

CITY COUNCIL ACTION REPORT

Date: August 19, 2016

To: Brian Kischnick, City Manager

From: Tom Darling, Director of Financial Services
Mark Miller, Director of Economic and Community Development
Kurt Bovensiepe, Public Works Director
Steven J. Vandette, City Engineer

Subject: Local Road Improvement Matching Fund Pilot Program Cost Participation Agreement and 2016/17 Budget Amendment
Souter Drive, Maple Road to Rankin Drive

History:

The new Oakland County Local Road Improvement Program is a pilot program established by the Oakland County Board of Commissioners (Commissioners Wade Fleming, Gary McGillivray and Robert Gosselin, representing Troy) in partnership with County Executive L. Brooks Patterson to assist local cities and villages with maintenance and improvements on local roads under their jurisdiction.

This program provides limited financial assistance to Oakland County cities and villages for repairs and improvements on roadways under their jurisdiction. Local municipalities must match funding from Oakland County and projects should supplement, not replace, existing local road repair efforts. The Oakland County Board of Commissioners allocated up to \$1,000,000 in matching funds to launch the program in 2016. Communities are allocated a share of these funds based upon a formula consisting of road miles, population and crash data. The program supplements the long standing Tri-Party Road Improvement Program, which provides a 1/3 share in matching funds to support repairs on local roadways that are under the control of the Road Commission for Oakland County (RCOC).

This program is more flexible than the current Tri-Party Road Program, one that will allow Oakland County to assist its cities and villages with maintenance and safety projects on non-county roads for the purposes of improving economic development in Oakland County cities and villages.

Project funding is to be utilized solely for the purposes of road improvements to roads under the jurisdiction of local cities and villages and must be real capital improvements to roadways (no administrative expenses, personnel, consultants, etc.). Non-motorized projects do not qualify.

Projects authorized under this program must contribute to the purpose of encouraging and assisting businesses to locate and expand within the county.

Project Information:

The project submitted for consideration and subsequently approved by the Committee is concrete slab replacement on Souter Driver, from Maple Road to Rankin Drive. There is a 600 foot section of Souter Drive that has concrete pavement with asphalt overlay in poor condition that will be removed and replaced with concrete pavement.

Souter Drive is an Industrial Road in the southern area of the city that is home to approximately 40 businesses. The users are mainly Light Industrial and many are small job shops. These types of uses generate larger volumes of traffic compared to larger sites with single user occupants. Since the density of the area creates more traffic, maintenance of the area is critical to keep the area in demand. Businesses looking to locate in Troy or those that want to maintain their business need to know that the roads will be kept in good repair to provide safe and efficient passage of employees, customers and deliveries.

We also have the benefit of our current contract with Dilisio Contracting, Inc. who will perform the work under their existing 2015-16 contract which has no price increase for the 2016-17 construction season and a minimal three percent (3%) increase for 2017-18. By using Dilisio for this work we are able to further stretch the limited road funds available.

Financial:

The Local Road Improvement Matching Fund Pilot Program grant includes \$216,211 in Local Road Improvement funds. The City of Troy's share is fifty percent (50%) or \$108,106. The remaining fifty percent (50%) is contributed by the Board of Commissioners of the County of Oakland in the amount of \$108,105.

The 2017 Capital Projects Fund will require a budget amendment of \$216,211 to complete the concrete slab replacement work on Souter Drive.

Recommendation:

Staff recommends that City Council approve the attached Cost Participation Agreement between the City of Troy and the Board of Commissioners of the County of Oakland for the Local Road Improvement Matching Fund Pilot Program in the amount of \$216,211 at a cost to the City of Troy of \$108,106 and a budget amendment to the Capital Projects Fund.

Furthermore, staff recommends that the Mayor and City Clerk be authorized to execute the agreement.

City Attorney's Review as to Form and Legality

Lori Grigg Bluhm, City Attorney

Date

2016 Local Road Improvement Pilot Program

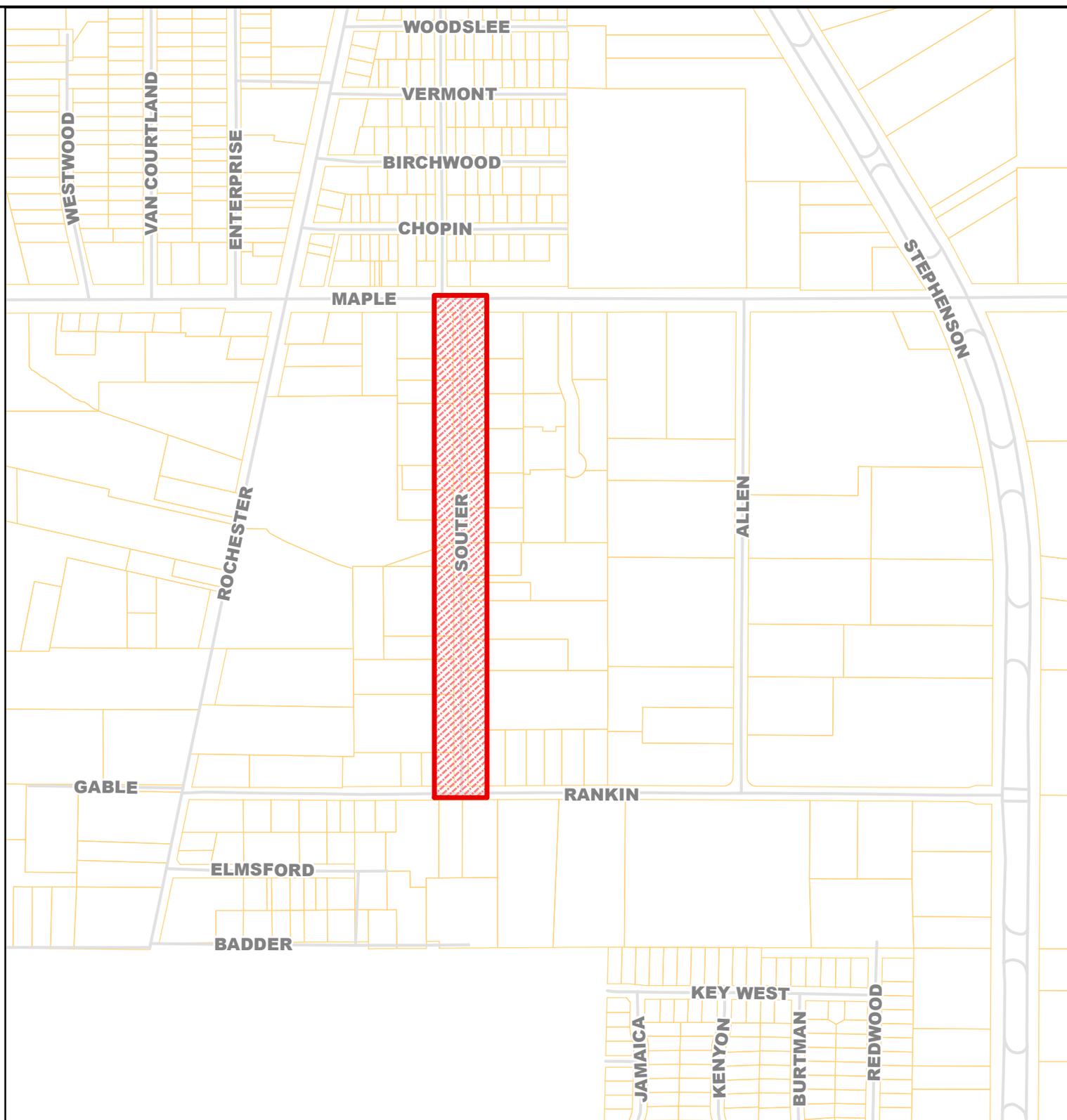
City of Troy -
Souter Dr, Maple Rd to Rankin Dr



Souter Drive



Date: 6/24/2016





Point of Beginning

Point of Ending

SOUTER

290 0 145 290Feet

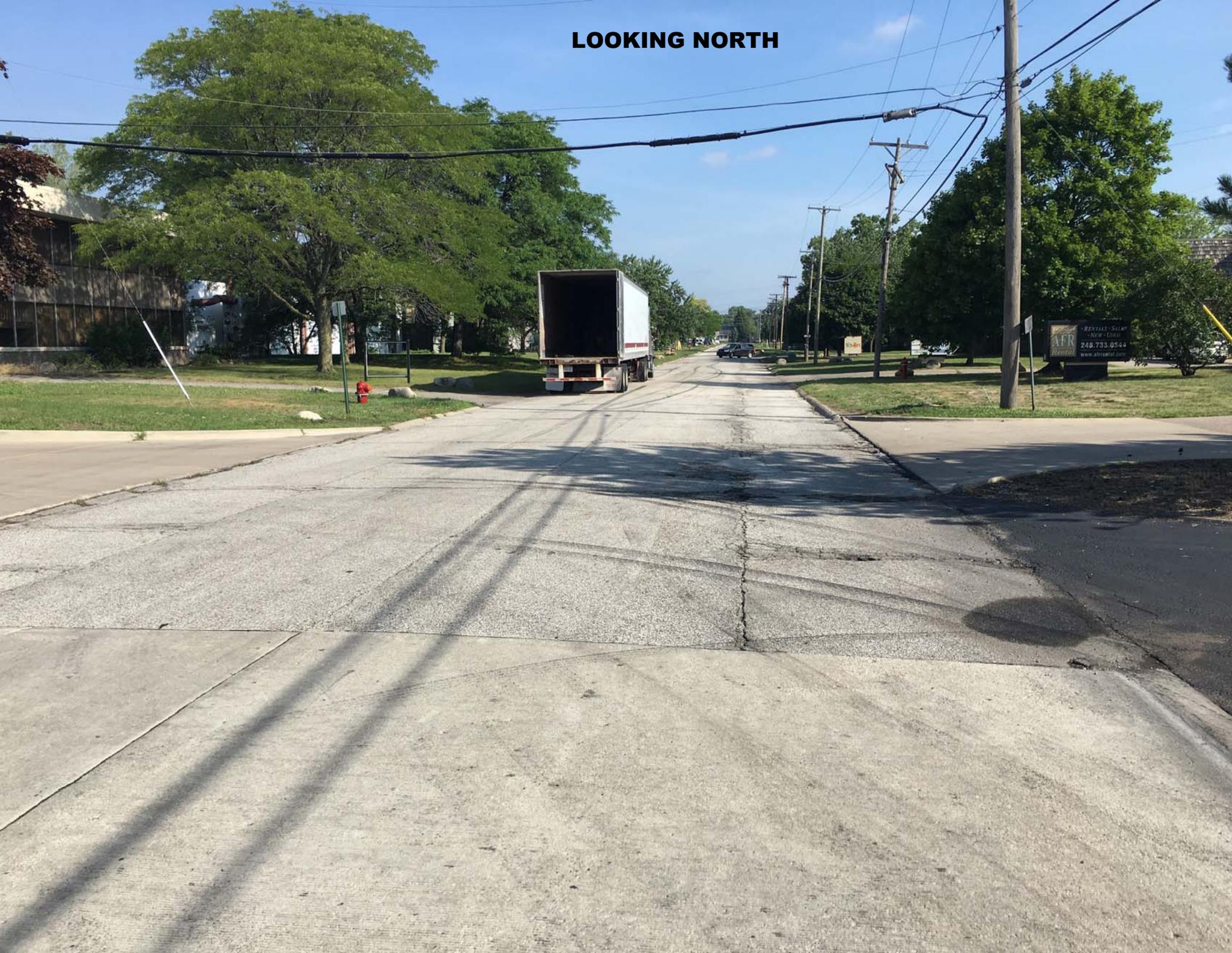


Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

LOOKING NORTH



LOOKING NORTH





LOOKING SOUTH

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LOOKING SOUTH



BOARD OF COMMISSIONERS

1200 N. Telegraph Road
Pontiac, MI 48341-0475
Phone: (248) 858-0100
Fax: (248) 858-1572

August 19, 2016

Brian Kischnick
City Manager
City of Troy
500 West Big Beaver Rd.
Troy, MI 48084-5285

Dear Mr. Kischnick,

We are pleased to inform you that the Board of Commissioners has approved your application for funding under the 2016 Pilot Local Road Improvement Program.

Poor conditions on our roads create an impediment to the economic development of our community and diminish the excellent quality of life our residents expect. Oakland County is proud to be a partner with your local government to provide much needed investment in our local transportation infrastructure.

Enclosed you will find two (2) copies of a Cost Participation Agreement. Following approval by your governing authority and execution of the agreement, please forward the documents to:

Oakland County Board of Commissioners
Attn: Chris Ward, Administrative Director
1200 N. Telegraph Road
Pontiac, Michigan 48341-0475

We will return a fully executed copy to you for your records. After you receive the finalized agreement, you can invoice our Management and Budget office as instructed in the agreement for payment.

If you have any questions regarding the program or agreement, please feel to contact Chris Ward, Administrative Director of the Board of Commissioners at (248)858-1701 or wardcc@oakgov.com. In addition, please feel free to contact us if we can be of further assistance.

Sincerely,

Wade Fleming
Oakland County Commissioner

Gary McGillivray
Oakland County Commissioner

Robert Gosselin
Oakland County Commissioner

LOCAL ROAD IMPROVEMENT MATCHING FUND PILOT PROGRAM

COST PARTICIPATION AGREEMENT

Concrete Slab Replacement on Souter Drive

City of Troy

Board Project No. 2016-14

This Agreement, made and entered into this ____ day of _____, 2016, by and between the Board of Commissioners of the County of Oakland, Michigan, hereinafter referred to as the BOARD, and the City of Troy, hereinafter referred to as the COMMUNITY, provides as follows:

WHEREAS, the BOARD has established the Pilot Local Road Improvement Matching Fund Program, hereinafter the PROGRAM, for the purposes of improving economic development in Oakland County cities and villages. The terms and policies of the PROGRAM are contained in Attachment A. The BOARD intends the PROGRAM to assist its municipalities by offering limited funds, from state statutory revenue sharing funds, for specific, targeted road maintenance and/or improvement projects on roadways under the jurisdiction of cities and villages; and

WHEREAS, the BOARD shall participate in a city or village road project in an amount not exceeding 50% of the cost of the road improvement, hereinafter referred to as the PROJECT, and also not exceeding the Preliminary Distribution Formula as it relates to the COMMUNITY, (Attachment B); and

WHEREAS, the COMMUNITY has identified the PROJECT as Concrete Slab Replacement on Souter Drive, as more fully described in Attachment C, attached hereto, and made a part hereof, which improvements involve roads under the jurisdiction of and within the COMMUNITY and are not under the jurisdiction of the Road Commission for Oakland County or state trunk lines; and

WHEREAS, the COMMUNITY has acknowledged and agreed to the BOARD's policies regarding the PROGRAM, Attachment A, and further acknowledge and agree that the PROJECT's purpose is to encourage and assist businesses to locate and expand within Oakland County and shall submit a report to the BOARD identifying the effect of the PROJECT on businesses in the COMMUNITY at the completion of the PROJECT. In addition, the COMMUNITY acknowledges that the program is meant to supplement and not replace funding for existing road programs or projects; and

WHEREAS, the COMMUNITY has acknowledged and agreed that the PROGRAM is expressly established as a pilot program and there is no guarantee that the PROGRAM will be continued from year to year. The COMMUNITY further acknowledges and agrees that if the PROJECT is a multi-year road improvement project, the maximum number of years for the PROJECT funding is three (3) years, although the BOARD anticipates that most PROJECT's funded under the PROGRAM will be completed by the end of calendar-year 2017, and there is

no obligation on behalf of the BOARD to fund either the PROJECT or the PROGRAM in the future; and

WHEREAS the COMMUNITY has acknowledged and agreed that the COMMUNITY shall assume any and all responsibilities and liabilities arising out of the administration of the PROJECT and that Oakland County shares no such responsibilities in administering the PROJECT; and

WHEREAS, the estimated total cost of the PROJECT is \$216,211; and

WHEREAS, said PROJECT involves certain designated and approved Local Road Improvement Matching Funds in the amount of \$108,105, which amount shall be paid to the COMMUNITY by the BOARD; and

WHEREAS, the BOARD and the COMMUNITY have reached a mutual understanding regarding the cost sharing of the PROJECT and wish to commit that understanding to writing in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants set forth herein and in conformity with applicable law and BOARD resolution(s), it is hereby agreed between the COMMUNITY and the BOARD that:

1. The BOARD approves of the PROJECT, and in reliance upon the acknowledgements of the COMMUNITY, finds that the PROJECT meets the purpose of the PROGRAM.

2. The BOARD approves of a total funding amount under the PROGRAM for the PROJECT in an amount not to exceed \$108,105, The COMMUNITY shall submit an invoice to the COUNTY in the amount of \$108,105, addressed to Lynn Sonkiss, Manager of Fiscal Services, Executive Office Building, 2100 Pontiac Lake Road, Building 41 West, Waterford, MI 48328, upon execution of this Agreement. Upon receipt of said invoice, the BOARD shall pay the COMMUNITY the sum of \$108,105 from funds available in the PROGRAM.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and date first written above.

OAKLAND COUNTY BOARD OF COMMISSIONERS

By: _____

Its: _____

COMMUNITY

By: _____

It's: _____

PILOT LOCAL ROAD IMPROVEMENT MATCHING FUND PROGRAM

STATEMENT OF PURPOSE

Oakland County Government recognizes that Michigan law places the primary responsibility for road funding on the State and non-county local units of government. However, the County also recognizes that the law does permit a limited, discretionary role for the County in assisting a road commission and local units within a county by supporting some road maintenance and improvement efforts.

Accordingly, for many years Oakland County has voluntarily provided limited assistance to its cities, villages and townships (CVT's) and to the Road Commission of Oakland County (RCOC) by investing in a discretionary Tri-Party Road Program. Authorized under Michigan law, the County's tri-party funding contributions primarily facilitate safety improvement projects on CVT roads under the jurisdiction of the RCOC. By law, tri-party funds cannot be used to fund projects on roads solely under the jurisdiction of CVT's.

Recognizing a continuing need to better maintain local CVT streets and roads, yet being ever mindful of the County's limited responsibility for and jurisdiction over non-county roads and streets, Oakland County Government wishes to pilot a discretionary program that is more flexible than the current Tri-Party Road Program, one that will allow Oakland County to assist its cities and villages with maintenance and safety projects on non-county roads.

Not being the funding responsibility of County government, local CVT roads generally cannot be maintained or improved using county funds because doing so would be considered to be the "gifting" of County resources. However laudable the purpose, Michigan law generally forbids the gifting of government resources. To avoid application of the constitutionally-based gifting restriction, the state legislature must, and in this arena has, determine that a public benefit results from a taxpayer investment, one that provides a *quid pro quo* sufficient to avoid application of the gifting prohibition. Here, the legislature has determined that the economic development benefit presumed to accrue to a county as a result of local street and road investments can provide a sufficient *quid pro quo* to county taxpayers justifying a discretionary county investment in a non-county road, a benefit that constitutes a fair exchange for value and not a gift.

This legislative determination is set forth in 1985 P.A. 9, which amended 1913 P.A. 380, by adding a new section 2, which in pertinent part provides:

"(1)...A county may grant or loan funds to a township, village or city located within that county for the purpose of encouraging and assisting businesses to locate and expand within the county...

(2) A loan or grant made under subsection (1) may be used for local public improvements or to encourage and assist businesses in locating or expanding in this state, to preserve jobs in this state, to encourage investment in the communities in this state, or for other public purposes."

Communities that wish to attract, retain and grow business, retain jobs and encourage community investment, needs a safely maintained road infrastructure. This road infrastructure must include both residential and commercial roads as workers and consumers need to get to and from work, shopping, schools and recreation. In a fiscally prudent and limited manner, the County wishes to help its cities and villages accomplish this objective by test-piloting a new local road improvement matching fund program.

Any such program must be mindful of the limits imposed under Public Act 9. One important restriction Public Act 9 imposed on grants or loans made pursuant subsection 2 of the Act is the mandate that, "A grant or loan under this subsection shall not be derived from ad valorem taxes except for ad valorem taxes approved by a vote of the people for economic development." This means that funding for an expanded local road assistance program cannot utilize proceeds from any of Oakland County's ad valorem tax levies since no levy has been approved by voters specifically for economic development.

Given this limitation, it appears that the state statutory revenue sharing appropriated to the County can provide a non-ad valorem source of funds that legally can be used to support the pilot program. Competition for those funds, which are limited in amount, is fierce and their yearly availability is subject to the state legislative process. In the recent past, the State stripped all of those funds away from Michigan counties. Understanding that reality, it shall be the policy of the Oakland County Board of Commissioners that the Board shall not appropriate any county funds for a local road improvement matching fund program for non-county roads in any year where the State of Michigan fails to appropriate statutory revenue sharing funds to Oakland County in an amount sufficient to allow the County to first prudently address its core functions.

Act 9 imposes additional conditions on grants and loans. These include requirements that the loan or grant shall be administered within an established application process for proposals; that any grant or loan shall be made at a public hearing of the county board of commissioners and that the Board shall require a report to the county board of commissioners regarding the activities of the recipient and a report as to the degree to which the recipient has met the stated public purpose of the funding.

Understanding all of the above, the Oakland County Board of Commissioners hereby establishes the following Pilot Local Road Improvement Matching Fund Program:

PROGRAM SUMMARY

The Board of Commissioners establishes a Pilot Local Road Improvement Matching Fund Program for the purposes of improving economic development in Oakland County cities and villages. The County intends this Program to assist its municipalities by offering limited matching funds for specific, targeted road maintenance and/or improvement projects on roadways under the jurisdiction of cities and villages.

A city or village participating in the Local Road Improvement Matching Fund Program shall match any fund authorized by the Board of Commissioners in an amount equal to a minimum of 50% of the cost of the total project award. County participation shall be limited to a maximum of 50% of the cost of the total project budget. Funding shall be utilized to supplement and enhance local road maintenance and

improvement programs. Funding is not intended to replace existing budgeted local road programs or to replace funding already committed to road improvements.

PROJECT GUIDELINES

Program funding shall be utilized solely for the purposes of road improvements to roads under the jurisdiction of local cities and villages. Road improvements may include, but not be limited to, paving, resurfacing, lane additions or lengthening, bridges, or drainage as such improvements relate to road safety, structure or relieving congestion.

Program funding:

May be utilized to supplement a local government's matched funding for the purposes of receiving additional federal transportation funding;

May not be utilized to fulfill a local government's responsibility to fund improvements to state trunklines;

Shall be limited to real capital improvements to roadways and shall not be utilized for other purposes, such as administrative expenses, personnel, consultants or other similar purposes;

Shall not be utilized for non-motorized improvements, unless these improvements are included in a project plan for major improvements to a motorized roadway;

Shall be utilized for projects that will result in a measurable improvement in the development of the local economy and contribute to business growth. Recipients shall be responsible for providing an outline of the economic benefits of the project prior to approval and for reporting to the Board of Commissioners after the completion of the project on the benefits achieved as a result of the projects.

ADMINISTRATION

Local Road Improvement Matching Fund Program projects may be appropriated by the Board of Commissioners in compliance with the County budget process. The amount of funds to be dedicated for the Pilot Program shall be determined by the Board of Commissioners on an annual basis. Program funding may be reduced or eliminated based upon the ability of the County government to meet primary constitutional and statutory duties. The Board of Commissioners expressly reserves the right to adjust the County matching funds share at any time based upon County budget needs.

In accordance with MCL 123.872, funds dedicated to the Local Road Improvement Matching Fund Program shall not be derived from ad valorem tax revenues. Program funding shall be limited to funds derived from the County's distribution from the Michigan General Revenue Sharing Act. Reduction or elimination of the County's distribution of revenue sharing funds may result in the elimination or suspension of the program.

Funding availability shall be distributed based upon a formula updated annually. The formula will consist of:

1. A percentage derived from the number of certified local major street miles in each city and village divided by aggregate total of certified local major street miles of all cities and villages in the county.
2. A percentage derived from the population of each city and village as determined by the last decennial census conducted by the U.S. Census Bureau divided by the aggregate total population of cities and villages in the county.
3. A percentage derived from the three year rolling total of the number of crashes on city and village major local streets divided by the aggregate three year rolling crash numbers for all city and village major local streets. The crash data will be supplied by the Road Commission for Oakland County using data from the Traffic Improvement Association.

Each city and villages percentage allocation shall be determined by adding each factor percentage and dividing that total by three. The amount of funds available for match shall be determined by the total amount of funds allocated by the Board of Commissioners added to an equal amount representing the match provided by local cities and villages.

The Chairman of the Finance Committee of the Board of Commissioners shall establish a Subcommittee on the Local Road Improvement Program. This subcommittee shall consist of three members, with two members representing the majority caucus and one member representing the minority caucus. It shall be the responsibility of the Subcommittee to direct the administration of this program, receive applications for program funding and make recommendation of acceptance to the Finance Committee and Board of Commissioners. The Subcommittee may consult with county departments, staff and the Road Commission for Oakland County in the conduct of its business.

DISBURSEMENT

The Subcommittee shall forward recommendations for approval of Local Road Improvement Matching Fund Program projects to the Chairman of the Board of Commissioners. This recommendation shall include a cost participation agreement between the County and participating municipality. Minimally, cost participation agreements shall include: responsibility for administering the project, the project location, purpose, scope, estimated costs including supporting detail, provisions ensuring compliance with project guidelines, as well as disbursement eligibility requirements. The cost participation agreement shall also require the maintenance of supporting documentation to ensure compliance with the following provisions:

1. Any and all supporting documentation for project expenditures reimbursed with appropriated funding shall be maintained a minimum of seven years from the date of final reimbursement for actual expenditures incurred.
2. The Oakland County Auditing Division reserves the right to audit any and all project expenditures reimbursed through the program.

Upon receipt of recommendation of project approval from the Subcommittee, the County Commissioner or Commissioners, representing the area included in the proposed project, may introduce

a resolution authorizing approval of the project and the release of funds. Resolutions shall be forwarded to the Finance Committee of the Board of Commissioners, who shall review and issue a recommendation to the Board on the adoption of the resolution. The Chairperson of the Finance Committee shall schedule a public hearing before the Board of Commissioners prior to consideration of final approval of the resolution.

The deadline for projects to be submitted for consideration shall be established by the Subcommittee. The Subcommittee may work with participating municipalities to develop a plan for projects that exceed that municipality's annual allocation amount. This may include a limited plan to rollover that municipality's allocation for a period of years until enough funding availability has accrued to complete the project, subject to funding availability.

Upon completion of project plans and execution of the local participation agreement by the County and governing authority of the local municipality, the participating municipality shall submit an invoice in accordance with the terms and conditions included in the agreement. The Oakland County Department of Management and Budget Fiscal Services Division shall process payments in accordance with policies and procedures as set forth by the Department of Management and Budget and the Oakland County Treasurer.

In the event an eligible local unit of government chooses not to participate in the Local Road Improvement Matching Fund Program, any previously undistributed allocated funding may be re-allocated to all participating local units of government in accordance with the formula included in this policy.

At the completion of each project, the participating local government shall provide a report to the Board of Commissioners regarding the activities of the recipient and the degree to which the recipient has met the stated public purpose of the funding as required by MCL 123.872.

LOCAL ROAD IMPROVEMENT SUBCOMMITTEE
FINANCE COMMITTEE, OAKLAND COUNTY BOARD OF COMMISSIONERS

Provision regarding existing funded local road programs and projects. The standard project agreement shall require participating municipalities to acknowledge that the Local Road Improvement Program is meant to supplement and to not replace funding for existing road programs or projects.

Fulfillment of economic benefit provisions of MCL 123.872. The Pilot Local Road Improvement Program has been established by the Oakland County Board of Commissioners under the authority granted by MCL 123.872, which provides that “A county may grant or loan funds to a township, village or city located within that county for the purposes of encouraging and assisting businesses to locate and expand within the county”. It shall be the responsibility of the municipality to outline the extent to which the project included in their application will meet these standards. The Subcommittee shall only consider projects that meet the standards provided in MCL 123.872. The standard project agreement shall include a provision requiring the participating municipality to fulfill the statutory requirement included in MCL 123.872 that, “the grant or loan contract made by county shall require a report to the county of board of commissioners regarding the activities of the recipient and the degree to which the recipient has met the stated purpose of the funding.”

Multi-year projects. The Local Road Improvement Program has been expressly established as a pilot program. There is no guarantee the program will be continued from year to year. The Subcommittee recognizes that the allocation authorized for local governments may not provide adequate funding in a single year to allow a project to move forward. Local governments shall be offered the opportunity to submit project plans that would necessitate the accumulation of multiple years of the community’s allocation amount to fulfill the county’s share of a project budget. A multi-year project plan submittal shall not exceed three years in duration. The allocation amount available to each community is subject to change annually based upon the factors utilized in the formula. Consideration of multi-year project plans does not obligate Oakland County in any way to funding any project or program in the future. These plans are meant to be utilized for planning purposes and for consideration by the Oakland County Board of Commissioners regarding authorizing a limited carryover of a community’s allocation year to year.

Completion of projects and submittal of post-project report. The standard cost participation agreement shall include a provision requiring the municipality to complete the project and submit the required post-project completion report prior to the end of the next calendar year following the date of project approval. An alternative schedule may be approved for a project by action of the Board of Commissioners, upon recommendation of the Subcommittee.

**PRELIMINARY DISTRIBUTION FORMULA
OAKLAND COUNTY LOCAL ROAD IMPROVEMENT PILOT PROGRAM**

City/Village	Cert Major Local Road Miles	Miles %	Population	Pop %	Crash Data	Crash %	Miles+Pop+Crash	Proposed Total Exp.	Max County Contribution
Auburn Hills	32.33	4.82%	21,412	2.80%	236	1.34%	2,99%	\$59,753	\$29,877
Berkley	15.63	2.33%	14,970	1.96%	55	0.31%	1.53%	\$30,683	\$15,342
Beverly Hills	10.99	1.64%	10,267	1.34%	40	0.23%	1.07%	\$21,398	\$10,699
Bingham Farms	1.02	0.15%	1,111	0.15%	54	0.31%	0.20%	\$4,025	\$2,013
Birmingham	21.87	3.26%	20,103	2.63%	580	3.29%	3.06%	\$61,196	\$30,598
Bloomfield Hills	8.83	1.32%	3,869	0.51%	235	1.33%	1.05%	\$21,039	\$10,520
Clarkston	1.48	0.22%	882	0.12%	37	0.21%	0.18%	\$3,640	\$1,820
Clawson	9.62	1.44%	11,835	1.55%	134	0.76%	1.25%	\$24,960	\$12,480
Farmington	7.36	1.10%	10,372	1.36%	183	1.04%	1.16%	\$23,284	\$11,642
Farmington Hills	58.36	8.71%	79,740	10.43%	1955	11.08%	10.07%	\$201,492	\$100,746
Ferrdale	20.99	3.13%	19,900	2.60%	219	1.24%	2.33%	\$46,513	\$23,257
Franklin	4.34	0.65%	3,150	0.41%	48	0.27%	0.44%	\$8,878	\$4,439
Hazel Park	17.12	2.55%	16,422	2.15%	188	1.06%	1.92%	\$38,445	\$19,223
Holly	7	1.04%	6,086	0.80%	83	0.47%	0.77%	\$15,421	\$7,711
Huntington Woods	6.95	1.04%	6,238	0.82%	58	0.33%	0.73%	\$14,533	\$7,267
Keego Harbor	1.93	0.29%	2,970	0.39%	80	0.42%	0.38%	\$7,547	\$3,774
Lake Angelus	0	0.00%	290	0.04%	22	0.12%	0.05%	\$1,084	\$542
Lake Orion	2.74	0.41%	2,973	0.39%	123	0.70%	0.50%	\$9,980	\$4,990
Lathrup Village	7.36	1.10%	4,075	0.53%	185	1.05%	0.89%	\$17,867	\$8,934
Leonard	2.34	0.35%	403	0.05%	4	0.02%	0.14%	\$2,817	\$1,409
Madison Heights	21.5	3.21%	29,694	3.89%	745	4.22%	3.77%	\$75,431	\$37,716
Milford	7.3	1.09%	6,175	0.81%	108	0.61%	0.84%	\$16,716	\$8,358
Northville *	0.8	0.12%	5,970	0.78%	109	0.62%	0.51%	\$10,110	\$5,055
Novi	39.52	5.90%	55,224	7.23%	1313	7.44%	6.86%	\$137,104	\$68,552
Oak Park	18.35	2.74%	29,319	3.84%	275	1.56%	2.71%	\$54,220	\$27,110
Orchard Lake	1.8	0.27%	2,375	0.31%	120	0.68%	0.42%	\$8,397	\$4,199
Ortonville	3.21	0.48%	1,442	0.19%	40	0.23%	0.30%	\$5,962	\$2,981
Oxford	6.01	0.90%	3,436	0.45%	107	0.60%	0.65%	\$13,006	\$6,503
Pleasant Ridge	3.59	0.54%	2,526	0.33%	145	0.82%	0.56%	\$11,254	\$5,627
Pontiac	70.21	10.47%	59,515	7.79%	1264	7.16%	8.48%	\$169,507	\$84,754
Rochester	8.59	1.28%	12,711	1.66%	245	1.39%	1.44%	\$28,879	\$14,440
Rochester Hills	38.61	5.76%	70,995	9.29%	1945	11.02%	8.69%	\$173,830	\$86,915
Royal Oak	63.96	9.54%	57,236	7.49%	1083	6.14%	7.72%	\$154,461	\$77,231
South Lyon	4.43	0.66%	11,327	1.48%	144	0.81%	0.99%	\$19,717	\$9,859
Southfield	64.71	9.65%	71,739	9.39%	2452	13.90%	10.98%	\$219,625	\$109,813
Sylvan Lake	2.58	0.38%	1,720	0.23%	66	0.38%	0.33%	\$6,574	\$3,287
Troy	57.34	8.55%	80,980	10.60%	2343	13.28%	10.81%	\$216,211	\$108,106
Walled Lake	5.34	0.80%	6,999	0.92%	153	0.87%	0.86%	\$17,212	\$8,606
Wilom	10.49	1.56%	13,498	1.77%	408	2.31%	1.88%	\$37,628	\$18,814
Wolverine	3.69	0.55%	4,312	0.56%	57	0.33%	0.48%	\$9,598	\$4,799
TOTAL	670.29	100.00%	764,251	100.00%	17,639	100.00%	100.00%	\$2,000,000	\$1,000,000

ATTACHMENT C

Pilot Local Road Improvement Matching Fund Program

Concrete Slab Replacement on Souter Drive

Board Project No. 2016-14

Concrete slab replacement on Souter Drive, from Maple Road to Rankin Drive in the City of Troy

ESTIMATED PROJECT COST

Total Project Construction Cost	\$216,211	
	\$216,211	

COST PARTICIPATION BREAKDOWN

	COMMUNITY	BOARD	TOTAL
TOTAL COST	\$108,106	\$108,105	\$216,211