



Special Finance Committee Meeting  
Wednesday, March 24, 2021 - 5:00 PM  
AGENDA

1. Call to Order
2. East Jersey Street Funding Application Review
  - a. Agenda Report
3. Notes on OML Webinar - Federal Relief Funding
  - a. The American Rescue Plan Act
4. Mobility Hub Concept
  - a. Concept Report/Request
5. Other Business
6. Adjourn

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**2021 Committee Goals**

- 1. Multi-year CIP Plan; Manager to provide quarterly*
- 2. Get Budget Stabilization Fund back to \$500,000*
- 3. Keep water sewer & rate increase to less than five percent*
- 4. Meet annual budget deadlines*

# AGENDA REPORT

SPECIAL FINANCE COMMITTEE  
MARCH 25, 2021



## AGENDA ITEM

East Jersey Street Reconstruction | Ohio Small Government Capital Improvements Commission

## PREPARER

Dana Steffan, Finance Director

## RECOMMENDED ACTION

Approve

## SUMMARY

The Ohio Public Works Commission has submitted our E. Jersey St reconstruction project for consideration of the Ohio Small Government Capital Improvements Commission. Our engineers are currently working on the numbers to score the most points. Capital outlay from the Village would be a requirement in 2021. An estimate of the 2021 payment is \$360,000 (to be confirmed) with 0% interest loan of \$294k (to be confirmed). The grant portion would be \$500k at most.

**Urgency:** Submission deadline March 31, 2021

**Relation to Other Actions:** None

## FISCAL IMPACT

Appropriation of \$360K (still to be confirmed) in 2021, and around \$15k annually beginning in 2022 for 20 years.

## ADDITIONAL MATERIAL

The following factors should be considered:

1. Debt to Income Ratios:  
2019 13.6%  
2020 17.7%  
2021\* 20.7% (without E Jersey St project)  
2021\* 21.3% (with E Jersey St project)  
*\*estimated*  
Debt-to-income ratio is considered to be “good” if less than 36%.
2. Local Portion would likely be around \$360k and would need to be paid from the General Fund and/or Budget Stabilization Fund. Currently there is \$60k appropriated but unassigned from the BSF. Of this, \$50k was going to be paid for the Edwards Rd project (now this is being funded through CIP).

## ATTACHMENTS

None.



# The American Rescue Plan Act

- Became law on March 11<sup>th</sup>, 2021
- Direct funding from the US Treasury (not via States)
- Aid obligated to municipalities is not in any way mingled with aid obligated to state or county governments.
- Small City grants cannot be greater than an amount equal to 75% of the city's most recent pre-pandemic budget.
- Grants will be released in 2 tranches. Half following enactment and half 12 mos. after.
- Money remains available until Dec 31, 2024; unexpended funds must be returned to the Treasury.
- Permissions
  - Recipient governments can transfer funds to a:
    - Private nonprofit organization
    - A public benefit corporation involved in the transportation of passengers or cargo
    - A special purpose unit of State or local government
- Restrictions
  - Grant monies may not be used for pension funds
- Requirements
  - All grantees shall provide the Treasury Dept with periodic reports providing a detailed accounting of the uses of these funds.

# The American Rescue Plan Act

- Eligible Expenditures

- ✓ To respond to the public health emergency with respect to COVID-19 or its negative economic impacts, including assistance to households, small businesses, and nonprofits...;
- ✓ To respond to workers performing essential work during COVID-19 public health emergency by providing premium pay to eligible workers that are performing such essential work, or by providing grants to eligible employers that have eligible workers who perform essential work;
  - *Allows a municipality to provide up to \$13 per hour above regular wages.*
- ✓ For the provision of government services to the extent of the reduction in revenue due to COVID-19 relative to revenues collected in the most recent full fiscal year prior to the emergency; or
- ✓ To make necessary investments in water, sewer, or broadband infrastructure.
  - *Treasury will provide additional guidance*

# Mobility Hub Concept



## What is a mobility hub?

The definition below has been created building upon European best practice: A mobility hub is a recognizable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveler.

A mobility hub is designed and is spatially organized in an optimal way so as to facilitate access to and transport between modes, including human-powered and shared modes, as well as provide extra transport-related and digital services.

Spread over an area, mobility hubs provide an unambiguous recognizable network of defined areas providing services to connect people through sustainable travel and improve the public realm.

Mobility hubs will generally, but not necessarily, be situated at significant points on major public transport corridors as they form a critical element in supporting the

role of high frequency public transport within cities and large towns.

Mobility hubs have three key characteristics:

1. Co-location of public and shared mobility modes,
2. The redesign of space to reduce private car space and improve the surrounding public realm,
3. A pillar or sign which identifies the space as mobility hub which is part of a wider network and ideally provides digital travel information.

In the future the planning of mobility hubs will need to be incorporated into local, regional and national land use policies to ensure space can be allocated. By looking at these alongside a spatial analysis of economic and social activity it is possible to optimize the planning of hub locations to the requirements of the area

## Benefits of mobility hubs

1. **Smarter sustainable transport planning** Mobility hubs reclaim the kerb for sustainable and equitable modes reducing the dominance of the private car and associated problems of congestion, carbon emissions, air quality and social exclusion. Creating a hierarchical network of such hubs, creates an attractive, integrated, viable alternative mobility lifestyle.
2. **Convenience** Mobility hubs provide convenience for multi-modal trips, with the possibility of seamless switches and

improved links between different layers of transport such as the core public transport network and shared services.

3. **Choice of modes** Mobility hubs provide choice for different journeys and needs. They encourage people to think multi-modally and are a complement and enabler of full digital integration of services. (Mobility as Service). This then in turn allows people to reduce their car use and the associated impacts.

4. **Plugging the gaps in the public transport network** In suburban areas they can perform a sustainable ‘first or last mile’ connection to the nearest bus or railway services, in a cost effective way. They can provide flexible 24 hour services as a sustainable, accessible, alternative to private car ownership.
5. **Improves safety and more comfortable** Mobility hubs by design offer a safer and more comfortable dwell time which will lead to improved access for more vulnerable users.
6. **Improved accessibility** It is possible for mobility hubs to provide space for adapted and inclusive modes as part of overall transport solutions.
7. **Raises the profile** Mobility hubs raise the profile and visibility of the range of shared and sustainable travel modes, which provides a new status and appeal, with the associated benefits of reduction in car use.
8. **Improved public realm** Mobility hubs allow space to be reorganized for the benefit of pedestrians, cyclists and business owners addressing parking problems and creating more pleasant urban realm. Converting space previously used only for private parking to green space, waiting areas and additional facilities makes for a better experience for the traveler, increasing patronage.
9. **Support densification of developments** Mobility hubs provide an impetus for change in reducing parking provision, creating high density development and changing driving habits. In some cases developer contributions can be used to fund mobility hubs.
10. **Management of emerging services:** In addition they help to solve the issue of managing “street clutter” from dockless / free floating micro-mobility services and provide a natural home for EV charging infrastructure.

## Why Johnstown Mobility Hub?

Throughout the ITS4US grant writing process, the Village constantly heard about the inability to access reliable and safe transportation within the Village and Licking County. We want to build on our relationships forged during the process to bring mobility options to our residents, visitors and workforce.

1. **Support economic development** Keep Johnstown competitive as live, work, play preferences evolve and expand commute options by facilitating access to jobs for those within and outside of Johnstown.
2. **Promote equitable access to mobility** Ensure access and mobility options for all residents, commuters, and visitors by ensuring ADA accessibility, enabling aging in place, and promoting Safe Routes to Schools.
3. **Expand multimodal options** Provide safe and effective walking, cycling and other multi-modal options for Johnstown.
4. **Improve public health** Make Johnstown a healthy place to live and work by reducing emissions, increasing walking and cycling, improving ecology, and reducing social isolation.
5. **Preserve our environs by focusing future growth** Focus new growth in walkable, mixed-use centers to preserve

Johnstown's character and existing neighborhoods and protect natural environment & open spaces.

## Components of mobility hubs

### Components of mobility hubs

Mobility hubs can be seen as an interface between the transport network and spatial structure of an area. Mobility hubs include a range of different components. This diagram illustrates some of the most commonly used components:

**A1: Mobility components: Public Transport**

**A2: Mobility components: Non - public transport**

**B: Mobility related components**

**C: Non-mobility & Urban realm improvement**

#### A2: MOBILITY COMPONENT: SHARED MOBILITY

- Car share: back to base, one way, electric.
- Bike share: back to base, one way, electric.
- Cargo bike share, cargo bike logistics store
- Other future micro-mobility options e.g. e-scooters, moped share
- Ride sharing

### Branded pillar

Mobility hubs require a prominent sign or pillar with a common brand to make them visible to the public. The inclusion of a digital elements in a pillar can provide:

- Access to a local transport website for information on services
- A way finding option for local walking and cycling trips
- A journey planning service for multi-modal trips
- Registration and ticketing
- Customer services.

#### C: NON-MOBILITY & URBAN REALM IMPROVEMENT

- Package delivery lockers
- Mini fitness or play area
- Café and Co-working space
- Outdoor water fountain

#### A1: MOBILITY COMPONENTS - PUBLIC TRANSPORT MODES & OTHER PICK UP /DROP OFF:

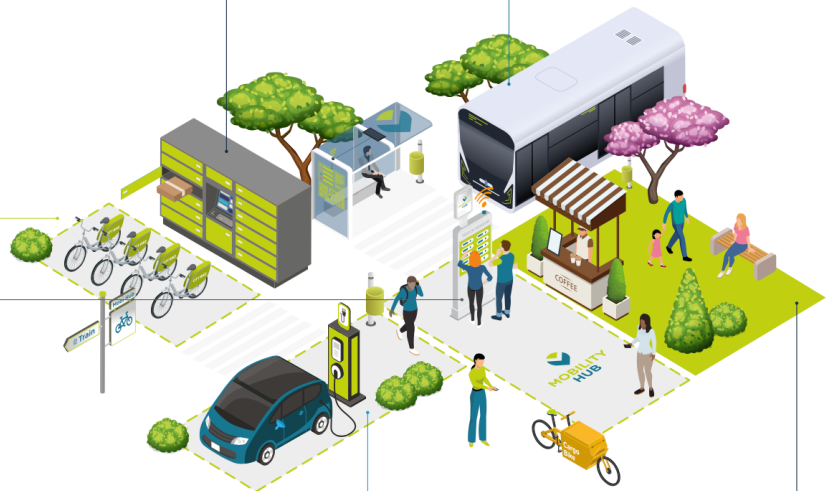
- Bus
- Tram
- Rail
- Demand responsive mini-buses (all one points)
- Ride hailing, (shared) taxis

#### B: MOBILITY RELATED COMPONENTS

- EV car charging
- Bike parking, (Standard, covered, restricted access, EV charging)
- Bike repair, pumps
- Digital pillar, (transport info, ticketing, way finding, walk distances, local services)
- Child car seats, bike seats & trailers
- Community concierge parcel last mile delivery

#### C: NON-MOBILITY & URBAN REALM IMPROVEMENT

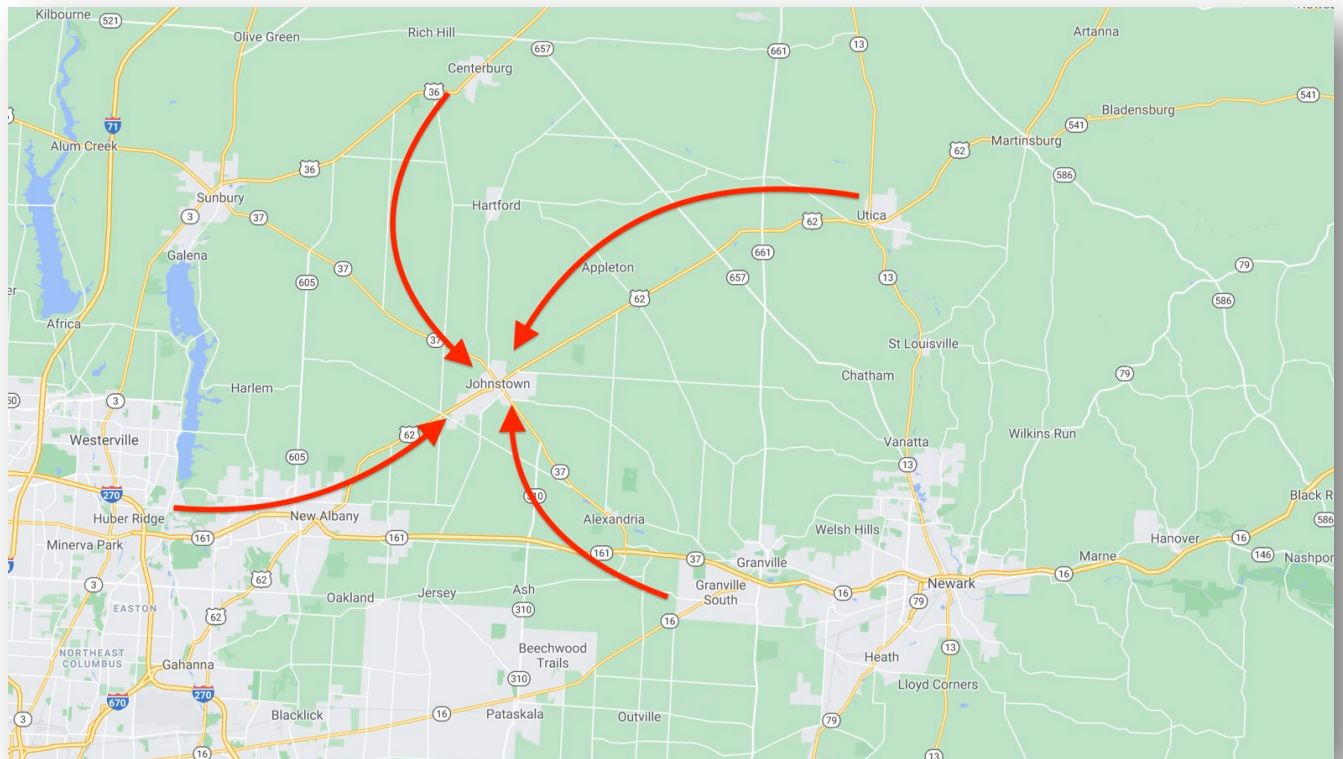
- Improved public realm, safer crossings, step free access, road repairs, adjustments for disabilities.
- Waiting area space, covered, seating, planting, artwork, kiosks for coffee etc.
- Wi-Fi, phone charging



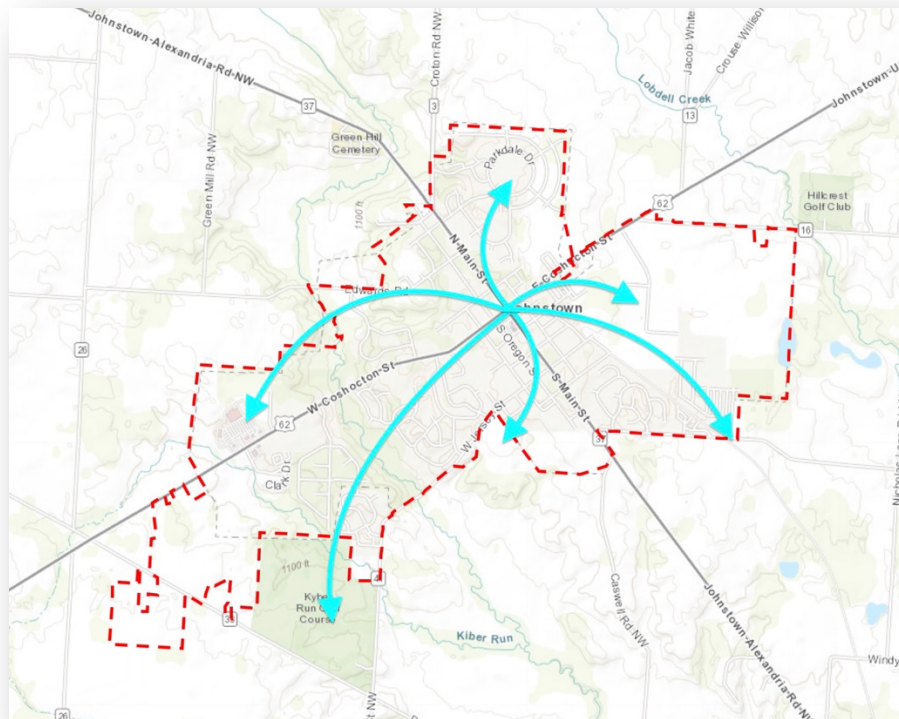
## Mobility Hub Elements Overview

| Hub Elements                                | Most Appropriate Hub Locations                                                                                               | Typical Space Requirements                   | Essential Infrastructure Needs                                                                                                     |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bus/Circulator Stop</b>                  | Employment centers, Tourist locations, Residential/Mixed-Use Developments, High Schools, Community Center, COTA P/R lots     | Minimum of 200 SF                            | Shelter, bench, refuse receptacle, posted (digital or static) service information, lighting,                                       |
| <b>Bike Parking</b>                         | High Schools, Community Center, COTA P/R, Regional bike network connections                                                  | Minimum set-aside of 100 SF                  | Shelter, bike racks                                                                                                                |
| <b>Bike House</b>                           | Residential/Mixed-Use developments                                                                                           | 1,500 SF                                     | Repair station, restrooms, showers/lockers<br>Class B retail-space amenities                                                       |
| <b>Bike share Station</b>                   | Centers of employment, Centers of tourism, Residential/Mixed-Use Developments, High Schools, Community Center, Bus Stops     | Minimum of 100 SF                            | 10-20 bikes, wayfinding/signage, mobile app                                                                                        |
| <b>Kiss-and-ride</b>                        | Bus Stops                                                                                                                    | 200 SF of curbside space, when designated    | Dedicated Curbside space (by time of day), Signage                                                                                 |
| <b>Ride-Share Connection Points</b>         | Centers of employment, Centers of tourism, Residential/Mixed-Use developments, High Schools, Community Center, Bus Stops     | 200 SF per space                             | Dedicated parking (by time of day), Signage, Signage, WiFi to ensure connection to apps that facilitate ride-matching (e.g. Gohio) |
| <b>Hailed-Ride Service Connection Point</b> | Centers of employment, Centers of tourism, Residential/Mixed-Use Developments, High Schools, Community Center, COTA P/R lots | 200 SF of curbside space, per parked vehicle | Dedicated Curbside space (by time of day), Signage                                                                                 |
| <b>Car share Parking</b>                    | Downtown Streets & Parking Facilities                                                                                        | Minimum of 3 spaces @ 200 – 250 SF per space | Dedicated Curbside space, Signage                                                                                                  |
| <b>Ride-share Waiting Lounges</b>           | Residential/Mixed-Use Developments                                                                                           | 250 SF of building-interior space            | Standard retail-space amenities + Real-time transit information (e.g. TransitScreen, Roadify)                                      |
| <b>Mobility Kiosks</b>                      | Centers of tourism, Residential/Mixed-Use Developments, High Schools, Community Center                                       | 10 SF of sheltered space                     | Utility hookups (e.g. electric, Internet), internet connection, WiFi                                                               |

## Incoming Users



## Last Mile Service



## Potential Users

Licking County Transit  
Licking County Veterans Service Commission  
Denison University  
Ohio State - Newark  
Licking Memorial Hospital

Tech International  
Ohio Pack  
Bleckmann  
Ride Share (Uber, Lyft)  
COTA

## Next Steps and Request

To begin formal discussions with all of our partners, we need to develop a concept plan that will drive conversation and produce actionable items for follow up. The Village would develop a Request for Proposals from competent businesses to develop a concept plan. Once developed, the concept plan will be refined as needed until an agreeable plan is reached.

To best prepare our community for the changes caused by COVID 19, we should begin this process immediately. As such, I am requesting \$20,000 of American Rescue Plan Act funds for the purpose of developing a concept plan as well as authorization to begin the process of drafting and issuing an RFP for qualified firms to design the concept plan. Understanding the Village has yet to receive the ARPA funds, I am requesting use of budget stabilization funds immediately with repayment made by the ARPA funds once received.

Respectfully Submitted,



Jim Lenner  
Village Manager