Chief Floyd Golden, HR Director Brian Dostanko, City Engineer Jeremy Hoyt, IT Director Aaron Story, Finance Director Justin Nahvi, Fire Chief Jay Riley, Finance Director Justin Nahvi, Deputy Chief Tony Brooks, and Clerk of Council Rebecca Dible.

**REPORTERS PRESENT:** Will Channel- Journal Tribune

**CITIZENS PRESENT:**

**APPROVAL OF MINUTES:** The minutes from June 4, 2018 were approved as presented.

**AGENDA:**

**Presentation on SR 31 Widening, Phase 2 Project:** Mr. Hoyt explained the 3 primary issues to be addressed in the 2<sup>nd</sup> Phase of the project would be the congestion at SR 31/Mill Road intersection, short left turn storage distance on the exit ramp, and lack of a dedicated right turn lane heading south onto the entrance ramp. Mr. Hoyt presented a map depicting the improvements, one of which was the addition of a road extending Northwoods Drive to SR 31. He then explained the existing slip ramp from US 33 would be removed and a new slip ramp would be aligned with the exit ramp, where a traffic light would also be installed. Mr. Seymour asked if the slip ramp, although larger than the current slip ramp, had enough storage room to accommodate traffic flow. Mr. Hoyt explained due to altered layout, the only traffic using this ramp to head north on US 33, would be traffic that needed to turn left onto Northwoods Drive. All other traffic heading north on US 33 would use the existing ramp. He also showed how the ramp would operate under control of a new Northwoods Drive traffic signal. The signal would eliminate the current weaving of ramp traffic, as SR 31 northbound traffic would operate under alternating signal control, much like the Dublin exit off US 33 currently operates. Mr. Andrako explained the only drawback to this setup would be for those using the exit ramp at night, as they would have to stop at the traffic light. Mr. Rausch asked how northbound, exiting traffic currently turned left onto Mill Rd, to which Mr. Hoyt replied it was very difficult. Mr. Andrako stated they were easily able to show the congestion issue to ODOT as DC Brooks had assisted by obtaining drone footage of the area. Because this area was expected to continue with commercial development, they wanted to prevent a bad situation from getting worse. Mr. Hoyt also stated Mill Valley residents living south of the Cobblestone Drive/Mill Road area would be able to avoid the SR 31 & Mill Road intersection altogether by using the Northwoods Drive extension. He also shared the addition of a mini roundabout at the intersection of Northwoods

Drive and Mill Road. Mr. Andrako explained the mini roundabout was like an altered 4-way stop. As roundabouts are becoming more typical, he believed Marysville's first mini roundabout would lend residents the opportunity to become more familiar with this type of juncture. Mr. Hoyt explained the 2<sup>nd</sup> Phase was expected to last nine months and take place from spring to fall of 2020. He also stated they were through about 10% of the preliminary design which they had taken to a Public Involvement Meeting. At the meeting, residents were very vocal regarding the desire for a left-turn-only lane onto US 33 from Echo Drive. Mr. Reams asked if Paris Township would partner to assist with the funding of this mutually beneficial design addition, as Marysville residents pay money to the township, which is being used largely outside the City. Mr. Andrako stated the addition of the lane would be a minimal cost. He also said they could try to gauge traffic in the area by using counters at the intersection, as he expected the township residents to comprise 5-10% of the traffic flow. Mr. Emery said most of those who attended the Public Involvement Meeting lived in the township and he wasn't opposed to approaching the township to discuss the subject. Mr. Seymour asked if there was any specific data showing how much relief the opening of Cooks Crossing would give this congested area, however there was not. Mr. Emery thanked Mr. Andrako and Mr. Hoyt for diligently working on funding for this project and for others, stating that they had pursued around 7 million dollars in funding for the Main Street Bridge, Cooks Crossing & SR 31 projects alone.

**Discuss Updates for Strategic Plan Priority "1-Finances":** Mr. Nahvi stated Councilman Berbee had been involved with the process of updating the Strategic Priority Finances section and had endorsed the draft which was distributed. Mr. Nahvi then explained one goal addressed would be to identify uses for funds, post facility debt payout. He also stated that he was pursuing the increase of the City's bond rating from Aa3 to Aa2 by 2020. He explained bond ratings also take into account demographics, in which the City is heavy on the manufacturing side. Mr. Nahvi then discussed reserve management and stated the goal would be to maintain a reserve level equal to six months of General Fund expenditures. Currently the amount would be 5.5 million and may need to be increased to 7 million going into 2020. Mr. Reams asked Mr. Nahvi if there had been any sort of guidance on the specific amount needed. Mr. Nahvi stated 25% of total expenditures was needed according to Andy Brossard's recommendation.

The Capital Reserve Fund was the next item discussed. Mr. Nahvi stated the goal was to increase the reserve fund from one million to four million by 2020. He also said the City was on track to be at two million by the end of the year. He explained these funds should be earmarked, listing fund examples such as the aging pool facility and a 3<sup>rd</sup> fire station. Mr. Seymour asked how specific these fund designations needed to be and if they could be fluid. Mr. Nahvi explained the General Assembly (GA) didn't want the finances to just sit without a listed purpose, as this requirement was how the GA prevents slush funds. Mr. Seymour stated priorities shift; He asked if this was a rotating program, as money would continue to be placed into the account. Mr. Nahvi gave the following example: a certain dollar amount could be earmarked for a ten year goal and when another dollar amount is deposited, it could be earmarked for another ten year goal. Mr. Reams asked if the goals had to be set for 10 years, to which Mr. Nahvi responded that they did not, however 10 years was the upper limit. It was decided to add this agenda item to the September, Council Work Session Agenda.

The final goal Mr. Nahvi discussed was that the Finance Department would work with the Finance Committee to develop a HB-5 Impact Plan. He had preliminary numbers on establishing a commuter credit which he planned to present to the Finance Committee at the August

meeting. Right now, his numbers showed for a .25% commuter credit, the General Funds Income Tax Revenue would decrease by \$620,000 and for a .5% commuter credit, a decrease of 1.2 million dollars. Mr. Taylor said it would be difficult for him to see decreasing the fund by 1.2 million dollars when he sees streets that still need blacktop and hears residents asking how long it will take for roads to be blacktopped. Mr. Reams added that he remembered when the Pavement Program first began they wanted to add curbs and gutters to streets without curbs and gutters. Mr. Andrako stated that curbs and gutters had been added to some streets, however it wasn't always easy to do this, as sometimes a storm sewer needed put in first. Mr. Nahvi explained the General Assembly was working on legislation which would force a mandatory offset for commuter taxes. If this would be forced by the state, the City would lose half its income tax dollars which would decimate the City. Mr. Nahvi explained it was also why the idea of a vehicle licensing fee has been brought up, to assist with finances and these funds could go directly back into infrastructure. He is trying to tie these two projects together. Mr. Seymour explained why he felt strongly it was important to move forward with at least a .25% commuter tax credit.

**Discuss the Quality of Life Award Program and whether this will be promoted by Council on an Annual Basis:** Mrs. Groat stated past Clerk Kris Jones had taken care of the Quality of Life Award and would appreciate Mrs. Dible doing the same and moving forward with the program. Mr. Taylor & Mrs. Groat asked what funding was available for this program as well as the Programs run by the Exterior Property Maintenance Commission, to which Mrs. Dible stated she believed the fund was healthy and would send exact numbers to Council the following day. In response to Mr. Rausch's request, Mrs. Dible stated she would email the program information and nomination forms to Council as well. Several Council Members stated they would like more flexibility built into the program, allowing for adjustment of the award presentation and program deadlines.

ADJOURNMENT: There being no further business to come before Council, the meeting was adjourned at 6:22 pm.