



City of Pataskala *Legislative Report to Council*

Legislative Report

June 2, 2025 Council Meeting

Unfinished Business

A. Ordinances

➤ **ORDINANCE 2025-4493 – THIRD READING - AN ORDINANCE TO MAKE SUPPLEMENTAL APPROPRIATIONS FOR CURRENT EXPENSES AND OTHER EXPENDITURES DURING THE FISCAL YEAR ENDING DECEMBER 31, 2025.**

We have identified several adjustments to the 2025 budget which require additional appropriations. **We respectfully request that Council hold the 3rd reading of the ordinance and approve the legislation at the June 2nd meeting. There have been no changes to the legislation since its 2nd reading.**

- *Sections 1-2: Brown Boulevard Bridge Project* – This project was not originally included in the 2025 budget. Due to timing concerns, the Administration is requesting funding in 2025 for the design of the bridge. They are currently estimating that the design costs will be approximately \$500,000 and request that the General (101) fund provide the necessary funds through an interfund transfer to the Capital Improvements (301) fund.
- *Section 3: The Oaks Collection Fees* – Due to an oversight, the costs of collection paid to the Licking County Auditor's office were not included in the 2025 budget. As a result, the required appropriations were understated by about \$1,500.
- *Section 4: Mosquito Control* – We've recently received the annual mosquito control proposal from the Licking County Health Department. Unfortunately, the 2025 budget was understated by approximately \$5,000.
- *Section 5: Iron Filter Replacement Project* – This project was previously included in the 2024 budget; however, no encumbrance (purchase order) was issued to retain the budget for use in 2025. Per city policy, the unencumbered budget lapsed and was lost (returned to the carryover fund balance) on 12/31/24. As a result, funding of \$3.5 million will need to be appropriated again in 2025 to cover the design and construction costs of the project.
- *Section 6: Broad Street & Taylor Road Intersection Improvements* – The Public

Service Director is requesting to use \$200,000 that was originally appropriated for construction of drainage improvements along Taylor Road to fund the intersection improvements at Broad Street and Taylor Road. There is a \$0 net impact of this item on the budget and projected fund balance.

- *Section 7: SR-16 and SR-310 Signal Head Replacement* – The Public Service Director is requesting a budget transfer of \$15,000 from the General Government function, Contractual Services object in the State Highway (202) fund to the Public Service function, Contractual Services to pay for the replacement of the signal head at the intersection of State Route 16 and State Route 310. There is a \$0 net impact of this item on the budget and projected fund balance.

❖ DESCRIPTION FROM PUBLIC SERVICE DIRECTOR FOR ORDINANCE 2025-4493

Brown Boulevard Bridge

The Supplemental appropriation for this project is being requested to fund engineering services for the design of Brown Boulevard and the Brown Boulevard Bridge that will provide a secondary access to the Water Reclamation Facility as well as the back portion of the Brightwaters subdivision.

Currently, there is only one access to these areas via the bridge on Key Boulevard that crosses the South Fork Licking River. Having only one access point, especially via a bridge, has been a safety concern for some time. This situation is now exacerbated by the deck on this bridge being near the end of its useful life, and scheduled for replacement within the next 3 to 5 years. Specifically, without a secondary access point prior to the construction project to replace the bridge deck, the bridge deck replacement would have to be a part-width construction. This not only adds cost and time to the project, but adds the situation that the bridge will have to be closed, for short periods of time if everything goes perfect, and of more concern, for long periods of time if anything goes awry. Note that the secondary access can reduce construction traffic from the WRF project using the local streets in the Brightwaters Subdivision if we can complete construction soon enough.

A preliminary alignment for the bridge and roadway have been laid out, and it is planned that the bridge and roadway will be able to be completely constructed within public right-of-way, or on City property. This will reduce both the cost and time for the project. While we do have a preliminary alignment, this is based only on aerial photography and auditor mapping; accordingly, survey, roadway and bridge design, geotechnical investigations, and environmental/flood plain permitting will need to be achieved. We have had our engineers prepare a preliminary cost estimate for this work, and have conservatively estimated a value of \$500,000. Note that we believe that we understand the extent of the flood plain and environmental permitting, but the PSD is relying on third party information for the type of permitting necessary.

While this supplemental is anticipated to cover all design and bidding elements of the project, it will not cover construction. Construction funding will be presented

and requested as part of the budgeting process for 2026. Construction is currently/preliminarily estimated to be in the range of \$1.7M.

Licking County Mosquito Spraying

The City contracts with the Licking County Health Department to provide mosquito control services, which typically includes 3 annual sprays, along with some ancillary testing and larvicide treatments as necessary. Historically, and for 2025, we have budgeted \$15,000, as the cost per mile for treatment has not changed in the recent past. However, we were informed just recently that the cost has increased by \$7/mile this year, which will put us over the budgeted amount to complete the standard treatment. Accordingly, the PSD is requesting \$5,000 to cover the additional expense and maintain the standard level of service for mosquito treatment that we have enjoyed for the past 10 years.

Broad & Taylor Intersection Improvements

This is the project that the State awarded nearly \$2.3M to the City for improvements at the intersection Broad and Taylor. As part of the award agreement, the City has committed to certain amounts of funding for each phase of the project, and has generally budgeted for them. Currently, the City has an obligation of approximately \$300,000 for our share of the funding for engineering design. \$40,000 of this was budgeted for, and encumbered from, the 2024 budget. Similarly, \$60,000 was budgeted for, and is available in the 2025 budget. Unfortunately, the remaining \$200,000 was mistakenly placed in the 2026 budget.

As these funds are required to be able to commence design, and design needs to commence in 2025 to avoid the risk of losing funding, the PSD is requesting to move funds that are available in the 2025 budget to fund project design. Specifically, the PSD budgeted \$400,000 for construction of the Taylor Road, Phase II Stormwater project, but, as coordinated with the Street Committee, this project is being postponed for the time being. This is due to it being a lower priority combined with the lack of PSD staff availability with all of the other projects that are in progress. Of this \$400,000, the PSD is requesting \$200,000 be moved to engineering to fund the City's share of the Broad and Taylor intersection improvements project. The \$200,000 that remains in the 2025 budget will remain unused and unmoved, unless further authorization to spend that money is sought. The \$200,000 that is currently budgeted for this project in 2026 will be removed from this project during budgeting for 2026.

Signal Head Replacement at SR 16 and SR 310 south

The signal heads at this intersection are worn and nearing the end of their useful life. The PSD received a quote to replace them, but with other traffic signal equipment purchases in 2025, the contractual services traffic fund does not have enough to cover the cost. However, the PSD also budgets engineering funds within the traffic funds to cover any design, troubleshooting, optimization/timing issues that may arise in any given year. With all of the proactive traffic signal work that has been accomplished, the budgeted value for engineering is not anticipated to be needed; therefore, it is requested that part of this money be reallocated to the contractual services traffic fund to cover the cost of replacing these signal heads. Note that we

have left \$5,000 in the traffic engineering line to cover any minor unexpected costs that may arise this year.

Approval of Ordinance 2025-4493 is recommended.

➤ **ORDINANCE 2025-4494 – THIRD READING - AN ORDINANCE AMENDING SECTIONS 929.8 OF THE CODIFIED ORDINANCES OF THE CITY OF PATASKALA, THEREBY INCREASING THE WATER RATES, BEGINNING ON JANUARY 1, 2026**

The Utility Committee and the administration conducted a study of utility fund balances which resulted in the Utility Committee determining that only the water portion of the rate structure should be adjusted at this time. The Utility Committee, along with the administration, has worked tirelessly to decide on a rate increase that is significant enough to properly fund the department while at the same time having as minimal an impact on the customers as possible.

After considering five different possibilities, the Utility Committee recommended a water usage rate increase of 8% in 2026, 5% in 2028, and 5% in 2030 to be presented to council for consideration. This option provides a slight positive trend in the water fund balance forecasts. This is important as the costs of the necessary consumables (electricity, salt, chlorine and other chemicals, fuel, etc.) as well as personnel costs and other operating expenses continue to increase every year. It also is an option that provides a “year off” in between scheduled increases to provide some relief to the customers.

The future rates for this increase will be as follows:

	In-Town	Out-Of-Town
<u>Year</u>	<u>Water</u>	<u>Water</u>
2026	\$5.61	\$8.40
2028	\$5.89	\$8.82
2030	\$6.18	\$9.26

These rate increases will only affect the consumption portion of the customer’s bill. The CIP fee will remain unchanged at \$3.00 per 1,000 gallons used for water.

I recommend the approval of Ordinance 2025-4494.

B. Resolutions

New Business

A. Ordinances

➤ **ORDINANCE 2025-4496 – FIRST READING - AN ORDINANCE TO MAKE SUPPLEMENTAL APPROPRIATIONS FOR CURRENT EXPENSES AND OTHER EXPENDITURES DURING THE FISCAL YEAR ENDING DECEMBER 31, 2025.**

We have identified several adjustments to the 2025 budget which require additional appropriations. **We respectfully request that Council hold the 1st reading of the ordinance at the June 2nd meeting. We would anticipate the ordinance going through all 3 required readings.**

- *Section 1: Police K-9* – This project was not originally included in the 2025 budget. Due to timing concerns, the Administration is requesting funding in 2025 for the design of the bridge. They are currently estimating that the design costs will be approximately \$500,000 and request that the General (101) fund provide the necessary funds through an interfund transfer to the Capital Improvements (301) fund.
- *Sections 2-5: Income Tax Collection Fees & Refunds* - Income tax collections continue to track better than the original budget estimates. During May, the income tax projections were increased by \$1.0 million to reflect the improved trend. Unfortunately, one of the consequences resulting from increased collections is that the costs of collections have also risen proportionally. In addition, the cost of making revenue-sharing payments to the school districts in 2025 has also increased. These sections represent the increases necessary to cover those expenses.

➤ **ORDINANCE 2025-4497 - FIRST READING - AN ORDINANCE AMENDING ORDINANCE NO. 2024-4486 AND THEREBY REMOVING A CERTAIN PARCEL FROM THE NORTHWEST INNOVATION DISTRICT TAX INCREMENT FINANCING DISTRICT IN ACCORDANCE WITH OHIO REVISED CODE SECTION 5709.40(B)**

This Ordinance corrects the “Fair Lady TIF” by removing a parcel that was inadvertently included in the TIF area. The parcel in question is zoned residential and is actively being used as a residence. This means it cannot be put in the Tax Incremental Financing program. The mistake was noticed by the Department of Taxation while reviewing the TIF. They asked us to pass legislation to remove it, and this must be done by ordinance as the TIF was created by ordinance. The administration expects the ordinance to move through its regular three readings.

Consent Agenda

3. Motions

➤ **MOTION DECLARING THE FINANCE DIRECTOR’S COMPUTER AS NO LONGER HAVING ANY USEFUL MUNICIPAL PURPOSE AND CONSENTING TO THE CITY ADMINISTRATOR SELLING THE OLD COMPUTER, UNDER THE PATASKALA ADMINISTRATIVE CODE 123.02 (F), TO JAMIE NICOLSON UPON HIS RETIREMENT BUT ONLY AFTER THE COMPUTER HAS BEEN CLEANED OF ALL CITY DATA, FOR \$1.00.**

The city’s Finance Director, after more than 13 years of dedicated service to the city, will be retiring on August 1, 2025. His old laptop was recently replaced as part of the Information Technology service provider transition. All confidential information will be wiped by the City’s Information Technology provider in accordance with industry-accepted standards. It has been declared as surplus by the City Administrator, and the outgoing Finance Director would like the opportunity to purchase the old computer from the city for \$1.

4. Resolution

➤ **RESOLUTION 2025-050- A RESOLUTION AUTHORIZING AND DIRECTING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH SPENCO. EXCAVATING, INC. TO MAKE DRAINAGE IMPROVEMENTS IN THE SUMMIT RIDGE HEIGHTS SUBDIVISION**

During some heavy rain events, roadways, yards, and at least one house in the Summit Ridge Heights Subdivision experience flooding. This situation has been observed and investigated by the PSD on several occasions. There are a few oddities and concerning areas within the subdivision, including that all of the drainage easements in the subdivision give maintenance responsibility to the property owner versus the City. Beyond this, there are a few of the drainage tiles/ditches that are outside of the easements that were created for them.

The result of this atypical situation is that the City does not maintain the majority of the drainage system in this subdivision, as the City has no right or responsibility to enter private property without an easement dedicated to the City. This has had the result that most of the drainage within the subdivision does not get maintained. While the PSD would like to eventually address this problem for the whole subdivision, we have identified what we believe to be the worst bottleneck for drainage, and correct it, and that is the aim of this project.

Specifically, between Taylor Road and Belz-Warner Blvd., part of what was a large swale has been piped in at some point, and that pipe is not on grade. This creates a situation where the water has to pool up, and back up prior to it being released toward, and across, Taylor Road. This back-up has been determined to be the primary cause of the flooding within the subdivision, due to it not allowing proper flow through.

To correct this situation, the PSD has worked with three residents for them to donate easements to the City, to allow the City to replace the out of grade pipe with one that is on grade, and clean out the swale to allow for better flow. With these easements, the City will assume responsibility for this section of swale and new pipe moving forward.

While this area has been deemed to be the worst, and most in need of remediation, it is also recognized that there are other areas within the subdivision that are less than ideal and may also be contributing to the flooding. Accordingly, the PSD has left the possibility of future phases open, pending the results of addressing this area.

As the PSD has done with SpenCo in the past, and in an effort to keep costs down, the City will partner with SpenCo, with their personnel completing all installation and materials, with the City providing the hauling and dumping of all waste dirt on the project.

This project is identified in the 2025 budget as PSD SVC-25-011, and the project will be completed for less than the budgeted amount.

Approval of this Resolution is recommended.

➤ **RESOLUTION 2025-051- A RESOLUTION AUTHORIZING AND DIRECTING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH KINLEY-HORN AND ASSOCIATES, INC. TO PERFORM ENGINEERING DESIGN SERVICES FOR THE TAYLOR AND ROAD AND BROAD STREET INTERSECTION IMPROVEMENTS PROJECT**

On behalf of the City, ODOT submitted a Safety Application requesting grant funds to make improvements to the intersection of Broad Street and Taylor Road.

That application was successful, and the City has been awarded approximately \$2.9M in grant funds to make improvements at this intersection.

As with most grants, there is a local match component, of which it is estimated that the City will have a project responsibility of roughly \$765,000. This amount has been budgeted for the project, for both design and construction, and through the 2028 budget, for the project identified as PSD SVC-21-008. Note that as part of Supplemental Ordinance 2025-4493, the PSD has moved \$200,000 to cover part of this design cost in 2025, as it was mistakenly budgeted for 2026.

An RFQ was required for the design effort, as the anticipated value was above the direct select threshold, and so ODOT put out an RFQ on the City's behalf to solicit qualifications from interested firms. The quals packages were reviewed by the City Administrator, Public Service Director, and Assistant City Engineer. The combined results were that Kimley-Horn scored the highest, and they subsequently submitted a fee proposal for review. After a couple iterations of negotiations and revised proposals, we finally ended up with a proposal that both ODOT and the City believe to be fair and reasonable.

The total value of all phases of engineering is \$437,718, but since the ODOT grant covers the first \$150,000, the City's direct responsibility will be \$287,718. The full value of \$287,718 will need to be encumbered, and certified to ODOT as such, but note that \$31,705 of this is if authorized tasks, and may not be needed. Note that if authorized tasks are included just in case these items are needed, and are included up front such that these prices are known.

Approval for bidding, then construction will be sought after the design is complete, with construction anticipated to occur in 2028 or 2029.

Approval of Resolution 2025-051 is recommended.

➤ **RESOLUTION 2025-052**