

Minutes of a Regular Meeting of the **COMMUNITY DEVELOPMENT & VIABILITY COMMITTEE MEETING** held at 1700 W. Hamlin Road, Rochester Hills, Michigan, on Thursday, December 11, 2003, at 5:30 PM.

1. CALL TO ORDER

Chairperson Barnett called the meeting to order at 5:45 PM.

2. ROLL CALL

Council Members Present: Bryan Barnett, John Dalton
Council Members Absent: Jim Duistermars

Citizen Representatives Present: Michael Kaszubski (exited at 6:05 PM)
Citizen Representatives Absent: Frank Cosenza

QUORUM PRESENT

Administrative Staff Present: Ed Anzek, Director, Planning/Redevelopment
Scott Cope, Director, Building
Roger Rouse, Director, Public Services
Administrative Staff Absent: None

Youth Representatives Present: Sahar Emambakhsh, Kathryn Tignanelli
Youth Representatives Absent: Ann Ruggerio

Others Present: Bud Leafdale, Superintendent, DPS

3. DETERMINATION OF A QUORUM

A quorum was present.

4. APPROVAL OF AGENDA

Resolution

MOTION by Kaszubski, seconded by Dalton

Resolved that the Community Development and Viability Committee hereby approves the Agenda of the Regular Committee Meeting of December 11, 2003 as presented.

Ayes: Barnett, Dalton, Cosenza,
Nays: None
Absent: Duistermars, Kaszubski

MOTION CARRIED

5. APPROVAL OF MINUTES

None were presented.

6. COMMUNICATIONS

None were presented.

7. UNFINISHED BUSINESS (UNFINISHED OR PENDING MATTERS)

a. Update on Funding Strategy for Local Road Reconstruction: Mr. Roger Rouse, Director of DPS, reviewed the “Road Status Update Report” dated December 11, 2003 including the following:

- Road Rating System used to determine condition of asphalt and concrete roads including
 - i. Surface rating
 - ii. Visible Distress
 - iii. General Condition/Treatment measures
- Program allows for the criteria to be changed based on predominant rating factor and will provide specific information including possible strategies.
- Consultant was provided with all financial information for the last ten years, including how roads were funded and financial statements that will turn up options for financing the local road program.
- Graph depicted road condition over time and the cost for rehabilitation. Intervention at the appropriate time to extend the road life with maintenance to cost \$1.00 for every \$4.00 of road reconstruction.
- 58 miles of City roads have a poor rating and fifty (50) miles have between poor and fair rating. Intervention now can prolong the longevity of the roads.
- Looking at strategy for local road construction need to address all of the following:
 - Converting gravel to asphalt
 - Repairing and replacing concrete roads
 - Repairing and replacing asphalt roads

- In meetings with Homeowner groups found residents would be more supportive of a millage request if road projects were identified positively including which specific roads would be repaired within a subdivision and the year the repair would be completed. Some felt that if their road did not fall within the length of the millage, they would not support the millage because they saw no benefit.
- Consider shift in policy away from concentrating on any one area. By not doing an entire subdivision, road projects can be selected based on ratings. Although all roads in a subdivision were put in at one time, they deteriorate at different rates. If you target certain areas, the program could be spread out to a wider audience.
- Analysis indicates that good roads improve the value of a home and resale potential, which people would support from a financial perspective. Need to reiterate in all information that good roads maintain home values.

Chairperson Barnett tentatively set over the discussion on the Road Policy and moved to the next agenda.

8. **NEW AND MISCELLANEOUS BUSINESS**

a. **Examine processes and costs related to application of Calcium Chloride to City roads:** Mr. Rousse reported that a request to increase the blanket purchase order for the City's Chloride Program went to Council for consideration and noted the following:

- The blanket purchase order was developed in response to the 2001 budget at which time the actual dollars for the year for the program was \$49,137.
- Based on that amount the three-year blanket purchase order was requested for \$150,000.
- The budget was increased in 2002 to \$70,000 but \$83,000 was actually spent.
- The three-year blanket purchase order was expended in two (2) years.
- Chloride was applied at a greater rate in response to complaints from residents.
- Article in "Wisconsin Transportation Bulletin No. 13" entitled "Dust Control on Unpaved roads" reported that:
 - One can expect a twenty-five percent (25%) to seventy-five percent (75%) cost reduction in blading and re-graveling by using a dust

- control program. Therefore the more chloride the City applied the more was saved on grading costs.
- A single vehicle traveling an unpaved road once a day for a year will produce one ton of dust per mile which translates to losing one hundred (100) tons of fine particles per year for each mile of road with an average of one hundred (100) vehicles per day. The more vehicles you have the more dust and dispersion you have of that material. Results in more grading and more chloride application.
 - There is an offset between the amount of chloride put on the road and the frequency of grading. The City is acting proactively and has put one thousand five hundred (1500) gallons of chloride per mile.
 - Now applying five applications of chloride per year. As a response to being pro-active and applying more chloride than budget, the City has expended the blanket purchase order faster than anticipated.
 - Looking to accomplish two things:
 - Obtain a recommendation from Committee to recommend to Council approval of the increase to the blanket purchase.
 - Obtain some direction on whether or not the City should continue this program. Because the Departments are required to match last year's budgeted amount and there has been an increase in cost in materials and labor, the same level of service cannot be met.
 - Alternatives:
 - The chloride program, even if there is a lot of benefit, is not mandatory.
 - A full-time forester budgeted to trim right-of-way trees on local roads, is not mandatory but does add value to the residents.

MOTION by Dalton, seconded by Barnett

Resolved that the Community Development and Viability recommends Council approve the request to increase the blanket purchase order to South Huron of Flat Rock, Michigan for a new not-to-exceed amount of \$254,000.00 through December 31, 2004 to provide calcium chloride applications to control dust on gravel roads.

Ayes: Barnett, Dalton, Kaszubski,
Nays: None
Absent: Duistermars, Cosenza

(Member Kaszubski exited at 6:05 PM)

**(Quorum no longer present – Community Development & Viability
Committee Meeting concluded at 6:05 PM)**

General discussion resumed on the following issues:

Chloride Program:

- Suggest doing absolute minimum in chloriding roads to encourage people to move to paved roads through Special Assessment District Program.
- Cost to maintain gravel roads is substantially more than the cost to maintain paved roads.
- Cost to maintain one mile of gravel road is \$1,500 for manpower and equipment. Chloride is an additional cost.
- May want to include chloride program in strategies for local road reconstruction.

Committee requested Mr. Rousse compile the cost of maintaining one mile of gravel road versus the cost of maintaining one mile of paved road for the next meeting.

Funding Strategy for Local Road Reconstruction

- Determined at the last meeting it would be beneficial to have a number of residents serve on an ad-hoc committee to review the information and support the recommendations of the Committee.
- Clerk's Office compiled list of potential candidates who will be contacted by Mr. Rousse to gauge their interest in serving on an ad hoc committee.
- Committee needs to determine how many people are needed for the ad hoc committee and select members.
- Next step is Consultants Report which will be presented in January, prior to the creation of an ad hoc committee. The report will look at financing options, what was done in the past and developing what options are left.
- City Survey report includes comments about residents' perception of the road system.
- People indicated that if they visually see work being done in their subdivision, they would support a millage.

- There is a higher voter turn out rate at general elections and consequently the more voters the greater the likelihood the millage rate will pass. If that is true, the City should be looking to place a millage question on the November 2004 election.
- Residents need to be made aware that if the millage does not pass, roads will need to be improved at the expense of other programs such as parks, historic districts, trails.

8. NEW AND MISCELLANEOUS BUSINESS

- b. Determine actual number of unpaved City roads.** It was noted that there are twenty-five (25) miles of unpaved roads in the City.

9. ANY OTHER BUSINESS

None was presented.

10. ADJOURNMENT

There being no further business to discuss, Chairperson Barnett concluded the discussions at 6:25 PM.

The next CDV meeting will be held Thursday, January 22, 2004 at 5:30 PM at the new City Hall.

Minutes prepared by Susan Koliba Galeczka.