

FEBRUARY 2018

PAVING THE WAY FOR IMPROVING PARMA'S STREETS (UPDATED)

National organizations recently have praised what we already know about Parma: we're a safe city with diverse, livable neighborhoods, great recreation, and the amenities offered by our restaurants, small businesses, and retail development.

The city has worked hard for that reputation as we've focused our budget priorities on, among other things, supporting our stellar safety forces, increasing our recreational offerings, and strengthening our building department to buttress our already-strong neighborhoods.

Together, this administration and City Council have methodically improved and strengthened those areas of city government.

We've also tried – in the wake of the Great Recession and staggering state cuts – to maintain and improve our roads and streets.

This overview provides background on the city's streets program and outlines the fiscally-responsible way Parma is investing in our roads. It not only covers where we want to go, but where we've been.

CAPITAL BUDGET BACKGROUND

Parma, like other Ohio cities, has struggled to find additional resources for street improvement. Since 2009, the city has lost about \$27.5 million through state funding cuts, straining all of our accounts, including the capital budget.

According to a Policy Matters Ohio report released last year, municipalities reported similar stories stemming from the severe state cutbacks, including leaving "local officials with diminished ability to maintain streets and roads."

In Parma, we've confronted these challenges through fiscally-disciplined policies. We enacted a refuse collection fee to stave off major programmatic cuts and layoffs across city government, including in the ranks of our safety forces. We were even forced to reduce firefighter minimums to reduce overtime, but kept our fire stations open. These moves also have allowed us to continue to fund street improvements, although not to the extent with which any of us are satisfied.

Additionally, Parma – over the course of several years – has confronted major legacy infrastructure issues requiring millions upon millions of capital dollars, too. Just some of those projects have included EPA-mandated sanitary sewer replacement, bridge repairs, and the major detention-basin dredging and clearing of trees and brush at Bonnie Banks. The Northeast Ohio Regional Sewer District (NEORS) – in partnership with the city – also helped us construct the nearly \$2 million Chevy Detention Basin, part of a larger undertaking to mitigate flooding in the area.

And there are more legacy projects we must undertake in the next few years, including repairing and replacing roofs at our city buildings and constructing more sanitary sewers.

Because of these legacy issues, and in larger part as a result of state cuts, the city has been forced to dip into the capital budget to pay for projects and expenses we otherwise would have funded through general revenue dollars and other accounts. While it was, and is, an entirely appropriate use of those resources, this has put additional pressure on the capital budget.

The administration – in 2017 and in our spending proposals this year – has started to shift expenditures out of the capital budget to relieve this strain and allow us to spend additional resources on our streets.

For example, as approved by City Council, the Parma Service Department purchased through our share of NEORS's Storm Water Fund a broom sweeper (\$281,517) and a jet vacuum (\$475,460) – two costly pieces of equipment that we once would've used capital dollars to pay for. In addition, NEORS, through an agreement with the city, will take over management of water detention basins that cover 300 acres – freeing up dollars and man hours for street improvements.

Further, we will continue to focus on attracting state and federal dollars to offset major local costs associated with paving, repairing, and reconstructing our streets. And we have been successful in leveraging low-interest loans and grants to help pay for Parma's infrastructure projects, including storm and sanitary sewer replacement, water main replacement, bridge repairs, drill drops, and headwall restoration and replacement (please see attachment that includes grants and loans for Parma infrastructure and road projects).

BACKGROUND ON PARMA'S STREETS PROGRAM

Parma has more than 500 streets that, combined together, translate into 583 lane miles – equivalent to a one-way trip to North Carolina.

Identifying streets for improvement

Every year, the Parma Service Department collects street condition information supplied through its street supervisors, citizen requests, and City Council recommendations. Using that data, the Parma Service Department develops and implements its streets program for the coming year.

There have been suggestions the administration also hire a firm to conduct a professional assessment of our streets. While the administration would seek, if available, potential grant funding opportunities for such a project, it's a cost the administration would rather directly put into improving our roads. Cleveland commissioned an assessment of its streets, and it cost the city about \$600,000. Based on research conducted by the Parma Service Department, an assessment would cost Parma at least \$75,000 (not including software) and take about half a year to complete. As a result, we're continuing to use the current process in evaluating our streets.

Road improvements from 2012-2016

Parma spent more than **\$2 million** in each of those five years on our streets – and that doesn't include the in-house labor costs associated with the work. The city also has used at least **\$150,000** each year in Community Development Block Grant funds for streetscape improvements. And further, Parma collaborates with Cuyahoga County Public Works and the Ohio Department of Transportation on road projects throughout Parma.

For instance, Cuyahoga County, working with the city, packaged together local, county, state, and federal funds to invest millions of dollars into our streets since 2004 as part of more than **\$69 million** in multi-

city projects. Among other construction work, this included repairing, resurfacing, rehabbing, and restoring our roadways.

Some of those projects include portions of the following:

- **Sprague Road – \$5 million**
- **Broadview Road – \$3.2 million**
- **Stumph Road – \$6.5 million**
- **Snow Road – \$5.7 million**
- **Pleasant Valley Road – \$22.9 million**

PARMA'S 2017 STREETS PROGRAM

Last year, Parma invested **more than \$6 million** into improving 29 neighborhood streets, including Day Drive, West 54th Street, Pleasant Lake Boulevard, Grovewood Avenue, and Hoertz Road. (Please see attached “PARMA'S 2017 STREETS PROGRAM” for the full list of road improvements). In addition, the Parma Service Department spent another \$300,000 – through the city's portion of NEORSD's Storm Water Fund – to reconstruct and replace catch basins throughout the community.

The **\$1.7 million** resurfacing of Day Drive was the most expensive road improvement undertaken by the city in 2017. The project initially was slated for a year earlier, but we delayed it because Assistant City Engineer Patel felt he could, and did, secure more than \$1 million for the project through a grant and a zero-interest loan – saving valuable capital dollars for the city.

The amount spent by the administration on streets in 2017 was an increase of more than \$4 million when compared to the previous year, a move supported – and encouraged – by City Council in its approval of a \$3 million note taken out by the city. According to our bond advisor, we had the debt capacity to take on this obligation without risking our financial health.

To accommodate this increase in street and road improvements, the city implemented the following actions:

- Increased funding for part-time workers from \$25,000 to \$40,000
- Sought legislation ultimately approved by City Council allowing the service department to bid out and retain a street repair contractor – similar to what the county does – to undertake road projects that our current manpower will not allow us to do.

While the city spent more in 2017 on streets – and paved as well as fixed a greater number of them – than in previous years, the Service Department faced obstacles to completing all of its intended road projects.

The largest factor behind those challenges was the intense, late June rain storm. The significant rainfall dumped on Parma over a short period of time helped create flooding problems across the city. In the aftermath, paving crews were re-assigned and spent the better part of a month collecting waterlogged

property and rubbish placed on lawns by residents in the clean up from the storm. Although well-received in the neighborhoods where flooding occurred, those efforts meant that service crews lost valuable time they were unable to make up on six streets scheduled last year for paving and repairs. Those projects will be completed in 2018.

2018-2020 PROPOSED PLANS AND PROJECTS

In 2018, the Service Department proposes spending \$3 million on neighborhood streets. In the spring, the city – based on information provided by street supervisors, citizens, and council members – will release its full list of neighborhood projects for the construction season.

Additionally, the city anticipates spending another \$790,000 – the amount left over from the \$3 million note – to help pay for the six street projects that were delayed last year because of the June rainfall. Those roads including the following:

- Ames Drive
- Windham Drive
- Burden Drive
- Chateau Drive
- Shiloh Drive
- Hampstead Avenue

One of our largest city road projects scheduled this year is the **\$650,000** Ridge Road resurfacing project from Pleasant Valley Road to our border with North Royalton. This year, the city also will begin design work on the **\$1.5 million** resurfacing of Broadview Road from both West Ridgewood Drive to Snow Road and West Creek to Brookpark Road. That construction work is expected to begin in 2019.

Both of these resurfacing projects are funded through local resources that will pay for the design work and state money that will cover 80 percent of the construction cost – a partnership that will save the city significant capital dollars.

Further, in 2018, the city also will start design work on the \$2 million resurfacing and repair of West Ridgewood Drive from Ridge Road to State Road. We will apply for funding from various county and state agencies to pay for the construction costs.

Moreover, whether in 2018 or beyond, the city will continue to look for opportunities to increase our local spending by, among other things, obtaining grants and low-interest loans and examining when other debt obligations fall off.

It's important to note that – although Parma's direct spending on streets from the capital budget is expected to drop from last year – the total investment in our roads will significantly increase because of the major, multi-city county work scheduled to begin this year. The following is a list of projects – **totaling more than \$28 million** – on which we are collaborating that will be underway in our community:

- **2018-2019: Pleasant Valley Road (State to Broadview Road) – \$5 million**
- **2019-2020: Sprague Road (Webster to York) – \$14 million**

- **2020: Ridge Road (Pearl Road to Brookpark Road) – \$2.5 million**
- **2020: West 130th (Pleasant Valley Road to Snow Road) – \$7 million**

CONCLUSION

In conclusion, we have included in this overview three attachments, one entitled “PARMA’S 2017 STREETS PROGRAM,” another called “PAVING THE WAY FOR IMPROVING PARMA’S STREETS: LOOKING AHEAD, and the last titled, GRANTS AND AWARDS OVER PAST EIGHT YEARS.” The first attachment lists the streets paved, fixed, or repaired in 2017, the second sets forth currently-planned street projects for Parma, and the third covers grants and awards over the past eight years.

The administration will continue to update these documents as well as this overview as a yearly endeavor as additional street and road projects are added.

PARMA'S 2017 STREETS PROGRAM

Streets ground and paved:

West 54th Street (from Snow Road to Hollywood Drive)

Bruening Drive

Hilltop Drive (from State Road to Lyle Avenue)

Roycroft Drive (from Ridge Road to West Ridgewood Drive)

Doncaster Avenue (from Buckingham Drive and South Canterbury Road)

North Linden Lane

West Linden Lane

Pleasant Lake Boulevard

South Lake Boulevard

Russell Avenue (from State Road to West 51st Street)

Liggett Drive (from State Road to South Park Boulevard)

Groveswood Avenue (from State Road to Broadview Road)

Wellington Avenue (from State Road to West 54th Street)

Hoertz Road (from West Pleasant Valley to 7772 Hoertz Road)

Old Pleasant Valley Road (from West 130th Street to Oakwood Road)

George Avenue (from State Road and West 33rd Street)

Bauerdale Avenue (from Pearl Road and West Moreland Road)

Greenlawn Road (from West Moreland Road and Bauerdale Avenue)

Wareham Drive (from Renwood and North Canterbury Road)

Streets with new curbing installed:

Wareham Drive (from Hampstead Avenue to Renwood Drive)

Holburn Road (from Pelham Drive to Stanbury Road)

Thornton Drive (from Westminster Drive to Chestnut Hills Drive)

Streets with full-depth concrete joint repairs:

Vicksburg Drive

Manassas Oval

Shenandoah Oval

Commonwealth Drive

Bauerdale Avenue

Carlton Road

Eventide Drive

Pleasant Lake Boulevard

Paving contracted out:

Day Drive (from Ames Road to Ridge Road; from Ridge Road to Lynett Drive)

PAVING THE WAY FOR IMPROVING PARMA'S STREETS: LOOKING AHEAD

2018-2020

City projects

- 2018: \$650,000 Ridge Road resurfacing project from Pleasant Valley Road to our border with North Royalton.
- 2018-2019: \$1.5 million resurfacing of Broadview Road from both West Ridgewood to Snow Road and West Creek to Brookpark Road. That construction work is expected to begin in 2019.
- 2018-2020: \$2 million West Ridgewood Drive resurfacing project from Ridge Road to State Road. Construction work expected to begin in 2019-2020.

Major multi-city county projects:

- 2018-2019: Pleasant Valley Road (State to Broadview Road) – \$5 million
- 2019-2020: Sprague Road (Webster to York) – \$14 million
- 2020: Ridge Road (Pearl Road to Brookpark Road) – \$2.5 million
- 2020: West 130th (Pleasant Valley Road to Snow Road) – \$7 million

INFRASTRUCTURE GRANTS AND LOANS AWARDED TO PARMA OVER PAST EIGHT YEARS

Ridge Road Sanitary Sewer Project Phase 1

- Project Cost: \$330,000
- OPWC Grant: \$82,500
- ACOE Grant: \$247,500

Pleasant Valley Road Sanitary Sewer Improvement (part of widening project)

- Project Cost: \$1,100,000
- OPWC Grant: \$270,000
- ACOE Grant: \$700,000

Headwall Replacements Phase I

- Project Cost: \$1,150,000
- ACOE Grant: \$862,500

Chevy Boulevard Storm/Sanitary Sewer Improvements

- Project Cost: \$2,386,328
- OPWC Grant: \$341,522
- ACOE Grant: \$1 million
- OPWC Zero-Interest Loan: \$341,522

Chevy Detention Basin

- Project Cost: \$1,700,000
- OPWC Grant: \$745,372
- NEORS: \$954,628

Sprague Road Emergency Culvert Repair

- Project Cost: \$400,000
- OPWC Grant: \$200,000

Royalview Bridge Replacement

- Project Cost: \$703,000
- ODOT Grant: \$266,640

Sprague Road Reconstruction

- Project Cost: \$2,338,443
- County Paving Grant: \$1,086,000

Ridge Road Storm Water Main and Sanitary Sewer Project Phase 2

- Project Cost: \$3,517,925
- OPWC Grant: \$650,000
- OEPA/WPCLF (Low-Interest Loan): \$1,848,815
- NEORS/MCIP Grant: \$340,036
- Parma Water Fund: \$1,000,000

Brookdale/Broadview Sanitary Sewer Project

- Project Cost: \$1,000,000
- OPWC Grant: \$250,000
- NEORS/MCIP Grant: \$160,160

West Ridgewood Sanitary Sewer Project

- Project Cost: \$4,047,160
- OPWC Grant: \$711,750
- ACOE Grant: \$200,000
- WPCLF Low-Interest Loan: \$2,302,837

Bradenton Area Sanitary Sewer Project

- Project Cost: \$2,209,028
- OPWC Grant: \$658,376
- ARRA Grant: \$1,170,349
- ACOE Grant: \$255,865

Grantwood/West Ridgewood Sanitary Sewer Project

- Project Cost: \$804,661
- OPWC Grant: \$224,535
- ARRA Grant: \$495,289
- U.S. EPA Grant: \$171,623

Parkhaven/Broadview Stormwater and Sanitary Sewer Improvement and Paving Project

- Project Cost: \$1,165,725
- OPWC Grant: \$290,181
- ACOE Grant: \$185,000

Manhattan Sanitary, Water Main, and Paving Project

- Project Cost: \$1,085,639
- OPWC Grant: \$358,512
- ARRA Grant: \$555,512
- WPCLF Low-Interest Loan: \$71,713

Green Valley Area Sanitary Sewer Project

- Project Cost: \$1,085,934
- OPWC Grant: \$325,780
- U.S. EPA Grant: \$112,540

Dentzler/Glencairn Sanitary Sewer Project

- Project Cost: \$798,859
- OPWC Grant: \$191,839

Sprague/Hoertz Sanitary Sewer Project

- Project Cost: \$1,067,440
- OPWC Grant: \$243,058

Day Drive Repair and Resurfacing Project

- Project Cost: \$1,715,000
- OPWC Grant: \$252,711
- OPWC Zero-Interest Loan: \$842,372

Broadrock Court Drill Drop

- Est. Project Cost: \$2,000,000
- OPWC Grant: \$225,000
- OPWC Zero-Interest Loan: \$225,000
- WPCLF Low-Interest Loan: \$300,000
- NEORS (MCIP) Grant: \$250,000
- Federal Grant: \$1,075,000

Ridge Road Resurfacing Project

- Est. Project Cost: \$650,000
- ODOT Grant: \$360,000

State Road Hill Emergency Road Repair

- Est. Project Cost: \$200,000
- OPWC Grant: \$150,000

Broadview Road Resurfacing Project

- Est. Project Cost: \$1,500,000
- ODOT Grant: \$1,200,000

TOTAL PROJECT COSTS: \$32,955,142

TOTAL GRANTS: \$16,865,150

TOTAL LOANS: \$5,932,259