

Department Requesting Code Change:

Columbus City Council

Drafter:

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Columbus City Code Title Being Amended/Created/Repealed:

Sections 2155.01 (amend); 2155.09 and 2155.10 (enact)

What is the overall purpose of this code change? *Summarize the general themes of the code change(s) and the need for these changes. Please utilize language and descriptors that would be easily understandable by the general public.*

To create the Mobility Initiatives Subfund and the Debt Service Reserve Subfund within the Mobility Enterprise Operating Fund.

Why is this code change needed? *Examples: Correcting a drafting error; bringing code into alignment with changes to state law. For other policy changes, it may be necessary to provide a much more in-depth rationale in the section.*

The original ordinance that established the Mobility Enterprise Operating Fund did not define “mobility initiatives” or give examples of how the Fund might support projects aside from acquisition and maintenance of single-occupant vehicle infrastructure, like purchasing and paying debt on parking garages. By creating an accounting wall and diverting five percent of the Fund’s annual net revenue to the new Subfund, this money will be spent supporting initiatives to increase vulnerable road user safety and mode-shift. The Auditor also recommends that the Debt Service Reserve Subfund be created and funded with up to two times the annual amount needed for annual debt service. This subfund, along with operating expenses and debt service obligations (up to one year in advance) will be funded before moneys are deposited into the Mobility Innovation Subfund.

What would be the impact of not adopting this code change?

Without this legislation, there is no codified requirement that money from the Fund support initiatives other than those that cater to cars. Too, the legislation ensures that the Fund will set aside debt service reserves to ensure the City meets its obligations.

Are there any operating or capital budget cost/savings implications for this code change?

These may be direct or in-direct, and please also consider long-term impact.

Annually, five percent of the net revenue credited to the Fund will be deposited into the Mobility Innovation Subfund.

Describe the community engagement process regarding this code change. What residents, impacted parties, and constituents may be affected? Have they been engaged, and how so? How was their feedback incorporated (or not incorporated) into this code change?

This priority came from the success of the Resident E-Bike Subsidy Program, which was popular and enjoys continued demand for resources to support distribution of e-bikes and attendant equipment or maintenance services necessary to promote micromobility. DPS also engaged a consultant that recommended a business plan for the Fund which includes a recommendation to establish reserve subfunds. Future legislation related to the business plan and this code change is anticipated to be drafted by DPS and advanced to City Council in August of 2026 that will incorporate elements of the business plan.

Will this code change take effect with the ordinance, or is there a delayed effective date?

Normal effective date (30 days after passage) with the exception of the dedicated revenue stream, which will begin to collect in 2027.



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