

PUBLIC SERVICE COMMITTEE MINUTES

MARCH 17, 2014

The meeting was called to order by Chairman Fogt at 7:00 p.m.

MEMBERS PRESENT: Dan Fogt, Deborah Groat, Tracy Richardson

OTHERS PRESENT: Terry Emery, Jeremy Hoyt, Mike Andrako

CITIZENS PRESENT: Ken Denman

AGENDA

1) Airport Stormwater Fees

City Engineer Jeremy Hoyt explained that the Utility Department is doing simple audits by going through how we're billing people, and if they see anything that raises a red flag, they'll come to Public Service Department to have it checked out. In June or July, the Utility Supv., Tammy Penhorwood, brought it to the attention of the Public Service Dept. that the ERU's, which is the basis of which we charge stormwater fees for the airport, seemed kind of low considering they have a lot of impervious space. Pervious space is anything that is not grass. The way we charge individuals throughout the city is whatever their total amount of impervious space, divide that by 2700, which is the number chosen for single family residences and whatever that number is multiply that by 275 per ERU. Ms. Penhorwood told him what we charge the airport. We charge them based on 41.8 ERU's. The number was 347.78 ERU's. Once that big difference was noticed, Mr. Hoyt had Trevor run real numbers on it, which yielded these maps to show how we came to the calculation. When it comes to the airport property, they do have quite a bit of impervious space. Mr. Emery pointed out that anything in color, blue or orange, on the map is impervious space. Once that came to light, staff felt the need to notify airport personnel that their fees would be going up significantly. Ms. Penhorwood talked to someone in July to notify that the fee would be going up significantly. The January 2014 bill went from \$115.00 to \$956.00 a month. Upon that, staff tried to look at ways to potentially reduce that.

Mr. Emery said that staff is going to have a hard time determining how that happened in the beginning, but that's wrong. They don't know how that was figured. Per the current code language, what should be included is everything you see in orange and blue. Our code says, "The storm water drainage service charge is imposed on each and every lot or parcel of land within the city and on the owner thereof excepting only public streets, boulevards, alleys, public viaducts, sidewalks, curbing, street crossings, grate separations and other public ways, highway structures and appurtenances belonging to the city."

Mr. Emery asked Mr. Andrako to contact other areas that have airports. Contact was made with Rickenbacker, Bolton Field and Don Scott Field. Upon contacting area communities, he found

that they exclude all airport runways and taxiways. They still count hangers or parking areas, etc. Mr. Andrako said it makes sense.

Mr. Emery pointed out the airport runway in blue, which would be exempt from the calculation. That would mean their \$956.00 bill would be reduced to \$384.84 per month.

What needs to happen is to add language in the code exclusion of public airport runways.

Mr. Denman did some research on his own. He talked to the Columbus Airport Authority, Paul Kennedy, Manager of Energy and Environment. He sent Mr. Denman a layout of Port Columbus and what all areas they pay for (pink areas). All the runways and taxiways are excluded and any place where the airplane taxis is public taxi area. They use all the buildings, public parking included, the main parking lot, the terminal building and there is an area around the terminal building where the airliners park, that's all included. That's basically where they make money and all are excluded. Mr. Denman feels all the taxiways at any airport should be excluded. All the ramp areas are public areas and feels should be excluded, even the parking lot for cars. They don't charge for parking.

Mr. Emery pointed out that some of the areas that Mr. Denman is talking about, you are starting to get into areas that could affect a lot of facilities in this community. As soon as we do it for one, you could potentially be looking at school parking lots, ORW, County buildings, etc.

What Mr. Emery is asking for tonight is including airport runways in the code. However, he would ultimately like to see the affect it would have on the city if we got into some of these other areas and we had to start recalculating all over. You would then see the affect of the numbers if we were to go further.

Mr. Denman explained the structure of the Airport Authority. There is a Board of seven members, all volunteers, appointed by the County Commissioners. The only paid person is the part-time secretary. Purpose is to manage the airport and make it useful and accessible to the public. Over the years, the Commissioners were funding the airport. His goal is to make the airport self-sufficient and not have to rely on the county commissioners for funds.. They have a \$75,000 budget, not counting what Federal funds they receive, which is \$150,000 a year at 90% and they have to pay the other 10% on projects, i.e. resurfacing the runway, which could cost half million to three-quarters million, so they have to save several years for that. The Commissioners give them \$20,000 per year and their income from T hangers and rent from FBO funds the rest of it.

Mrs. Groat says everyone is in agreement that runways should be excluded and suggested making the change retro-active to January 2014 in the legislation.

It was decided to move forward with language to include airport runways, and then take some time to look at other areas for inclusion.

Mr. Hoyt said there is also a way to save up to 50% by applying for a credit, if you have on-site detention.

Mr. Denman said Bolton pays no fees because of their credits. They have a good detention.

Mr. Denman noted taxiways. Mr. Andrako can call Columbus and have them review the map and asked them what they would do. Find out a definition of a taxiway, so it can be calculated correctly.

Staff is okay with airport runways or all the blue on the map and will then do further research on drive access points back to facilities.

Mrs. Groat said she wants the language put in legislation could not be hijacked by trucking firms, a rail firm, etc. We are in agreement with what we want to do, but she foresees other industry being able to hijack the intent.

Mr. Fogt asked staff to see what other cities do with county buildings and schools. Mr. Andrako said Don Scott is owned by Ohio State and they said runways and taxiways are exempt. He was using Rickenbacher and Bolton Field as examples.

Public airport runways should be added to our code. It will just include the blue on the map for the Union County Airport.

An amendment will be brought to the next Council meeting.

- 2) Pedestrian Bridge – Pre-bid meeting to be held tomorrow morning with all interested contractors. Most specs are fully modeled after ODOT. Bid opening is on March 27th at 11:00 a.m., construction due to start on June 2nd, depending on any calamity day make-up by the school. Anticipating completion in late summer/early fall. Contract gives them 120 days. Looking at options for parking on the Mill Valley side.

Mr. Emery asked if the bids come in really good, if we wanted to bring a sidewalk from the bridge on the Jim Simmons side of the trail and cut it over to Valley Drive. Could we incorporate that? Mr. Hoyt said he'd have to talk to ODOT about that. Mr. Andrako said it would have to be a side project with the contractor.

Mrs. Groat asked if we have funds for connectivity. Mr. Andrako said we are currently seeking funds within our future budget. Hopefully next year we can come

across some funds to do that. We can use our own crews to put gravel in and/or do concrete work. Connectivity is our number one goal.

Mrs. Richardson said maybe at some time it can become part of the paving program.

3) Project Update

- Sanitary projects – No report.
- Water projects – North water tower out for bid for interior and exterior painting. Bid opening is on March 28th.
- Paving projects – Paving is out to bid now. Opening is on March 21st at 11:00 a.m.
- Roadway projects - Mr. Fogt asked if staff had looked at a turn lane into Heritage Cooperative. Mr. Hoyt said that would be the responsibility of Sumitomo and Moriruko. That will be a work in progress. It's not far enough along. We don't have enough information. A study would have to be done to warrant a turn lane and that has not been done.

Mrs. Richardson asked if we have been receiving citizen concerns on potholes since the posting on the website. Mr. Andrako said he hadn't, but Barb in Customer Service adds concerns to a data sheet if she receives any and they are handled from there.

Mrs. Groat asked for an update on Maple and Collins. When are the steel plates going to be removed? Mr. Hoyt said that is Columbia Gas. They have been told to do something soon, because city crews have to take time to put them back in place once moved. Mr. Hoyt will talk to Mr. Priestas who handles roadway projects.

- Traffic study. Looking at signals and timing on Fifth Street. Should receive the recommendations within the next two weeks.

Mr. Fogt mentioned that the light on Delaware Avenue turned red and there was no one coming out of McDonald's or Burger King. Mr. Andrako will look at that. It could be a stub sensor.

Mrs. Groat asked about the waterline repair. Mr. Hoyt said the city has filled it up, but not made the permanent repair yet until the asphalt plant opens in April.

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- Stormwater – Town run restoration. Still on schedule for groundbreaking in May. Guardrail and asphalt work will be done when it warms up a bit.
- New Buildings – No report.

Mr. Emery mentioned the Moriruko groundbreaking at 2:00 p.m. on Thursday, March 20th.

Mr. Denman invited everyone to an Airport Authority meeting. They are held the 2nd Tuesday of every month at the airport at 4:00 p.m. Mr. Denman offered a tour of the airport after the meeting.

The meeting adjourned at 7:42 p.m.