

Date: March 6, 2024

To: Mayor and Members of City Council  
202400741  
From: Sheryl M. M. Long, City Manager  
Subject: 2023 STREET REHABILITATION PROGRAM REPORT WITH ADDENDUM

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Reference Document #202301889

The Council at its session on September 13, 2023, referred the following item for review and report.

MOTION, dated 8/1/23, submitted by Councilmember Owens, 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 lane miles used for road through conversions to parking spaces, bike lanes, and 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.

## Overview

The following report by the Department of Transportation and Engineering (DOTE) provides a comprehensive update on the City's Street Rehabilitation Program over the past five years. The updates include (1) funding, (2) list of rehabilitated streets, (3) the average Pavement Condition Index (PCI) per neighborhood, (4) 100-lane mile goal, and (5) Justice40.

## I. FUNDING

Over the last five years, a total of \$141,291,111 has been spent on street rehabilitation efforts. The dollars spent on street rehabilitation are a combination of city funds and leveraged grant funds. DOTE successfully captured a total of \$37,461,311 in grants that leveraged the city allocated funds over this period (\$103,829,800). External funding partners include the Southwest Ohio Regional Transit Authority (SORTA), the Ohio Department of Transportation (ODOT), and the Ohio, Kentucky, Indiana Regional Council of Governments (OKI). A detailed funding breakdown for Street Rehabilitation projects over the last five years can be found in Attachment #1.

## II. BY NEIGHBORHOOD PCI AND STREET LIST

Over the past five years, the average weighted PCI in each neighborhood has decreased due to the lack of funding versus the rising construction costs. The list of Streets Rehabilitated in the last 5 years by neighborhood is summarized in Attachment #2. The list of neighborhoods with their average weighted Pavement Condition Index (PCI) and the average of the last 5 years is summarized in Attachment #3.

## III. 100-LANE MILE GOAL

DOTe's assessment of the City's 100-lane mile per year goal is simply that it is not a good measurement of the health of the street network. The goal is arbitrary and is not sustainable given the rising construction costs, allocated funding, and current contractor capacity. The weighted average PCI of the network is a better measure of the health of the streets. DOTE's goal is to maintain a weighted network average at or above 65.

## IV. JUSTICE40

DOTe and the Street Rehabilitation Program are focused on transportation equity by identifying projects and submitting grant applications that meet the IIJA and IRA Justice40 initiative. These project goals include connecting and reconnecting communities by improving multimodal connectivity; maximizing climate mitigation by reducing pavement widths; and improving the livability of our neighborhoods by using green infrastructure. Moving forward, the streets rehabilitated will align with the individual street's PCI rating and underserved communities per census tracts to meet the 40% objective.

## **Addendum**

Question 1. How do other jurisdictions within Hamilton County rate the pavement conditions? What are the best practices to rate pavement conditions across the infrastructure/engineering environment?

Answer 1. These answers will take time to research. DOTE will follow up once the research is completed.

Question 2. Do we know the amount of lane miles we can feasibly pave per year; since 100 is aspirational.

Answer 2. Paving 60 lane miles per year is feasible within the scope of the current City budget projections.

Question 3. For neighborhoods with higher averages what has attributed to that? Those with lower averages?

Answer 3. Typically, the lower averages in pavement conditions are in neighborhoods with a high number of major streets e.g. Madison Avenue, Glenway Avenue, Reading Road which include many underground utilities/utility cuts. The higher averages in pavement conditions are in neighborhoods with a low number of major streets and have more asphalt pavement surfaces which is better for preventative maintenance than concrete pavement surfaces.

Question 4. Is 65 PCI the annual average we want to maintain, or is it over a certain amount of years?

Answer 4. The PCI of 65 is the network average that DOTE wants to maintain.

Question 5. What neighborhoods are considered disadvantaged?

Answer 5. Villages of Roll Hill, Millvale, English Woods, Lower Price Hill, Queensgate, Winton Hills, South Fairmount, West End, East Westwood, Avondale, Roselawn, Corryville, Mt. Airy. East Price Hill, Walnut Hills, South Cumminsville, CUF, North Fairmount, Paddock Hills, Westwood, Spring Grove Village, Carthage, North Avondale, Bond Hill, Mt. Auburn, Evanston, West Price Hill, Sedamsville, Riverside, College Hill

Question 6. If 65 is the goal per neighborhood, will this mean looking at a new cycle?

Answer 6. The 65 PCI goal is not per neighborhood. It is the goal for the entire City.

Question 7. How will we leverage outside funding using J40, based on the partners listed?

Answer 7. If the external funding partners have scoring criteria that uses J40, the City should get points in this category.

Question 8. Regarding Attachment 2 of the Street Rehab Report and “Lane Miles counted from 1/1/2018 to 12/31/2023 are approximately 628.2.” Is 628.2 the total number of lane

miles rehabbed in the past six years? If so, does that mean on average we are hitting the “100 lane-mile” goal every year ( $628/6 = 104.6$ )?

Answer 8. Yes, 628.2 lane miles have been rehabbed over the past six years. Please see the breakdown below. After 2020, the cost of construction increased considerably and for the years of 2021, 2022, and 2023 DOTE has only averaged 64.4 lane miles across the City.

Year	Lane Miles
2018	203
2019	108
2020	117
2021	42
2022	94
2023	58

Attachments: #1 - Street Rehabilitation Funding Chart  
#2 - List of Streets Paved since 2018  
#3 - Pavement Condition Summary by Community

cc: John S. Brazina, Director, Transportation and Engineering