

MILFORD CITY COUNCIL  
MINUTES OF MEETING  
August 19, 2015

A Meeting of the Public Works Committee of Milford City Council was held in the Joseph Ronnie Rogers Council Chambers of Milford City Hall, 201 South Walnut Street, Milford, Delaware on Wednesday, August 19, 2015.

PRESIDING: Chairman Owen S. Brooks, Jr.

IN ATTENDANCE: Committee Members-Councilman Chris Mergner & James Burk

Interim City Manager Jeff Portmann and City Clerk/Recorder Terri Hudson

Chairman Brooks called the meeting to order at 4:35 p.m.

City Planning Coordinator Rob Pierce and Davis, Bowen, Electric Superintendent Rick Carmean and Friedel P.E. Randy Duplechain were also present.

Interim City Manager Portmann informed council that the water and sewer code will be discussed and one of the most important items is aid and construction in dealing with the Southeast Sewer Project and Bayhealth.

*Chapter 185/Sewer Code/Aid in Construction*

*Chapter 222/Water Code/Aid in Construction*

Planning Coordinator Rob Pierce reported that Water and Wastewater Supervisors Ellingsworth and Helmick, Customer Service Manager Debbie Johnson, Interim City Manager Portmann himself, along with Hans Medlarz before his resignation, worked on revising the sewer and water codes. Randy Duplechain from DBF has also been involved with the technical aspects.

Mr. Pierce then referenced various miscellaneous water and sewer fees and the proposed fees:

	Current Fee	Chapter 185-Sewer Chapter 222-Water	Proposed Fee	Fee Collection
New Service Account Fee	35.00		50.00	Charged by Customer Service
Service Lateral Inspection Fee			35.00	Charged at time of Building Permit
Meter Connection Fee	35.00			
Meter Installation Fee				Charged at time of Building Permit
Residential	200.00	200.00	200.00	
One-Inch Commercial	350.00	350.00	350.00	
Over One-Inch	Actual	Actual Cost	Actual Cost	
Meter Testing Deposit	Cost		50.00	Charged by Customer Service
Reconnection Fee				Charged by Customer Service
During Hours			50.00	
After Hours			100.00	
Tapping & Connection Fee	1,575.00	Actual cost w/\$400 deposit	Actual cost w/\$400 deposit	Charged at time of Building Permit
Cleanout Installation Fee	250.00		300.00	Charged by Customer Service

He explained the \$35 new serve account is not included in code but needs to be added. The fee will be increased to \$50 for water and sewer connections. He noted that all the fees he is presenting are combined water and sewer fees. The electric code already includes this fee.

The language in the current code states that a meter connection fee is charged but does not include any numbers. Mr. Pierce prefers to call it an inspection considering that is also included in the code. He recommends the fee be changed to service (sewer or water) lateral inspection fee.

Mr. Pierce feels the meter connection fee should be under the installation fee because a residential meter right now is only about \$150. The term installation fee is more appropriate considering the additional costs to have our employee install a meter so that will stay the same.

He is also proposing a meter testing deposit for the meter which is not in the code. The electric department charges \$50 for this service. We may allow this inspection once every 24 months. If the customer continues to call each month, at some point a deposit should be made particularly if the meter is bad.

Reconnect fees or discontinuance fees are also being considered and are also charged on the electric side.

When asked how these fees compare to other municipalities, Mr. Pierce said that Kent County charges \$85 for a sewer permit which includes the inspection, writing of the permit and activation of the account. He feels this is very reasonable considering the hourly rate of our employees and vehicle and gasoline expenses.

The tapping and connection fee and cleanout installation fee are more construction type fees. If our water and sewer staff are called out for tapping and connection services, we charged \$1,575. The code states the actual cost is charged with a \$400 deposit. Because the city is losing money on these services, we need to start collecting those fees. He noted that \$1,500 is minimal when it involves road work.

The cleanout installation fee increased from \$250 to \$300 which is a more appropriate number considering the work involved. Mr. Pierce feels that \$350 should cover our costs.

Mr. Pierce explained that some older houses have no cleanout between the main and the house. The city has gone back in and put in a city cleanout so that the city and property owner know where the city responsibilities end but also allows access to clean the city end out.

He added that most of the time, these last two services will be performed by plumbers or contractors. Therefore, these two fees will not apply to new developments/houses.

He said we also want to pull the fees out of the text and add them to a resolution as has been done with building fee and planning and zoning fees, or include in an appendix. In that manner, they are easily accessible.

There may be addition fees in the table though these are the ones that need to be amended.

Councilman Burk suggests creating a fee schedule and refer to that in the code. Mr. Pierce agrees adding that is how the electric tariff was done. Customer Service Manager Debbie Johnson liked that structure because it was much easier to reference.

Mr. Pierce then referred to the point in which fees will be scheduled and whether it will be paid by the customer or the builder/developer. He advised that the building department collects all fees for electric, water and sewer permits.

Mr. Pierce than stated that a major addition needed in the water and sewer code is a public works agreement/aid-in-construction section.

The current water code has a minor reference which will work. However, it is desperately needed in the sewer code in order to complete the agreement in the southeast-west of Route 1-Bayhealth area.

The concept is that all developers and property owners will jointly use the future core infrastructure at the same time so that all parties are ready to go. All developers and property owners will front the money and put it in a pool. The construction will be done and allocated to those developers/property owners who will be billed for it.

He explained that in some cases, one property owner may be further away in the development stage. This creates a need for a second concept of multiple developers who want to do it at different times. It needs to be sized appropriately to accommodate each user. The city would then front the first developer's portion, based off zoning/density, and carry his load.

When asked for further explanation, Mr. Pierce explained the city would front the money. For example, 50 EDU's were needed by a developer. Based on the agreement and the project cost, the city would pay that percentage of the project and then collect it at the time it is subdivided or when a site plan is done. In that manner, we will not rip up infrastructure that had been installed five or six years ago.

Mr. Mergner asked about the reimbursement; Mr. Pierce explained the city would be reimbursed with interest.

He said the language would read "the developers to be first served and the city will pay for the improvements based on the percentage outlined in the agreement. The cost allocated to future developers and carried by the city will be reimbursed plus interest in the form of aid-in-construction."

Mr. Brooks asked when the city would start paying for it and if it would be paid during its construction. Mr. Pierce said it will be as if we are taking their place in the agreement. Mr. Burk explained we are installing the infrastructure in anticipation of the development.

Mr. Pierce said when we annex vacant land, we know it will be developed at some point. Some people are closer to development than others. But they are still not ready to come to the table or not willing to 'play ball' with the city yet.

Mr. Brooks pointed out there is a piece of land going east of US 113 across from the transfer station. At one time there were numerous pipes sticking out of the ground. He asked if Mr. Pierce is recommending the city invest their money in such a situation in hopes of future development. Mr. Pierce answered no and explained he is suggesting the city pay to install the core infrastructure, such as the pumping station and force main and potentially run the sewer to the property line.

Mr. Mergner asked what is driving this. He asked if this is a change or something we are running into obstacles with. Mr. Pierce said that we currently have a situation with Bayhealth. In that area, Bayhealth, Wickersham and the Wilson property owners are willing to come to the table. However, there is a piece of land right next to the proposed pump station that is zoned commercial. They are unwilling to put any money toward this. When they develop, they are also going to need the pump station.

Mr. Pierce explained they are currently trying to size the wet well and the valve vault appropriately. These are big structures that we do not want to build twice; just the concrete work along will cost more than \$100,000.

When asked how this would be funded, Mr. Portmann responded that we would use reserves. When asked the cost of this project, Mr. Pierce said it is 15% or approximately \$170,000. Mr. Portmann said that will be the cost to participate. He feels that even though these property owners may not want to participate now, the minute Bayhealth develops, they will most likely sell the land. When that occurs, the city will recoup our money plus interest.

Mr. Burk said his only concern is a market downturn situation and how the city will recoup their money if the developer goes bankrupt. He emphasized that it has happened in the recent past. He asked how we can collect on an LLC or an entity we cannot go after. He understands that we need to get our utilities the developer who is ready to move forward and another property might be holding them up. He agrees with the concept though he does have that concern.

Mr. Burk also asked what happens if the property owner tries to rezone the land with greater density which has also happened. Mr. Pierce said they would have to pay the money back along with the cost of the improvements.

Mr. Mergner pointed out that council could determine which projects were allowed though Bayhealth makes total sense. Mr. Burk agrees but added that the same rules need to apply to everyone.

Randy Duplechain said that this only allows the mechanism to do this. The city then has the ability to review any uses on a case-by-case basis. Mr. Mergner would agree that if council has the ability to make a determination case-by-case scenario, it would make sense to do this.

Mr. Pierce added that currently the water code allows this, but the sewer code is silent. Language needs to be added that allows the city to enter into and incur debt for a developer and then bill them later.

Mr. Portmann emphasized that city council will still have to approve every dollar incurred for every project.

Mr. Pierce pointed out that if council picks and chooses these projects wisely, the capacity will be available should something else develop. It would then save that person significant money for upgrading. They would rather pay the aid-in-construction versus ripping the utilities out and replacing them.

Mr. Duplechain said that in this situation, the hospital is saying they only need about 350 EDU's right now. They have purchased a lot more property and currently, they do not know what will happen. They provided numbers of potentially another 1,000 EDU's. They want to size the concrete portion of the wet well to accommodate those additional EDU's. Possibly the pumps and electrical may have to be replaced, but we want to prevent sinking another wet well.

Mr. Duplechain further explained that some of the developers are complaining they are going to be paying for upsizing that may or may not happen. This is part of it and gives the city a little bit of skin in the game to allow this to happen; then they will not have to pay that much money up front in the future.

Mr. Pierce said it will also allow the agreements to be drafted by the city and there will be cases where they might not be involved financially but will still want to administer them.

He reported there are a couple properties in the northwest area that need to come together and form an agreement. The city may or may not put any money into it but it will allow the city to be involved in drafting and administering the agreement. Currently, they can do a private agreement, but this would allow some control.

Mr. Duplechain reiterated this is only a mechanism at this point and will provide the ability.

#### *Meter Issue-Downtown Milford & City Parks*

Mr. Portmann recalled the recent theft of electrical service incidents over the past couple months. Unauthorized persons were connecting equipment, computers and phones to outlets throughout the downtown area which brought the matter before council where it was referred to this committee.

Mr. Mergner asked if this also applies to the farmers market; Mr. Portmann said these people were plugging into the farmers market receptacles. Mr. Brooks and Mr. Mergner both commented they received a letter from someone about the free electric being given away downtown.

Mr. Portmann said the point of this discussion is to stop the theft. He reported that the electric department has been in the downtown area and asked Electric Superintendent Rick Carmean to report to the committee.

The superintendent explained that some of the receptacles that the farmers market were using now have a switch with a box. Downtown Milford can now put a box on it. He then found out that more were needed so they added a time clock from 7:00 a.m. to 1:00 p.m. to run the electricity. He said they may even put a day and time on it. But presently, the receptacles come on at 7:00 a.m. to 1:00 p.m. seven days a week for the Farmers Market.

Electric Superintendent Rick Carmean advised that receptacles have been put on switches at Memorial Park behind the basketball park. In that way, Parks and Recreation (P&R) can operate them as needed. He said his department had no idea of how many events were taking place where electricity was being used. It seemed like there was something occurring everyday and the majority needed some type of power.

Superintendent Carmean said that they have big boxes at Bicentennial Park that have receptacles with panels inside. They

are making them a little more accessible to the P&R employees so they can turn breakers on and off as needed. They also added time clocks that can be adjusted and electric turned on and off at specific times.

Mr. Brooks asked if any meters have been added to this area; Mr. Carmean said no. Mr. Brooks explained that the letter of complaint stated there was unmetered electric being provided at no cost to the individuals or organization using it. He asked what can be done about that.

Mr. Mergner asked how much someone pays to rent a table or space at the farmers market and is there a set fee; Mayor Shupe believes it is \$10 though that is a guess. Mr. Mergner asked if that includes a fee that can be paid to cover the electrical costs or does the city provide free electric.

It was confirmed that fee is paid to Downtown Milford (DMI), not the City of Milford. Mr. Mergner said the city gets nothing so that is an expense to the city and not DMI even though they are using electricity for four or five hours each Saturday.

Mr. Portmann recalled that the electric department looked at the usage at one time. Mr. Carmean said they put a recorder on one of the boxes and they only used seven amps for four hours. Mr. Brooks asked if that was the total usage for that Saturday; Electric Superintendent Carmean answered yes. He added that the woman who was plugging into a receptacle with a refrigerator and a laptop, used more amps than the farmers market did for an entire Saturday.

The superintendent said the farmer's market only had an electronic scale, a crock pot and a refrigerator plugged into a power strip. Therefore, there was very little electric being used.

Mr. Carmean said it was determined that about seven o'clock in the morning the electric went up about seven amps until noon. Then all of a sudden about midnight, it went to 14 amps and stayed that way until five o'clock in the morning. He thought there was a problem with one of the lights. Then the city clerk called him and informed him that the police had found a woman down there using electric with what appeared to be on a regular basis.

When the letter complaining about the free electric provided to DMI was mentioned again, Mayor Shupe said he spoke to the business owners and told them the farmers market is a community event similar to the Riverwalk Festival and Bug N Bug Festival. We turn the electric on for both the chamber and DMI to use during those times. Anytime there is an event occurring in Bicentennial Park, free electric is provided. He does not think we are losing money to this organization that is using electric on Saturday mornings for only a couple months each year.

The mayor understands that the business owner is saying DMI is using electric, but in his opinion it is consistent with other community events. He said we have also done that for the hospital fair and other events.

Mr. Mergner noted that the hospital fair and Bug N Bud events are only once a year. The complaint was that the farmers market receives free electric every Saturday.

The mayor said that the business owner understood where he was coming from, but was still a little upset because they are receiving free electric.

Mr. Burk said he also spoke with him and they talked about the minimal amount of electricity that is being used. He asked for a dollar figure of what it costs to provide the farmers market electricity each Saturday based on the seven amps; Mr. Carmean said it would cost 50 cents.

Mayor Shupe said if you look at the farmers market, one of the objectives is to get visitors to the downtown area and into the downtown businesses. He said we could argue that it helps or it does not and he cannot speak for everyone. But in his opinion, it drives foot traffic into those other businesses.

Mr. Burk said the electric superintendent said this is only costing the city 50 cents; Mr. Mergner again questioned the amount of electricity used on Saturdays. Mr. Carmean said they only monitored this one Saturday for two or three hours and he believes there was a refrigerator connected and a few other items at a cost of 50 cents for the whole day adding it is only a couple hours each Saturday.

He said when the electric department went to turn the bollards on only, DMI said they needed more electricity for two additional freezers. He does not believe that was included when it was monitored because they were on two other Christmas light circuits that come off another panel. So it will be higher than that. Mr. Mergner said that even if the cost is one dollar, he feels the people in this city and other businesses will benefit by providing a dollars worth of electricity.

Mr. Carmean said his concern is the electric department does not want to get called there for maintenance. When a service call requires a bucket truck and two employees to flip a breaker on during the farmer's market, that costs a great deal more. He noted that they have been called in during the farmer's market.

He said that is the purpose of trying to get the farmer's market on a breaker that they can operate and not have to call the electric department.

Mr. Brooks asked if the city is trying to promote the downtown businesses on Saturday; Mayor Shupe stated yes.

Mr. Mergner asked what happens if the farmers market blows a breaker, can the cost of that service be billed to DMI; Mr. Carmean said if they bill DMI, they will complain. Mr. Mergner said it appears we are eating those costs.

Mr. Portmann said the other thing we can do is an agreement to provide power. We now have it locked and they are provided a key and the rights to use it. Mr. Mergner agrees an agreement should be signed so they understand their responsibility. He feels the agreement needs to include a clause to cover the cost of service work or emergency work so that the city can recoup its costs.

Mr. Portmann also stated that the electricity can be metered to get an idea of the real cost. They could be required to pay a fee upfront.

Mayor Shupe prefers a larger discussion about all events. For example, if someone wants to rent Memorial Park for an event, part of their rental fee could be put toward the cost of electricity based on the rental time. That is something that can be considered in the future. Mr. Mergner thinks it should be now.

Mr. Mergner and Mr. Burk both agreed the farmers market does not want generators out there creating fumes. Mr. Brooks said this sounds like no one is going to win either way.

Interim City Manager Portmann said this will need further discussion though the electric department has taken care of the theft issues for now.

#### *Truitt Avenue & Cemetery Road Paving Project Update*

Interim City Manager Portmann said that he wanted to update the committee on some road projects.

The estimated cost of repairs to Truitt Avenue is \$270,000. Of that, we have \$75,000 out of CTF (Community Transportation Funds) money leaving approximately \$200,000 which can be used from the MSA (Municipal Street Aid) account.

He asked for the committee's opinion about using MSA for this project. He explained that a lot of this work involves sidewalks and curbs.

Mr. Portmann reported there is approximately \$1 million in the MSA fund and \$200,000 would be used for Truitt Avenue.

It was confirmed that Truitt would have mill and overlay with some new curbs and sidewalks.

#### *Airport Road Improvement Project Update*

Mr. Portmann reported that they met with George and Lynch and Diamond Materials yesterday to discuss 'asphalt full depth reclamation'. That process involves milling off eight inches of the roadway which is rejuvenated with liquid asphalt. That creates a blend and a new base is put back on the road. Within two hours, it can be driven on. It is then cured for a week

to dry out. At that point, two inches of overcoat are added to the top.

Mr. Portmann recalled that over the past two to three years, the previous city manager receiving repair estimates in the amount of \$2 to \$3 million. The difference was the scope of the work and whether it included sidewalks, bike walks, etc. He emphasized that the city does not have that kind of money.

At the meeting yesterday, Mr. Portmann received an estimate of approximately \$600,000 to do the entire road.

Mr. Mergner asked if we have checked on this. Mr. Duplechain explained that the State of Delaware has been doing this for a long time on many of their larger roads.

Mr. Portmann said this was done on Route 3 in New Castle County twelve years ago, and it is still holding up well. They were provided with a large list of roads that have had this technique.

Mr. Duplechain explained that the contractor mixes up the road surface which usually has a lot of asphalt though there is some stone in Airport Road's case. They will take all that material and dump it into a mixer. It is then mixed with liquid asphalt which is similar to the process at an asphalt plant. It would then be placed back on the road.

The only concern Mr. Duplechain has is the amount of compaction in a six or eight-inch lift. However, they claim that over the following seven days, it will harden. He is aware that DeIDOT uses it a lot on their roadways and he agrees it makes sense for Airport Road.

Mr. Duplechain stated that the problem with Airport Road is the center section, which is the older section, and has about seven to eight inches of asphalt sitting on dirt. Fortunately that dirt has been compacted for a long time. The shoulders, which have been converted to travel lanes, have about 4½ inches of asphalt on stone. Because there is so much traffic on that road, the asphalt is not holding up.

If this works the way they are indicating, Mr. Duplechain believes we could end up with a pavement section of about ten inches of asphalt (eight inches of reclaimed and a two-inch surface). It is a much heavier pavement section and he feels it will hold up in the long term for Airport Road.

The \$600,000 covers the road from the bowling alley out to Canterbury Road, with exception of the new section done a couple years ago.

Mr. Duplechain said he spoke to someone at DeIDOT who was familiar with Airport Road and felt this was the best method to use. He will need to determine what was talked about before, which included adding shoulders and storm drain improvements. Mr. Duplechain confirmed this does not include sidewalks.

Mr. Burk said it is about 50% cheaper, though he worries about the stability of the soil beneath the road.

Mr. Duplechain said that initially, they will come out and core to see what is there. Based on that, they will do a mixed design to determine how much asphalt needs to be added based on the materials in place.

Mayor Shupe thinks we need some kind of guarantee.

Mr. Mergner referenced the big park behind Independence Commons and asked if sidewalks should be considered. There are several communities on the road and another being built. He understands that would add to the cost and asked if there is any funding available that could be used toward sidewalks on this road.

Mr. Duplechain is unaware of any funding.

Mr. Brooks recalled when the Boys and Girls Club was approved in Independence Commons several years ago. It was agreed at that time that sidewalks would be installed for the children to walk from the school out to the club. He pointed out that was never done.

Mr. Duplechain said that part of the problem on Airport is the one property owner who will fight the city for any property the city needs. If the road were widened and shoulders and sidewalks added, their property could be acquired. He noted that the city has the ability to take the property and pay the property owner fair market value. However, the city will need to decide if they want that fight.

Mr. Portmann added that when considering the cost of these repairs, oil is very cheap right now though we do not know how long that will last and will increase prices at a later date. Mr. Duplechain agreed that liquid asphalt has come down \$200 for a 55-gallon drum.

When asked if this could be completed before winter, Mr. Portmann said there was a shot at that because there was a state contract the city could piggyback off of. If the state has already bid it out, the city can utilize that as our bid, versus going through the bid process.

When asked how much money we have received for this project, Mr. Portmann reported that Senator Simpson is allocating \$100,000 and \$50,000 has been allocated by Representative Kenton and Peterman. Representative Peterman also had \$8,872 left over from the North Washington Street project and agreed to provide that for a total of \$208,872 from all three legislators.

Senator Bonini and Representative Wilson have both been contacted though they have not committed any funding.

Of the \$1 million in MSA, using \$200,000 for Truitt and \$400,000 on Airport Road, leaves a balance of \$400,000.

The last couple years, council has agreed to spending approximately \$150,000 for road improvements each year. This would leave enough funding to continue that program.

Mr. Burk then pointed out that even if this does not have the long-term lasting impact, spending \$600,000 is well worth the money. Mr. Duplechain added that the estimate was based on widening the road and adding drainage.

Mr. Portmann said that the two men they met with yesterday, one was the Chairman of the Delaware Asphalt Committee and the next appointed chairman. These gentlemen have a lot of experience in asphalt. The other person was from George and Lynch who has a vested interest in paving and not necessarily in this process. So it was good to hear the positives from their side as well.

Mr. Duplechain advised that the other issue is the cost of traffic control in these projects. In this situation, they will mill up one lane with the paving machine right behind it, laying it back down. Within a couple hours, vehicles are back driving on the road. Removing the roadway and shoulders would have involved major road construction and many nights the road would have been shut down. There is a tremendous savings in traffic control costs in addition to the other savings.

Mr. Portmann said this product is used every day in the south. The plant is in Texas and most of their roads have this technique where the weather is even hotter.

Mr. Duplechain said we hope not to use wage rates on these projects; but when you mix funds from MSA and CTF, wage rates are required due to a new law that was recently passed. However, if a project is paid with 100% CTF or 100% MSA, prevailing wage rates are not required.

#### *Cemetery Road*

Mr. Portmann advised the cemetery road cost approximately \$65,000. The city has \$40,000 and council approved a DBF proposal for \$5,100 which will reduce those funds to about \$35,000 that can go used toward this project. That leaves \$30,000 that the cemetery will need to come up with.

Mr. Portmann has contacted PNC Bank in Cleveland who is administering the trust. They are supposed to meet in August and give a decision about the borrowing ability from the cemetery trust. He hopes the \$30,000 can be borrowed and the cemetery can pay it back on their own terms.

Mayor Shupe added that we will use materials from Truitt Avenue to assist with those costs. Mr. Portmann agreed those millings from Truitt Avenue will be used as the base on the cemetery roads.

Right now we are waiting on the loan approval in hopes of getting that project completed.

#### *Citywide Sidewalk Repair Program*

Mr. Portmann said he is presenting this only to get some idea of how the committee feels about this. He noted that sidewalk repair is something that has been neglected in this town over the past years. A lot of towns force their homeowners to fix their sidewalks and other towns don't. Every time this comes up, nothing is done. This has been talked about a lot in the past but no decision has ever been made.

The interim city manager was thinking about the Real Estate Transfer Tax (RTT) and considering taking a little bit of money from RTT and putting it back into the sidewalks. He came up with a figure of \$100,000 that could be allocated toward sidewalk repairs each year though not necessarily committing that exact amount each year.

He wondered how many sidewalks \$100,000 can repair. Mr. Duplechain explained that a five-foot wide sidewalk cost approximately \$25 a foot. The more sidewalks we do, the cheaper the price is. However, the \$25 price is the cost of to piecemeal them throughout the city. Using the \$100,000 divided by 25, comes out to 4,000 feet of sidewalks.

Mr. Brooks recalled the older lots like his are 60 x120; Mr. Duplechain agreed that 60 feet is the average lot frontage.

Mr. Duplechain suggests sending out a bid for three contractors and get a price per linear foot of five-foot wide sidewalks which is approximately 3/4 of a mile.

Mr. Portmann said he wanted to throw the concept out there because we do not want to raise taxes for sidewalks especially because not every house has a sidewalk in front of it. Therefore, it becomes a tough issue.

Mr. Burk pointed out that some of our new developments have no sidewalks which is a big complaint of residents and he agrees. Mr. Mergner expressed concern that his development has no sidewalks.

Mr. Portmann said if we commit money toward a project like this though that does not mean it will continue forever.

Mr. Burk feels that sidewalks are important and one of the great things about Milford. The safety and walkability is appealing. His family uses them all the time. He agrees there are many areas where the sidewalks are hazardous and that they have been overlooked for many years.

Mr. Mergner likes the forward thinking of saving and budgeting. He previously stated that sidewalks were needed on Airport Road. Mr. Burk agrees that the worst sidewalks are where the houses are the most rundown. Mr. Brooks agrees adding that they are typically rentals.

Mr. Mergner feels that any new development should have sidewalks and they are really needed. Mr. Brooks said that was changed and all subdivisions are required to have sidewalks. Mr. Mergner pointed out that the children get hurt playing the street all the time because his neighborhood has no sidewalks.

Mr. Mergner and Mr. Burk both informed Mr. Portmann they have his support emphasizing the importance of sidewalks.

Mr. Portmann then stated that he feels the real estate transfer tax will sustain considering the southeast area impact as a result of the Bayhealth campus. He projects that funding to increase over the years and believes it is sustainable.

He pointed out that again, this is not something council has to commit to long term. The project simply needs to start and the dollar amount can be changed annually or it can be started and stopped as needed. But he would really like to get this started.

Mayor Shupe pointed out that this fund is something we need to keep our eye on and recalled the attempt by state legislators to reduce the municipality portion of the RTT. He also noted the annual cost needed for the police department though he is confident Mr. Portmann will stay on top of. He agrees it is something council will need to review each year and most importantly, they do not need to commit to ten years though it will most likely take that long to have this completed citywide.

He agrees the RTT fund will start growing when real estate starts selling because of economic decisions like Bayhealth. When that occurs, we can put more funds toward this project.

With no further business, the Public Works Committee was adjourned at 5:40 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Terri K. Hudson".

Terri K. Hudson, MMC  
City Clerk/Recorder