

Canton Roads Task Force

April 17, 2018

Presented by:

Jim Kosteva, Resident/Chairperson

Roads Task Force charge

- On July 25, 2017 the Township Board approved the creation of a roads task force to.....

“determine the extent of the infrastructure gap, identify alternative methods of funding, and include a detailed roads assessment or long-range plan in a final recommendation”

Road Jurisdiction in Canton

- Approximately 410 miles of road:
 - 5.4% owned by the State of Michigan
 - 65.1% owned by Wayne County (266.77 miles)
 - 29.5% owned by private Homeowner Associations (HOAs)
- Canton is a Charter Township, by State Law Townships do not own roads

Roads Task Force Members

Jim Kosteva, Chair

Sommer Foster, Trustee Liaison

Mark Horvath

Cindy Lucke

Tom Casari

Ron LeToruneau

Bob Parker

Ron Jackson

Dhaval Vaishnav

Bart Patterson

Jim Leddy

Darian Moore

Doug Adams

Joe Barone

Kurt Tyszkiewicz

John Spencer

Syed Arif

Maria Jordan

Rich Felcher

Tamara Brown

Minesh Patel

Michael Laubernds

Tejkiran Singh

Wayne County Roads in Canton

- 266.77 miles in total
- 58.77 miles are Primary Roads
- 208 miles are Local Roads
 - mostly subdivision roads
 - mostly paved (22 miles of gravel roads)

Canton Community

Road Jurisdiction Map

1:13,200
1 Inch = 1,100 feet



- Map Legend**
- Facilities**
- Type**
- School
 - Medical
 - Police
 - Fire
 - Municipal
- Street Centerlines**
- Jurisdiction**
- County
 - Private
 - State/Federal
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 - Section Lines
 - Township Boundary

Roadway Statistics:

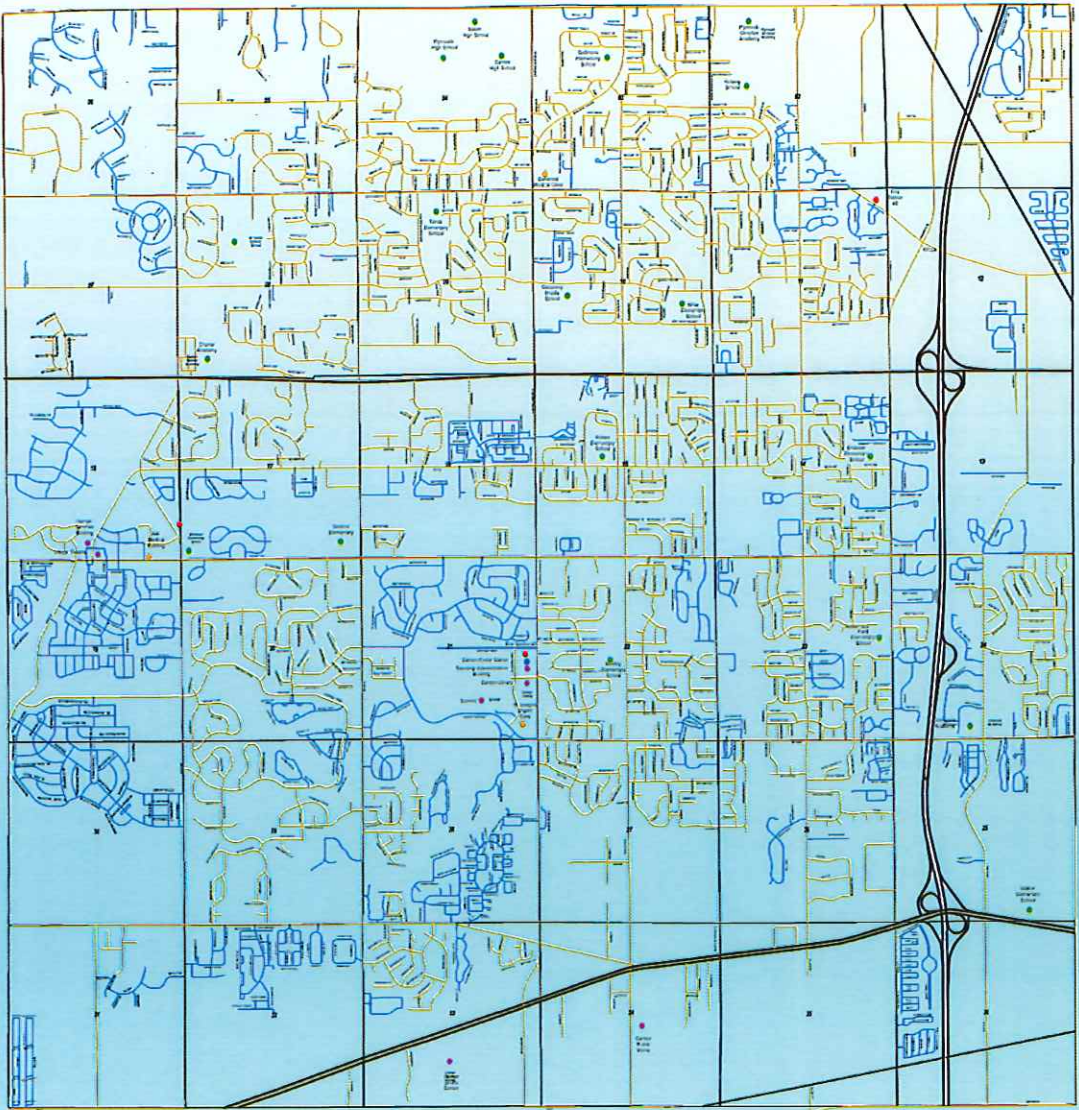
County	299.50 mi. / 62.55%
Private	111.52 mi. / 23.31%
State	33.79 mi. / 8.14%
Total	414.82 mi. / 100%

Notes

This map was prepared as a non-governmental representation of the data available to the Canton Community. It is not intended to be used as a legal document or as a substitute for professional engineering or architectural services. The user assumes all liability for any use of this map.

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Wayne County – ownership - local subdivision streets

Wayne County is responsible for maintenance and construction on all primary roads [so-called "mile roads"] in townships.....

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.” (emphasis added)

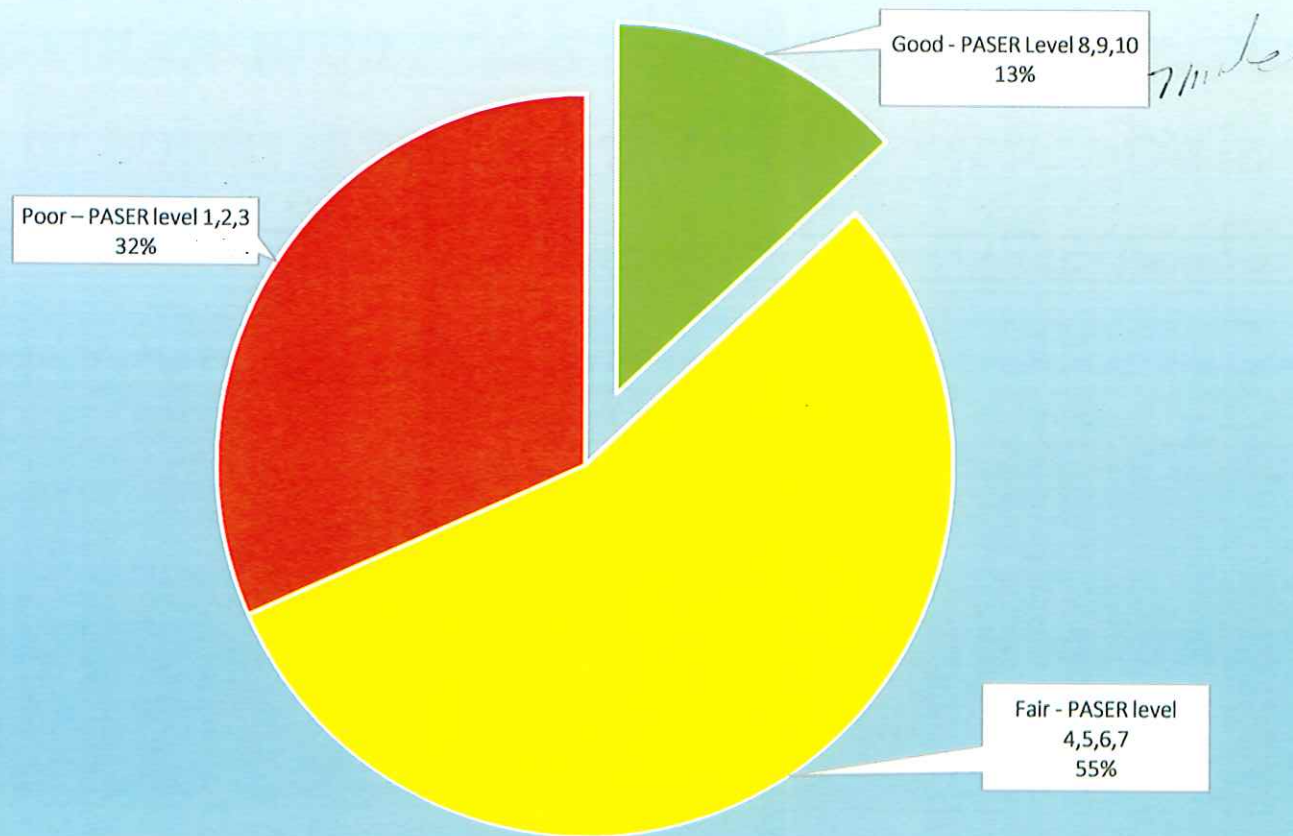
(<https://www.waynecounty.com/departments/publicservices/roads/township-road-maintenance.aspx>)

PASER Condition Evaluations

What is PASER?

- *PAverment 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*

Primary Road Conditions Ratings



Good Data Needed - Local Roads

- Pressing need for a PASER condition rating study of all 208 miles of local roads in the Township
- \$50,000 study is budgeted by Municipal Services in 2018

Wayne County Road Revenue

- Ability to obtain complete figures from the County has been disappointing and very limited.
- In the current fiscal year, Wayne County will receive approximately \$7.32 million in PA 51 revenue based upon the 2010 population of Canton and the number of miles of roadway.

Wayne County Road Expenditures

- Township staff and the Task Force estimate that Wayne County expenditures on road improvements within Canton Township have averaged about \$2 million over the last 10 years, plus an estimated \$1.2 million for maintenance, for an average annual expenditure of \$3.2 million.
- A differential of about \$4 million a year.

Wayne County Revenue - Impact



Local Roads – Quality Objective

- To have 208 miles of local public roads improved and maintained at a PAsER Level 7, or better, would cost approximately \$60 million (including a 20% contingency) plus \$3.3 million annually for maintenance.
- Total cost would be ~\$9.3 million/year over a 10 year period.

Primary Roads – Quality Objective

- To have 58.77 miles of primary public roads improved and maintained at a PASER Level 8, or better, would cost approximately \$120 million (including a 20% contingency) plus \$1.7 million annually for maintenance.
- Total cost would be ~\$13.7 million/year over a 10 year period.

Funding Considerations

- The Township Board is empowered to:
 - a) Levy up to 3 mills under PA 51 for maintenance or improvement of County Roads within the Township, without submitting the question to electors. Three (3) additional mills could be approved by voters.

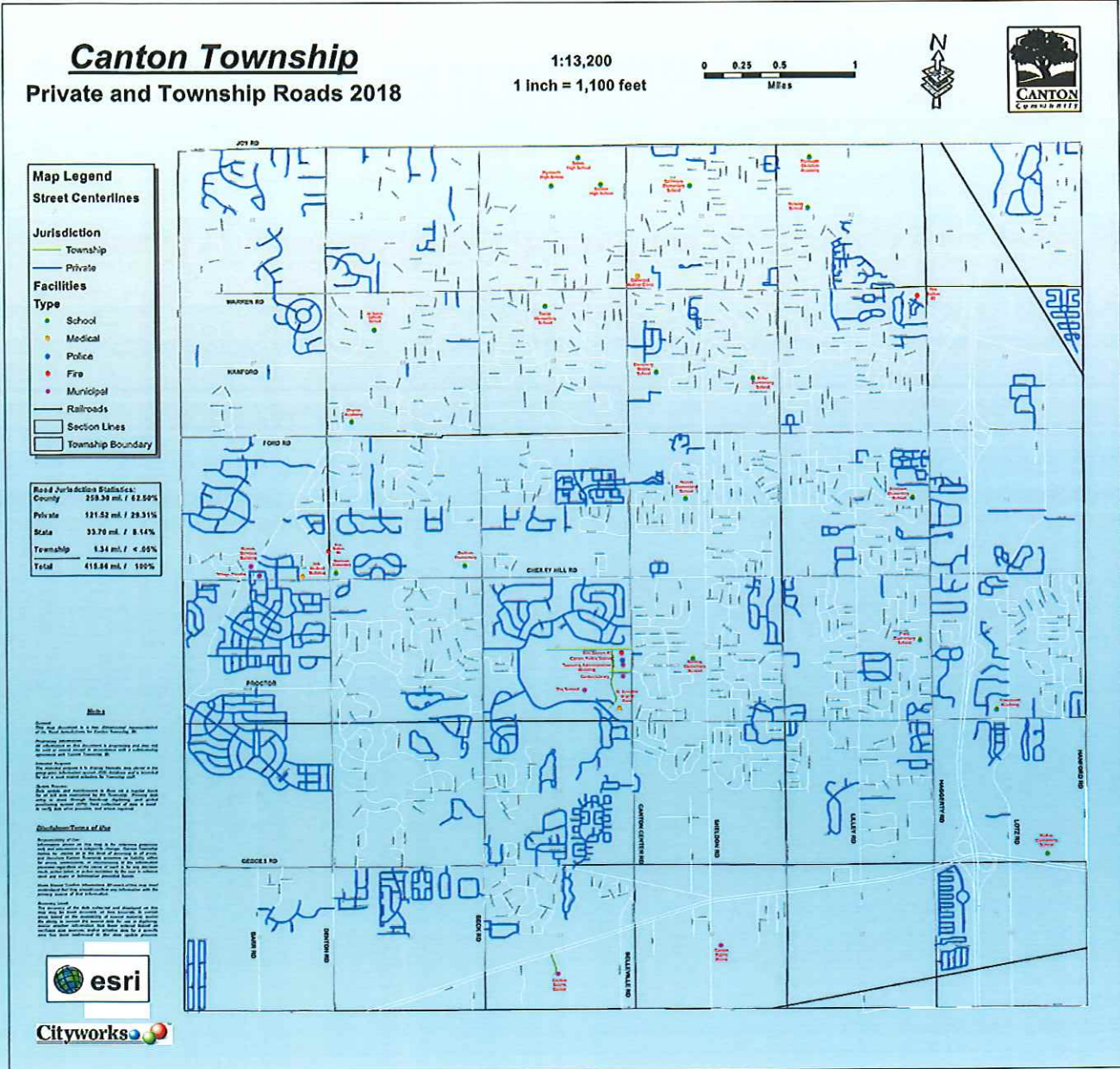
Funding Considerations

b) Levy up to 2.4196 mills under current general government operating without exceeding the Headlee Maximum.

Funding Considerations

c) Under declaration procedures outlined in statute, could seek to establish a Special Assessment District (SAD) that covers only a portion of the community (e.g. excluding those properties located on private roads).

Private Roads in Canton



Funding Considerations

d) There does not appear to be a statutory prohibition on placing more than one SAD on a parcel; however, each must separately meet the statutory requirement to demonstrate a corresponding benefit.

Funding Considerations

e) Changes to state law enable townships to impose special assessment district payments in installments, with the net effect being the assessment is akin to an annual tax rather than a total lien that is due upon sale.

Funding Considerations

f) The Township could enter into negotiations with Wayne County and seek to obtain a portion, of the funds received by the County under the Local streets portion of the PA 51. (similar to Bloomfield Twp.) Note, under PA 51 this revenue is limited to 75% of the PA 51 revenues provided to the County.

City Option Consideration

- Township staff has estimated that if the community were to become a city and directly receive PA 51 revenues, the amount is estimated to be \$7.6 million in FY 2020 under the legislation adopted in 2015 as fully funded.
- MDOT projections indicate that amount could approach \$8.3 million.

City Option – Roads Division

- Township staff has estimated that the cost to establish and staff a Roads Division capable of providing full service to a network of municipally owned roadways would be approximately \$4.4 million annually.

City Option – Roads Division

- \$4.4 million annual cost includes debt service on the construction of a new building facility, plus the loan to purchase equipment.
- This estimate is based on a model where the employees of the Roads Division are “City of Canton” employees and all assets required for the Roads Division are owned by the City of Canton.

City Option – Roads Division

- Methods for reducing this cost were not provided, so the Task Force was not able to assess the feasibility of these potential cost reduction options. These could include:
 - shared services with other municipalities
 - contracted services for all, or part, of the required services
 - restructuring the services provided by a City (within legal boundaries), such as continuing to have HOAs perform snow removal
 - others

Roads Task Force

Recommendations - preface

- It should be understood that a number of Roads Task Force (TF) members strongly believed that the role of the TF should be limited to offering information, findings, data and estimates that would assist the Township Board address the questions surrounding what Canton is able to do in addressing road conditions in the community.

Roads Task Force

Recommendations - preface

- Thus on a number of policy related tabulations, these members indicated that it was a decision responsibility of the Township Board.
- It is also important to note that while there were 22 official appointees to the Roads Task Force, only 12 members actively participated in any tabulation of the opinionated views.

Roads Task Force consensus Recommendation

1. OWNERSHIP PRINCIPLE

- *In the interest of first principles, it is the recommendation of this Roads Task Force that the Canton community take ownership of their roads. Embracing this would form the foundation from which a long-term program for restoration and maintenance of our roads would be developed.*

Roads Task Force consensus Recommendation

2. PASER RATINGS

- *The Roads Task Force recommends that the Township Board support a full PASER evaluation of roads in the Canton community this year, and every two years hereafter.*

Roads Task Force consensus Recommendation

3. TRAFFIC COUNTS

- *The Roads Task Force recommends that traffic counts be incorporated into any prioritization model used to determine which roadways warrant repair.*

Roads Task Force consensus Recommendation

4. STANDING COMMITTEE

- *The Roads Task Force recommends that an ongoing citizen standing committee on roads be established by the Township Board to annually assess road conditions in the community as well as; review, advise and recommend to the Board and staff, policies, and ideas that would advance the quality of roads in the community while pursuing the most efficient means to implement and execute the responsibilities associated with said roads.*

Roads Task Force consensus Recommendation

5. ROADS DIVISION

- *The Roads Task Force recommends that concurrent with the required steps to place the question of changing the form of government before voters, the Township Board should commission an independent analysis employing best practice methodologies to determine the most cost efficient way to deliver the services required of a city to support its roads.*

Roads Task Force majority Recommendation



6. FORM OF GOVERNMENT

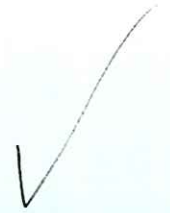
- *The majority of Roads Task Force members who participated in the opinionated tabulations supported a recommendation that the Canton Township Board embark upon an unbiased citizen education process and undertake the steps required to place before the voters of the community the question of whether or not Canton should become a city.*

Roads Task Force majority Recommendation

7. MILLAGE LEVEL

- *It is acknowledged by the Roads Task Force that the funds necessary to achieve the PASER level objectives earlier established will not be satisfied by PA 51 funds alone.*
- *The majority of Roads Task Force members who participated in the opinionated tabulations supported a recommendation that the Township Board should decide what millage level if any, should be placed before voters for the sole purpose of providing road repairs and maintenance in Canton.*

Roads Task Force majority Recommendation



8. PUBLIC SUBDIVISION ROADS

- The majority of Roads Task Force members who participated in the opinionated tabulations supported a recommendation that the Township Board should decide the approach to be pursued in raising any additional required funding to support the improvements and maintenance of local public subdivision roads after all other available options have been exhausted.

Roads Task Force mixed Recommendation

9. SUBDIVISION PARTICIPATION

- *The Roads Task Force members who participated in the opinionated tabulations expressed mixed views as to percentage of funding participation any individual given subdivision would need to contribute toward improvements within their own respective subdivision.*

Level 0

Goals
All county primary roads at PASER 8 or better within 10 years
All local roads at PASER 7 or better with 10 years

Principle
Local control of roads provides the highest degree of accountability for maintaining the community's roads

Level 1



Level 2



Level 3




Road Improvement Decision Tree

- Level 0
 - Contains the highest level goals and principle for decision making
- Level 1 – Form of Government
 - The initial decision to be made, impacting all other decisions in the tree
 - Form of Government – Township or City
- Level 2 – Execution of the Level 1 Decision
 - Decisions to be made related to the execution of the decision regarding form of government
- Level 3 – Funding Mechanisms to Support the Goals
 - Decisions to be made regarding the combination of funding mechanisms to support the Level 0 goals. The funding mechanisms and amounts are a function of the decisions made in Level 1 and Level 2

Ownership choice

DATE 2019 - 2028

PAY TO THE
ORDER OF **Canton Roads** \$ **\$75M-\$85M**

seventy-five to eighty-five million DOLLARS  SECURITY FEATURES INCLUDED

MEMO _____ *Act 51* _____

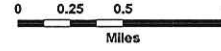
AUTHORIZED SIGNATURE

Questions

Canton Township

Road Jurisdictions 2018

1:13,200
1 inch = 1,100 feet



Map Legend

Street Centerlines

Jurisdiction

- County
- Township
- Private
- State/Federal

Facilities

Type

- School
- Medical
- Police
- Fire
- Municipal

- Railroads
- Section Lines
- Township Boundary

Road Jurisdiction Statistics:

County	269.30 mi. / 62.50%
Private	121.82 mi. / 29.31%
State	33.70 mi. / 8.14%
Township	1.34 mi. / <.05%
Total	415.86 mi. / 100%

Notes

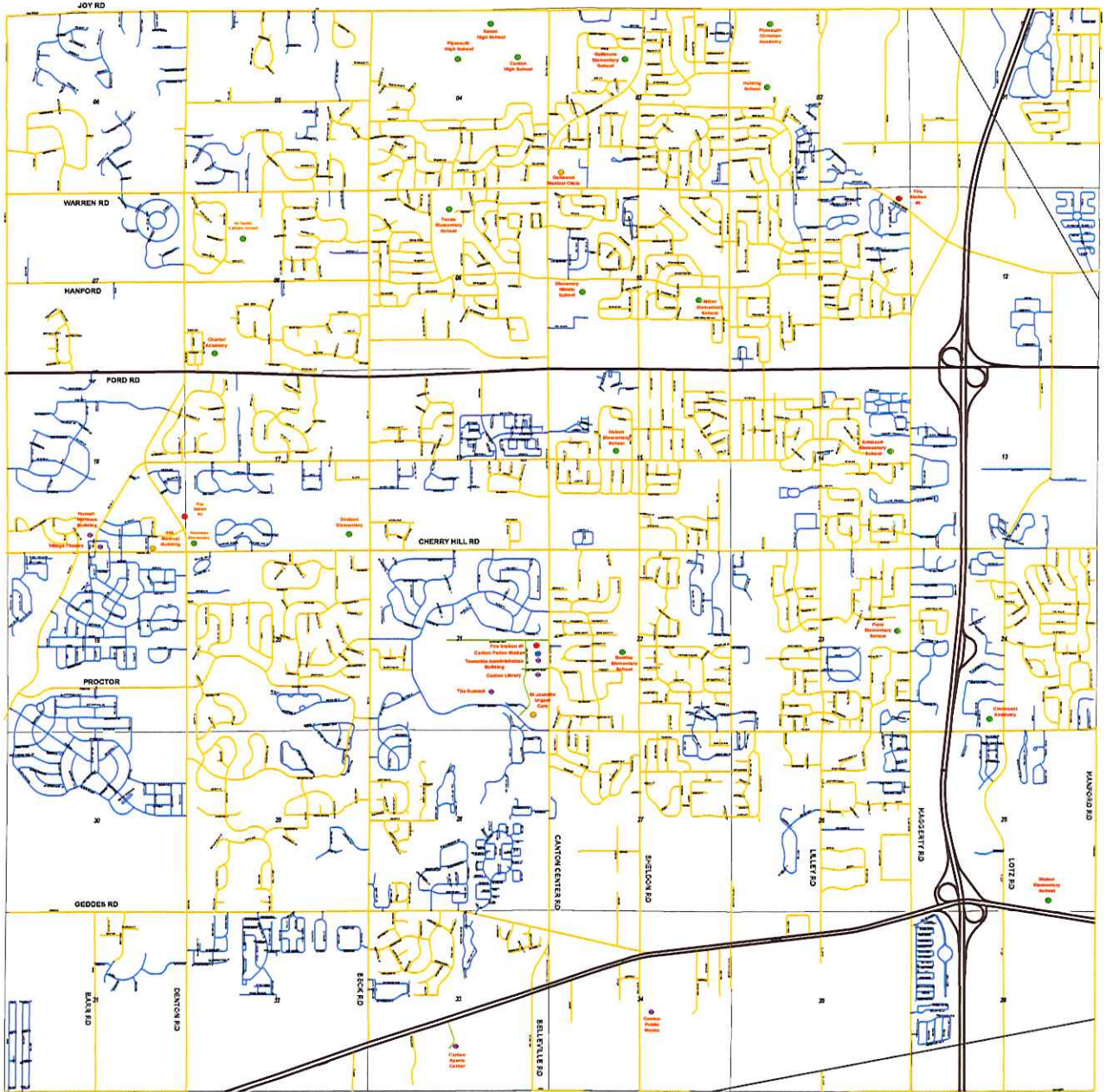
Historical
This map is derived from a GIS information system of the Road Jurisdictions for Canton Township, MI.

Proprietary Information
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Disclaimer
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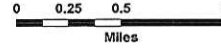
Accuracy Level
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Canton Township

County and State Roads 2018

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Map Legend

Street Centerlines

Jurisdiction

County
State/Federal

Facilities

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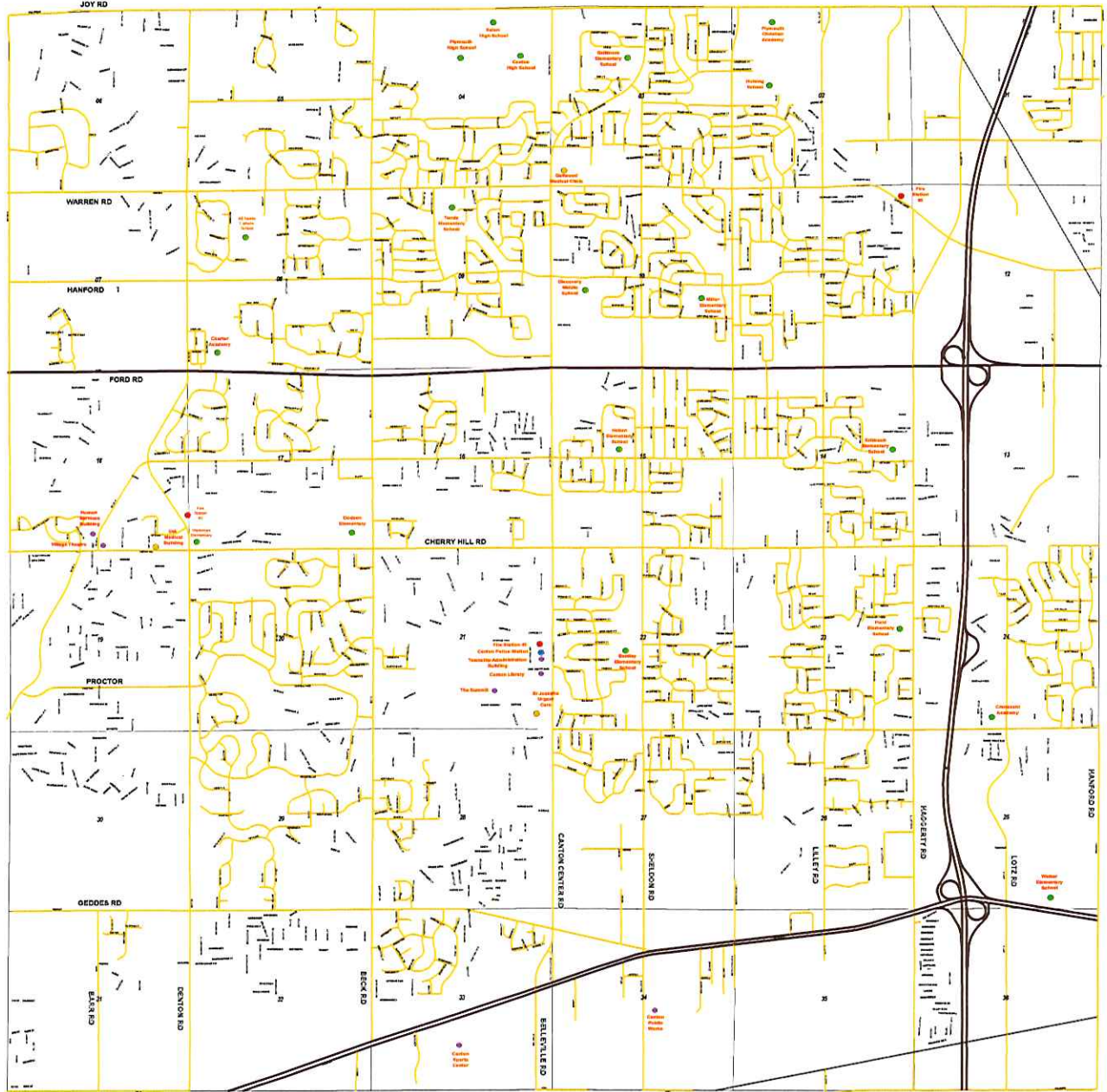
NOTES

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Responsibility of User

Accuracy

Copyright

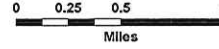


Canton Township

Private and Township Roads 2018

1:13,200

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Map Legend

Street Centerlines

Jurisdiction

- Township
- Private

Facilities

Type

- School
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