

# Canton Roads

## 2017 Study Session

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# Road Funding Topics

- Who owns what?
- How have roads been funded in the past and how are roads funded today?
- Prioritization Methods
- Canton's Challenges
- Canton Roads Advisory Task Force

# Road Jurisdiction within Canton

- Approximately 410 miles of road
  - 5.4% owned by the State of Michigan
  - 65.1% owned by Wayne County
  - 29.5% owned by private Homeowner Associations (HOAs)
  - Canton is a Charter Township, by State Law Townships do not own roads
  - This is one of the key differences between a City and a Township

# Road Jurisdiction within Canton

- State Highways

- I-275, M-153 (Ford Road) and US-12 (Michigan Avenue)
- Road projects are determined by MDOT
- Road & Bridge projects are determined by MDOT in 5 Year Plan and annual maintenance programs

# Road Jurisdiction within Canton

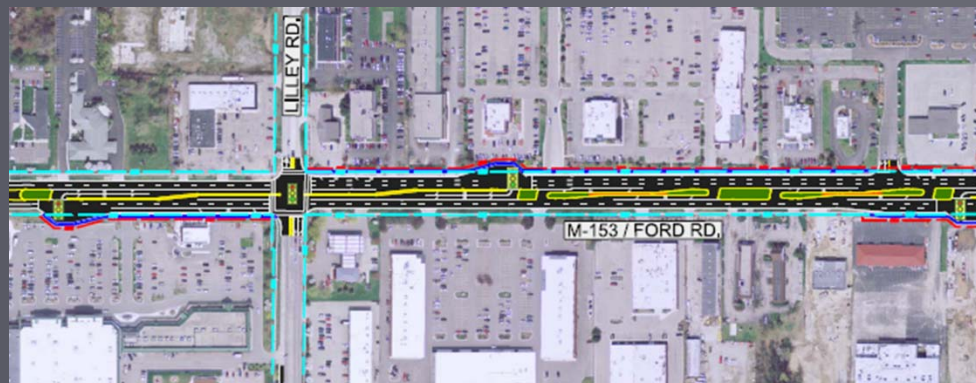
- Canton occasionally participates in State road projects
- Example: 2015 Ford/I-275 interchange operational improvements, Canton paid for portions of the pedestrian access paths under I-275

# Road Jurisdiction within Canton

- Ford Road (M-153) Plans
  - In 2013 Canton, Wayne County, MDOT, SEMCOG and the Federal Highway Administration (FHWA) completed a traffic & environmental engineering study of the Ford Road Corridor from I-275 to Canton Center Road
  - The study resulted in a “path forward” to address the traffic problems along this busy commercial corridor.

# Road Jurisdiction within Canton

- Traffic & Environmental Study in 2013
  - Addresses Operation & Safety Issues
  - Minimize Impacts to Businesses During Construction
  - Boulevard – Preferred Alternative between I-275 and Canton Center Road



# Road Jurisdiction within Canton

- Ford Road (M-153) Plans
  - The Boulevard plan was developed and Canton has applied for funding through the Federal “TIGER” grant program, with an estimated cost of \$40,850,000
  - Although unsuccessful with recent grant applications, the Boulevard plan was projected to result in a 35% reduction in crashes and an 8-9 year Return on Investment in crash savings



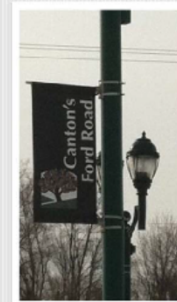
# Road Jurisdiction within Canton

- Partner with Wayne County & the DDA
- 4 public meetings in 2012 and 2013

M-153 (Ford Road)  
at I-275 Area  
Traffic and  
Environmental Study

## What We Heard – Meeting #2

- Alternative 1 – No-Build  
*"Unacceptable, something needs to be done"*
- Alternative 2 – Operational Improvements  
*"Too short-term a fix, would offer immediate relief"*
- Alternative 3 – Boulevards  
*"Better access to businesses, restricted lefts = safer travel"*
- Alternative 4 – WWTIP Study  
*"Complicated ramp movements, too expensive"*
- Alternative 5 – New Interchanges  
*"Far too costly with major right-of-way impacts"*



# Road Jurisdiction within Canton

- Wayne County primary roads
- Owned by Wayne County
  - “Mile Roads”, some “half-mile Roads”
  - Reconstruction and other major projects on County primary roads are generally funded through Federal and State gas-tax funds paid to Wayne County

# Road Jurisdiction within Canton

- Wayne County primary roads (cont.)
  - Canton participates in some projects on Wayne County primary roads
  - Examples:
    - Sheldon Center reconstruction, 2015
    - Canton Center reconstruction, 2011
  - Other Sources of Funds
    - Lotz Road paving in 2016 was funded by State General Fund monies (Roads Risk & Reserve Fund)

# Road Jurisdiction within Canton

- Wayne County-Juris, local roads
- Owned by Wayne County
  - Some “half-mile” roads, subdivision roads
  - Maintenance for County local roads are generally funded through State gas-tax funds paid to Wayne County
  - Based on complaints, repairs of County local roads are sometimes funded by State gas-tax funds paid to Wayne County

# Road Jurisdiction within Canton

- Wayne County-Juris, local roads (cont.)
- Wayne County DPS website states:

“Wayne County also maintains township residential streets year-round, but it is not responsible for making major improvement since the county did not build them. Residential streets are built by developers and paid for by homeowners as part of the cost of their home. Therefore, the cost of paving or resurfacing generally is borne by the property owners, usually in the form of a special assessment district.”

# Road Jurisdiction within Canton

- Wayne County-Juris, local roads (cont.)
- Major repairs and reconstruction can be undertaken by HOAs:
  - Funded through a Special Assessment District (SAD)
  - Funded through self-assessment by HOAs
  - Examples: 2015 Lexington Square SAD, approximately \$550,000 in repairs funded by the residents through a Township approved SAD

# Road Jurisdiction within Canton

- Private Roads
- Owned by Condominium Associations
  - Examples:
    - Cherry Hill Pointe HOA (multi-family condos)
    - Hampton Ridge South HOA (single-family site condominiums)
    - Cherry Hill Village HOA (mixture of single-family & multi-family site condominiums)

# Road Jurisdiction within Canton

- Private Roads (cont.)
- Since 2004, new construction of private roads is overseen by Canton Township Engineering Services.
- Reconstruction, maintenance and other projects are self-funded by HOAs
  - Funded through a Special Assessment District (SAD)
  - Funded through self-assessment by HOAs



# Road Funding Sources

- Federal gas tax (18.4 cents/gas gallon plus 24.4 cents/diesel gallon )
- State gas tax (26.3 cents/gallon)
- Private funds
- No property tax money goes to roads, except when Canton Township Board directs general fund monies to road projects

# Road Funding – Federal

- Federal Programs

- Funds major improvements, that is, bridge replacements, road reconstructions, road widening and resurfacing
- Federal Fuel tax: 18.4 cents/gas gallon plus 24.4 cents/diesel gallon is revenue source
  - MDOT gets 75%
  - Counties, Cities and Villages get 25%

# Road Funding – Federal

- Federal funds cannot be used for maintenance and repair work
- Federal funds cannot be used for routine maintenance or operations such as mowing lawn. It can be used for capital preventative maintenance like chip seals that extend the life of the asset

# Road Funding – Federal

- Federal Funds - Fixing America's Surface **Transportation** Act (FAST), 2015
  - Transportation Economic Development Funds – Congestion (TEDF-C)
  - Transportation Alternative Program (TAP) Grant
  - Surface Transportation Block Grant (STBG)
  - Highway Safety Improvement Program (HSIP)
  - Congestion Mitigation and Air Quality (CMAQ)
- SEMCOG coordinates priorities via County-run Federal Aid Committees (FAC)

# Road Funding – Federal

- Use of FAC funds include a 20% match by the “locals” with 80% of funds provided through the Federal gas tax
- List of Federal-aid eligible projects maintained/overseen by SEMCOG and Wayne County (limited to primary roads)
- Participation by all Wayne County communities (Excluding Detroit who has their own FAC)

# Road Funding - State

- State of Michigan – Public Act 51
  - Establishes jurisdictional road networks
  - Funds the Michigan Transportation Fund (MTF) which distributes the money per formula

# Road Funding - State

- Mix of revenue sources
  - MTF revenue (beginning January 1, 2017)
    - 26.3 cent/gallon state gas tax
    - 26.3 cent/gallon state diesel fuel tax
    - Motor vehicle title and registration fees, increase by 20% for cars and light trucks
    - starting in 2022 ,annual CPI adjustment on fuel tax - capped at 5% per year

# Road Funding - State

- Act 51 funds are used for maintenance and repair of roads:
  - 39.1% to MDOT (I-, US- and MI- routes)
  - 39.1% to Counties
  - 21.8% to Cities and Villages
- Act 51 funds can also be used for the 20% match on Federally funded projects



# Road Funding - State

- Due to the phase in of gas tax and phase out of general fund transfers, full increase of gas tax will not be felt until 2020.
- FY 2018 budget is about 2.25 billion, \$880 million for MDOT, \$880 million for county road commissions and \$491 million to cities and villages

# Future Funding Options

- Legislative Alternative to increase the MTF
  - Increasing pressure by public and business to improve roads
  - Most additional funding alternatives include
    - Tax or fee increases
    - Revenue shifts/other non tax alternatives

# Road Funding – Canton Township

- Canton has participated in Federal Aid projects with Wayne County and MDOT over the past 30 years
- Canton has paid the 20% local match on many Wayne County FAC projects over the past 30 years
  - Sheldon Center reconstruction, 2015
  - Canton paid \$1.5 million including 20% match and other improvements not included in the FAC project

# Road Funding – Canton Township

- Annual Road Maintenance Program (2006 – 2009)
  - Canton committed approximately \$1 million each year to selected projects on the primary roads
  - Examples:
    - 2009, rehabilitation & overlay of Lilley Road, Ford to Palmer
    - 2008, rehabilitation of Morton-Taylor, north of Warren and Sheldon, Ford to Cherry Hill

# Road Funding – Canton Township

- Annual Road Maintenance Program (2006 – 2009)
  - Canton ended this program during the recession

# Road Funding – Canton Township

- Intersection Audit Committee (IAC)
- IAC created by Township Board in October 2004
- To establish and prioritize intersection safety improvements
- 34 intersections chosen to receive improvements over a 10 year period
- Also ended in 2009

# Road Funding – Canton Township

- 2009 was last year of the program. Program cancelled during recession
- Cherry Hill @ Lilley
- Cherry Hill @ Haggerty
- Cherry Hill @ Canton Center
- Saltz @ Lilley
- Estimated total cost: \$1,350,000

# Private Funding

- Developer-funded projects on public roads
- 2016 - Grandview Estates, \$250,000 contribution by Pulte for Denton @ Geddes improvements project was completed with the planned Wayne County signalization
- Mechanism: Wayne County and Canton required traffic analysis of proposed site. Traffic impact analysis by the developer required improvements along Denton and at Denton @ Geddes intersection



# Private Funding

- 2015 - Westridge, \$200,000 (approx.) of improvements by Toll Brothers to Ford/Ridge Intersection and widening of Ridge
- Mechanism: Wayne County, MDOT and Canton required traffic analysis of proposed site. Traffic impact analysis by developer required improvements along Ridge at entrance and at Ford/Ridge intersection including extending NB Ridge left-turn lane

# Private Funding

- 2005/2006, IKEA Store. Approximately \$2.7 million of improvements including addition of a new lane on WB Ford Road, and expansion of I-275/Ford off-ramps.
- Mechanism: Wayne County, MDOT and Canton required traffic impact analysis of proposed site. Traffic analysis required Ford and I-275 ramp improvements.

# Private Funding

- When can Canton or other agencies require improvements from developers?
- During a Site Plan review if certain thresholds are met:
  - If over 1,000 trips per day are generated by a development, Canton can mandate paving of unpaved roads with certain conditions.

# Private Funding

- Wayne County and/or MDOT also have requirements and standards that must be met that can require road improvements
- Industrial sites, Canton can request traffic impact analysis to assess impacts
- Planned Development District (PDD) sites, due to nature of PDDs, allow negotiation between the developer and Canton, agreements can be made on road improvements

# Private Funding

- Contract Special Assessment Districts (SADs)
  - Example: Circa 2005, Saltz Road paving project, Canton Center to Ridge (2 mile gravel road paved, +/- \$4 million project)
  - Project was funded based on an SAD agreement by several developers along Saltz Road (Pulte, Lewiston, Livonia Builders). Funds provided to Canton who oversaw project.

# Private Funding

- Traditional Special Assessment Districts (SADs)
- Typically driven by Homeowner Associations and property owners
- Residents/Property owners pay
  - Copper Creek Condominium, 2008
  - Wethersfield Condominium, 2015
  - Lexington Square Subdivision, 2015

# Private Funding

- SAD costs are highly variable based on engineering evaluation of the roads in question
- Based on the recent SADs completed in Canton, typical per-lot costs range from:
  - \$5,000 - \$8,000 per lot for Asphalt
  - \$8,000 - \$10,000 per lot for Concrete

# Major Streets and Intersections

- Example Canton Center: \$4.3 million for 1.36 miles of road
  - Averages out to \$3.16 million / mile
- Intersection improvements average \$500,000 each (or more)



# Prioritization

- MDOT and Wayne County Federal Aid Committee (FAC) use PASER ratings to evaluate pavement conditions
- TAMC requires that all road agencies use PASER to assess federal aid eligible roads for consistency

# Prioritization

## ■ What is PASER?

- PAvement Surface Evaluation Rating
- Developed by University of Wisconsin - Madison
- Windshield road rating system of pavement condition
- Based on a scale of 1 (worst) to 10 (best)
- Considers the type and number of visual defects in the road surface

# Prioritization

- How is PASER used?
  - PASER ratings are not too complicated, but ensuring a consistent rating community-wide is very important
  - Big cost is associated with the evaluation and recommendations on repairs & the ranking of the priorities community-wide (i.e. your road before my road analysis)

# Canton's Challenges

- Big Picture: Roads in Canton are bad
- Costs to repair (not replace) the bad roads is very high
- Wayne County is financially constrained, and likely will be for a long time
- Residents will have to fund the solution to this problem

# Canton's Challenges

- Future improvement priorities must include all major mile roads (County primary roads) and local roads (County juris, local roads) in order to obtain buy-in of those residents who live on private roads
- Quality Roads => Quality of Life

# Canton's Challenges

- Some gravel roads (Ridge, Warren, Barr, Mott, Lotz) serve as minor collectors to support the major mile roads
- Canton will have to put funds into Ford Road in order for MDOT to move the Boulevard plan up on the priority list
- DDA option to participate in Ford Road Boulevard plan

# Canton's Challenges

- Sources of funds for Canton Township
  - Allocate funds from general fund budget
  - Increase in millage (under Act 51)
    - By vote of the Township Board increase the millage by 3 mills for roads
    - By vote of the residents increase the millage an additional 3 mills for roads

# Canton's Challenges

- Example of a Road Millage
  - Millage increase of 1.0 mill results in approximately \$3.5 million each year
  - Desire of the Township Board:
    - Fund primary road improvements (participate with Wayne County)
    - Fund local subdivision road improvements (participate with Wayne County)
    - Fund State road widenings



# Canton's Challenges

- Conundrum of having 29.5% private roads:
  - Could a millage increase be used to fund projects on private roads?
  - No, it cannot

# Canton's Challenges

- City option

- Becoming a city would convert Canton into a road agency and we would obtain Act 51 funds, but we would not gain jurisdiction over the primary roads, only the local/subdivision roads
- Becoming a city would require significant revenue increases to even get close to current WC maintenance resulting in a mandatory millage increase

# Canton's Challenges

- Bloomfield Township option:
  - Under Act 51 a Township can commit a certain amount of funds and become eligible to receive some Act 51 funds under a delegation agreement with the County
  - Only Township in the State that has done this

# Canton Roads Advisory Task Force

- Created on July 25, 2017 by the Canton Township Board
- Jim Kosteva will introduce the members in attendance!

# Canton Roads Advisory Task Force

- Goals of the Task Force (Tentative)
- What options exist for Canton to have a more meaningful impact on improving the roads in the Township?

# Canton Roads Advisory Task Force

- What role might the Township play in improving roads in each of the following categories:
  - State highways
  - County major roads and arterials
  - Subdivision streets
  - Private roads, including condominiums

# Canton Roads Advisory Task Force

- How might the Township accelerate improvements that would reduce congestion on Ford Road?
- Are there transit options that might serve resident interests and reduce individual vehicular traffic?

# Canton Roads Advisory Task Force

- What actions might Canton Township consider that would best prepare the community for advancing technologies such as autonomous vehicles and connected roadways.



# Questions