

Canton Roads Task Force Recommendations & Board Action

Below is the list of nine (9) recommendations made by the Roads Task Force to the Board of Trustees on April 17, 2018 and the action taken by the Board on each recommendation shown in the boxed-text.

1. Ownership principle

In the interest of first principles, it is the recommendation of this Roads Task Force that the Canton Township 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.

The Township Board has **deferred action** on this recommendation, pending a presentation at a study session later this year by the Michigan Municipal League and Michigan Townships Association on the pros and cons of becoming a City. In order to take ownership of the roads in the Township, the Township would need to become a City.

2. PASER evaluations

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

The Township Board **concurs** with this recommendation and contracted with Spalding DeDecker Associates (SDA) to perform the PASER evaluation. This work was completed in late May 2018 and is posted on the roads millage information website.

3. Traffic Counts

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

The Township Board **concurs** with this recommendation and traffic counts will be used to prioritize the improvements along the County major roads should the August millage proposal pass.

4. Standing committee

The Road Task Force recommends that an ongoing citizen standing committee on roads be established by the Canton 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.

The Township Board **concurs in-part** with this recommendation and will form a three (3) member advisory committee, supported by Township staff, to oversee the progress towards the 20 year strategic targets listed below:

State Roads	15% allocation
County Major Roads	55% allocation
County Local Roads	30% allocation

This advisory committee will not vote on projects or road rehabilitation & repair methods, simply serve to ensure the intent of the program is achieved over the duration of the millage.

5. Road Division

The Roads Task Force recommends that concurrent with the required steps to place the question of changing the form of government, the Canton 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.

The Township Board **concurs** with this recommendation should the Township Board agree to pursue becoming a City. A multi-disciplinary team of professionals will work with staff on recommendations with respect to service delivery options.

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 Township should become a city. In becoming a City, the community of Canton will receive annual funds directly through Act 51.

The Township Board has **deferred action** on this recommendation, pending a presentation at a study session later this year by the Michigan Municipal League and Michigan Townships Association on the pros and cons of becoming a City. Part of the citizen education process will commence with the study session which will be advertised in the Community FOCUS newsletter and on the Township website.

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 Act 51 funds alone.

The majority of Roads Task Force members who participated in the opinionated tabulations supported a recommendation that the Canton 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.

The Township Board **concurs** with this recommendation and has chosen to ask the voters to approve 1.45 mills for road improvements over a 20 year period at the August 7, 2018 election.

8. Public subdivision roads

The majority of Roads Task Force members who participated in the opinionated tabulations supported a recommendation that the Canton 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.

The Township Board **concurs** with this recommendation and has chosen to ask the voters to approve 1.45 mills for road improvements over a 20 year period at the August 7, 2018 election. Thirty percent of the revenues from the millage would be directed to subdivision roads.

9. Subdivision participation

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.

The Township Board **concurs** with this recommendation and has chosen to include a match by the property owners towards improvements on subdivision roads. The preliminary match is structured as depicted below:

<u>Project Size Range</u>	<u>Maximum Local Match</u>	<u>Millage \$ Available</u>
\$20,000 - \$50,000	5% (\$1,000 - \$2,500)	\$19,000 - \$47,500
\$50,001 - \$100,000	10% (\$5,000 - \$10,000)	\$45,000 - \$90,000
\$100,001 - \$200,000	20% (\$20,000 - \$40,000)	\$80,000 - \$160,000

The match will provide greater parity between those who live on public subdivision roads that would be eligible to receive the above support funding for improvements with those who live on private roads that pay the full cost of road maintenance & repair.