

Capital Needs Committee Meeting
March 6, 2018
6:30 p.m.

Bruce Dorstewitz, Tom Jedlinsky, Heather Lindsey, Rich Cline, Tom O'Brien, Randall Sampson, Debra Miller and John Moorehead

- Powell no longer collects sufficient revenue to maintain its existing built infrastructure (streets, bridges, storm sewers, traffic signals, street lights, sidewalks, bike paths, park facilities)
 - Funding has decreased – gasoline tax, local government fund, estate tax
 - Annual cost to maintain Powell's existing infrastructure is approximately \$2 million; for several years Powell has been able to only fund approximately \$500,000 per year
 - Capital maintenance has been deferred
- Powell's most expensive capital assets are its streets
 - The Subcommittee spent considerable time reviewing the City Engineer's 14-element assessment regarding the structural integrity of Powell's various streets.
 - City does a biannual inspection of every City street, including both surface and subsurface conditions.
 - Each section of roadway is assessed utilizing the Ohio Department of Transportation (ODOT) Pavement Condition Rating System.
 - A weighted average score is calculated based upon the 14-elements and a Pavement Condition Rating (PCR) is generated. The PCR values range from 0 – 100; with 0 being the worst and 100 the best.
- Capital asset maintenance
 - Proper maintenance of infrastructure isn't just about aesthetics.
 - Regular maintenance – saves money over the long-term because it delays complete reconstruction of the infrastructure
 - Improves safety
 - Positively impacts the market value of homes and business properties
- Three foreseeable scenarios regarding capital maintenance funding:
 - Status Quo: keep deferring maintenance and our roads will generally continue to deteriorate
 - Find a way to generate the \$2 million needed every year to eliminate the deferred maintenance backlog and maintain existing infrastructure at pre-funding decrease levels
 - General sufficient revenue to allow for more frequent road resurfacing
- In addition to the necessary infrastructure maintenance and reconstruction issues noted – Powell 'needs' – the subcommittee identified a number of capital improvements projects that would improve the quality of life for a Powell resident – the 'wants'. Those projects include:
 - New bike path connectors, including a way to safely cross the railroad tracks between Murphy Parkway and Library Park; a multi-use trail through downtown
 - Recreation Center at Seldom Seen Park
 - Improving downtown streets and parking