



CITY OF NOVI
Administrative ePacket
March 07, 2024

Public Safety (Police/Fire)

[2024 Non-Hybrid Explorer Marked Vehicles - Rhatigan](#)

Infrastructure (Roads/Water/Sewer)

[Sidewalk Maintenance Programs - Bell](#)

[Beck Road Update and Options - Herczeg](#)

[2024 First Quarter Road Report – Road Commission for Oakland County \(RCOC\)](#)

Economic Development (City Revenue/Job Growth)

Citizen-Focused Government (Shared Services/Customer Services)

Natural Areas & Features and Community Character (Community that Preserves)

[Bee City USA - Oppermann](#)

Fiscally Responsible Government (Maintain)

Parks, Recreation & Cultural Services (Enhance Services)

[2024 Mother Son Dance - Gillingham](#)

Capital Improvement Program

City Council Only or Confidential

MEMORANDUM



TO: ERICK ZINSER
DIRECTOR OF PUBLIC SAFETY/ CHIEF OF POLICE

FROM: MICHAEL RHATIGAN, FLEET ASSET MANAGER

SUBJECT: RECOMMENDED PURCHASE OF NON-HYBRID POLICE EXPLORERS

DATE: MARCH 5, 2024

Mayor and Council –

Please see the below recommendation to proceed with the purchase of three (3) gas powered Police Explorers as Ford does not know when they plan on building more hybrids.

- Victor

Since COVID, automaker supply chains have been greatly affected by the lack of available parts to build vehicles. This has affected or delayed the City from purchasing vehicles for all departments. Ford recently released a letter to customers stating they cannot fulfill any 2023 or 2024 Hybrid Explorer orders (attached). The City has three (3) 2023 Hybrid Explorers on order and cannot order any 2024 hybrid models. Due to the hybrid engine supply chain constraints, the 2023 order has been pushed to at least 2025.

This manufacturing constraint has created a problem with the replacement schedule of the police patrol units. As it stands, Ford has no estimated time to resume production of the Hybrid Explorers. While hybrids have been able to reduce fuel consumption for the police patrol fleet, the DPW- Fleet Division recommends that gas engines be purchased this year since it is unknown when hybrid models will become available again. Lunghamer Ford of Owosso currently has three (3) 2024 non-hybrid Explorers available for purchase on their lot. The Fleet Division recommends on an upcoming March 18th agenda that City Council consider the purchase of these three (3) non-hybrid vehicles to replace the patrol units coming out of service this year.



Nathan Oscarson
Government Sales

1 American Road
Dearborn, MI 48126

To Our Valued Government Fleet Customers:

At Ford Pro, we are proud to deliver Built Ford Tough cars, trucks, and SUVs to industries across the country. As always, we remain committed to keeping our valued customers, well-informed.

Your continued support and trust in the Ford Police Interceptor Utility ("PIU") has made it one of Ford's most successful, best-selling police vehicles. We understand the vital role it plays in helping police officers and agencies protect and serve the public.

We were able to increase production and build additional 2024 model year PIU vehicles with gas powertrains, 3.3L V6 and 3.0L EcoBoost, to help satisfy demand.

I am pleased to report all gas engine PIU orders that received a VIN for 2023 MY have now been scheduled for production as 2024 MY. In line with this commitment, we carried over 2023 MY pricing and Government Price Concessions to 2024 MY.

Additionally, we are finalizing plans to restart production on the Police Interceptor Utility hybrid powertrain. Current orders will be prioritized as production begins for 2025 MY.

Agencies will be timely notified when hybrid production begins. In the meantime, PIU 3.3L V6 and 3.0L Ecoboost engines are a good option for agencies with immediate needs and existing hybrid PIU orders may be switched to these or gas powertrain options. If you wish to make this change, please contact your local dealer representative.

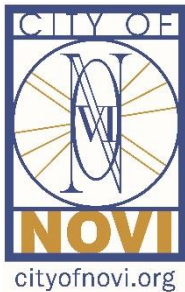
We are committed to serving you with the vehicles and parts essential to keep your fleet operating. Thank you again for your loyalty and support of the Ford Motor Company.

Sincerely,

Nathan Oscarson

Ford Pro, National Government Sales Manager

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
THRU: BARBARA MCBETH, AICP, CITY PLANNER
FROM: LINDSAY BELL, AICP, SENIOR PLANNER
SUBJECT: SIDEWALK MAINTENANCE PROGRAMS
DATE: MARCH 6, 2024

Mayor and Council –

Please see the below summary of a recent webinar attended by staff regarding sidewalk maintenance programs here in Oakland County.

- Victor

A recent webinar in the *Planners Gathering* series offered by Oakland County was on the topic of Sidewalk System Maintenance. The presentation offered a chance to learn how two communities with extensive sidewalk networks approach the maintenance of those facilities. Royal Oak and Madison Heights have different approaches to arriving at the process they follow today and lessons that could be applied to the City of Novi.

Both Royal Oak and Madison Heights have divided their communities up into sectors (6 and 8, respectively), with each sector being the focus of maintenance for one year of their cycle. Royal Oak is in the middle of its second 6-year cycle (2021-2026). While the first cycle required an investment of approximately \$1.5 million each year, the second cycle averaged about \$500,000 each year. Both communities have found that while initial investment was high, the use of the cyclical program is resulting in less work being needed as they progress.

Royal Oak has billed the adjacent landowner for the cost of maintenance since their Right of Way Ordinance requires property owners to maintain sidewalks, with the rate determined annually based on the contractor's bid. Missing sidewalk gaps are also addressed in this program. Starting in the next 6-year cycle (beginning 2027), funding will come from a Road Millage rather than billing landowners. Royal Oak anticipates about \$1 million each year to go toward sidewalk maintenance, including a focus on ADA ramps and compliance.

Madison Heights established its first sidewalk maintenance program in 1987. The first phase was a 14-year program where work was done on an area-by-area basis, and primarily addressed extreme tripping hazards. The Phase 2 cycle began in 1990, and began to address more minor trip hazards, spalling and cracking, and filling gaps in the sidewalk network. Funding for these programs was by Special Assessment Districts billed to affected property owners, which could be paid either in a lump sum or over a 3-year period.

In 2014, the Madison Heights City Council approved a new People Powered Transportation Program (PPTP), which will continue the maintenance work and expand to include additional non-motorized facilities (including bike & ped signage, pavement markings for on-street bike routes, sidewalk ramps, and completion of sidewalk gaps). The new program will be on an 8-year cycle and eliminates the use of property-owner Special Assessment Districts for funding. The city now pays for the program through existing road and millage funds. Using a multi-year contract has also helped to reduce costs.

The full [Planners Gathering presentation](#) is available on YouTube (length about 1 hour). The video created by Madison Heights to spread the word about their [People Powered Transportation Program](#) is also available (8 minutes).

Please feel free to contact staff if you have any questions on this matter.

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
SUBJECT: BECK ROAD UPDATE AND OPTIONS
DATE: MARCH 7, 2024

Mayor and Council –

Please see the status update and options as it relates to Beck Rd. for Council to consider as we enter the budget process.

- Victor

The Capital Improvement Committee (CIP) meeting held on February 14, 2024, included discussions regarding the status of the Beck Road widening project (aka www.becktothefuture.org) and the Beck Road projects designated with funding in the CIP Budget. Attached is a memo from 2022 outlining Beck Road progress up to the Environmental Assessment (EA), which is necessary to obtain federal funding. The above link can also be referenced for materials on all the previous meetings, surveys, and documentation.

Currently, staff and consulting engineer AECOM are working through the final phases of the EA, which was anticipated to be complete last year. New regulations and systems from the federal level have stalled the process, which is now expected to be finished by summer of 2024. The final step of the EA is a Public Hearing, where staff will document and respond to public comments. The EA encompasses the Beck Road corridor from 9 Mile Road to Pontiac Trail. The segment south of 9 Mile Road (shared jurisdiction with Northville Twp.) is not included in the EA and is not part of the discussion herein. Northville Twp.'s opposition to the project was slowing down the EA and jeopardizing funding acquisition.

In 2021, **\$4.79M was secured** for the project as part of a community funding request from the Task Force (Novi and Wixom) submitted by Congresswoman Haley Stevens to The House Appropriations Committee. The funding is targeted for **the Beck Road segment from 11 Mile Road to Grand River Avenue (total project costs~\$10M)** and has been pending federal action since November 2021. **The completion of the EA allows Novi to obligate the funding (deadline 2025) for the construction of a five-lane section from 11 Mile to Grand River.**

As the Task Force has worked diligently for several years, additional funding has yet to be obtained. During this time the condition of **Beck Road (9 Mile Road to 11 Mile Road)** has continued to deteriorate. DPW staff have been using basic and expanded maintenance options to extend the pavement life in anticipation of a larger widening project. However, to preserve the condition for a few years and have a broader discussion of City Council's Beck Road objectives, **staff is recommending Pavement Preservation Overlays (PPO*) projects in the CIP for the next two fiscal years on the segments between 9 Mile Road and 11 Mile Road. The costs are ~\$1M per segment and should buy an additional 3-5 years of life expectancy.**

*PPO projects similar to RCOC's overlay on 10 Mile Haggerty to Napier 2019-2020, and Novi Road at I-96, 2023

With the construction date of the funded 11 Mile to Grand River segment pushed back to 2026 due to the delays on the EA and no other funding in the queue, the PPO between 9 to 11 Mile Roads should provide a stopgap until City Council can assess and provide direction.

Over the next three fiscal years, DPW plans to execute the following projects in the CIP:

- Complete the **PPO from 9 Mile Road to 10 Mile Road** (FY24/25 in CIP)
- Complete the **PPO from 10 Mile Road to 11 Mile Road** (FY25/26 in CIP)
- **Complete 5 Lane Widening from 11 Mile Road to Grand River Avenue** in FY 25/26 (currently in CIP FY24/25)

Direction Requested

With limited options for obtaining funding to the level required for a full Beck Road widening project, which would require a substantial community match (**likely by ballot**) and no commitment from communities south of 8 Mile Road to follow suit on a regional project, efforts can be simply redirected or discontinued at City Council's direction.

Option 1:

- Continue to pursue federal funding for widening for some/or all the segments.
 - **Staff recommends continuing to pursue federal funding for widening the 10 Mile Road to 11 Mile Road** segment, estimated at **~\$13M** (10 Mile Road is one of the highest traffic volume roads in the city). With all the effort to this point, it still may be worth considering widening this segment; however, **widening between 10 Mile to 11 Mile would significantly impact residents** with Beck Road frontage (see attached Beck Road frontage exhibit). Coupled with the upcoming RCOC 12 Mile expansion, **widening Beck from 10 Mile to 11 Mile would address congestion and safety issues in the center of the city.**
 - Currently, the main benefit of continuing widening south of 11 Mile is costs. Unit prices have risen dramatically and will continue to increase under the current economic conditions. **If the goal is ultimately to complete the widening, the sooner the better in terms of overall costs.**

Option 2:

- **Discontinue widening efforts and rehabilitate 9-10 Mile and 10-11 Mile segments in kind.** The segment between 8-9 Mile was rehabilitated in 2017 and is currently in good condition.
 - DPW would apply for funding through the local **Oakland County Federal Aid Committee (FAC)** for the 9 Mile Road to 10 Mile Road and the 10 Mile Road to 11 Mile Road segments in the next call for projects in 2028. FAC funding is not available for reconstruction and expansion projects (referred to as 4R), but rehabilitation projects (3R) are awarded. Funding is based on a project

submission committee review and a point system (condition, traffic volumes, safety, etc.). The City had some success in the FAC in the last five years of obligations, such as projects on Taft Road/RAB, the current Wixom Road project, and several others in the queue:

Project	Year	Limits
Meadowbrook	2024	10 Mile Rd to 11 Mile Rd
9 Mile Road	2024	Meadowbrook to Haggerty
13 Mile Rd	2025	M-5 to Haggerty Rd
West Park Dr	2025	12 Mile Rd to West Rd
West Park Dr	2025	West Rd to Pontiac Trail

There is a good chance the Beck Road segments could qualify for funding, but the earliest obligation would be FY 2028, with advanced construction as an additional consideration. Rehabilitation projects (if awarded) would rehab the road to the existing layout and could implement selective widening to three lanes where appropriate.

The projected costs for widening projects on the **9 Mile to 10 Mile and 10 Mile to 11 Mile segments currently in the CIP are ~\$10M and ~\$13M**, respectively. Based on current unit prices project for rehabilitation projects (Wixom Road ~\$5M for two miles), the two miles of Beck Road would be in the **~\$5-6M range (today's dollars)**, which could be additionally offset with FAC funds (around 50/50 based on similar projects) if successfully obtained. In a **"best case scenario,"** the rehab projects would cost the City **~\$3M**.

Option 3:

The **overall widening project does not need to be totally abandoned**. The heavy lifting on the EA is mostly complete, and the **Task Force** has assembled enough history to continue to apply for federal and/or state opportunities as they become available. Most of the applications can be completed administratively with consulting engineer AECOM. If funding were to be acquired within the next few years, obligation would likely be far enough out in fiscal years to still adapt the first two options listed above. Efforts on the widening to this point should not be considered moot; at the very least, when the EA is complete, the entire corridor will be eligible for long-term **planning and future federal funding through 2035 (pending any federal changes)**.

Staff are standing by to execute the City Council's preferred option on the Beck Road projects and funding objectives provided in this memo. Additional information can be provided upon request.

Beck Road Residential Frontage



Map Author: Runkel
Date: 3-6-24
Version #: 1.0

MAP INTERPRETATION NOTICE
Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.



Residential Properties
with Beck Rd Frontage



0 70 140 280 420
Feet
1 inch = 344 feet



City of Novi
Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
SUBJECT: BECK ROAD WIDENING UPDATE
DATE: FEBRUARY 10, 2022

In 2018, consulting engineer AECOM prepared an update to the 2006 Beck Road Scoping Study, which looked at long-term improvement options for Beck Road from Eight Mile Road to Grand River Avenue. Long-term improvement options identified in the study update include a five-lane roadway option, a 20-foot median boulevard option, and a 25-foot median boulevard option. Traffic capacity and cost were comparable for each option, with the total cost of each improvement estimated around \$30 Million. Executing an Environmental Assessment was identified as the next step in the Beck Road widening project.

In late 2019, City Council awarded contract services to Hanka Advisor, LLC to assist in obtaining federal funding for the improvement and widening of Beck Road. Then in 2020, the Cities of Novi and Wixom created a Task Force on federal funding for the Beck Road corridor to work in tandem with an Environmental Assessment. Project information, community participation, proposed design pdf's and funding efforts can be found at www.becktothefuture.org

The Cities of Novi and Wixom initiated the required Environmental Assessment (EA) and Cost-Benefit Analysis (CBA) with AECOM in early 2020. The analysis encompasses the Beck Road corridor from Pontiac Trail to Eight Mile Road and includes the following:

1. Development of a purpose and need statement – scoping, document review, public involvement/public hearing, data collection, traffic analysis, current, and future land use analysis.
2. Development of alternatives – required as part of the Environmental Assessment.
3. Impact Assessment – air quality assessment, hazardous waste potential, wetland assessment, and noise analysis.
4. Cost Estimates
5. Preparation of an Environmental Assessment Document
6. Public Involvement
7. Preparation of a Finding of No Significant Impact document (FONSI)

The timeline of the EA was delayed by COVID and is currently at the Public Involvement stage (6). Two Public Input Meetings have been held (one remotely on May 26, 2021, and one in-person on February 1, 2022). Results from the 2021 survey are attached below

along with the project information presented at the February 1, 2022, Public Input Meeting. Survey data from the 2022 meeting, which had 77 attendees, will be collected on the website through the end of February. The final steps of the EA are a required Public Hearing, which is anticipated for summer 2022, and then the delivery of the draft EA and FONSI.

The communities of Novi and Wixom are actively pursuing funding through a variety of sources. Funding requests have been made to the discretionary federal grant program currently known as Restoring American Infrastructure with Equity (RAISE) as well as through congressional directed spending processes in both the U.S. House of Representatives and Senate. The project is also reflected in regional planning processes coordinated through the Southeast Michigan Council of Governments.

In 2021, \$4.797M was secured for the project as part of a community funding request from the Task Force submitted by Congresswoman Haley Stevens to The House Appropriations Committee. The funding is targeted for the Beck Road segment from 11 Mile Road to Grand River Avenue and has been pending federal action since November 2021. Currently, there is no other secured funding for the corridor.

Staff will continue to bring forward updates on the progression of the EA and funding efforts.

Beck Road Business Corridor Improvement Project

Public Engagement Summary

June 17, 2021

Public Meeting

The project partners hosted an initial public meeting on Wednesday, May 26th at 6pm virtually on Zoom, and about 25 people attended. At the meeting, information about the project context and description, Purpose and Need, and potential solutions was presented. Participants were then given the opportunity to ask questions or provide comments (summarized below). Afterwards, information about the project website, online survey, project schedule, and potential funding opportunities was presented.

Online Survey

An online survey was developed using Google Forms to solicit input on the Beck Road Business Corridor Improvement Project. The survey link was shared at the public meeting, on the project website, and via the project partners.

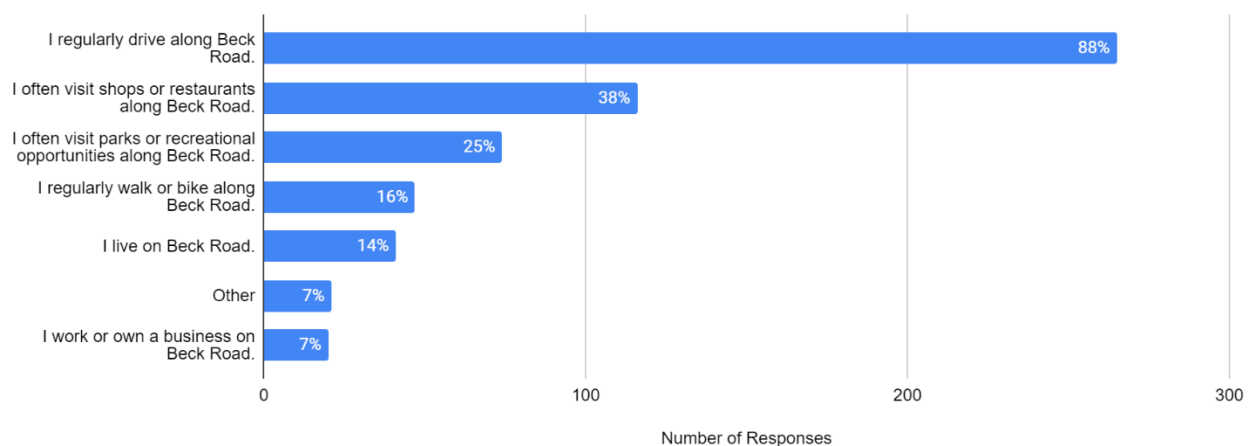
Questions

1. How do you use Beck Road?
2. Where do you live?
3. What are your concerns for Beck Road?
4. Please provide any comments you have on the concerns above.
5. How would you like to see Beck Road improved?

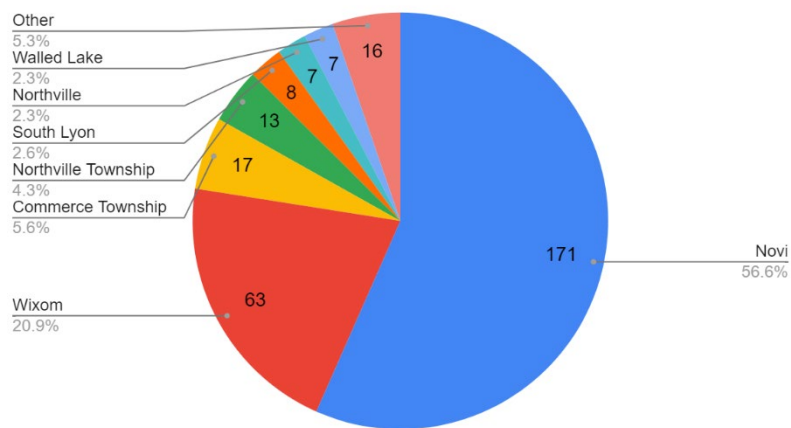
Results

There were 302 responses to the online survey which were collected from May 25th to June 16th.

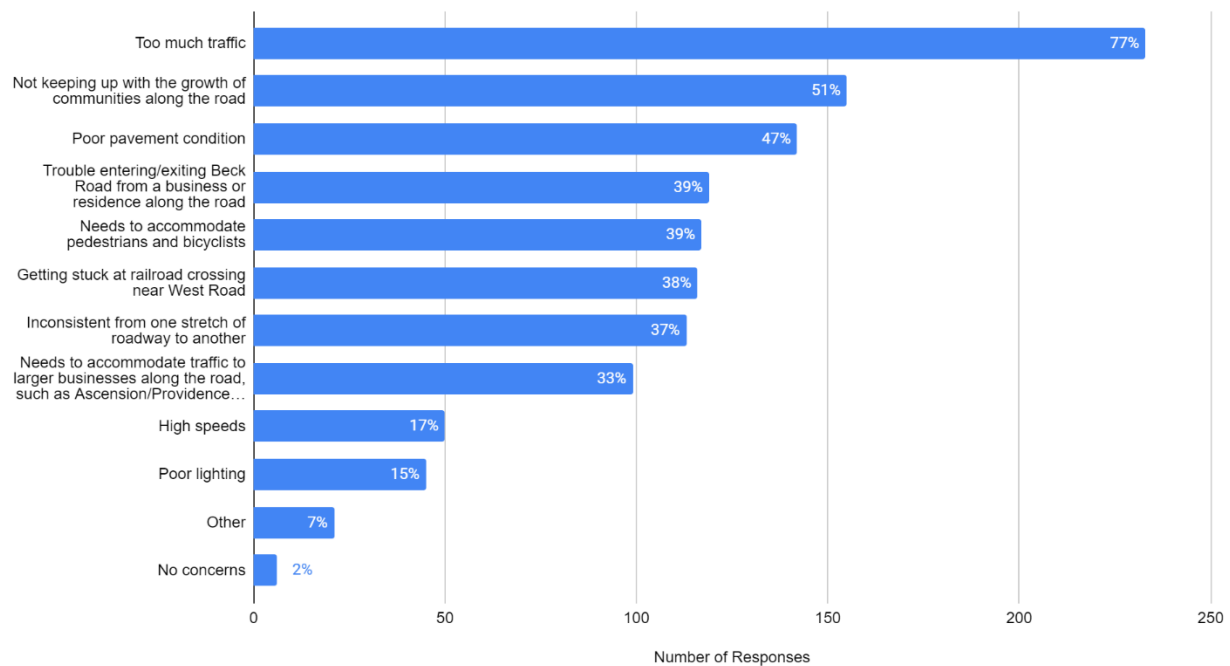
How do you use Beck Road? (Select all that apply.)



Where do you live?



What are your concerns for Beck Road? (Select all that apply.)



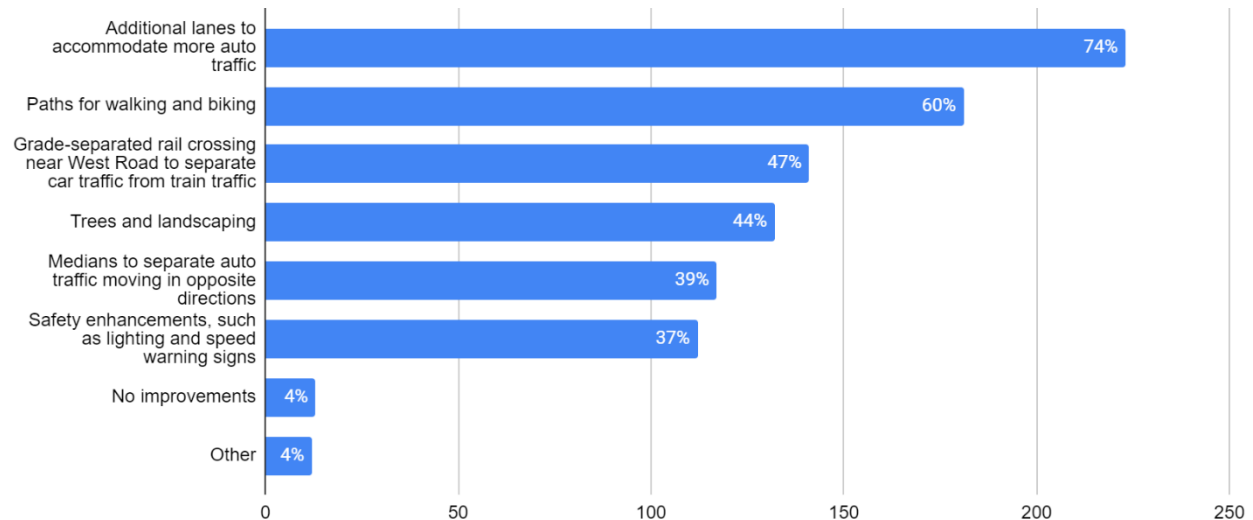
Respondents noted the following current issues:

- Noise
- Trains disrupting traffic flow (to the point that vehicles will turn around while waiting)
- New development putting pressures on roadway capacity (pointing to the need for limiting development to roadway capacity)
- Need for roadway capacity to be supplemented with alternate route options (such as Napier)
- Safety of people walking/biking
- Signal timing
- Visibility / line of sight (trees, hills, traffic, turning in/out)
- Sidewalk gaps
- Left turn lane from Beck Rd to 12 Mile Rd being used as a lane to get onto I-96 East

Respondents also noted the following issues anticipated if Beck Road were to be expanded:

- Increased traffic and speeds with more capacity
- Increased noise and hazards for people walking/biking with more traffic
- Encroachment into private property and natural areas
- Disruption of residential area and decreased property values
- Traffic management during construction

How would you like to see Beck Road improved? (Select all that apply.)



Other improvements suggested by respondents were:

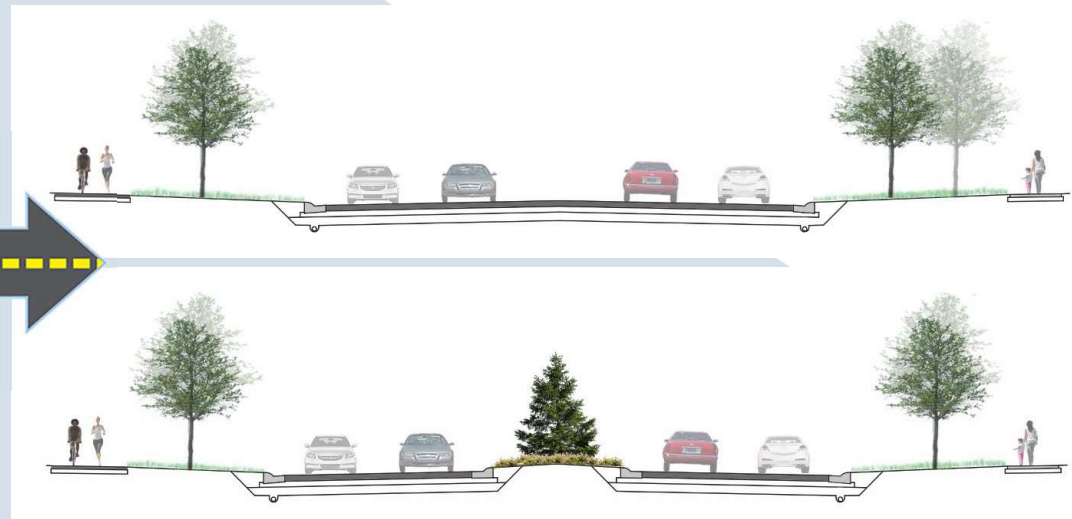
- Sound buffers
- Pavement maintenance
- Additional lanes only in certain parts of the corridor (such as between West Road and I-96)
- Roundabouts
- Smart traffic lights
- Blind spot reduction
- Addressing environmental issues
- Center turn lanes
- Stop light at Beck Rd & White Pines Dr

What is the Beck Road Business Corridor Improvement Project?

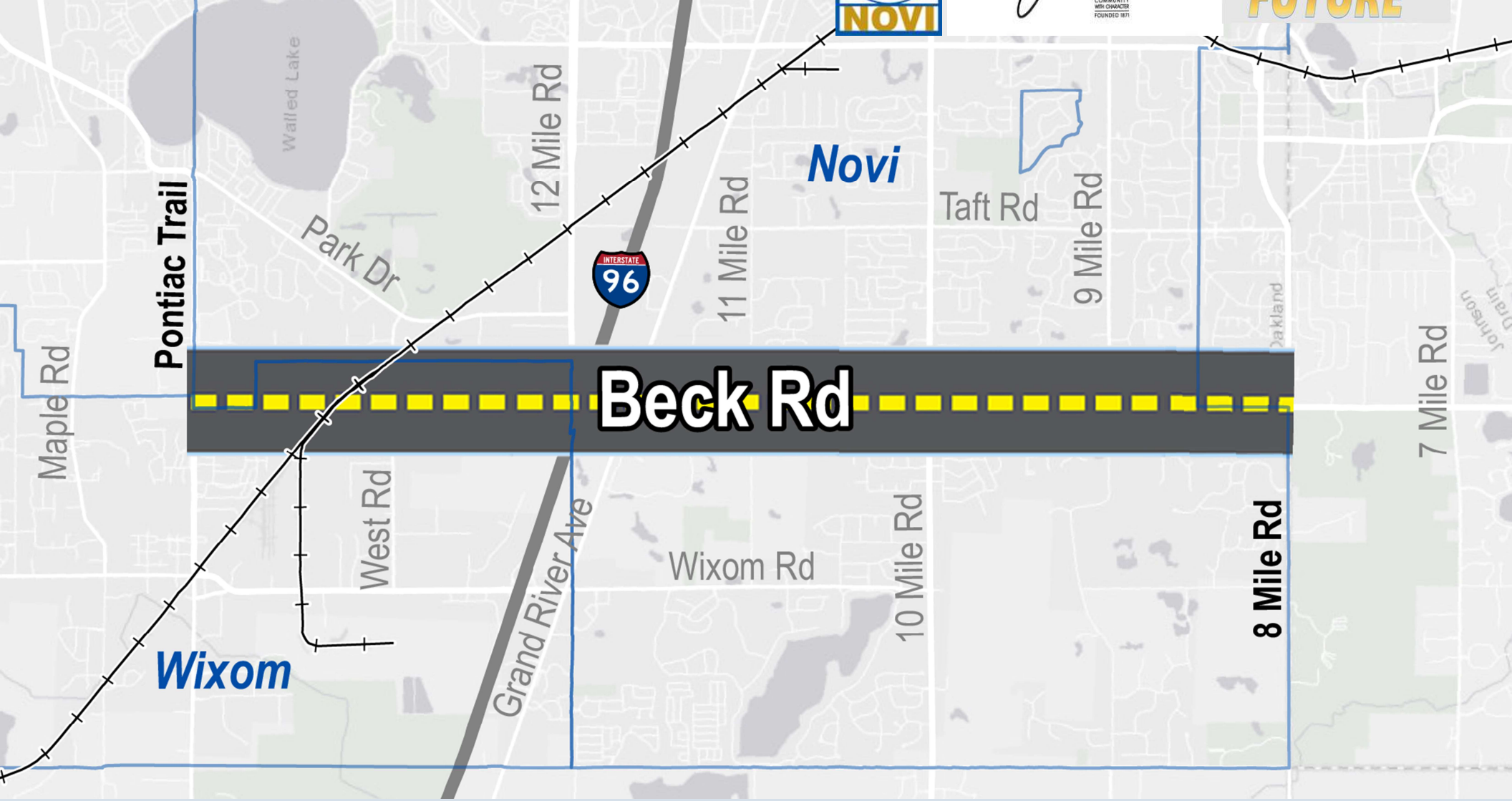


The project is a roadway redesign considering:

- **Five lanes, medians (boulevard design), and roundabouts** to address traffic concerns
- **A bridge over the railroad tracks** near West Road
- **Walking and biking paths** on both sides of the road



Where is the p

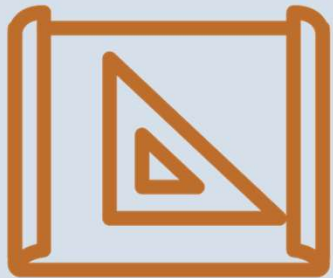


What is the project schedule?



Summer 2021

Conceptual
Design and
Evaluation of
Impacts



Winter 2022

Public Meeting #2



Summer 2022

Public Hearing



2023+

Project Funding
and Construction



**WE
ARE
HERE**



Where can I learn more? How can I provide input?

Visit the project website:

becktothefuture.org



Take the survey:

<https://forms.gle/VrunvkjAHeuNSu816>



Join us at the [Public Hearing](#) in the summer!

(Information to be provided on the project website.)



Road Report

A publication of the Road Commission for Oakland County for public officials serving Oakland County

www.rcocweb.org

RCOC publishes biennial Strategic Planning Report

The Road Commission for Oakland County (RCOC) has published the 2023 edition of its Strategic Planning Report, which summarizes the biennial meetings that agency leaders conduct individually with the leadership of virtually every community in the county. The report summarizes the messages shared by RCOC with communities as well as the feedback provided by each community during the meetings, which took place in 2023.

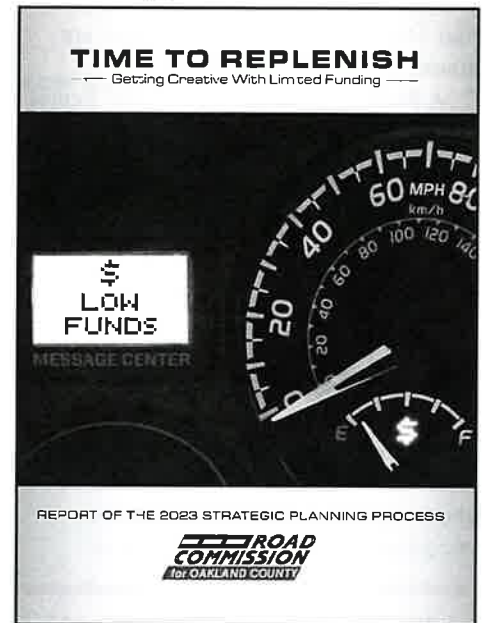
The reports are a critical tool for RCOC's planning, helping to shape future use of resources, project selection and road-maintenance strategies. Agency leadership has been conducting the Strategic Planning process with county communities since 1985.

"These meetings help to ensure we maintain strong relationships with our customers while also allowing us to share critical information with the leaders of every community," stated RCOC

Managing Director Dennis Kolar. "They also allow us to check the pulse of development or redevelopment in the communities that may impact traffic and gain valuable feedback on the services we provide."

Once completed, the report is shared with the leaders of all communities in the county as well as with all other elected officials serving the county. It is also available on the RCOC website (www.rcocweb.org – select the "About Us" tab at the top of the homepage, then click "Publications" and scroll to the "Strategic Planning Reports" heading).

The direct link to the report is: www.rcocweb.org/DocumentCenter/View/12209/2023-Strategic-Planning-Report. The direct link to volume II of the report (the detailed report of the responses of each community) is: www.rcocweb.org/DocumentCenter/View/12201/2023-Strategic-Planning-Report-Volume-II-Community-Details.



The cover of the 2023 Strategic Planning Report reflects the message conveyed in the document.

LaLonde remains Road Commission Board chair, McPherson named vice chair

The Road Commission for Oakland County (RCOC) Board of Road Commissioners, at its regular meeting Thursday, Dec. 14, re-elected Andrea LaLonde as Board chair and selected Eric McPherson as vice chair for one-year terms for 2024.

"I am honored to continue to serve the residents of Oakland County in this capacity," LaLonde stated. "I am proud of all the work the Road Commission accomplished in the last year, and I look forward to continuing that forward progress in 2024."

LaLonde was first elected RCOC chair in 2021. McPherson, in his second year on the Board, also expressed his desire to continue to work to improve the county's roads. "This past year, this agency made great progress in improving the roads in



The RCOC Board, L-R: Andrea LaLonde, Eric McPherson and Nancy Quarles.

Oakland County," he stated. "We are absolutely committed to keeping that momentum going for the coming year."

The RCOC Board consists of three members, with road commissioners appointed for staggered six-year terms by the Oakland County Board of Commissioners. The third member is Nancy Quarles.

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Coalition pushing state for increased road funding

A group of businesses, governmental agencies and policy organizations across the state has formed a relatively new coalition to pursue increased road funding for Michigan.

The organization is known as Fix MI State. So far, the organization has done a deep dive on how Michigan currently funds its roads, what the state's road-funding shortfall is and potential ways to remedy the situation. It concluded that Michigan's roads and bridges are among the nation's worst.

A March 2023 study by Public Sector Consultants in Lansing concluded that Michigan needs between \$2.1 and \$3.9 billion per year in additional road funding to bring the roads across the state up to the standards set by the Michigan Department of Transportation.

The coalition has identified how other states that do a better job of funding their roads pay for the higher level of service (a variety of taxes and fees or state general fund contributions). It is now working to educate state lawmakers about the scope of the problem and encouraging them to take action to



resolve the issues.

The organization notes that despite the fact that Michigan voters continue to rank the condition of the state's roads as a top concern, the state Legislature has not yet truly addressed the issue.

RCOC Managing Director Dennis Kolar praised the efforts of the coalition. "Ever since the 2015 state road-funding package was enacted," Kolar said, "everyone involved, from then Governor Snyder to current Governor Whitmer and many in the Legislature at the time, said the 2015 package was just a starting point and that additional funding was needed. Hopefully

this coalition will help to spur the Legislature to take action on the issue."

Kolar recalled that the 2015 package, which began generating increased road funding in 2017 and then was phased in over six years, is generating about \$1.2 billion in additional road funding annually. At the time it was enacted, now nine years ago, nearly all experts noted the state then needed at least \$3 billion in additional funding. That number has only grown since then.

"We are at a critical point," Kolar explained. "We have been able to make significant improvements to the road system with the money from the 2015 package. However, starting next year, in 2025, inflation will have eaten up all the buying power of the new funds, and, without additional state funds, our road system will again begin to deteriorate.

"That means we risk wasting the improvements we have seen in the last eight years. Michigan cannot afford to move backwards in terms of our roads. We have trailed most of the rest of the nation for decades in the level of investment in our roads, and we need to catch up, not fall further behind.

Video of pickup cutting in front of RCOC plow truck makes local, national media

For years, the Road Commission for Oakland County (RCOC) has warned motorists to give snowplows the room they need to make the roads safe for the rest of us. On Feb. 15, an example of why that is such salient advice was captured on an RCOC snowplow dashcam.

The event occurred when RCOC driver Tim Mersino was salting on I-75 during that day's snowfall. Suddenly, a silver pickup truck came up very close on Mersino's left side.

In a flash, the pickup driver lost control

and careened in front of Mersino, bouncing off the freeway guardrail and right back into Mersino's path. There was nothing Mersino could do, as his truck bashed into the pickup truck.

Fortunately, both Mersino and the pickup driver were uninjured. The pickup driver was able to drive away, though with a few more large dents in his truck than he had previously.

Mersino was able to finish his salt run, and there was minimal damage to the RCOC truck.



Because this was such a perfect example of why motorists should give Road Commission trucks a wide berth, RCOC communications staff immediately sent the video to media with just that message. It was widely picked up, including on national TV news and the Weather Channel as well by local media.

CHAIR — CONT'D FROM FRONT

RCOC is a separate unit of government and is not funded by the County Board of Commissioners. Rather, RCOC receives the bulk of its funding from the state in the form of fuel-tax and vehicle-registration-fee revenues.

Chair LaLonde is a resident of Clawson. She is an employee of Pangea in Rochester Hills, where she is executive coordination manager, and is a graduate of Kalamazoo College. She joined the RCOC

Board in January 2019.

McPherson is a life-long resident of Hazel Park and a business agent for the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART) Local 80, where he has been a member for 38 years. He is a trustee of the Local's Insurance Fund, a trustee of the Michigan Maritime Trades Port Council, chair of the Oakland County Building Authority, a building trades journeyman and has completed continu-

ing education classes in upgrading labor. He is a graduate of Catholic Central High School.

Quarles has a PhD in public administration and public affairs from Western Michigan University. She served in the Michigan House of Representatives from 1996 to 2002 and on the Oakland County Board of Commissioners from 1995 to 1996 and again from 2011 to 2020. She is a resident of Novi and a faculty member at Central Michigan University.

RCOC's 2024 Road Improvement Program

Spring is just around the corner. And that means road-construction season will be here soon as well.

For 2024, the Road Commission for Oakland County (RCOC) has a robust program of nearly \$70 million worth of projects planned.

Below is the list of major road construction projects the Road Commission expects to conduct in 2024. The costs listed are the anticipated contractor payment amounts and do not include additional costs such as preliminary engineering, construction engineering or right of way acquisition.

Reconstruct (complete road reconstruction)

- Brown, Giddings and Silver Bell roads, Jamm Road to M-24 in Orion Twp. \$ 15 million
- Dequindre Road, Hamlin to 24 Mile on the Shelby Twp./Rochester Hills border (project conducted by the Great Lakes Water Authority as part of its ongoing water main replacement project). GLWA is paying the majority of the cost. \$ 2 million
- County Center Drive from Telegraph to east of Hospital Drive in Pontiac \$ 1.8 million

Repair, Rehabilitate & Resurface (repair road base and add 3 to 4 inches of new asphalt)

- Southfield Road, 11 Mile to 12 Mile in Lathrup Village \$ 5.3 million
- 12 Mile Road, Northwestern Highway to Telegraph Road in Southfield \$ 3.8 million
- Walton Boulevard, Adams to Livernois in Rochester Hills \$ 5.5 million

Concrete Slab Replacement (remove and replace concrete slabs in poor condition)

- 10 Mile Road, Evergreen to Greenfield in Southfield \$ 5.9 million

Safety Intersection Improvement

- Baldwin Road at Clarkston Road in Orion Twp. (roundabout construction) \$ 3.9 million

Bridges

- Avon Road over the Clinton River in Rochester Hills (preventive maintenance) \$ 220,000
- Livernois Road over the Clinton River in Rochester Hills (preventative maintenance) \$ 220,000
- Pontiac Lake Road over the Clinton River in Waterford Twp. (bridge replacement) \$ 3.6 million
- Farr Road over the Huron River in Commerce Twp. (bridge replacement) \$ 1.7 million
- 11 Mile Road over the Novi-Lyon Drain in Lyon Twp. (bridge replacement) \$ 1.7 million
- Parkdale Road over the Stoney Creek in Rochester (preventive maintenance) \$ 220,000
- Novi Road over the CSX railroad in Novi (preventive maintenance) \$ 220,000
- Grand River Ave. over Kent Lake in Lyon Twp. (preventive maintenance) \$ 220,000

Culverts

- Indianwood Road over Lake Orion in Orion Twp. (replacement) \$ 2.4 million
- Eastways Road over a tributary of the Rouge River in Bloomfield Hills (replacement) \$ 600,000
- Long Lake Road over a tributary of the Rouge River in Bloomfield Hills (replacement) \$ 600,000
- Cedar Shores Road over the Cedar Lake Canal in White Lake Twp. (culvert lining) \$ 250,000
- South Commerce Road over tributary of the Huron River in Commerce Twp. (replace) \$ 850,000
- Old Dominion Road over tributary of the Rouge River in West Bloomfield Twp. (liner) \$ 400,000

Gravel Road Paving

- Waldon Road, Clintonville to Baldwin in Independence & Orion twps. (continuation of project begun in 2023 – total project cost is \$13.2 million) \$ 7.5 million

Projects carried over from 2023

- Middlebelt Road over the Shiawassee Drain in Farmington Hills (culvert replacement) \$ 500,000
- Grand River Ave., Napier to Wixom in Wixom, major resurfacing (includes extending center left-turn lane); started in 2023, will be finished in 2024 \$ 5.3 million

Total annual contributions for projects to be constructed in 2024:

\$ 69.7 million

Note: This list does not include the Road Commission's Preservation Overlay Program projects, which have not yet been finalized for the year. Preservation overlay projects are simple resurfacing projects involving limited milling of the existing surface followed by the application of approximately two inches of new asphalt. The projects are simple and relatively quick, and cost approximately \$320,000 per mile.

ROAD COMMISSION for OAKLAND COUNTY

**31001 Lahser Road
Beverly Hills, MI 48025**



A truck being loaded with salt in anticipation of the start of the storm.

January storm response cost nearly \$2.7 million

The Road Commission for Oakland County (RCOC) response to the snow-storm that blasted Oakland County with up to 10 inches of snow and sub-zero temperatures between Jan. 12 and 16 cost nearly \$2.7 million.

In part that was the result of the amount of snow that fell, but, also, was because of some additional challenges that accompanied the storm. The storm started with temperatures in the 30s and the initial precipitation oscillating between rain and snow. This ensured the roads were covered with slush.

Then, as the sun went down on Jan. 12, the temperatures plummeted to the single digits, turning the slush into hardpack. At the same time, the snowfall increased, dumping 6 to 10 inches of snow on the county.

Overnight on Friday, Jan. 12, with temperatures hovering around 1 degree, the wind picked up significantly. The result was that those roads that were plowed were quickly re-covered with snow, blown onto the road by the gusting wind, with temperatures that prevented salt from working.

At that point, the most crews could do was blade the snow off which, in many cases, left a layer of hardpack. The howling winds quickly turned this hardpack into ice. There was virtually nothing that could be done about the ice overnight.

On Saturday morning, as the sun came up and temperatures rose slightly, crews resumed salting and made progress throughout the day, though the salt was working much more slowly than normal due to the temperatures, with highs of about 10-12 degrees. Zero-degree temperatures again Saturday night, combined with a dusting of snow Sunday and Monday mornings, only compounded the problems.

"Despite the challenging weather – we haven't seen a storm like this one since December of 2010, our crews responded appropriately," noted RCOC Managing Director Dennis Kolar. "They worked grueling shifts and provided the best service possible given the weather and the fact that our aging trucks were breaking down more frequently due to the harsh conditions."

Contacting RCOC

If your constituents need information about a road project or want to report a pothole, traffic-signal concern or other road issue, they should call RCOC's **Department of Customer Services** toll free at:

(877) 858-4804

OR

**Fill out a report via the
RCOC Web site:**

www.rcocweb.org

ROAD REPORT

Road Report is published quarterly by the Road Commission for Oakland County. Have a question or comment about **Road Report**? Call Senior Communications Manager Craig Bryson at (248) 645-2000, ext. 2202.

Board of Road Commissioners:

Andrea LaLonde, Chair

Eric McPherson, Vice Chair

Nancy Quarles, Commissioner

Dennis G. Kolar, PE, Managing Director

Gary Piotrowicz, PE, PTOE,

**Deputy Managing Director/
County Highway Engineer**

MEMORANDUM



TO: MAYOR AND CITY COUNCIL
FROM: KATHERINE OPPERMANN, EXECUTIVE ASSISTANT
SUBJECT: BEE CITY USA
DATE: MARCH 7, 2024

Mayor and Council –
Please see the recommended initiative from the Beautification for a “Bee City Designation.”
- Victor

The City of Novi Beautification Commission, as part of their commitment to both the enhancement and preservation of natural beauty in the City, would like to encourage City Council to take on the commitment of becoming a Bee City USA affiliate.

[Bee City USA](#) is an initiative of the Xerces Society for Invertebrate Conservation that, alongside its sister program of Bee Campus USA, provides a framework for communities to conserve native pollinators. The program outlines providing pollinators with healthy habitat rich in a variety of native plants, nest sites, and protection from pesticides. While the program focus is bees, primarily native species, it also benefits a variety of other pollinators such butterflies, moths, and non-native honeybees as well as the environment as a whole.

The first step to becoming a Bee City USA affiliate is for City Council to adopt a Resolution which outlines various commitments to conserve pollinators including:

1. **Increasing the abundance of native plants and providing nest sites**, ideally creating, or enhancing pollinator habitat on public land each year
2. **Reduce the use of pesticides and incorporate pollinator-conscious practices into City policies and plans**, including the creation of or review of an Integrated Pest Management (IPM) Plan
3. **Community Education**: By providing pollinator awareness event(s) and making information on habitat creation and management readily available to the community such as native plant and local plant supplier lists through the city webpage

In taking on this commitment doing so the City of Novi would become one of the 204 current affiliate Bee City USA communities across the United States of America, and among the earliest adopters in Michigan.

With City Council's approval and adoption of the Resolution, when presented at an upcoming meeting, the Beautification Commission intends to take on the work of implementing these steps alongside City staff.

CITY OF NOVI
COUNTY OF OAKLAND, MICHIGAN

RESOLUTION DESIGNATING THE CITY OF NOVI AS A BEE CITY USA AFFILIATE

Minutes of a Meeting of the City Council of the City of Novi, County of Oakland, Michigan, held in the City Hall of said City on _____, _____, at ____ o'clock P.M. Prevailing Eastern Time.

PRESENT: Councilmembers _____

ABSENT: Councilmembers _____

The following preamble and Resolution were offered by Councilmember _____ and supported by Councilmember _____.

WHEREAS, the mission of BEE CITY USA is to galvanize communities to sustain pollinators, responsible for the reproduction of almost 90% of the world's flowering plant species, by providing them with healthy habitat, rich in a variety of native plants and free to nearly free of pesticides; and

WHEREAS, thanks to the more than 3,600 species of native bees in the United States, along with introduced honeybees, we have very diverse dietary choices rich in fruits, nuts, and vegetables; and

WHEREAS, bees and other pollinators have experienced population declines due to a combination of habitat loss, poor nutrition, pesticides (including insecticides, fungicides, and herbicides), parasites, diseases, and climate change; and

WHEREAS, pollinator-friendly communities can benefit local and regional economies through healthier ecosystems, increased vegetable and fruit crop yields, and increased demand for pollinator-friendly plant materials from local growers; and

WHEREAS, ideal pollinator-friendly habitat (A) is comprised of mostly native wildflowers, grasses, vines, shrubs, and trees blooming in succession throughout the growing season to provide diverse and abundant nectar and pollen, since many wild pollinators prefer or depend on the native plants with which they co-adapted; (B) is free to nearly free of pesticides, as many pesticides can harm pollinators and/or their habitat; (C) comprises undisturbed spaces (leaf and brush piles, unmown fields or field margins, fallen trees and other dead wood) for nesting and overwintering; and (D) provides connectivity between habitat areas to support pollinator movement and resilience; and

WHEREAS, Integrated Pest Management (IPM) is a long-term approach to maintaining healthy landscapes and facilities that minimizes risks to people and the environment by identifying and removing the causes of pest problems rather than only attacking the symptoms (the pests); employing pests' natural enemies along with cultural, mechanical, and physical controls when prevention is not enough; and using pesticides only when no other method is feasible or effective; and

WHEREAS, supporting pollinators fosters broad-based community engagement in environmental awareness and sustainability; and

WHEREAS, the City of Novi should be certified a BEE CITY USA community because in 2015 the City of Novi Beautification Commission installed the Fuerst Park Monarch Waystation and then expanded it the following year with a variety of Michigan/Midwest native flowers and grasses that provide food for butterflies and other pollinators; and are committed to environmental sustainability of which pollinators are a vital part.

NOW THEREFORE, IT IS THEREFORE RESOLVED that in order to enhance understanding among local government staff and the public about the vital role that pollinators play and what each of us can do to sustain them, the City of Novi chooses to support and encourage healthy pollinator habitat creation and enhancement, resolving as follows:

1. The City of Novi Manager's Office is hereby designated as the BEE CITY USA sponsor.
2. The Executive Assistant of the City Manager, or their designee, is designated as the BEE CITY USA Liaison.
3. Facilitation of the City of Novi's BEE CITY USA program is assigned to the Beautification Commission.
4. The Beautification Commission is authorized to and shall:
 - a. **Celebration:** Host at least one educational event or pollinator habitat planting or restoration each year to showcase the City of Novi's commitment to raising awareness of pollinator conservation and expanding pollinator health and habitat.
 - b. **Publicity & Information:** Install and maintain at least one authorized BEE CITY USA street sign in a prominent location, and create and maintain a webpage on the City of Novi website which includes, at minimum a copy of this resolution and links to the national BEE CITY USA website; contact information for your BEE CITY USA Liaison and Committee; reports of the pollinator-friendly activities the community has accomplished the previous year(s); and your recommended native plant species list and integrated pest management plan (explained below).
 - c. **Habitat:** Develop and implement a program to create or expand pollinator-friendly habitat on public and private land, which includes, but is not limited to, Identifying and inventorying the City of Novi's real property that can be enhanced with pollinator-friendly plantings; creating a recommended locally native plant list to include wildflowers, grasses, vines, shrubs, and trees and a list of local suppliers for those species; and, tracking (by square footage and/or acreage) annual area of pollinator habitat created or enhanced.
 - d. **Pollinator-Friendly Pest Management:** Create and adopt an integrated pest management (IPM) plan designed to prevent pest problems, reduce pesticide use, and expand the use of non-chemical pest management methods.

- e. **Policy & Plans:** Establish, through the City of Novi, a policy in the City of Novi's _____ Plan to acknowledge and commit to the BEE CITY USA designation and review any relevant plans and documents to consider improvements to pest management policies and practices as they relate to pollinator conservation, identify appropriate locations for pollinator-friendly plantings, and consider other appropriate measures.
- f. **Renewal:** After completing the first calendar year as a BEE CITY USA affiliate, each February, apply for renewal of the City of Novi's BEE CITY USA designation following the format provided by BEE CITY USA, including a report of the previous year's BEE CITY USA activities, and paying the renewal fee based on the City of Novi's population.

AYES:

NAYS:

RESOLUTION DECLARED ADOPTED.

Cortney Hanson, City Clerk

CERTIFICATION

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Novi, County of Oakland, and State of Michigan, at a regular meeting held this _____ day of _____, 2024, and that public notice of said meeting was given pursuant to and in full compliance with Act No. 267, Public Acts of Michigan, 1976, and that the minutes of said meeting have been kept and made available to the public as required by said Act.

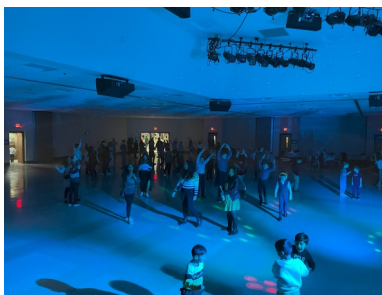
Cortney Hanson, City Clerk
City of Novi



2024 Mother Son Dance

The Parks, Recreation and Cultural Services Department hosted the annual Mother Son Dance on Friday, March 1. The theme was a Game Night. We had Connect Four, Cornhole, Giant Jenga, Hole in One, Inflatable Archery, and Plinko in the atrium. The evening also included light beverages, snacks and plenty of dancing to great music provided by Night & Day Productions. All Star Action Photography was on site to take photos for each couple which were printed before the participants left.

Novi High School and Walled Lake Western High School students provided volunteer assistance, helping run coat check and all of the game stations. This program met the department's core value of excellence by providing a high quality opportunity for mothers and sons to enjoy a special evening together.



Event	Stats
Participants	209
Memories Made	Countless
Volunteer Value Independent Sector Data at \$30.15/hour	\$603
Program Supervisor	J. Gillingham

The mission of the Parks, Recreation and Cultural Services Department is to provide exceptional park, recreation and cultural opportunities that are diverse and enhance lives.