

**Charter Township of Canton
Board Proceedings – April 21, 2018**

A special study session meeting of the Board of Trustees of the Charter Township of Canton was held Saturday, April 21, 2018 at 1150 Canton Center S., Canton, Michigan. Supervisor Williams called the meeting to order at 10:30 a.m. and led the Pledge of Allegiance to the Flag.

Roll Call

Members Present: Anthony, Foster, Graham-Hudak, Siegrist, Slavens, Sneideman, Williams
Members Absent: None
Staff Present: Director Faas, Director Meier
Staff Absent: Director Hohenberger, Director Trumbull
Guest Present: James Kosteva – Chairman – Roads Task Force

Adoption of Agenda

Motion by Anthony, supported by Sneideman to approve the agenda as presented. Motion carried unanimously.

STUDY SESSION:

TOPIC 1: Continue Discussion of Roads Task Force Presentation

Director Faas gave an overview of what was presented at the Study Session on April 17, 2018. He reviewed the projected cost (just over \$4.4 million/year) of setting up a Roads Division if Canton Township became a city explaining the figures excludes overhead (higher level management), building utilities, and any other capital improvements. It does not include any heavy duty fixes on the roads.

Regarding PA51 funds/revenue, Director Faas presented an analysis of how the expenses would most likely be allocated if Canton was a city. Director Faas presented spreadsheets with calculation comparisons analyzing city vs township scenarios. Director Faas presented a map of potential roads Canton would have jurisdiction over if it were a city.

PUBLIC COMMENT: (27 Residents were in attendance)

- Tony Gramer, 186 Scarlet Drive, commented on contractor accountability for the materials used as well as the expected life of the pavement.
- Gary Hotycki, 47596 Ten Point Drive, commented on a statement made by Mayor Wilde of Westland regarding how difficult it is for cities to obtain funds from the state.
- Harjot Singh, 2449 E. Woodmont Drive, asked if the contractors be responsible for the quality of materials used for road repairs/construction. If Canton has control of the roads will they be able to set weight limits? Will a millage be temporary?
- Gary Smith, 43697 Swanmere Drive, commented on how the material content of pavement has changed throughout the years.
- Ron Letourneau, 6473 Marshall, (Task Force member) commended the board for setting up the Roads Task Force. Would like to explore becoming a city further.
- Darian Moore, 4022 Bruton, (Task Force member) supported the comments of Mr. Letourneau on investigating becoming a city.

- Charles Miller, 47074 Glastonbury, asked what guarantees we would have regarding getting all the PA51 money. He is against Canton becoming a city.
- Marc Rankin, 302 Savannah Drive, member of Savannah Point Association board with private roads. It is difficult to get a majority of the homeowners to vote to pay for road replacement/repairs. He is encouraged by the proposition of the township getting involved in roads.
- Mike Andro, 47937 Royal Pointe Drive, thanked the board for this initiative. He would rather have the primary roads fixed first, before we take on fixing the subdivision roads. These are the most serious roads.

Supervisor Williams commented on the benefits of the program initiated by Wayne County in 2016 that afforded the opportunity for subdivisions to utilize county funds, with their promise to contribute matching funds, to repair their roads. This program went from approximately \$3.5 million in 2016 to an offer this year of \$388,000 this year. A huge reduction if available funds. The township is investigating work on a local road that serves as more than local – similar to Hanford. There will be more information on this in the future.

Trustee Sneiderman questioned if the township becomes a city, what roads would we have jurisdiction over. Mr. Kosteva stated Canton would assume responsibility for “local” roads – the allocation of the primary roads would be totally negotiable. The map presented at the meeting is a “best guess” on the part of township staff. Roads not turned over, remain the responsibility of the County. Per Director Faas the roads turned over would be between 0 and 58.77 miles of roads in Canton. Once negotiations are completed, the results would be turned over to the MDOT for their approval as to whether this allocation is reasonable. Director Faas explained that there is a provision in the act that allows you to allocate funds for local roads only if you have met a long list of criteria. He has done extensive research, involving several very well qualified sources, prior to putting forth his spreadsheet analysis.

Director Faas recommended extensive research be done utilizing the “ELF” principal of evaluating the engineering aspects, legal aspects, and financial aspects prior to acting on the idea of promoting Canton becoming a city.

Treasurer Slavens asked if PA51 dollars could be used on local roads. Director Faas replied no, under Michigan Law, public funding cannot be used on private roads (about 30% of the subdivision type roads in Canton). Treasurer Slavens asked if an analysis had been done to establish the tax burden on the taxpayers of Canton. Director Faas replied not entirely, just analyzing the roads component.

Clerk Siegrist asked if the roads are now being built better than in the past. Director Faas explained design standards will work provided the weight limits are not exceeded. Maintaining the roads should be a priority. There has not been the money to keep the roads in good condition. Clerk Siegrist asked if PA51 funds are enough to maintain primary roads. Director Faas replied no. Every city that maintains their own roads have a millage to supplement the PA51 funds.

Clerk Siegrist verified that PA51 funds are primarily for road maintenance, not for reconstruction. Director Faas explained PA51 monies are primarily for road maintenance, a

community must prove they are using their funds for maintenance before they can put funds into road construction. Usage of PA51 funds is very complicated and there are restrictions on how these monies can be used.

Clerk Siegrist commented on how PA51 monies received, if Canton becomes a city, would need to be applied to the expenses of creating a “Roads” division. Historically, Wayne County has received about \$16 million to \$18 million federal dollars annually for roads, Canton has received between \$3 million and \$4 million annually for road repair. Canton is one of the 43 municipalities in Wayne County, so we are doing very well as far as a percentage of the money received by the County.

Trustee Anthony stated he truly feels it is time for Canton to do something, whether it is a millage increase, SAD’s, or other measures. He would like more focus on the local roads. Trustee Anthony asked if Canton would be involved in selection of contractors. Director Faas explained most of the repairs/reconstruction are contracted out. Only the day to day maintenance is handled locally. Regarding warranties, Faas explained that warranties drive up costs. Most municipalities follow the State of Michigan standards. Trustee Anthony asked what the life expectancy of a road is. Director Faas explained 20 – 25 years, was the expected useful life, however with maintenance, that can be significantly extended.

Trustee Graham-Hudak asked for an explanation of how the money (\$4.4 million) would be used. Director Faas explained the \$4.4 million is the estimated cost of creating/maintaining a roads division. This included regular road maintenance but not major repairs or reconstruction to roads. It also did not include any overhead costs, traditionally about 10% on the administrative side. Kosteva commented the \$4.4 million is the estimated cost of operating a roads division, but the Task Force would like to have this challenged/investigated further. Faas commented that there is a negotiation process that would take place with Wayne County regarding the roads responsibility.

Supervisor Williams gave a wrap up of the information covered and explained various tasks he has on his agenda regarding roads and the question of cityhood.

TOPCI 2: Reach Consensus of Roads Plan

Director Faas gave a general overview of how investments in projects could be handled. State Roads, County Primary Roads, and Local Roads funding were all addressed. Information was given as to various millage rates and how funds could potentially be handled. Director Faas presented spreadsheets with comparisons regarding these matters. He included subdivision resident participation in projects as well.

Regarding the Task Force’s recommendations:

1. Investments would be made in maintenance, rehabilitation, and repair projects balanced amongst 3 different categories of assets – State Roads, County Primary Roads, and Local Subdivision Roads.
2. Funding for this would be derived from a dedicated Roads Millage to be levied over a 10 year period should the voters agree to do so at an upcoming election.

3. There would be a provision for the property owners in subdivisions that participated in the 2016 County Road Assistance Program where repairs have already been made to their neighborhood subdivision roads and the one remaining subdivision that has a SAD – Lexington Square for preventative maintenance as well as any additional repairs needed to their streets.
4. Address the desire to dedicate some of the monies for improvements to Ford Road.
5. Address the need to have a mix of projects: small, medium, and large scale projects.

Director Faas presented a spreadsheet with millage rate comparisons and various percentages dedicated to each type of project. Each option also allowed for redirection of funds if the need arises.

Director Faas presented a spreadsheet with city options along with a spreadsheet with options for local roads.

A committee would also be assigned for evaluation of local roads.

Faas included pathways and sidewalks as a small percentage of these funds.

Supervisor Williams summed up the session with several decisions to be made.

- Do they want a millage
- How large would the millage be
- How would the monies be directed

Faas presented a spreadsheet with examples of what a 1.45 millage would cost the taxpayers.

Treasurer Slavens commented any millage would have to be something our taxpayers could afford.

Trustee Sneideman asked if paving dirt roads could be included in these calculations.

Copies of the presentations from this meeting as well as the PowerPoint from the April 17, 2018 meeting are available through the Clerk's Office by contacting the secretary during regular business hours: 8:30 a.m. – 4:30 p.m. Monday through Friday 734-394-5120.

The board will work to compile a Request for Board Action for the next meeting with a consensus of how they would like to proceed.

OTHER: None

ADJOURN: Motion by Anthony, supported by Sneideman to adjourn at 12:06 p.m. Motion carried unanimously.

Michael A. Siegrist, Clerk

Pat Williams, Supervisor