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Cincinnati City Council

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MOTION

WE HEREBY MOVE for the City Administration to provide an updated Street Rehabilitation Program Report, which was last conducted in 2012. The report should, at a minimum:

- Outline how many city dollars have been allocated and grant funds have been secured in each of the last five years
- List the streets that have been entirely rehabilitated in each of the last five years, organized by neighborhood, and include the funding and its source (grant, City budget, etc.)
- List the Pavement Condition Index (PCI) average for each neighborhood in each of the last five years, as well as the 5-year average for each neighborhood
- Assess the success or failure of the city's 100-lane mile per year goal and determine whether or not the goal is sustainable given current capacity, allocated funding, and construction. If determined not to be sustainable, the report should additionally recommend strategies the city can not only continue maintenance but improve its street PCI, including but not limited to reducing the number of lanes miles used for road through conversions to parking spaces, bike lanes, or greenspaces
- Identify a strategy for ensuring that, moving forward, the cycle of repairs and rehabilitation will be aligned with the Justice40 policy adopted by City Council on December 12, 2022 (item #2022-02260) and that underserved communities and census tracts are seeing forty percent (40%) of the projects in each cycle

Where possible, neighborhoods should be grouped by their current year in the 3-year cycle for rehabilitation assignments.

WE FURTHER MOVE that this report should be updated yearly to better assist Council and residents in being aware of road quality.


Councilmember Meeka D. Owens

STATEMENT

While the City's annual infrastructure reports provide a street-by-street condition review each year, we are not currently maintaining a singular report which shows the macro trends of city

street rehab. Monitoring these trends would help the city know when and where to spend our dollars, especially with this railroad sale bringing in up to \$30 million in infrastructure funds (sufficient to fully pave less than 60 new lane miles given current costs).

On a micro level, the city is aware of the state of each road in the city every year and when they will be rehabilitated. However, there has not been a report which shows the macro trends of road repair and rehabilitation since 2012. This is necessary because the city does not know how much and what has been spent in recent years, and with new sources of revenue like the sale of the Cincinnati Southern Railway the city wants to do its due diligence on where that money is going to be best used. Along with this, the city's road rehab goals may be out of date. For example, the 100 lane mile per year repave target set in 2000 could be re-evaluated to see if, after 23 years, that goal needs a change to match current resource availability and inflation rates for construction costs.