

TO: COUNCIL PRESIDENT AND COUNCIL MEMBERS
FROM: MAYOR TIM DEGEETER AND SERVICE DIRECTOR BRIAN HIGGINS
RE: PAVING THE WAY FOR IMPROVING PARMA'S STREETS
DATE: MARCH 2017

INTRODUCTION

Parma recently has received praise from national organizations as a safe city with diverse, livable neighborhoods, great recreation, and the amenities offered by our restaurants, small businesses, and retail development.

All of us have 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. But it's time to do more. We need to make additional investments in our streets.

This memorandum provides background on the city's streets program and outlines a fiscally-responsible way to invest more in our roads. It not only covers where we want to go, but where we've been. And this document also can be used by each of you to communicate with your constituents and residents on how the city truly is focused on our roads and streets.

CAPITAL BUDGET BACKGROUND

Parma, like other Ohio cities, has struggled to find additional resources for street improvement. Since 2009, the city has lost nearly \$23 million through state funding cuts, straining all of our accounts, including the capital budget.

According to a Policy Matters Ohio report released earlier this 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 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 these few: repairing and replacing roofs at our city buildings; constructing more sanitary sewers; and making a \$400,000 capital upgrade – due to an EPA regulation – to keep open Ries Ice Rink.

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 capital money, this has put additional pressure on the capital budget.

The administration – in 2016 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, Service Director Brian Higgins plans to purchase through our share of NEORSD'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, NEORSD, 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. And we also expect to fill a vacancy in our engineering department with a hire with experience in attracting state and federal dollars, similar to how Assistant City Engineer Hasmukh Patel has been successful in leveraging similar sources for infrastructure projects, such as 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, it's our recommendation to continue the current process in evaluating our streets.

Recent road improvements

Parma has spent more than **\$2 million** in each of the last five years on our streets. 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 the most recent 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 ROAD PROJECTS: 2017 AND BEYOND

This year, our administration is proposing to invest **more than \$5 million** into improving our neighborhood streets and roads. Working with Auditor Brian Day and Treasurer Tom Mastroianni, we propose spending above the \$2 million the city already does on streets improvements by taking out a \$3 million note. The city, according to our bond advisor, has the debt capacity to take on this obligation without risking our financial health.

To accommodate this proposed increase in street and road improvements, the Service Director Higgins has proposed the following:

- Increase funding for part-time workers from \$25,000 to \$40,000
- Ask City Council to approve legislation 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.

Shortly, the service department – based on information provided by street supervisors, citizens, and council members – will release its list of neighborhood projects for the construction season.

In addition, this year also will see the **\$1.5 million** resurfacing of Day Drive. The road improvement initially was slated for 2016, but we delayed it because Assistant City Engineer Patel felt he could, and did, secure this year more than \$1 million for the project through a grant and a zero-interest loan – saving valuable capital dollars for the city.

2018-2020 proposed plans and projects

From 2018 through 2020, we will continue to look for opportunities to increase our local spending by, among other things, obtaining grants and low-interest loans, examining when other debt obligations fall off, and working to free up more capital money in our budget.

In 2018, one of our largest city road projects is the **\$750,000** Ridge Road resurfacing project from Pleasant Valley Road to our border with North Royalton. That year, the city also will begin design work on the **\$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.

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

In addition, there are major multi-city county projects – totaling more than **\$27 million** – on which we are collaborating that will be underway and represent significant investments in our community:

- **2018: Ridge Road (Pearl Road to Brookpark Road) – \$2.5 million**
- **2018: Pleasant Valley Road (State to Broadview Road) – \$3.8 million**
- **2019-2020: Sprague Road (Webster to York) – \$14 million**
- **2020: West 130th (Pleasant Valley Road to Snow Road) – \$7 million**

CONCLUSION

In conclusion, we have included in this memorandum an attachment entitled “PAVING THE WAY FOR IMPROVING PARMA’S STREETS: LOOKING AHEAD.” It sets forth all currently-planned street projects for Parma. The administration will continue to update this document as well as this memorandum as a yearly endeavor as additional street and road projects are added.

I hope this overview has been helpful. Please contact me if you have any questions or concerns.

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

2018-2020

City projects

- 2018: \$750,000 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.

Major multi-city county projects:

- 2018: Ridge Road (Pearl Road to Brookpark Road) – \$2.5 million
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- 2019-2020: Sprague Road (Webster to York) – \$14 million
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INFRASTRUCTURE GRANTS AND LOANS AWARDED TO PARMA OVER PAST SIX 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: \$2,000,000
- 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

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: \$3,173,250
- OPWC Grant: \$750,000

- WPCLF Low-Interest Loan: \$1,299,317

Brookdale/Broadview Sanitary Sewer Project

- Project Cost: \$700,000
- OPWC Grant: \$275,000

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: \$1,788,347
- OPWC Grant: \$243,058

Day Drive Repair and Resurfacing Project

- Est. Project Cost: \$1,684,745
- OPWC Grant: \$252,711
- OPWC Zero-Interest Loan: \$842,372

Broadrock Court Drill Drop

- Est. Project Cost: \$1,500,000
- OPWC Grant: \$225,000
- OPWC Zero-Interest Loan: \$225,000
- WPCLF Low-Interest Loan: \$800,000
- NEORS (MCIP) Grant: \$250,000

Ridge Road Resurfacing Project

- Est. Project Cost: \$500,000
- ODOT Grant: \$360,000

State Road Hill Emergency Road Repair

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

TOTAL PROJECT COSTS: \$30,464,991

TOTAL GRANTS: \$14,214,954

TOTAL LOANS: \$5,882,761