

# Clarifying Questions – 2017 Capital Needs Assessment

## General Questions:

### **Page 6) 5-Year SOM / Operating Capital**

-Please confirm that on average approximately \$6 million is needed per year just to maintain what we have. If this is correct please be prepared to state for the record what percentage this comprises of the government-wide budget.

### **Page 7 & 8) “New Projects”**

-Please confirm pages 7 & 8 can be viewed as “new stuff.” Put differently, prior cap needs assessments may have referred to this as one-time capital. Is that accurate?

-The tally shows \$39 million of additional projects over and above the five-year SOM. Please advise as to the funding gap between this total and ongoing revenues + one-time funds.

### **Pages 9 – 61) All Projects**

-Please advise as to what meets the criteria of Offsetting Revenue for various projects. For example, the city does receive some monies, albeit in limited quantities, which are restricted for streets. Yet, street projects (asphalt overlay) note there is no offsetting revenue. Similarly, the projects summaries for pools (memberships), water lines (water fees), and storm water maintenance (storm water fees) all note no offsetting revenue.

## Project Specific Questions:

### **Page 9) Asphalt Overlay**

-Please be prepared to briefly discuss the typical conditions that would exist with the current PCR floors of 70 and 65 for connector streets and arterial streets, respectively.

-Please be prepared to discuss typical conditions experienced at ratings 5 points higher than current higher floor e.g. PCR of 75.

-Please advise as to the estimated incremental annual cost to the streets program if the PCR floors were raised 5 points for either connector streets, arterial streets, or both.

### **Page 11) Traffic Signal Upgrades**

-With a stated goal of replacing two or three traffic signals per year and at an estimated cost of \$100,000 per year, please confirm the average cost of a traffic signal upgrade is between \$33,000-50,000.

### **Page 12) Creekside Park & Plaza**

-Please be prepared to discuss the scope of the repairs as it relates to the area around the fountain and whether there has been discussion if the current footprint is the best use of that space. Stated another way, is the fountain too large and would it be prudent to scale it back instead of repair?

### **Page 13) Detroit Street Rebuild**

-What is the offsetting revenue for this project – the bond proceeds?

-When were the decisions made to overlay asphalt versus properly repair the concrete streets?

### **Page 16) GNET Fiber**

-Please be prepared to speak to the essentiality of this project.

-How is success measured?

-What is the return on investment?

-Has any consideration been given to residential fiber? How feasible is such an endeavor?

### **Page 29) Storm Water Maintenance**

-Please advise as to why the capital request is \$50,000 every other year as opposed to \$25,000 each year.

### **Page 31) Agler Road Reconstruction**

-A stated objective of the project is business development. What sectors have been identified as a fit for this area? Retail?

-Have any prospective business tenants stated traffic as an impediment to this area?

-How will project success be quantified?

-What is the source and how much are the offsetting revenues identified for this project?



-Are the project financial estimates shown in the table all city money?

**Page 33) Crescent at Central Park**

-Please advise how to best ensure these parcels are developed in a manner consistent with the highest and best use from the city's vantage point.

-Can the expenditure of any and all future public monies, including associated maintenance costs, be predicated on acceptance of a zoning overlay that restricts development to highest and best uses as defined by council?

**Page 35) Morse Rd. Trellis Ln congestion alleviation**

-Please be prepared to discuss the idea of implementing a traffic impact fee similar to the parks impact fee.

-This inquiry is less in regard to this particular project and more of a conceptual idea for projects going forward where there is a reasonable need for roadway reconfiguration (addition of turn lanes or traffic signals) in the future.

-Is it known if any other communities assess such a fee and the feasibility of and what are the steps required in order for the city to implement.

**Pages 36 & 37) Carpenter and Walnut Street rebuilds**

-What is the planned orientation of sidewalks? Will they be immediately adjacent the curb and street or offset with a turf buffer between the street and sidewalk?

**Page 40) Shull Ave. extension**

-Will Oklahoma Ave. connect to the Shull Ave. extension (can't tell based on the project images provided)?

-Will the service center access off Lincoln Circle be terminated thereby eliminating the future cost of the bridge?

-If so, what is the estimated future cost of bridge replacement?

**Page 43) Tech Center Dr. extension at Science Blvd.**

-Who are the land owners?

-If private owners, please advise as to feasibility of public expenditures being contingent on zoning overlay.

**Page 44) West Johnstown Rd. improvements**

-What is the basis for this project?

-Are there existing plans for redevelopment that would necessitate investment in the area?

**Page 49) East Johnstown Rd. sanitary sewer project**

-Please advise whether all costs or only partial costs of the project will be borne by the benefitted properties.

-Will the parcels not currently within the city be annexed as a condition of the improvements?

**Page 55) Havens Corner Branch Storm Sewer**

-Is there the potential for any future development along this stretch that may permit creation of a TIF that could be used to offset the costs?

-The Ward designation for this project is incorrect.

**Page 57) Land Bank Program**

-Within the Priority Development Areas, how are prospective properties evaluated or rated? Does a hierarchy exist that ranks properties by potential ROI?