



City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640 ♦ 989.837.3300 \* 989.835.2717 Fax ♦ www.cityofmidlandmi.gov

REGULAR MEETING OF THE MIDLAND CITY COUNCIL  
City Hall, 333 W. Ellsworth Street

October 29, 2018

7:00 PM

AGENDA

CALL TO ORDER - Maureen Donker, Mayor

PLEDGE OF ALLEGIANCE TO THE FLAG

**Boy Scout Troop 3791 - Chestnut Hill**

ROLL CALL - Thomas W. Adams  
Steve Arnosky  
Diane Brown Wilhelm  
Maureen Donker  
Marty A. Wazbinski

CONFLICT OF INTEREST DISCLOSURE STATEMENT

CONSIDERATION OF ADOPTING CONSENT AGENDA ITEMS:

All resolutions marked with an asterisk are considered to be routine and will be enacted by one motion. There will be no separate consideration of these items unless a Council member or citizen so requests during the discussion stage of the "Motion to adopt the Consent Agenda as indicated." If there is even a single request the item will be removed from the consent agenda without further motion and considered in its listed sequence in regular fashion.

APPROVAL OF MINUTES:

- 1. \* Approve minutes of the October 8 regular City Council meeting. TISDALE

PROCLAMATIONS, AWARDS, RECOGNITIONS, PRESENTATIONS:

- 2. Proclamation honoring Councilman Tom Adams. KAYE

PUBLIC HEARINGS:

- 3. Transfer funds from DDA Fund Balance and amend the 2018-19 budget to recognize the increase for the purpose of funding the Downtown Façade Improvement Program. TISDALE

PUBLIC COMMENTS, IF ANY, BEFORE CITY COUNCIL. This is an opportunity for people to address the City Council on issues that are relevant to Council business but are not on the agenda.

RESOLUTIONS:

- [4.](#) Report on Culture of Customer Service Excellence and Diversity. STONE
- [5.](#) Approving the Corrective Action Plan as required by the Michigan Department of Treasury for the City’s MERS pension plan. KEENAN
- [6.](#) Buttles Road Diet Traffic Data Report. FREDRICKSON
- [7.](#) Approving the implementation of staff recommendations of the 2018 Storm and Sanitary Sewer Study. SOVA
- [8.](#) \* Establishing the 2019 regular meeting dates for the Midland City Council. KAYE
- [9.](#) \* Approving the request from Timothy and Ann Kaminski for annexation of property located at 5911 Waldo Avenue. MURSCHEL
- [10.](#) \* Recognizing Adoption Option, Inc. as a nonprofit organization in the community. TISDALE

Considering purchases and contracts:

- [11.](#) \* Dial-A-Ride Bus Purchase. MURPHY
- [12.](#) \* Purchase and installation of a hook lift system. MURPHY
- [13.](#) \* Purchase of Police Patrol Car. MURPHY
- [14.](#) \* Purchase of turf mowers and tractor. MURPHY
- [15.](#) \* Sale of surplus Landfill waste handling dozer. MURPHY

Setting a public hearing:

NEW BUSINESS:

TO CONTACT THE CITY WITH QUESTIONS OR FOR ADDITIONAL INFORMATION:

Citizen Comment Line:	837-3400
City of Midland website address:	<a href="http://www.cityofmidlandmi.gov">www.cityofmidlandmi.gov</a>
City of Midland email address:	<a href="mailto:cityhall@midland-mi.org">cityhall@midland-mi.org</a>
Government Information Center:	located near the reference desk at the Grace A. Dow Memorial Library

**Backup material for agenda item:**

1. \* Approve minutes of the October 8 regular City Council meeting. TISDALE

A regular meeting of the City Council was held on Monday, October 8, 2018, at 7:00 p.m. in the Council Chambers of City Hall. Mayor Donker presided. The Pledge of Allegiance to the Flag was recited in unison.

Councilmen present: Thomas Adams, Steve Arnosky, Diane Brown Wilhelm, Maureen Donker, Marty Wazbinski

Councilmen absent: None

**MINUTES**

Approval of the minutes of the September 17, 2018 regular meeting was offered by Councilman Brown Wilhelm and seconded by Councilman Adams. (Motion ADOPTED.)

**CONDITIONAL USE PERMIT NO. 61**

Planning and Community Development Director Grant Murschel presented information on Conditional Use Permit No. 61 – a request for two-family residential dwellings on four parcels located at 2711, 2721, 2801 and 2811 W. Wackerly Street. Wayne Crosby, 2313 Oakfield Drive, petitioner and Chair of Cherryview Development Corporation, spoke regarding the development. A public hearing opened at 7:15 p.m. Speaking in favor of the petition was Don Hall, 4008 Pfeiffer Court. Speaking in opposition were Jim Wright, 2712 Schade West Drive; Richard Goodman, 2718 Schade West Drive; Ted Pokorski, 2509 Schade West Drive; Roger Mikusak, 2713 Schade West Drive; Jodi Harbron, 2712 Schade West Drive; Jerry Lombardo, 2714 Schade West Drive; Roger Roehl, 2610 Schade West Drive; and Bonnie Ziegler, 2185 Schade West Drive. Wayne Crosby, petitioner, 2313 Oakfield Drive, responded. The public hearing closed at 8:15 p.m. The following resolution was then offered by Councilman Adams and seconded by Councilman Arnosky:

WHEREAS, Cherryview Development Corporation submitted a request for a conditional land use permit for a two-family residential dwelling at each of the four (4) parcels located at 2711, 2721, 2801, and 2811 W. Wackerly Street. The property is presently zoned OS Office Service.; and

WHEREAS, the City Planning Commission has conducted a public hearing in accord with Section 28.02(A) of the Zoning Ordinance of the City of Midland on said conditional use; and

WHEREAS, the Planning Commission has submitted its recommendation to deny the permit, contingent upon the following:

1. One (1) two-family dwelling shall be permitted on each of the individual properties (2711, 2721, 2801, and 2811 W. Wackerly Street).
2. One (1) driveway shall be permitted to W. Wackerly Street to be shared by the four (4) properties.
3. A vegetative screen or masonry wall shall be installed or constructed along the southern property line to provide a visual screen.
4. Approval is granted to the proposed four (4) two-family dwellings only. Any additional uses of the property shall be reviewed and approved in accordance with the standards of the City of Midland Zoning Ordinance, including the requirements for site plan approval under Article 27 if applicable.
5. A final soil erosion and sedimentation control permit to the approval of the City Building Department.
6. A shared access easement agreement to the satisfaction of the City Planning Department shall be recorded at the Midland County Register of Deeds.

in accord with Section 28.02(B) of the Zoning Ordinance of the City of Midland; now therefore RESOLVED, that the City Council finds the request for the conditional use permit to be in accord with Section 28.03 of the Zoning Ordinance of the City of Midland, and hereby approves Conditional Use Permit No. 61, in accord with documents provided and submitted at the

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meeting of October 8, 2018. (Motion DENIED. Yeas: Adams Nays: Arnosky, Brown Wilhelm, Donker, Wazbinski)

**WASHINGTON WOODS BUDGET AMENDMENT**

Planning and Community Development Director Grant Murschel presented information on the proposed 2018-19 Washington Woods Budget amendment to receive Community Development Block Grant funds to upgrade the interiors of the west side elevators. A public hearing opened at 8:36 p.m., recognizing no public comments, the hearing closed at 8:36 p.m. The following resolution was then offered by Councilman Brown Wilhelm and seconded by Councilman Wazbinski:

WHEREAS, Washington Woods is in need of west side interior elevator upgrades; and  
WHEREAS, Washington Woods has been approved to use \$20,000.00 of Community Development Block Grant (CDBG) funding for the west side interior elevator upgrades; and  
WHEREAS, it is necessary to amend the FY 2018/2019 Washington Woods budget for the purpose of recognizing the CDBG funding and authorizing the expenditure of these CDBG funds for the purpose of replacing the west side elevator interiors; and  
WHEREAS, that in accord with Section 11.6 of the Charter of the City of Midland, a public hearing was conducted at 7:00 p.m., October 8, 2018 in the Council Chambers of City Hall on the proposal to amend the FY 2018/2019 Washington Woods budget for the purpose of upgrading the west side elevator interiors; now therefore  
RESOLVED, that the FY 2018/19 Washington Woods budget is hereby amended to increase revenues and expenditures by \$20,000.00 for the purpose of accepting the CDBG funds and authorizing expenditure thereof. (Motion ADOPTED.)

**MAJOR STREET FUND BUDGET AMENDMENT**

Assistant City Manager David Keenan presented information on the proposed 2018-19 Major Street Fund budget amendment as related to the South Waldo Road Reconstruction project. A public hearing opened at 8:45 p.m., recognizing no public comments, the hearing closed at 8:45 p.m. The following resolution was then offered by Councilman Brown Wilhelm and seconded by Councilman Arnosky:

WHEREAS, in accord with Sections 5.11, 11.4, and 11.6 of the Charter of the City of Midland, and after having given proper legal notice, and having conducted a public hearing on Monday, October 8, 2018, on the proposal to amend the 2018-19 Major Street Fund budget to increase expenditures by \$300,000 to recognize the balance of the City share of construction costs related to the South Waldo Avenue Reconstruction Project; now therefore  
RESOLVED, that the 2018-19 Major Street Fund budget shall be amended as discussed in the aforementioned paragraph. (Motion ADOPTED.)

**PUBLIC COMMENTS**

Don Hall, 4408 Pfeiffer Court, spoke regarding rental property conditions and control over their upkeep. Jim Pollack, 1420 Whitehall, spoke regarding the sewer study. John Popp, 2741 E. Ashby Road, spoke regarding Buttles Street.

**2018 BUDGET PLANNING STUDY SURVEY**

Community Affairs Director Selina Tisdale introduced William Saint Amour, Executive Director of Cobalt Community Research, who reported on the results from the 2018 Budget Planning Study Survey. The following resolution was then offered by Councilman Wazbinski and seconded by Councilman Arnosky:

WHEREAS, the City of Midland has partnered with Cobalt Community Research to conduct an in-depth Budget Planning Study to explore City services and budget options for the community; and

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WHEREAS, written and online surveys were administered to City residents in August and September; and  
WHEREAS, results of said survey will help shape community budget conversations in October and help prepare City Council and City staff for upcoming budget discussions; now therefore  
RESOLVED, that Midland City Council hereby receives and files the survey results of the August and September budget planning survey as reported by Cobalt Community Research. (Motion ADOPTED.)

**BOARDS & COMMISSIONS – RESIGNATIONS, APPOINTMENTS & CONFIRMATIONS**

The following resolution was offered by Councilman Brown Wilhelm and seconded by Councilman Adams:

RESOLVED, that the resignation of Scott Cochran as a member of the Cable Access Advisory Commission is hereby accepted, effective immediately, and the Administration is directed to convey the Council’s appreciation to Mr. Cochran for his service on the commission; and  
RESOLVED FURTHER, that the resignation of Anne Laughlin as a member of the Library Board is hereby accepted, effective immediately, and the Administration is directed to convey the Council’s appreciation to Ms. Laughlin for her service on this board; and  
RESOLVED FURTHER, that the resignation of Timothy Lichtenwald as a member of the Zoning Board of Appeals is hereby accepted, effective immediately, and the Administration is directed to convey the Council’s appreciation to Mr. Lichtenwald for his service on this board; and  
RESOLVED FURTHER, that the resignation of Judd Tanzini as a member of the Planning Commission is hereby accepted, effective immediately due to his relocation, and the Administration is directed to convey the Council’s appreciation to Mr. Tanzini for his service on the commission; and  
RESOLVED FURTHER, that City Council hereby appoints, Dave Dziedzic as the Midland Public Schools representative for the Cable Access Advisory Commission to fill an unexpired term ending June 30, 2019; and  
RESOLVED FURTHER, that City Council hereby appoints Gail Hoffman as a citizen-at-large member of the Library Board to fill an unexpired term ending June 30, 2021; and  
RESOLVED FURTHER, that City Council hereby appoints Dave Kobel as a citizen-at-large member of the Planning Commission to fill an unexpired term ending June 30, 2019; and  
RESOLVED FURTHER, that City Council hereby appoints Roger Mead as a regular member of the Zoning Board of Appeals to fill an unexpired term ending June 30, 2019; and  
RESOLVED FURTHER, that City Council hereby appoints Terry O’Brien as a regular member of the Zoning Board of Appeals to fill an unexpired term ending June 30, 2020; and  
RESOLVED FURTHER, that City Council hereby appoints Peder Danielsen as an alternate member to the Zoning Board of Appeals to fill an unexpired term ending June 30, 2020; and  
RESOLVED FURTHER, that City Council confirms the City Manager’s reappointment of Jenee Velasquez to the Brownfield Redevelopment Financing Authority for a term expiring December 1, 2021. (Motion ADOPTED.)

City Council recessed from 9:15 p.m. until 9:25 p.m.

**SUGNET ROAD EXTENSION PROJECT**

City Engineer Josh Fredrickson presented a report on the Sugnet Road Extension Project. Pam Hall, 4309 Paine Drive, inquired about Eastman Avenue improvements. Stacey Daniels, 3901 Orchard Drive, spoke in support of the inclusion of the Sugnet Road Extension Project. The following resolution was then offered by Councilman Arnosky and seconded by Councilman Wazbinski:

WHEREAS, a project to construct Sugnet Road between Northwood Drive and Main Street, a new roadway, is listed on the current Capital Improvement Plan (CIP) approved by the Planning

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Commission on May 8, 2018 and by City Council on May 21, 2018 for proposed funding in FY 2021/22 budget; and

WHEREAS, the Sugnet Road Extension project is primarily funded with federal funds and secondarily with a local City share; and

WHEREAS, at the May 21, 2018 meeting City Council requested additional information regarding the necessity and appropriate timing of said new construction project versus using available funds on an alternate existing deteriorated roadway; and

WHEREAS, the City Engineer provided a report at the October 8, 2018 City Council meeting outlining the history and purpose of the project which were the basis for listing the project on the CIP and the Construction Project Priorities Listing and the implications of switching projects under MDOT rules; now therefore

RESOLVED, that the City Council hereby agrees to remove the Sugnet Road Extension project from the CIP for construction in the FY 2021/2022; and

RESOLVED FURTHER, that the project not be included on the Construction Project Priorities Listing for funding consideration in the FY 2021/2022 budget. (Motion DENIED. Yeas: Arnosky Nays: Adams, Brown Wilhelm, Donker, Wazbinski)

**BUTTLES STREET ROAD DIET OBJECTIVES**

City Manager Brad Kaye presented a report on the Buttles Street Road Diet Objectives. Speaking on the subject were: Pam Hall, 4309 Paine Drive; Walt Rupprecht, 6109 Thornberry Court; Jim Pollack, 1420 Whitehall Street; Warren Frank, 311 Burning Bush Lane; David Ramaker, 2307 Longfellow Drive; Diane Middleton, Executive Director of the Midland Area Chamber of Commerce; Mike Hayes, 2010 Isabella Road; Cal leuter, 5500 Pondview Drive. The following resolution was then offered by Councilman Wazbinski and seconded by Councilman Adams:

WHEREAS, the Midland City Council has, by resolution, requested that the Michigan Department of Transportation (MDOT) undertake a road diet on a portion of Buttles Street, with a trial of that road diet currently underway; and

WHEREAS, City Council desires to clarify and set forth their objectives relative to the Buttles Street road diet; now therefore

RESOLVED, that City Council adopts the following list of objectives for the Buttles Street road diet, being:

a) Traffic Objectives

- o The traffic analysis concludes that three vehicular lanes are not necessary for the volume of traffic carried by Buttles Street between Jerome Street and State Street. The road diet will appropriately resize the road corridor by reducing the number of vehicular lanes from 3 to 2.
- o Traffic speeds will be slowed, or at least not increased, to help improve the pedestrian experience along the corridor.
- o A reduction in travel lanes will not negatively impact the safety of the corridor for vehicular traffic.

b) Planning Objectives

- o An improved pedestrian experience while utilizing or crossing the Buttles Street road corridor will be recognized.
- o Neighboring residential areas will be better connected to downtown Midland.
- o A more walkable downtown will be fostered.
- o The current corridor design emphasizes vehicular traffic to the near-exclusion of non-motorized users. The road diet final design will consider all potential users of the corridor and design towards those users so as to best accommodate all users' needs.
- o The corridor includes a state business route and cuts through the edge of downtown Midland. The land on both sides of the corridor is planned for mixed-use development and it is the City's intent to best provide for and encourage a mix of

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land uses along the corridor. The road diet will contribute to this planning objective by removing unnecessary traffic lanes, slowing, or at least not increasing, traffic speeds and improving the pedestrian experience within the corridor.

(Motion ADOTPED. Yeas: Adams, Brown Wilhelm, Donker, Wazbinski Nays: Arnosky)

**ESCANABA CONTRIBUTION – MENARDS TAX TRIBUNAL**

The following resolution was offered by Councilman Brown Wilhelm and seconded by Councilman Adams:

WHEREAS, a critical juncture has been reached in the case of Menard v. Escanaba that has far-reaching implications for properly funding local government services in our state; and WHEREAS, the City of Escanaba won a major victory for itself, and other local governments, in 2017 against the retailer Menard regarding property valuations and tax amounts in the Michigan Court of Appeals; and

WHEREAS, the Michigan Supreme Court turned away an appeal by Menards and returned this case to the Michigan Tax Tribunal for a rehearing; and

WHEREAS, the City of Escanaba and supporting Delta County entities have reached their financial limits after expending approximately \$230,000 on the appeal; and

WHEREAS, both the Michigan Tax Tribunal and Menard have stated this case will be precedent-setting in how Michigan assesses big box retailers; and

WHEREAS, local municipalities in Midland County, including the City of Midland, are being hurt financially by the inaccurate and arguably unfair valuation methods being utilized by the Tax Tribunal; and

WHEREAS, it is imperative that the City of Escanaba prevails, thereby establishing a standard for valuation that is clear and fair; and

WHEREAS, a community has authority to contribute to legal defenses under Hess v. Cannon and Grattan Townships, (265 Mich. App. 582, 696 N.W.2d 742); now therefore

RESOLVED, that the City of Midland supports a one-time appropriation of City funds in the amount of \$1,000 for use in the City of Escanaba’s legal defense in case MTT #154062; and

RESOLVED FURTHER, that this appropriation of funds is made contingent upon final resolution of the case by decision of the Michigan Tax Tribunal without settlement between Menard’s and the City of Escanaba. (Motion ADOPTED.)

**PLYMOUTH PARK NORTH PARKING LOT PAVING PROJECT**

The following resolution was offered by Councilman Brown Wilhelm and seconded by Councilman Adams:

WHEREAS, sealed proposals were advertised and received in accord with Article II of Chapter 2 of the Midland Code of Ordinances for Bid No. 3987 for the Plymouth Park North Parking Lot Project; and

WHEREAS, funding for the project is included in the FY 2018/19 Parks Capital Outlay budget; now therefore

RESOLVED, that City Council authorizes the Assistant City Controller to issue a purchase order to Crawford Contracting, Inc. in the amount of \$91,296.00 for the Plymouth Park North Parking Lot Project, all in accordance with the proposal and City specifications; and

RESOLVED FURTHER, that the City Manager is authorized to approve changes to the purchase order in an amount not to exceed \$5,000.00. (Motion ADOPTED.)

**PROPOSED DDA BUDGET AMENDMENT**

The following resolution was offered by Councilman Brown Wilhelm and seconded by Councilman Adams:

WHEREAS, the Downtown Development Authority (DDA) has identified a need to utilize its present fund balance to replenish the downtown Façade Improvement Program fund in the amount of \$75,000.00; and

WHEREAS, it is necessary to amend the FY 2018-19 DDA budget to appropriate \$75,000.00 from DDA Fund Balance to the downtown Façade Improvement Program fund; now therefore

RESOLVED, that in accord with Section 11.6 of the Charter of the City of Midland, a public hearing shall be conducted at 7 p.m., Monday, October 29, 2018, in the Council Chambers of Midland City Hall on the proposal to amend the 2018-19 DDA budget to increase expenditures by \$75,000.00 to replenish the downtown Façade Improvement Program fund; and

RESOLVED FURTHER, that the City Clerk is hereby directed to give notice as provided in Section 5.11 of the Charter of the City of Midland. (Motion ADOPTED.)

Being no further business the meeting adjourned at 11:05 p.m.

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Selina Tisdale, City Clerk

**Backup material for agenda item:**

- 2. Proclamation honoring Councilman Tom Adams. KAYE

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Proclamation honoring Councilman Thomas Adams

**INITIATED BY:** City Manager

**RESOLUTION**

**SUMMARY:** This resolution authorizes the Mayor to issue a proclamation honoring and recognizing the service of Councilman Thomas Adams.

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Resolution
3. Proclamation

**COUNCIL ACTION:**

1. 3/5 vote required to approve resolution

C. Bradley Kaye  
City Manager



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October 24, 2018

Mayor & City Council  
City of Midland  
Midland, Michigan

Dear Mayor & City Council:

After thirteen years as a Councilman, Thomas Adams is retiring from City Council on October 29, 2018. Through his service on City Council, his volunteerism with community organizations, and his career with the Midland County Court System, Tom has made a difference in the Midland Community. His leadership, dedication to the community, and his commitment to public service have earned him the respect and gratitude of his peers, City employees, and the community.

Attached is a resolution that authorizes the Mayor to issue a proclamation honoring and recognizing the service of Councilman Adams. I extend best wishes to Tom in all his future endeavors.

Sincerely,

C. Bradley Kaye, AICP, CFM  
City Manager



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BY COUNCILMAN

RESOLVED, that the Mayor is authorized to issue the attached proclamation honoring and recognizing the service of Councilman Thomas Adams.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

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Selina Tisdale, City Clerk

# PROCLAMATION

## HONORING COUNCILMAN THOMAS ADAMS OCTOBER 29, 2018

**WHEREAS**, Tom Adams is a lifelong resident of the City of Midland and has demonstrated his dedication to the betterment of the community in both his personal and professional life; and

**WHEREAS**, through a career spanning forty-five years with the Midland County Court System, first as a Senior Probation Officer and most recently as Community Corrections Manager, Tom has strived to have a positive impact on the lives of the countless Midland residents he interacted with on a professional basis; and

**WHEREAS**, his dedication to the community, commitment to public service, and desire to make a difference is exemplified by thirteen years of service as a member of the Midland City Council as well as through his service on the Board of MBS International Airport, the Midland Area Emergency Medical Services Advisory Board, Midland County United Way, Big Brothers/Big Sisters of Midland County, and the Midland Rotary Club; and

**WHEREAS**, Tom’s dedication, professional expertise, quiet strength and calm disposition, have endeared him to City Council, City employees, his peers and the community; and

**WHEREAS**, Tom’s last meeting as Councilman with the Midland City Council is October 29, 2018 and a grateful community would like to express its thanks and appreciation;

**NOW, THEREFORE**, I, Mayor Maureen Donker, on behalf of the City Council, citizens, and employees of the City of Midland, do hereby express sincere gratitude and appreciation to Tom Adams for his leadership, dedication, and service to the Midland Community and wish him great success and happiness in his future endeavors.

**IN WITNESS WHEREOF**, I do hereby set my hand and cause the Seal of the City of Midland to be affixed this the 29th day of October 2018.

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Maureen Donker, Mayor

**Backup material for agenda item:**

3. Transfer funds from DDA Fund Balance and amend the 2018-19 budget to recognize the increase for the purpose of funding the Downtown Façade Improvement Program. TISDALE

**SUMMARY REPORT TO CITY MANAGER  
for City Council meeting of October 29, 2018**

**SUBJECT:** Funds transfer for Downtown Development Authority (DDA) Façade Improvement Program

**INITIATED BY:** Selina Tisdale, Director of Community Affairs

**RESOLUTION  
SUMMARY:**

This resolution will amend the DDA budget to appropriate \$75,000.00 in funds from the DDA fund balance to the DDA Façade Improvement Fund to support the program in providing assistance to businesses improving façades in the downtown district.

**ITEMS ATTACHED:**

- 1. Letter of transmittal
- 2. Resolution

**CITY COUNCIL ACTION:**

- 1. 3/5 vote required to approve resolution

Selina Crosby Tisdale  
Director of Community Affairs



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October 24, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland, Michigan

Dear Mr. Kaye:

Since 1994 the Downtown Development Authority (DDA) has offered a very successful Façade Improvement Program for properties in the downtown district. This program offers both matching grant and matching loan provisions to downtown properties making improvements to the exterior of their buildings. Not only does this program incentivize property enhancements, but it also helps the downtown district maintain a fresh and contemporary feel.

In 2005, a \$100,000.00 gift from the Gerstacker Foundation helped to boost the program. It is a semi self-sustaining program in that as the loans are repaid it helps to replenish the program. The grants (in amounts of \$5,000.00 or less) are not repaid. Since 2008, more grants than loans have been given out and the fund began to replenish itself at a much slower rate. With the completion of the streetscape and new incoming businesses, we are once again experiencing an influx of larger \$10-\$15,000.00 loan and grant applications which depletes the fund at a much quicker rate than it is being replenished. The upside to these loans being given out now is that the fund will, once again, begin replenishing itself more quickly. Additionally, the façade improvements coupled with the new streetscape improvements continues to add positive value to our new downtown.

In order to continue providing support to this program and to those downtown properties looking to improve their properties, the DDA is requesting a \$75,000.00 transfer from its fund balance to the DDA Façade Improvement Program fund.

The DDA ended the 2017-18 fiscal year with a fund balance of \$294,253.00. This transfer would still maintain a healthy fund balance of \$219,253.00 while putting funds back into circulation for future property enhancements in the downtown district.

The October 29, 2018 Council action will be to hold a public hearing to amend the 2018-19 DDA budget to move funds from the DDA fund balance and increase expenditures by \$75,000.00 to replenish the downtown Façade Improvement Program fund.

Respectfully,

Selina Crosby Tisdale  
City of Midland  
Director of Community Affairs



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BY COUNCILMAN

WHEREAS, the Downtown Development Authority (DDA) has identified a need to utilize its present fund balance to replenish the downtown Façade Improvement Program fund in the amount of \$75,000.00; and

WHEREAS, it is necessary to amend the FY 2018-19 DDA budget to appropriate \$75,000.00 from the DDA Fund Balance to the downtown Façade Improvement Program fund; and

WHEREAS, in accord with Sections 5.11, 11.4 and 11.6 of the Charter of the City of Midland, and after having given proper legal notice, and having conducted a public hearing on Monday, October 29, 2018, on the proposal to amend the 2018-19 DDA Budget; now therefore

RESOLVED, that the 2018-19 DDA fund budget shall be amended as discussed in the aforementioned paragraphs to allow spending of the fund balance to increase expenditures by \$75,000.00 to replenish the downtown Façade Improvement Program fund.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yeave vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk

**Backup material for agenda item:**

4. Report on Culture of Customer Service Excellence and Diversity. STONE

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Report on Culture of Customer Service Excellence and Diversity

**INITIATED BY:** Human Resources

**RESOLUTION**

**SUMMARY:** Resolution to receive and file report on Culture of Customer Service Excellence and Diversity.

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Diversity Initiative Policy
3. Resolution

**COUNCIL ACTION:**

1. 3/5 vote required to approve resolution

Carol Stone  
Director of HR & Labor Relations



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October 23, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

October is Cultural Awareness Month in Midland and provides a great opportunity to report on the City’s efforts to create and support a diverse, inclusive and accepting workplace culture.

These efforts start in the recruitment process. Applicants are assessed against the City’s expectations of customer service excellence, both externally with citizens and internally with co-workers and peers. Service excellence includes treating everyone with dignity, respect, and professionalism.

As part of the new hire orientation process, the expectations for service excellence are explained and employees are provided with the City’s Personnel Policy Manual and a card with the following excerpt from Section 82-1 of the Public Policy Ordinance: “Where government is based on the consent of the governed, every citizen is entitled to have complete confidence in the integrity of his or her government. Each individual official, employee, or advisor of government must help to earn and must honor that trust by his or her own integrity and conduct in all official duties and actions.”

Included in the City’s new Personnel Policy Manual, which was adopted in July, 2018, is a Diversity Initiative Policy. A copy of the policy is attached. The diversity policy requires employees to treat citizens and each other with dignity and respect. In support of the policy, diversity training has been incorporated into the City’s Leadership Development Program and has been provided to department heads and supervisors. Diversity training for all other employees will take place in 2019.

The employee evaluation tool utilized by the City was amended in 2018 to support the City’s culture of service excellence. Employee performance is evaluated in eight categories which include Diversity and Acceptance, Service Excellence, Integrity and Professionalism and Quality of the Work Environment. Some of the behaviors expected to support these categories include:

- Ensures equal treatment and opportunity for citizens and employees without regard to age, race, religion, national origin, sexual orientation, economic status, educational status, political affiliation, etc.
- Respects and encourages differing opinions and ideas.
- Ensures fair, consistent and open business practices.
- Creates a positive and supportive work environment.
- Treats employees and peers with respect.
- Maintains a work environment free of harassment and intimidation.
- Is customer focused and provides prompt, courteous service with a positive attitude.
- Is open, honest and trustworthy in dealing with citizens, co-workers, and vendors.
- Is personally accountable for the highest standards of behavior in all aspects of his/her work.

The evaluation process requires supervisors to specifically identify ways in which the employee demonstrates these behaviors and supports the City’s culture.

The City’s policy on discrimination and harassment was updated in 2017. It charges the employees with ensuring that the work environment is free of harassment and discrimination in all forms and requires them to take action if they are aware of any harassment or discrimination occurring. All employees have received training on harassment and the policy.

Finally, employees are encouraged to become part of community initiatives that support diversity and inclusion. Employee volunteerism is strong. Although not an all-encompassing list, here are just a few of the organizations supported by employees: Habitat for Humanity of Midland County, Special Olympics, United Way of Midland County, Big Brothers/Big Sisters of the Great Lakes Bay Region, the Bridge, Meals on Wheels, and the West Midland Family Center. Also, the City is participating in the Great Lakes Bay Region SOGIE Network which is an initiative started by Dow to identify needs and provide resources for the LGBTQ community with the goal of ensuring that the Midland Community is diverse, safe and inclusive.

Going forward, the City will continue its efforts to implement programs and initiatives that promote and support a diverse and inclusive work environment.

Sincerely,



Carol A. Stone  
Director of HR & Labor Relations

## **CITY OF MIDLAND**

### **DIVERSITY INITIATIVE**

The City of Midland, as a local government, is responsible for providing certain public services to all citizens of the City, regardless of the citizen's status. The City believes that employees must respect, support and protect diversity in the community to ensure a safe, secure, and inclusive environment for all citizens and employees. Diversity within the Midland community includes acceptance and tolerance for intellectual and physical abilities, socio-economic status, race, ethnicity, religion, age, language, sexual orientation and identity, family composition, citizenship, immigration status, beliefs, expression, character and other qualities. The City is committed to developing initiatives that support the rich advantages of diversity in the community and in City employee policies.

The City's diversity initiatives are applicable, but not limited to, our practices and policies on recruitment and selection; compensation and benefits; professional development and training; promotions; transfers; social and recreational programs; layoffs; terminations; and the ongoing development of a work environment built on the premise of diversity equity that encourages and enforces:

- Respectful communication and cooperation between all employees.
- Teamwork and employee participation, permitting the representation of all groups and employee perspectives.
- Employer and employee contributions to the community we serve to promote a greater understanding and respect for diversity.

All employees of the City have a responsibility to treat others with dignity and respect at all times. All employees are expected to exhibit conduct that reflects respect and inclusion when interacting with citizens and City employees, during work, at work functions on or off the work site, and at all other City-sponsored and participative events. Any employee found to have exhibited any inappropriate conduct or behavior against others may be subject to disciplinary action. Employees who believe they have been subjected to any kind of discrimination that conflicts with the City's diversity policy and initiatives should seek assistance from a supervisor or Human Resources (HR) representative.



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BY COUNCILMAN

RESOLVED, that the Culture of Service Excellence and Diversity Report be received and filed.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

---

Selina Tisdale, City Clerk

**Backup material for agenda item:**

5. Approving the Corrective Action Plan as required by the Michigan Department of Treasury for the City's MERS pension plan. KEENAN

**SUMMARY REPORT TO MANAGER**  
For City Council Meeting of October 29, 2018

**SUBJECT:** Approving the Corrective Action Plan as required by the Michigan Department of Treasury for the City's MERS pension plan.

**INITIATED BY:** David A. Keenan, Assistant City Manager

**RESOLUTION**

**SUMMARY:** This resolution approves the City of Midland Corrective Action Plan for its MERS defined-benefit pension retirement plan and directs staff to submit the plan to the Michigan Department of Treasury as required by P.A. 202 of 2017.

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Resolution
3. Corrective Action Plan for the MERS defined-benefit pension retirement system
4. Attachments
  - Attachment A: expanded responses to plan
  - Attachment 2a: MERS benefit provisions 2015 and 2016
  - Attachment 2b: MERS benefit provisions for 2016 and 2017
  - Attachment 2c: MERS 2015 5-year projections
  - Attachment 2d: MERS 2016 5-year projections
  - Attachment 2e: MERS 2017 5-year projections
  - Attachment 2f: MERS graph of projections from the 2017 valuation
  - Attachment 4a: Schedule of MERS costs
  - Attachment 5a: Goal setting graph from January 2018
  - Attachment 5b: Council adoption of 2018/19 budget goals that includes prioritizing additional funding for unfunded liabilities.
  - Attachment 5c: Signed resolution for Council goals
  - Attachment 7a – MERS cost distribution via 2018/19 budget

**CITY COUNCIL ACTION:**

1. 3/5 affirmative vote required

David A. Keenan  
Assistant City Manager



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October 24, 2018

C. Bradley Kaye, AICP, CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

Public Act 202 of 2017 was passed in December of 2017. Leading up to its passage, the related Senate and House Bills were being touted as a means to provide some tools to help relieve the unfunded liability burden. What ultimately resulted was additional reporting for local units of government. In response to P.A. 202, on January 5, 2018, the Michigan Department of Treasury (Treasury) issued Numbered Letter 2018-1 which provides for the Local Government Retirement System Annual Report, a summary report that each local unit of government that sponsors defined-benefit retirement plans is required to submit to Treasury, beginning with the City's fiscal year ending June 30, 2017. The City has three defined-benefit retirement plans and submitted a separate report for each. On January 22, 2018, City Council accepted these reports prior to submission,

Each report calculates the plan's funded ratio. For pension plans, if the funded ratio is less than 60% AND the combined annual required contributions of all pension plans are greater than 10% of the local unit's total governmental fund revenue, the plan is considered to be underfunded. For retiree health care plans, if the funded ratio is less than 40% AND the annual required contribution is greater than 12% of the local unit's total governmental fund revenue, the plan is considered to be underfunded.

No further action, other than the annual report, is required for plans that are not considered underfunded. However, for plans that are considered underfunded, local units were allowed to submit an "Application for Waiver and Plan" to allow each unit to provide guidance on how it is working towards correcting the underfunded problem. Only the City's civilian plan, the Municipal Employees' Retirement System of Michigan (MERS), was considered underfunded at 55% funded (as reported in the City's 6/30/2017 audit), and required the submission of the application, which was accepted by City Council on March 26, 2018. Treasury reviewed all applications that were submitted, and rejected most of them, including the City's.

For applications that were rejected by Treasury, that local unit is required to submit a Correction Action Plan (CAP). CAPs are submitted to the Municipal Stability Board (MSB), a new board established by the Governor, also required by P.A. 202, which will

October 24, 2018  
C. Bradley Kaye, AICP, CFM  
Page 2

review and vote to approve each CAP submitted. The CAP has several sections that allow the City to explain things that it has already done, such as reductions to benefit levels, or submitting additional payments above the required amounts. It also provides sections to discuss any future ideas that will make the retirement plan healthier, and any other considerations for the MSB as it reviews the CAP.

A couple of things to note. The MSB has created a document that lists suggested best practices for developing a CAP. The City has already done most of these suggested best practices. Also, most of the information included in the CAP has already been submitted on the Application for Waiver and Plan. One exception is the release of the 12/31/17 MERS actuarial report, which was released in the interim and shows a slightly better picture. Based upon this latest actuarial report and the City's commitment to provide additional funding to the plan, the MERS funded percentage should improve to the 60% funded threshold within the next five years.

Treasury requires City Council to accept the Corrective Action Plan prior to submission. Attached for Council's consideration is the required documents for submission, together with a resolution accepting the Corrective Action Plan, and directing staff to submit it to Treasury. A 3/5's affirmative vote is required.

Sincerely,

David A. Keenan, CPA  
Assistant City Manager



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BY COUNCILMAN

WHEREAS, pursuant to Public Act 202 of 2017, a local unit of government that sponsors a defined-benefit retirement plan that is determined by the Michigan Department of Treasury (Treasury) to be underfunded, and whose Application for Waiver and Plan was denied by Treasury, is required to submit a Corrective Action Plan to Treasury; and

WHEREAS, the City of Midland sponsors three defined-benefit retirement plans, of which only the Municipal Employees’ Retirement System of Michigan (MERS) plan was determined to be underfunded by Treasury; and

WHEREAS, the City’s Application for Waiver and Plan was denied by Treasury on May 17, 2018; and

WHEREAS, the governing body of the local governmental unit is required to accept this Corrective Action Plan prior to submission to Treasury; now therefore

RESOLVED, the City Council of the City of Midland hereby accepts the Corrective Action Plan for its MERS defined-benefit retirement plan for the fiscal year ending June 30, 2017, as presented, and directs City staff to submit said plan to Treasury to be reviewed by the Municipal Stability Board.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yeas vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk

# Protecting Local Government Retirement and Benefits Act

## Corrective Action Plan: Defined Benefit Pension Retirement Systems

Issued under authority of Public Act 202 of 2017.

### 1. MUNICIPALITY INFORMATION

Local Unit Name: \_\_\_\_\_ Six-Digit Muni Code: \_\_\_\_\_  
Defined Benefit Pension System Name: \_\_\_\_\_  
Contact Name (Administrative Officer): \_\_\_\_\_  
Title if not Administrative Officer: \_\_\_\_\_  
Email: \_\_\_\_\_ Telephone Number: \_\_\_\_\_

### 2. GENERAL INFORMATION

**Corrective Action Plan:** An underfunded local unit of government shall develop and submit for approval a corrective action plan for the local unit of government. The local unit of government shall determine the components of the corrective action plan. This Corrective Action Plan shall be submitted by any local unit of government with at least one defined benefit pension retirement system that has been determined to have an underfunded status. Underfunded status for a defined benefit pension system is defined as being less than 60% funded according to the most recent audited financial statements, and, if the local unit of government is a city, village, township, or county, the annually required contribution for all of the defined benefit pension retirement systems of the local unit of government is greater than 10% of the local unit of government's annual governmental fund revenues, based on the most recent fiscal year.

**Due Date:** The local unit of government has **180 days from the date of notification** to submit a corrective action plan to the Municipal Stability Board (the Board). The Board may extend the 180-day deadline by up to an additional 45 days if the local unit of government submits a reasonable draft of a corrective action plan and requests an extension.

**Filing:** Per Sec. 10(1) of PA 202 of 2017 (the Act), this Corrective Action Plan must be approved by the local government's administrative officer and its governing body. **You must provide proof of your governing body approving this Corrective Action Plan and attach the documentation as a separate PDF document.** Per Sec. 10(4) of the Act, failure to provide documentation that demonstrates approval from your governing body will result in a determination of noncompliance by the Board.

The completed plan must be submitted via email to Treasury at [LocalRetirementReporting@michigan.gov](mailto:LocalRetirementReporting@michigan.gov) for review by the Board. **If you have multiple underfunded retirement systems, you are required to complete separate plans and send a separate email for each underfunded system.** Please attach each plan as a separate PDF document in addition to all applicable supporting documentation.

The subject line of the email(s) should be in the following format: **Corrective Action Plan-2017, Local Unit Name, Retirement System Name** (e.g. Corrective Action Plan-2017, City of Lansing, Employees' Retirement System Pension Plan). Treasury will send an automatic reply acknowledging receipt of the email. Your individual email settings must allow for receipt of Treasury's automatic reply. This will be the only notification confirming receipt of the application(s).

**Municipal Stability Board:** The Municipal Stability Board shall review and vote on the approval of a corrective action plan submitted by a local unit of government. If corrective action is approved, the Board will monitor the corrective action for the following two years, and the Board will report on the local unit of government's compliance with the Act not less than every two years.

**Review Process:** Following receipt of the email by Treasury, the Board will accept the corrective action plan  
31 mission at the next scheduled meeting of the Board. The Board shall then approve or reject the corrective action  
within 45 days from the date of the meeting.

**Considerations for Approval:** A successful corrective action plan will demonstrate the actions for correcting underfunded status as set forth in Sec. 10(7) of the Act (listed below), as well as any additional solutions to address the underfunded status. Please also include steps already taken to address your underfunded status as well as the date prospective actions will be taken. A local unit of government may also include in its corrective action plan, a review of the local unit of government's budget and finances to determine any alternative methods available to address its underfunded status. A corrective action plan under this section may include the development and implementation of corrective options for the local unit of government to address its underfunded status. The corrective options as described in Sec. 10(7) may include, but are not limited to, any of the following:

- (i) Closing the current defined benefit plan.
- (ii) Implementing a multiplier limit.
- (iii) Reducing or eliminating new accrued benefits.
- (iv) Implementing final average compensation standards.

**Implementation:** The local unit of government has up to 180 days after the approval of a corrective action plan to begin to implement the corrective action plan to address its underfunded status. The Board shall monitor each underfunded local unit of government's compliance with this act and any corrective action plan. The Board shall adopt a schedule, not less than every 2 years, to certify that the underfunded local unit of government is in substantial compliance with the act. If the Board determines that an underfunded local unit of government is not in substantial compliance under this subsection, the Board shall within 15 days provide notification and report to the local unit of government detailing the reasons for the determination of noncompliance with the corrective action plan. The local unit of government has 60 days from the date of the notification to address the determination of noncompliance.

### 3. DESCRIPTIONS OF PRIOR ACTIONS

Prior actions are separated into three categories below: System Design Changes, Additional Funding, and Other Considerations. Please provide a brief description of the prior actions implemented by the local government to address the retirement system's underfunded status within the appropriate category section. Within each category are sample statements that you may choose to use to indicate the changes to your system that will positively affect your funded status. For retirement systems that have multiple divisions, departments, or plans within the same retirement system, please indicate how these changes impact the retirement **system** as a whole.

- **Please Note:** If applicable, prior actions listed within your waiver application(s) may also be included in your corrective action plan.

Please indicate where in the attached supporting documentation these changes are described and the impact of those changes (i.e. what has the local unit of government done to improve its underfunded status, and where can we find the proof of these changes in the supporting documentation?).

**Note:** Please provide the name of the system impacted, the date you made the change, the relevant page number(s) in the supporting documentation, and the resulting change to the system's funded ratio.

32

#### **Category of Prior Actions:**

- System Design Changes** - System design changes may include the following: Lower tier of benefits for new hires, final average compensation limitations, freeze future benefit accruals for active employees in the defined benefit system, defined contribution system for new hires, hybrid system for new hires, bridged multiplier for active employees, etc.

**Sample Statement:** *The system's multiplier for current employees was lowered from 2.5X to 2X for the **General Employees' Retirement System** on **January 1, 2017**. On page **8** of the attached actuarial supplemental valuation, it shows our funded ratio will be **60%** by fiscal year **2020**.*

- Additional Funding** – Additional funding may include the following: Voluntary contributions above the actuarially determined contribution, bonding, millage increases, restricted funds, etc.

**Sample Statement:** *The local unit provided a lump sum payment of **\$1 million** to the **General Employees' Retirement System** on **January 1, 2017**. This lump sum payment was in addition to the actuarially determined contribution (ADC) of the system. The additional contribution will increase the retirement system's funded ratio to **61% by 2025**. Please see page **10** of the attached enacted budget, which highlights this contribution of **\$1 million**.*

- Other Considerations** – Other considerations may include the following: outdated Form 5572 information, actuarial assumption changes, amortization policy changes, etc.

**Sample Statement:** *The information provided on the Form 5572 from the audit used actuarial data from **2015**. Attached is an updated actuarial valuation for **2017** that shows our funded ratio has improved to **62%** as indicated on page **13**.*

#### **4. DESCRIPTION OF PROSPECTIVE ACTIONS**

The corrective action plan allows you to submit a plan of prospective actions which are separated into three categories below: System Design Changes, Additional Funding, and Other Considerations. Please provide a brief description of the additional actions the local government is planning to implement to address the retirement system's underfunded status within the appropriate category section. Within each category are sample statements that you may choose to use to indicate the changes to your system that will positively affect your funded status. For retirement systems that have multiple divisions, departments, or plans within the same retirement system, please indicate how these changes impact the retirement **system** as a whole.

Please indicate where in the attached supporting documentation these changes are described and the impact of those changes (i.e. what will the local unit of government do to improve its underfunded status, and where can we find the proof of these changes in the supporting documentation?).

**Category of Prospective Actions:**

33

**System Design Changes** - System design changes may include the following: Lower tier of benefits for new hires, final average compensation limitations, freeze future benefit accruals for active employees in the defined benefit system, defined contribution system for new hires, hybrid system for new hires, bridged multiplier for active employees, etc.

**Sample Statement:** Beginning with **summer 2018** contract negotiations, the local unit will seek to lower the system's multiplier for current employees from 2.5X to 2X for the **General Employees' Retirement System**. On page **8** of the attached actuarial supplemental valuation, it shows our funded ratio would be **60%** funded by **fiscal year 2020** if these changes were adopted and implemented by **fiscal year 2019**.

**Additional Funding** – Additional funding may include the following: voluntary contributions above the actuarially determined contribution, bonding, millage increases, restricted funds, etc.

**Sample Statement:** Beginning in **fiscal year 2019**, the local unit will provide a lump sum payment of **\$1 million** to the **General Employees' Retirement System**. This lump sum payment will be in addition to the actuarially determined contribution (ADC) of the system. The additional contribution will increase the retirement system's funded ratio to **61% by 2025**. Please see page **10** of the attached enacted budget, which highlights this contribution of **\$1 million**. Please see page **12** of the attached supplemental actuarial valuation showing the projected change to the system's funded ratio with this additional contribution.

**Other Considerations** – Other considerations may include the following: outdated Form 5572 information, actuarial assumption changes, amortization policy changes, etc.

**Sample Statement:** Beginning in **fiscal year 2019**, the local unit will begin amortizing the unfunded portion of the pension liability using a **level-dollar amortization method over a closed period of 10 years**. This will allow the retirement system to reach a funded status of **62%** by **2022** as shown in the attached actuarial analysis on page **13**.

**5. CONFIRMATION OF FUNDING**

Please check the applicable answer:

Do the corrective actions listed in this plan allow for (insert local unit name) \_\_\_\_\_ to make, at a minimum, the annual required contribution payment for the defined benefit pension system according to your long-term budget forecast?

**Yes**

**No**

**If No, Explain:** \_\_\_\_\_

**6. DOCUMENTATION ATTACHED TO THIS CORRECTIVE ACTION PLAN**

34 Documentation should be attached as a .pdf to this Corrective Action Plan. The documentation should detail the corrective action plan that would be implemented to adequately address the local unit of government’s underfunded status. Please check all documents that are included as part of this plan and attach in successive order as provided below:

**Naming convention:** when attaching documents please use the naming convention shown below. If there is more than one document in a specific category that needs to be submitted, include a, b, or c for each document. For example, if you are submitting two supplemental valuations, you would name the first document “Attachment 2a” and the second document “Attachment 2b”.

Naming Convention	Type of Document
<input type="checkbox"/> Attachment – 1	<b>This Corrective Action Plan Form (Required)</b>
<input type="checkbox"/> Attachment – 1a	<b>Documentation from the governing body approving this Corrective Action Plan (Required)</b>
<input type="checkbox"/> Attachment – 2a	Actuarial Analysis (annual valuation, supplemental valuation, projection)
<input type="checkbox"/> Attachment – 3a	Internally Developed Projection Study
<input type="checkbox"/> Attachment – 4a	Documentation of additional payments in past years that is not reflected in your audited financial statements (e.g. enacted budget, system provided information).
<input type="checkbox"/> Attachment – 5a	Documentation of commitment to additional payments in future years (e.g. resolution, ordinance)
<input type="checkbox"/> Attachment – 6a	A separate corrective action plan that the local unit has approved to address its underfunded status, which includes documentation of prior actions, prospective actions, and the positive impact on the system’s funded ratio
<input type="checkbox"/> Attachment – 7a	Other documentation, not categorized above

**7. LOCAL UNIT OF GOVERNMENT’S ADMINISTRATIVE OFFICER APPROVAL OF CORRECTIVE ACTION PLAN**

I, \_\_\_\_\_, as the government’s administrative officer (*enter title*) \_\_\_\_\_ (Ex: City/Township Manager, Executive director, and Chief Executive Officer, etc.) approve this Corrective Action Plan and will implement the prospective actions contained in this Corrective Action Plan.

Signature \_\_\_\_\_

Date \_\_\_\_\_

**ATTACHMENT A****DESCRIPTION OF PRIOR ACTIONS****SYSTEM DESIGN STATEMENT**

The MERS defined-benefit pension plan covers eligible employees from all civilian employee groups. This includes Confidential and Unclassified staff, as well as these labor groups: United Steelworkers, Midland Municipal Employees Association, and Midland Municipal Supervisory Employees Association. The MERS plan was closed to all new entrants as of 7/1/05. All active employees who still earn benefits in the MERS DB plan have accepted reductions in benefits as follows:

1. Frozen bridged benefits from a 2.5% multiplier to a 2.25% multiplier:
  - a. Steelworkers and Confidential/Unclassified employees bridge date 12/31/16 – see highlighted areas of Attachment 2a
  - b. Supervisors and MMEA employees bridge date 12/31/17 – see highlighted areas of Attachment 2b
2. Increased employee contributions towards the cost of their pension:
  - a. Steelworkers
    - i. 0% to 2% 1/1/17 – see highlighted areas of Attachment 2a
    - ii. 2% to 3% 1/1/18 – see highlighted areas of Attachment 2b
    - iii. Increases to 4% on 1/1/19
  - b. MMEA and Supervisors
    - i. 0% to 2% 1/1/18 – see highlighted areas of Attachment 2b
    - ii. Increases to 3% on 1/1/19
    - iii. Increases to 4% on 1/1/20
  - c. Confidential/Unclassified continue to contribute 5%
3. Accumulated paid-time-off banks are now excluded from FAC calculation. FAC compensation = base wages + overtime **ONLY**, effective as below:
  - a. Steelworkers and Confidential/Unclassified – 1/1/17
  - b. MMEA and Supervisors – 1/1/18. FAC compensation = base wages + overtime **ONLY**.
4. New hires are placed in a Hybrid Plan with a 1.0 multiplier for the DB portion, with the total benefit cost capped at 12% of the employee's eligible compensation, which is the same limit as the defined-contribution plan. See Attachments 2a and 2b.

**ADDITIONAL FUNDING STATEMENT**

The City has made it a priority to not only budget to pay the ARC for the MERS defined-benefit plan, but also to make additional payments to MERS to be applied towards the unfunded liability. The accompanying schedule summarizes information from the MERS 2015, 2016, and 2017 valuations, Attachments 2c, 2d, and 2e, together with the City payment information (Attachment

4a). The amount for the year beginning 7/1/17 is actual, for 7/1/18 is adopted, and for years thereafter is planned. Attached 5a is a graph that was used for the 2018/19 Council budget goalsetting session which illustrates the City’s intent to fund more than the anticipated ARC. This was also adopted by City Council on January 22, 2018, as evidenced by Attachment 5b.

Valuation Year Ending	Fiscal Year Beginning	Normal Cost	Amortized Unfunded Liability	Funded %	Total Annual Required Contribution	City's Contributions	Revised Funded %
12/31/2015	7/1/2017	1,048,776	5,682,792	57%	6,731,568	6,925,486	57%
12/31/2016	7/1/2018	846,000	4,683,408	58%	5,529,408	6,483,018	58%
12/31/2017	7/1/2019	776,292	3,932,604	58%	4,708,896	6,500,000	59%
12/31/2018	7/1/2020	-	-	58%	5,150,000	6,500,000	60%
12/31/2019	7/1/2021	-	-	57%	5,580,000	6,500,000	60%
12/31/2020	7/1/2022	-	-	58%	5,680,000	6,500,000	61%
12/31/2021	7/1/2023	-	-	58%	5,790,000	6,500,000	62%
12/31/2022	7/1/2024	-	-	58%	5,970,000	6,500,000	63%

**OTHER CONSIDERATION STATEMENT**

MERS pension costs are spread throughout City operations. The baseline established by Treasury in determining underfunded status focuses solely on the City’s governmental fund types. As illustrated by Attachment 7a, only 60% of MERS costs are funded by the City’s governmental fund types. The remaining 40% is funded by proprietary fund types. We request that Treasury and the Municipal Stability Board give this some consideration in accepting the City’s Corrective Action Plan, as well as in future determinations of the City’s underfunded status.

### Benefit Provisions

Table 2

#### 01 - Senior Stlwrk: Closed to new hires, linked to Division HA

	2016 Valuation	2015 Valuation
<b>Benefit Multiplier:</b>	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Bridged Benefit Date:</b>	12/31/2016	
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/20	55/20
<b>Early Retirement (Reduced):</b>	50/25	50/25
	55/15	55/15
<b>Final Average Compensation:</b>	3 years	3 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	2%	0%
<b>DC Plan for New Hires:</b>		7/1/2005
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)

#### 10 - Gnrl MMEA: Closed to new hires

	2016 Valuation	2015 Valuation
<b>Benefit Multiplier:</b>	2.50% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/20	55/20
<b>Early Retirement (Reduced):</b>	50/25	50/25
	55/15	55/15
<b>Final Average Compensation:</b>	3 years	3 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	0%	0%
<b>DC Plan for New Hires:</b>		7/1/2005
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)

Table 2 (continued)

<b>11 - Gnrl Sprvsrs: Closed to new hires</b>		
	<b>2016 Valuation</b>	<b>2015 Valuation</b>
<b>Benefit Multiplier:</b>	2.50% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/25	55/25
<b>Early Retirement (Reduced):</b>	50/25	50/25
	55/15	55/15
<b>Final Average Compensation:</b>	3 years	3 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	0%	0%
<b>DC Plan for New Hires:</b>	7/1/2005	7/1/2005
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)
<b>12 - Gnrl Unclass: Closed to new hires, linked to Division HA</b>		
	<b>2016 Valuation</b>	<b>2015 Valuation</b>
<b>Benefit Multiplier:</b>	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Bridged Benefit Date:</b>	12/31/2016	
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/25	55/25
<b>Early Retirement (Reduced):</b>	50/25	50/25
	55/15	55/15
<b>Final Average Compensation:</b>	5 years	5 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	5%	5%
<b>DC Plan for New Hires:</b>		7/1/2005
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)
<b>13 - City Mgr Atty: Open Division</b>		
	<b>2016 Valuation</b>	<b>2015 Valuation</b>
<b>Benefit Multiplier:</b>	2.50% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/20	55/20
<b>Early Retirement (Reduced):</b>	50/25	50/25
	55/15	55/15
<b>Final Average Compensation:</b>	5 years	5 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	5%	5%
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)

**Table 2** (continued)

<b>15 - Attorney: Open Division</b>		
	<b>2016 Valuation</b>	<b>2015 Valuation</b>
<b>Benefit Multiplier:</b>	2.50% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/15	55/15
<b>Early Retirement (Reduced):</b>	50/25	50/25
<b>Final Average Compensation:</b>	5 years	5 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	5%	5%
<b>Act 88:</b>	Yes (Adopted 7/1/2007)	Yes (Adopted 7/1/2007)

Note that employer contribution caps are in effect for Division(s): HA. For these divisions the 2016 Valuation employee contribution rates in Table 2 do **not** reflect phase-in over 5 fiscal years (beginning in 2017) of the increased employee contribution requirements associated with the new actuarial assumptions. The full employee contribution rate without phase-in is shown in Table 2 above. The employee contribution requirements including the 5-year phase-in are shown on page 8.

### Benefit Provisions

Table 2

#### 01 - Senior Stlwrk: Closed to new hires, linked to Division HA

	2017 Valuation	2016 Valuation
<b>Benefit Multiplier:</b>	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)
<b>Bridged Benefit Date:</b>	12/31/2016	12/31/2016
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/20	55/20
<b>Early Retirement (Reduced):</b>	50/25 55/15	50/25 55/15
<b>Final Average Compensation:</b>	3 years	3 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	3%	2%
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)

#### 10 - Gnrl MMEA: Closed to new hires, linked to Division HA

	2017 Valuation	2016 Valuation
<b>Benefit Multiplier:</b>	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Bridged Benefit Date:</b>	12/31/2017	
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/20	55/20
<b>Early Retirement (Reduced):</b>	50/25 55/15	50/25 55/15
<b>Final Average Compensation:</b>	3 years	3 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	2%	0%
<b>DC Plan for New Hires:</b>		7/1/2005
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)

Table 2 (continued)

<b>11 - Gnrl Sprvsrs: Closed to new hires, linked to Division HA</b>		
	<b>2017 Valuation</b>	<b>2016 Valuation</b>
<b>Benefit Multiplier:</b>	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Bridged Benefit Date:</b>	12/31/2017	
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/25	55/25
<b>Early Retirement (Reduced):</b>	50/25	50/25
	55/15	55/15
<b>Final Average Compensation:</b>	3 years	3 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	2%	0%
<b>DC Plan for New Hires:</b>		7/1/2005
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)

<b>12 - Gnrl Unclass: Closed to new hires, linked to Division HA</b>		
	<b>2017 Valuation</b>	<b>2016 Valuation</b>
<b>Benefit Multiplier:</b>	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)
<b>Bridged Benefit Date:</b>	12/31/2016	12/31/2016
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/25	55/25
<b>Early Retirement (Reduced):</b>	50/25	50/25
	55/15	55/15
<b>Final Average Compensation:</b>	5 years	5 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	5%	5%
<b>Act 88:</b>	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)

Table 2 (continued)

<b>13 - City Mgr Atty: Closed to new hires</b>		
	<b>2017 Valuation</b>	<b>2016 Valuation</b>
<b>Benefit Multiplier:</b>	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Bridged Benefit Date:</b>	12/31/2016	
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/20	55/20
<b>Early Retirement (Reduced):</b>	50/25	50/25
<b>Final Average Compensation:</b>	55/15	55/15
<b>COLA for Future Retirees:</b>	5 years	5 years
<b>COLA for Current Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>DC Plan for New Hires:</b>	5%	5%
<b>Act 88:</b>	9/1/2017	
	Yes (Adopted 10/30/1967)	Yes (Adopted 10/30/1967)

<b>15 - Attorney: Open Division</b>		
	<b>2017 Valuation</b>	<b>2016 Valuation</b>
<b>Benefit Multiplier:</b>	Bridged Benefit: 2.50% Multiplier (80% max) Frozen FAC; to 2.25% Multiplier (80% max)	2.50% Multiplier (80% max)
<b>Bridged Benefit Date:</b>	06/30/2017	
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	10 years	10 years
<b>Early Retirement (Unreduced):</b>	55/15	55/15
<b>Early Retirement (Reduced):</b>	50/25	50/25
<b>Final Average Compensation:</b>	5 years	5 years
<b>COLA for Future Retirees:</b>	2.50% (Non-Compound)	2.50% (Non-Compound)
<b>Employee Contributions:</b>	5%	5%
<b>Act 88:</b>	Yes (Adopted 7/1/2007)	Yes (Adopted 7/1/2007)

<b>HA - Eligible New Hires: Open Division, linked to Division 01, 10, 11, 12</b>		
	<b>2017 Valuation</b>	<b>2016 Valuation</b>
<b>Benefit Multiplier:</b>	Hybrid Plan - 1.00% Multiplier	Hybrid Plan - 1.00% Multiplier
<b>Normal Retirement Age:</b>	60	60
<b>Vesting:</b>	6 years	6 years
<b>Early Retirement (Unreduced):</b>	-	-
<b>Early Retirement (Reduced):</b>	-	-
<b>Final Average Compensation:</b>	3 years	3 years
<b>Employee Contributions:</b>	0%	0%
<b>Act 88:</b>	Yes (Adopted 7/1/2007)	Yes (Adopted 7/1/2007)

Note that employer contribution caps are in effect for Division(s): HA. For these divisions the employee contribution rates in Table 2 do **not** reflect phase-in over 5 fiscal years of the increased employee

MERS 12/31/15 Actuarial Valuation  
Attachment 2c

Valuation Year Ending 12/31	Fiscal Year Beginning 7/1	Actuarial Accrued Liability	Valuation Assets	Funded Percentage	Computed Annual Employer Contribution
<b>7.75% Assumed Interest Discount Rate and Future Annual Market Rate of Return</b>					
<b>WITH 5-YEAR PHASE-IN</b>					
2015	2017	\$ 145,190,668	\$ 82,338,183	57%	\$ 6,731,568
2016	2018	147,950,135	82,551,406	56%	7,553,844
2017	2019	150,486,478	82,921,634	55%	8,422,200
2018	2020	152,603,373	83,380,444	55%	9,308,016
2019	2021	154,298,459	84,183,448	55%	10,205,292
2020	2022	155,627,422	87,944,198	57%	10,558,248
<b>NO 5-YEAR PHASE-IN</b>					
2015	2017	\$ 145,190,668	\$ 82,338,183	57%	\$ 7,590,528
2016	2018	147,950,135	82,551,406	56%	8,097,696
2017	2019	150,486,478	83,401,331	55%	8,660,484
2018	2020	152,603,373	84,642,200	56%	9,268,272
2019	2021	154,298,459	85,910,949	56%	9,919,764
2020	2022	155,627,422	89,900,877	58%	10,263,444
<b>6.75% Assumed Interest Discount Rate and Future Annual Market Rate of Return</b>					
<b>NO 5-YEAR PHASE-IN</b>					
2015	2017	\$ 160,870,610	\$ 82,338,183	51%	\$ 9,245,400
2016	2018	163,626,002	81,766,638	50%	9,758,928
2017	2019	166,117,041	82,709,002	50%	10,321,500
2018	2020	168,142,830	84,889,248	51%	10,932,852
2019	2021	169,702,002	87,038,597	51%	11,602,092
2020	2022	170,854,549	92,028,903	54%	11,974,104
<b>5.75% Assumed Interest Discount Rate and Future Annual Market Rate of Return</b>					
<b>NO 5-YEAR PHASE-IN</b>					
2015	2017	\$ 179,486,100	\$ 82,338,183	46%	\$ 11,095,644
2016	2018	182,195,463	80,981,624	44%	11,616,372
2017	2019	184,592,673	82,130,292	45%	12,177,444
2018	2020	186,471,296	85,456,906	46%	12,793,308
2019	2021	187,831,253	88,668,685	47%	13,483,332
2020	2022	188,738,371	94,410,610	50%	13,938,816

MERS 12/31/16 Actuarial Report  
Attachment 2d

Valuation Year Ending 12/31	Fiscal Year Beginning 7/1	Actuarial Accrued Liability	Valuation Assets	Funded Percentage	Computed Annual Employer Contribution <sup>1</sup>
<b>7.75% Assumed Interest Discount Rate and Future Annual Market Rate of Return WITH 5-YEAR PHASE-IN</b>					
2016	2018	\$ 144,804,461	\$ 83,248,979	58%	\$ 5,529,408
2017	2019	146,600,000	83,800,000	57%	6,300,000
2018	2020	148,100,000	83,700,000	57%	6,930,000
2019	2021	149,400,000	82,800,000	55%	7,580,000
2020	2022	150,400,000	84,500,000	56%	7,830,000
2021	2023	151,200,000	86,700,000	57%	8,080,000
<b>NO 5-YEAR PHASE-IN</b>					
2016	2018	\$ 144,804,461	\$ 83,248,979	58%	\$ 5,994,096
2017	2019	146,600,000	83,800,000	57%	6,560,000
2018	2020	148,100,000	83,900,000	57%	7,000,000
2019	2021	149,400,000	83,400,000	56%	7,480,000
2020	2022	150,400,000	85,400,000	57%	7,720,000
2021	2023	151,200,000	87,600,000	58%	7,980,000
<b>6.75% Assumed Interest Discount Rate and Future Annual Market Rate of Return NO 5-YEAR PHASE-IN</b>					
2016	2018	\$ 159,816,116	\$ 83,248,979	52%	\$ 7,278,936
2017	2019	161,500,000	83,000,000	51%	7,820,000
2018	2020	162,900,000	83,000,000	51%	8,270,000
2019	2021	164,100,000	83,000,000	51%	8,760,000
2020	2022	164,900,000	85,400,000	52%	9,040,000
2021	2023	165,500,000	88,200,000	53%	9,330,000
<b>5.75% Assumed Interest Discount Rate and Future Annual Market Rate of Return NO 5-YEAR PHASE-IN</b>					
2016	2018	\$ 177,555,494	\$ 83,248,979	47%	\$ 8,613,588
2017	2019	179,100,000	82,200,000	46%	9,200,000
2018	2020	180,400,000	82,100,000	46%	9,680,000
2019	2021	181,300,000	82,700,000	46%	10,200,000
2020	2022	181,900,000	85,700,000	47%	10,500,000
2021	2023	182,300,000	89,100,000	49%	10,800,000

<sup>1</sup> The above required annual employer contribution does not reflect future changes in the employee contribution rates due to the impact of a cap, if any, on employer contributions.

Attachment 2e

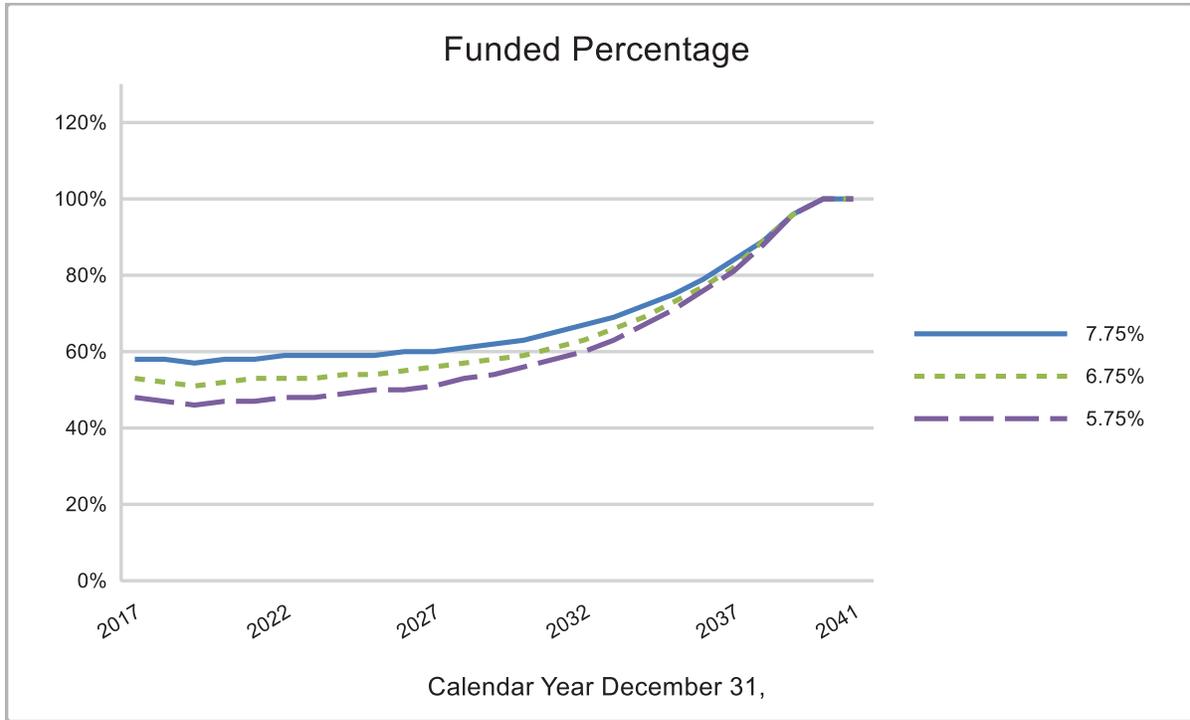
Valuation Year Ending 12/31	Fiscal Year Beginning 7/1	Actuarial Accrued Liability	Valuation Assets <sup>2</sup>	Funded Percentage	Computed Annual Employer Contribution <sup>3</sup>
<b>7.75%<sup>1</sup></b>					
<b>WITH 5-YEAR PHASE-IN</b>					
2017	2019	\$ 144,987,913	\$ 84,134,763	58%	\$ 4,708,896
2018	2020	145,900,000	84,900,000	58%	5,150,000
2019	2021	146,600,000	83,800,000	57%	5,580,000
2020	2022	147,100,000	84,700,000	58%	5,680,000
2021	2023	147,400,000	85,700,000	58%	5,790,000
2022	2024	147,500,000	86,100,000	58%	5,970,000
<b>NO 5-YEAR PHASE-IN</b>					
2017	2019	\$ 144,987,913	\$ 84,134,763	58%	\$ 4,941,288
2018	2020	145,900,000	84,900,000	58%	5,250,000
2019	2021	146,600,000	83,900,000	57%	5,560,000
2020	2022	147,100,000	85,000,000	58%	5,650,000
2021	2023	147,400,000	86,100,000	58%	5,760,000
2022	2024	147,500,000	86,500,000	59%	5,940,000
<b>6.75%<sup>1</sup></b>					
<b>NO 5-YEAR PHASE-IN</b>					
2017	2019	\$ 159,594,969	\$ 84,134,763	53%	\$ 5,893,500
2018	2020	160,300,000	84,100,000	52%	6,170,000
2019	2021	160,900,000	82,700,000	51%	6,490,000
2020	2022	161,200,000	83,900,000	52%	6,610,000
2021	2023	161,300,000	85,000,000	53%	6,750,000
2022	2024	161,200,000	85,500,000	53%	6,960,000
<b>5.75%<sup>1</sup></b>					
<b>NO 5-YEAR PHASE-IN</b>					
2017	2019	\$ 176,821,535	\$ 84,134,763	48%	\$ 6,809,628
2018	2020	177,300,000	83,200,000	47%	7,150,000
2019	2021	177,600,000	81,500,000	46%	7,490,000
2020	2022	177,700,000	82,800,000	47%	7,650,000
2021	2023	177,500,000	84,100,000	47%	7,820,000
2022	2024	177,100,000	84,700,000	48%	8,050,000

<sup>1</sup> Represents both the interest rate for discounting liabilities and the future investment return assumption on the Market Value of assets.

<sup>2</sup> Valuation Assets do not include assets from Surplus divisions, if any.

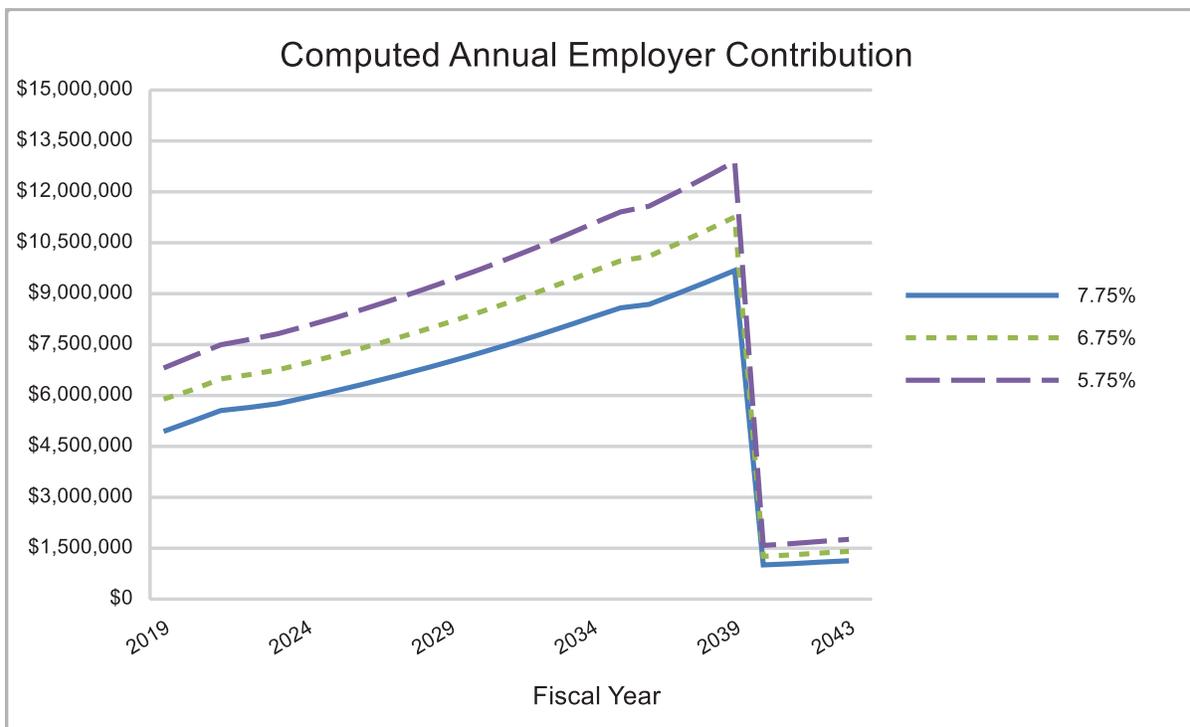
<sup>3</sup> The above required annual employer contribution does not reflect future changes in the employee contribution rates due to the impact of a cap, if any, on employer contributions.

Attachment 2f - MERS graph of projections from 2017 Valuation



Notes:

All projected funded percentages are shown with no phase-in.



Notes:

All projected contributions are shown with no phase-in.

The above required annual employer contribution does not reflect future changes in the employee contribution rates due to the impact of a cap, if any, on employer contributions.

Account Number	Account Description	2019 Adopted	2018 Actual Amount	2017 Actual Amount
<b>Fund: 101 - General Fund</b>				
<b>EXPENSES</b>				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	2,585,346.00	2,778,175.45	2,568,506.88
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	72,401.00	1,348.24	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		<b>2,657,747.00</b>	<b>2,779,523.69</b>	<b>2,568,506.88</b>
<b>EXPENSES Total</b>		<b>2,657,747.00</b>	<b>2,779,523.69</b>	<b>2,568,506.88</b>
<b>Fund EXPENSE</b>	<b>Total: 101 - General Fund</b>	<b>2,657,747.00</b>	<b>2,779,523.69</b>	<b>2,568,506.88</b>
<b>Fund: 202 - Major Street</b>				
<b>EXPENSES</b>				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	218,497.00	265,495.85	234,378.18
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	7,270.00	49.60	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		<b>225,767.00</b>	<b>265,545.45</b>	<b>234,378.18</b>
<b>EXPENSES Total</b>		<b>225,767.00</b>	<b>265,545.45</b>	<b>234,378.18</b>
<b>Fund EXPENSE</b>	<b>Total: 202 - Major Street</b>	<b>225,767.00</b>	<b>265,545.45</b>	<b>234,378.18</b>
<b>Fund: 203 - Local Street</b>				
<b>EXPENSES</b>				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	204,263.00	213,506.94	210,318.51
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	7,977.00	109.25	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		<b>212,240.00</b>	<b>213,616.19</b>	<b>210,318.51</b>
<b>EXPENSES Total</b>		<b>212,240.00</b>	<b>213,616.19</b>	<b>210,318.51</b>
<b>Fund EXPENSE</b>	<b>Total: 203 - Local Street</b>	<b>212,240.00</b>	<b>213,616.19</b>	<b>210,318.51</b>
<b>Fund: 250 - Storm Water Management</b>				
<b>EXPENSES</b>				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	47,207.00	24,539.71	31,186.22
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	534.00	-	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		<b>47,741.00</b>	<b>24,539.71</b>	<b>31,186.22</b>
<b>EXPENSES Total</b>		<b>47,741.00</b>	<b>24,539.71</b>	<b>31,186.22</b>
<b>Fund EXPENSE</b>	<b>Total: 250 - Storm Water Management</b>	<b>47,741.00</b>	<b>24,539.71</b>	<b>31,186.22</b>
<b>Fund: 271 - Grace A Dow Library</b>				
<b>EXPENSES</b>				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	482,645.00	498,998.16	471,089.78
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	14,838.00	384.24	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		<b>497,483.00</b>	<b>499,382.40</b>	<b>471,089.78</b>
<b>EXPENSES Total</b>		<b>497,483.00</b>	<b>499,382.40</b>	<b>471,089.78</b>
<b>Fund EXPENSE</b>	<b>Total: 271 - Grace A Dow Library</b>	<b>497,483.00</b>	<b>499,382.40</b>	<b>471,089.78</b>
<b>Fund: 274 - CDBG</b>				
<b>EXPENSES</b>				
<i>700 - Personal services - position budgeting</i>				
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	840.00	-	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		<b>840.00</b>	<b>-</b>	<b>-</b>
<b>EXPENSES Total</b>		<b>840.00</b>	<b>-</b>	<b>-</b>
<b>Fund EXPENSE</b>	<b>Total: 274 - CDBG</b>	<b>840.00</b>	<b>-</b>	<b>-</b>
<b>Fund: 288 - Dial-A-Ride</b>				
<b>EXPENSES</b>				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	150,200.00	172,652.43	158,570.08

Attachment 4a - Distribution of MERS costs to support total amount paid or to be paid for 2017, 2018, and 2019

Account Number	Account Description	2019 Adopted	2018 Actual Amount	2017 Actual Amount
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	7,652.00	147.36	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		157,852.00	172,799.79	158,570.08
EXPENSES Total		157,852.00	172,799.79	158,570.08
Fund EXPENSE Total: 288 - Dial-A-Ride		157,852.00	172,799.79	158,570.08
<b>Fund: 296 - Midland Community Television</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	73,021.00	76,948.58	75,338.92
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	2,962.00	59.30	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		75,983.00	77,007.88	75,338.92
EXPENSES Total		75,983.00	77,007.88	75,338.92
Fund EXPENSE Total: 296 - Midland Community Television		75,983.00	77,007.88	75,338.92
<b>Fund: 297 - Downtown Development Authority</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	20,623.00	23,499.47	18,522.68
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	49.00	-	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		20,672.00	23,499.47	18,522.68
EXPENSES Total		20,672.00	23,499.47	18,522.68
Fund EXPENSE Total: 297 - Downtown Development Authority		20,672.00	23,499.47	18,522.68
<b>Fund: 508 - Civic Arena</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	61,991.00	63,937.70	52,226.46
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		61,991.00	63,937.70	52,226.46
EXPENSES Total		61,991.00	63,937.70	52,226.46
Fund EXPENSE Total: 508 - Civic Arena		61,991.00	63,937.70	52,226.46
<b>Fund: 517 - Landfill</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	306,450.00	343,861.52	299,692.21
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	5,872.00	99.84	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		312,322.00	343,961.36	299,692.21
EXPENSES Total		312,322.00	343,961.36	299,692.21
Fund EXPENSE Total: 517 - Landfill		312,322.00	343,961.36	299,692.21
<b>Fund: 536 - Washington Woods</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	96,364.00	107,952.10	104,097.44
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		96,364.00	107,952.10	104,097.44
EXPENSES Total		96,364.00	107,952.10	104,097.44
Fund EXPENSE Total: 536 - Washington Woods		96,364.00	107,952.10	104,097.44
<b>Fund: 537 - Riverside Place</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	115,427.00	127,475.51	107,657.01
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	1,545.00	36.51	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		116,972.00	127,512.02	107,657.01
EXPENSES Total		116,972.00	127,512.02	107,657.01
Fund EXPENSE Total: 537 - Riverside Place		116,972.00	127,512.02	107,657.01
<b>Fund: 585 - Parking</b>				
EXPENSES				

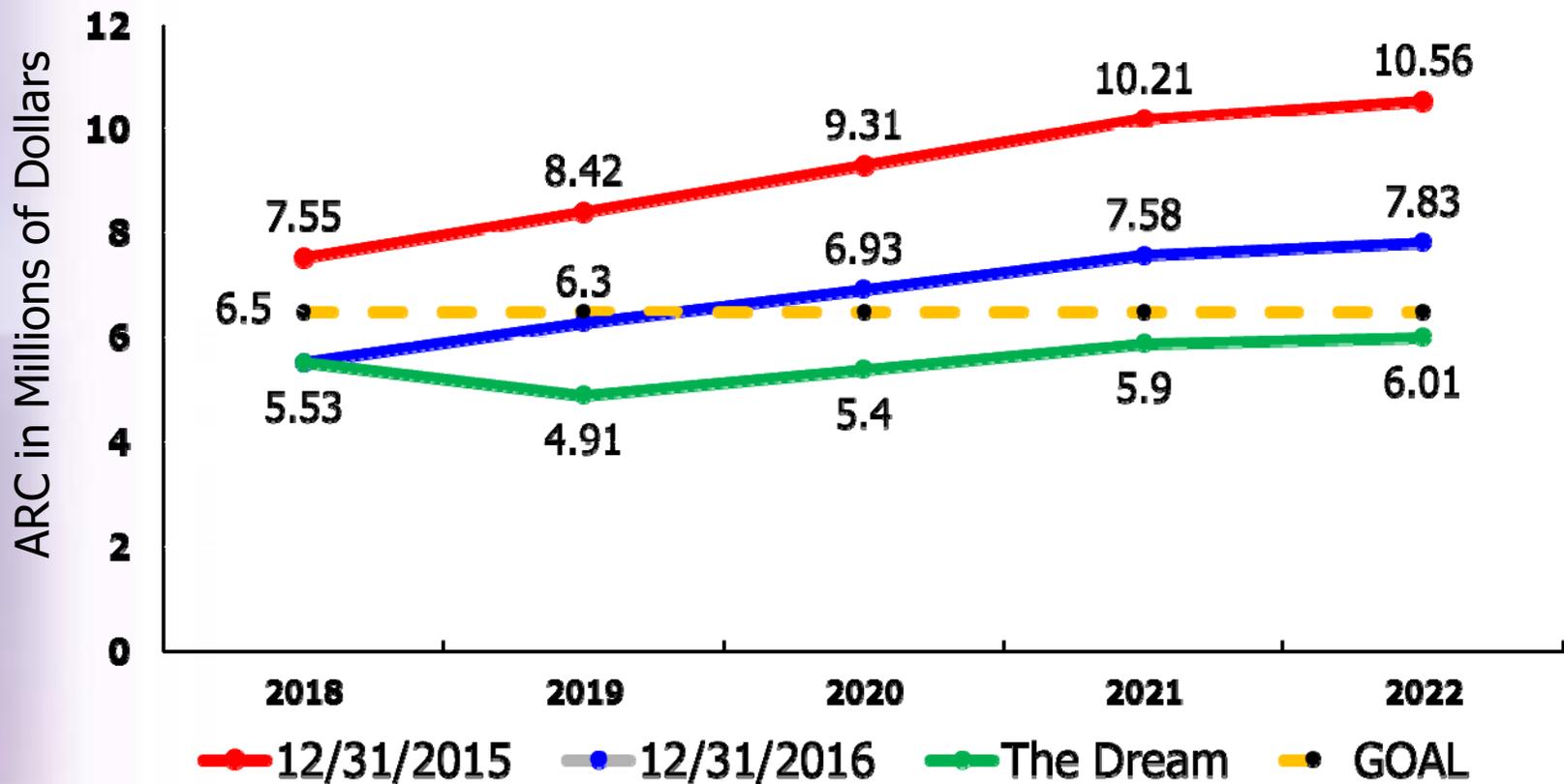
Account Number	Account Description	2019 Adopted	2018 Actual Amount	2017 Actual Amount
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	4,569.00	3,793.10	3,322.83
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	49.00	-	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		4,618.00	3,793.10	3,322.83
EXPENSES Total		4,618.00	3,793.10	3,322.83
Fund EXPENSE Total: 585 - Parking		4,618.00	3,793.10	3,322.83
<b>Fund: 590 - Wastewater</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	499,254.00	587,875.12	480,273.86
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	27,363.00	486.63	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		526,617.00	588,361.75	480,273.86
EXPENSES Total		526,617.00	588,361.75	480,273.86
Fund EXPENSE Total: 590 - Wastewater		526,617.00	588,361.75	480,273.86
<b>Fund: 591 - Water</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	911,297.00	1,032,645.66	909,384.52
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	21,842.00	465.05	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		933,139.00	1,033,110.71	909,384.52
EXPENSES Total		933,139.00	1,033,110.71	909,384.52
Fund EXPENSE Total: 591 - Water		933,139.00	1,033,110.71	909,384.52
<b>Fund: 636 - Info Services - Operations</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	153,430.00	176,536.76	168,523.96
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	2,824.00	-	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		156,254.00	176,536.76	168,523.96
EXPENSES Total		156,254.00	176,536.76	168,523.96
Fund EXPENSE Total: 636 - Info Services - Operations		156,254.00	176,536.76	168,523.96
<b>Fund: 640 - Equipment Revolving</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	362,425.00	380,174.68	317,531.15
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	12,357.00	228.75	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		374,782.00	380,403.43	317,531.15
EXPENSES Total		374,782.00	380,403.43	317,531.15
Fund EXPENSE Total: 640 - Equipment Revolving		374,782.00	380,403.43	317,531.15
<b>Fund: 641 - Municipal Service Center</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	3,526.00	3,426.34	3,180.94
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	108.00	-	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		3,634.00	3,426.34	3,180.94
EXPENSES Total		3,634.00	3,426.34	3,180.94
Fund EXPENSE Total: 641 - Municipal Service Center		3,634.00	3,426.34	3,180.94
<b>Fund: 642 - Municipal Service Annex</b>				
EXPENSES				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	-	-	(0.03)
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		-	-	(0.03)
EXPENSES Total		-	-	(0.03)

Account Number	Account Description	2019 Adopted	2018 Actual Amount	2017 Actual Amount
Fund EXPENSE Total: 642 - Municipal Service Annex		-	-	(0.03)
<b>Fund: 645 - Renewable Energy Services</b>				
<b>EXPENSES</b>				
<i>700 - Personal services - position budgeting</i>				
71.050	Fringe Benefits Pension - Defined Benefit	-	40,524.53	35,412.63
71.058	Fringe Benefits Pension - Hybrid Defined Benefit	-	51.72	-
<i>Account Classification Total: 700 - Personal services - position budgeting</i>		-	40,576.25	35,412.63
EXPENSES Total		-	40,576.25	35,412.63
Fund EXPENSE Total: 645 - Renewable Energy Services		-	40,576.25	35,412.63
EXPENSE GRAND Totals:		6,483,018.00	6,925,486.10	6,249,214.23

Attachment 5a - Graph used showing MERS projections to adopt a goal of funding more than the ARC. Used in the goal setting session for the 2018/19 budget.

# 2018/19 Projections

## MERS future funding scenarios



"The Dream" was staff's estimate of the 12/31/17 MERS valuation based upon outstanding concessions yet to be valued by the actuary. MERS numbers were slightly better than the staff estimate.

**SUMMARY REPORT TO CITY MANAGER**  
for City Council Meeting of January 22, 2018

**SUBJECT:** City Council Budget Objectives for FY 2018-19

**INITIATED BY:** City Manager

**RESOLUTION SUMMARY:** This resolution receives the City Council Budget Objectives for FY 2018-19 report.

**ITEMS ATTACHED:**

1. Letter to City Council.
2. Resolution.

**CITY COUNCIL ACTION:**

1. 3/5 vote required to approve resolution.

C. Bradley Kaye, AICP CFM  
City Manager



Date: January 15, 2018

**STAFF REPORT TO THE CITY COUNCIL**  
CITY COUNCIL BUDGET OBJECTIVES FOR FY 18-19

**REPORT**

During the annual City Council planning retreat of January 13, 2018, Councilmen reviewed current and future financial concerns. At the conclusion of that session Council expressed its expectations regarding the basic approach to be taken in developing the Fiscal Year 2018-2019 budget. Following is a basic summary of those expectations:

**Budget Directives**

The City Council anticipates that the following directives will be addressed as staff prepares the FY 2018-2019 budget:

- Public services, with particular emphasis on public safety, will be maintained at the highest level possible under current economic and budget conditions.
- The total millage rate should be maintained at FY 17/18 level of 15.14 mills.
- Personal property tax reimbursement proceeds received in FY 17/18 that are in excess of budget will be used to:
  - Increase the General Fund Unreserved Fund Balance to \$6.0 million, which includes the \$1.5 million Reserve for Contingencies within the General Fund fund balance that will no longer be reported as a separate component.
  - Balance the FY 18-19 General Fund budget, with any remaining proceeds to be earmarked within the General Fund fund balance for future fiscal years' budget stabilization efforts.
- Continue to reduce the City's unfunded liabilities by budgeting funding in excess of the annual required contributions for each of the City's three defined-benefit plans.

**General Directives**

The City Council also anticipates that the following associated directives will be considered as staff addresses other financial concerns in FY 2018-2019:

- Funds shall be carried forward from the FY 2017-18 budget to undertake a citizen engagement process and explore citizen fiscal priorities in preparation for future fiscal year budgeting, similar to past budget roundtable exercises.

This report broadly outlines the direction Council wishes to convey to staff with regard to development of the Fiscal Year 2018-2019 budget.

Respectfully Submitted,

C. Bradley Kaye, AICP CFM  
City Manager



City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ www.cityofmidlandmi.gov

BY COUNCILMAN

WHEREAS, on January 13, 2018 the City Council conducted a planning retreat for the purpose of discussing current and future financial concerns; and

WHEREAS, at the conclusion of that session Council expressed their expectations regarding the basic approach to be taken in developing the Fiscal Year 2018-2019 budget; and

WHEREAS, during their regular meeting of January 22<sup>nd</sup> the City Council reviewed and affirmed those expectations embodied in a report of January 17, 2018 titled: *City Council Budget Objectives for FY 18-19*; now therefore

RESOLVED, that the report *City Council Budget Objectives for FY 18-19* is hereby received.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, January 22, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk



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BY COUNCILMAN ARNOSKY

WHEREAS, on January 13, 2018 the City Council conducted a planning retreat for the purpose of discussing current and future financial concerns; and

WHEREAS, at the conclusion of that session Council expressed their expectations regarding the basic approach to be taken in developing the Fiscal Year 2018-2019 budget; and

WHEREAS, during their regular meeting of January 22<sup>nd</sup> the City Council reviewed and affirmed those expectations embodied in a report of January 17, 2018 titled: *City Council Budget Objectives for FY 18-19*; now therefore

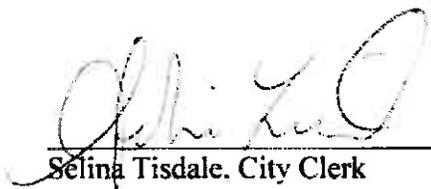
RESOLVED, that the report *City Council Budget Objectives for FY 18-19* is hereby received.

YEAS: Adams, Arnosky, Brown Wilhelm, Donker, Wazbinski

NAYS: None

ABSENT: None

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a 5/0 yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, January 22, 2018.

  
Selina Tisdale, City Clerk

City of Midland  
2018/19 Budget for MERS Costs  
ALL FUNDS

<b>Governmental Fund Types</b>	Expense Budget	
General Fund	2,657,747	
Major Street Fund	225,767	
Local Street Fund	212,240	
Storm Water Management Fund	47,741	
Grace A Dow Memorial Library Fund	497,483	
CDBG Fund	840	
DART Fund	157,852	
MCTV Fund	75,983	
DDA Fund	20,672	
<b>TOTAL GOVERNMENTAL FUND TYPES</b>	<u>3,896,325</u>	60%
<b>Proprietary Fund Types</b>		
Civic Arena Fund	61,991	
Landfill Fund	312,322	
Washington Woods Fund	96,364	
Riverside Place Fund	116,972	
Parking Fund	4,618	
Wastewater Fund	526,617	
Water Fund	933,139	
Information Service Fund	156,254	
Equipment Revolving Fund	374,782	
Municipal Service Center Fund	3,634	
<b>TOTAL PROPRIETARY FUND TYPES</b>	<u>2,586,693</u>	40%
<b>TOTAL 2018/19 BUDGET</b>	<u><u>6,483,018</u></u>	

**Backup material for agenda item:**

6. Buttles Road Diet Traffic Data Report. FREDRICKSON

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** US-10 Business Route Lane Reduction (Buttles Street Road Diet)  
Traffic Data Report

**INITIATED BY:** City of Midland Engineering Department

**RESOLUTION**

**SUMMARY:** This resolution receives and files the Traffic Data Report for the Buttles Street Road Diet.

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Resolution
3. MDOT – Current Data Analysis 2018
4. Correspondence Received

**COUNCIL ACTION:**

1. 3/5 vote required to approve resolution

Joshua N. Fredrickson  
Engineering Department



City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ [www.cityofmidlandmi.gov](http://www.cityofmidlandmi.gov)

October 24, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

The Michigan Department of Transportation (MDOT), knowing of the increase in building activity in Midland and the location of their street network and facilities within the Downtown Development Authority boundaries, initiated a traffic study of the US-10 Business Route (BR) corridor. This project study focused on the US-10 BR corridor between Washington Street to the US-10 interchange at Eastman Avenue. The study was performed by DLZ, Michigan and MKSK Studios. This study, which began in 2015, concluded in early 2017 and was presented at the March 27, 2017 meeting of the City Council.

The purpose of the corridor study was to identify potential roadway improvements to US-10 BR corridor that will accommodate future traffic, enhance safety, increase connectivity, improve non-motorized mobility, be context sensitive and support economic development within the corridor.

The corridor study presented in March 2017 included three alternatives developed through data analysis and public input. The alternatives were based on a traffic model developed with corridor traffic data and following traffic industry standards. The preferred alternative in the study is a lane reduction, or road diet, on US-10 BR (Buttles Street and Indian Street) between M-20 (Jerome Street) and State Street. In addition, access management strategies are recommended to be implemented as part of this preferred alternative.

MDOT performed two short term assessments of the preferred alternative, or lane reduction, on Buttles Street between Jerome Street and State Street. The first assessment was from August 28 through August 30, 2017. The second short term assessment was from November 6 through November 13, 2017. Both assessments showed the traffic model to represent actual conditions when Buttles Street is reduced to two lanes. The two short term assessments in 2017 showed that each intersection in the corridor operated at a Level of Service (LOS) A or B with a lane reduction in place.

On September 13, 2017, MDOT held a public meeting to discuss the preferred alternative of the lane reduction. The information gathered from the August 2017 short term assessment was also presented and public comment received.

The data from the short term assessments and public comment were then presented to City Council at the December 18, 2017 meeting. At that meeting, City Council approved a resolution of support for the lane reduction, or road diet. It was presented that a longer term trial period would be utilized to assess the lane reduction on Buttles Street. During the trial period MDOT would monitor traffic conditions including speed, volumes, safety, and congestion to ensure that travel along the corridor would not be adversely affected. The long term trial period began earlier this year with traffic data being collected. That traffic data is included in the Current Data Analysis 2018 data from MDOT. A summary of the data analysis is presented below.

On May 14, 2018 traffic bollards and pavement markings were installed to reduce Buttles from three lanes of traffic to a two lane roadway section between Jerome Street and State Street. Beginning on September 24, 2018 MDOT collected traffic data related to traffic speed, volumes, delays and safety. The traffic collection device has been in place since that time.

When downloading the data from the device for analysis, it was apparent that there had been interruptions in the data due to a battery issue, as described in the MDOT report. MDOT is working with the vendor of the traffic collection device to correct this issue. These interruptions left gaps in the data collection. Included in the MDOT report is data showing the peak hour and 24 hour traffic data covering weekdays and a weekend collected without interruptions to the traffic collection device. The data that included the interruptions is not included in this report. In order to collect traffic data for a longer period of time, MDOT is leaving the collection device in place at this time for an additional two week period. This additional data will be included in a future data analysis report on the lane reduction.

Traffic data can be described in terms of Level of Service (LOS) which is a scale defining the operating conditions on a roadway. The scale is A to F, with A being the least congested. The American Association of State Highway and Transportation Officials (AASHTO) provides guidance that for urban and suburban areas a LOS of D is acceptable. The City of Midland strives to achieve a minimum LOS of C for roadways within the City.

For the Buttles Street corridor free flow speed would be expected to be 30-35 mph which correlates to a LOS A. The speed assessment collected recently indicates that this section of Buttles Street, in the lane reduction, is operating at a LOS of A. This is typically viewed as a high level of service. The analysis for delay showed that during the assessment time period that a single instance of delay occurred on September 25 at the intersection of Buttles Street and Rodd Street.

The traffic LOS identified in this first analysis of data from the long term assessment match what was identified in the previous two short term assessments and the traffic model developed for the corridor study. The various assessments to this point help confirm the corridor study model showing minimal impact to the level of service and delay.

Crash data within the lane reduction corridor has been collected and is included in the MDOT data collection report. Since installing the lane there have been 15 crashes within the Buttles Street corridor. For that same time period in 2017 there were 9 crashes, and in

2016 there were 12 crashes in the corridor. The time period of five months of data is a relatively short period. It is typical to see an increase in crashes when traffic patterns change. For this reason it is customary to use a minimum of a full year of crash data in any analysis. Crash data is being presented at this time for comparison and will continue to be collected.

Crash data for this corridor was also reviewed. It was identified that in the year prior to the implementation of the lane reduction that 26 crashes occurred. Since installing the lane reduction, 15 crashes have occurred. Crash data for both the year previous and during the lane reduction is included in the packet.

MDOT will be present at the meeting to provide information related to the traffic data collected since the implementation of the long term assessment period.

A resolution is attached for your consideration to receive and file this report.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joshua N. Fredrickson".

Joshua N. Fredrickson  
City Engineer



*City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ www.cityofmidlandmi.gov*

BY COUNCILMAN

WHEREAS, the City Engineering Department and the Michigan Department of Transportation have reported the most recent traffic data collection associated with the lane reduction, or road diet, of the Buttles Road; now therefore

RESOLVED, that City Council hereby receives and files the traffic data report for the lane reduction of Buttles Road.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a            yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk

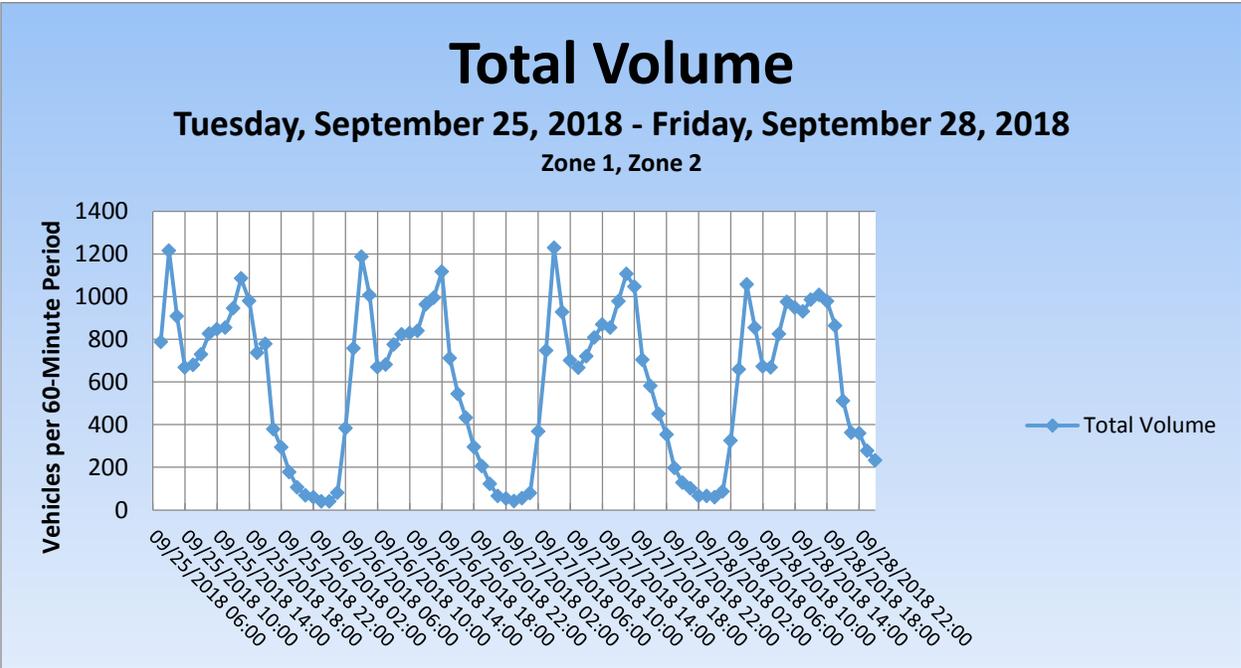
**US-10 BR Corridor Study**  
**Preferred Alternative Analysis**  
**Lane Reduction/Road Diet of One-Way Pairs**  
**M-20 (Jerome St.) to State St.**  
**Data Collection**

# Current Data Analysis 2018

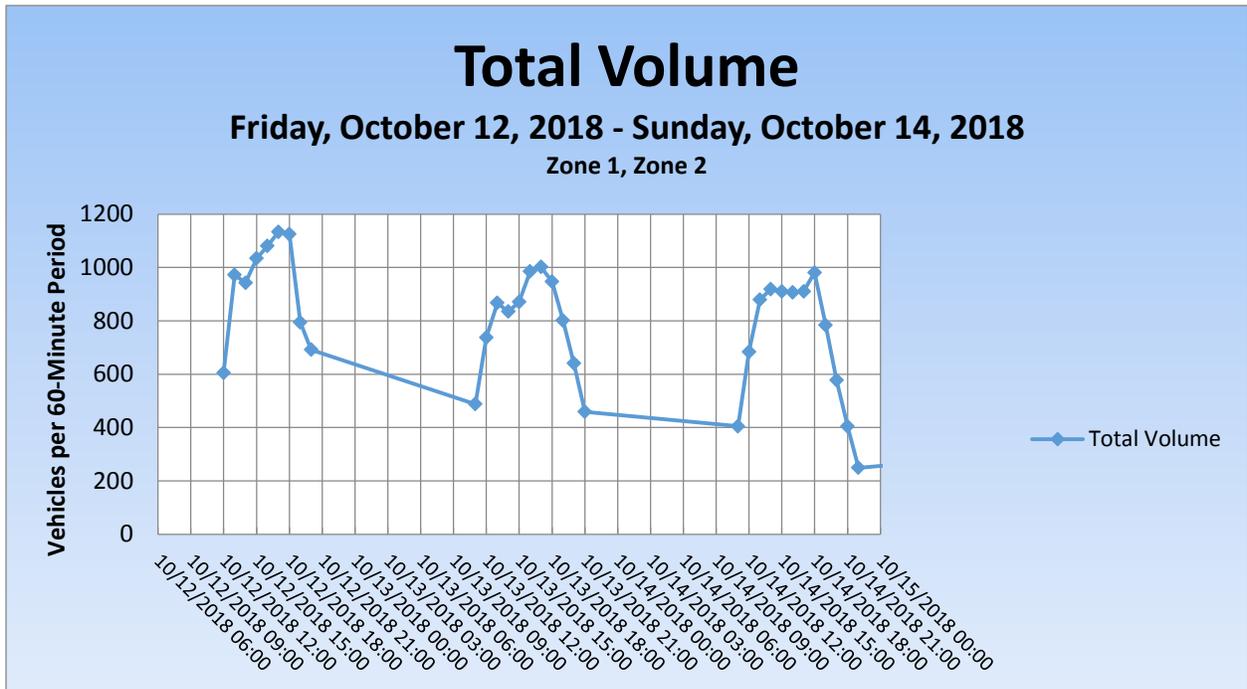
On May 14<sup>th</sup>, 2018, traffic bollards were placed along Buttles St. for the purpose of reducing the corridor cross-section from 3 to 2 lanes on a more semi-permanent basis. As part of the resolution of support passed by city council, it was agreed that there would be an ongoing 3-year assessment of traffic data to ensure that an accurate sampling of traffic during, and post, M-20 bridge construction was captured prior to any decision regarding the permanency of a lane reduction. Data collection for **safety, speed, and level of service** is to be collected at the 6 month mark and 12 month mark in 2018. After 2018, data will be collected and disseminated on an annual basis.

A traffic trailer that utilizes radar detection is being used to capture speed and volume data. The trailer has been in place just north of Ashman on Buttles St. since 9/24/2018. There have been interruptions in the data collection that are apparent when downloading the data from the trailer. We are working with the vendor to fix these issues. For analysis purposes, we wanted to make sure that we had complete data counts for a 24 hour period. To date, the most complete data sets of consecutive 24 hours available for a weekly count are from 9/25/2018-9/28/2018. And for a weekend count, the best data set available is from 10/12-10/14. We will continue to leave the trailer in place to collect data for analysis.

Data indicates that the heaviest travel days are weekdays with an identifiable am and pm peak. The peak am hour traffic for the corridor occurs between 7-9 am. The peak pm hour traffic for the corridor occurs between 4-6 pm.

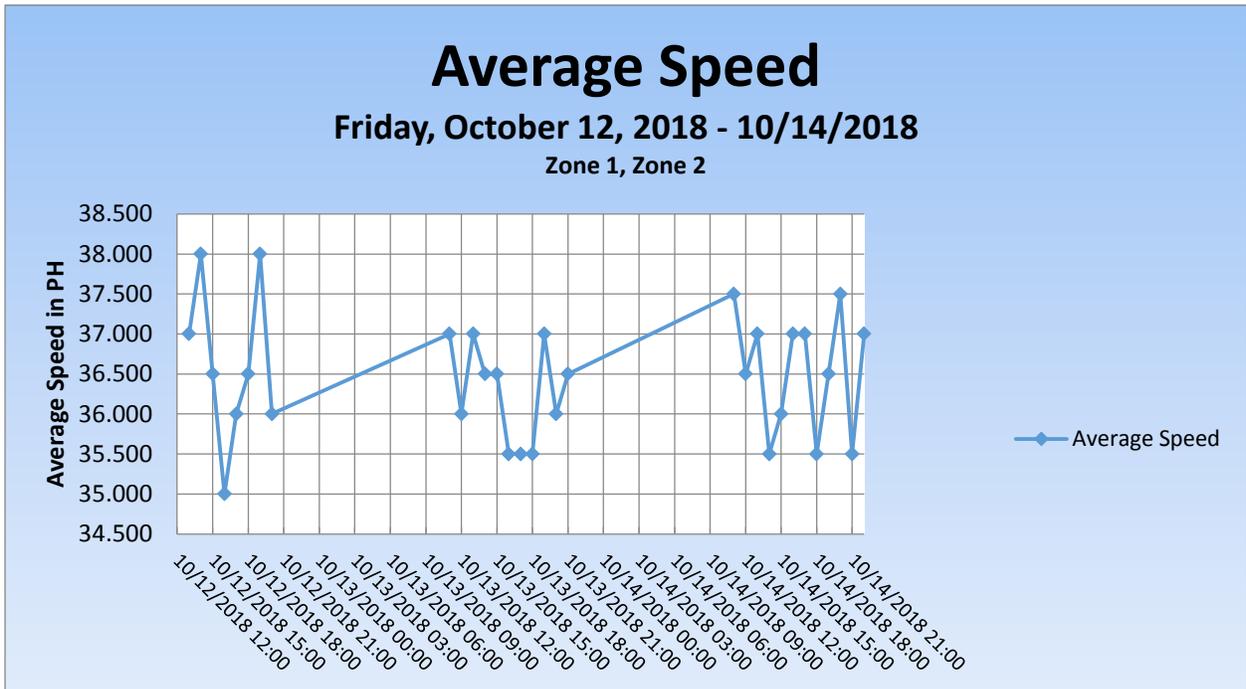
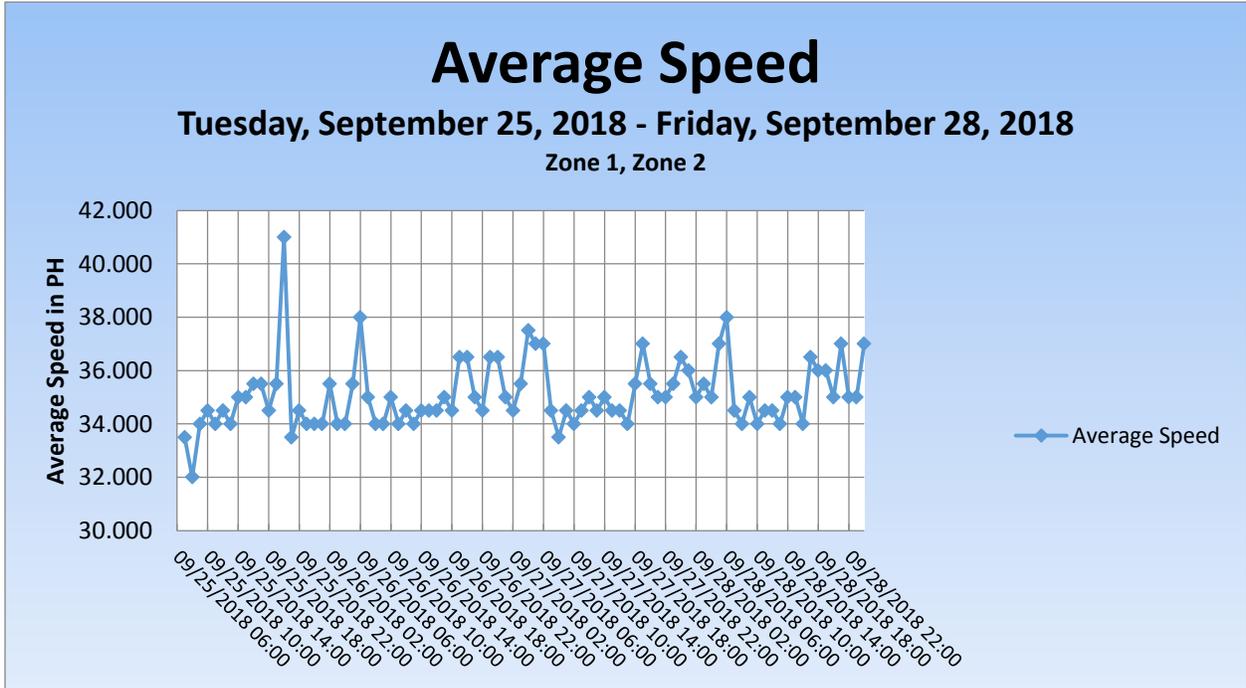


There is a slight decrease in traffic volumes for weekends as compared to weekdays.

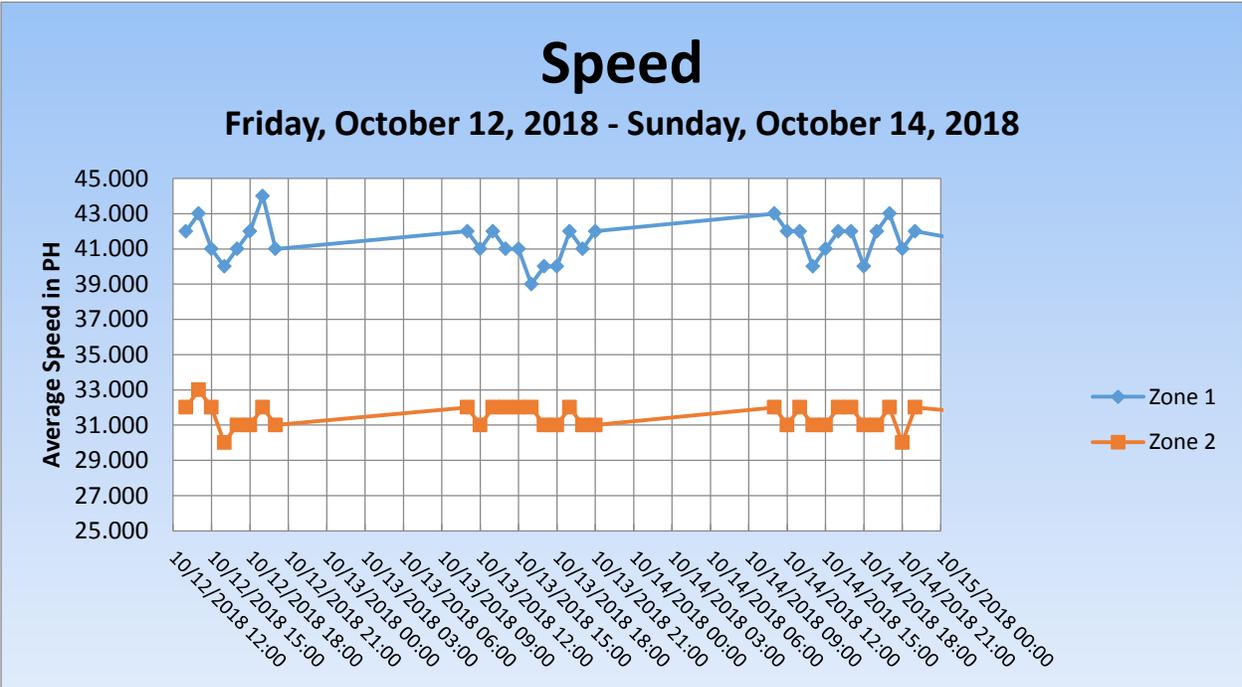
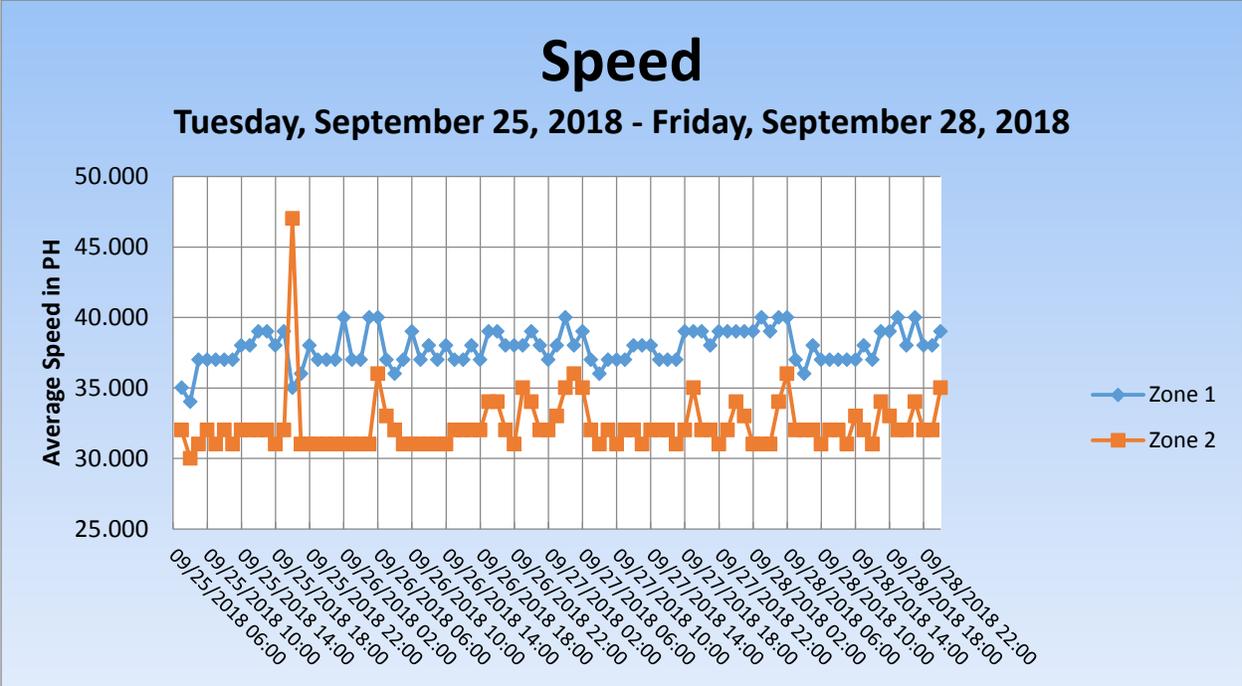


### Speed

Speed analysis is completed by assessing the data collected from the traffic trailer that was placed on Buttles St. The trailer captures the speed of each vehicle that is counted at the location. Midweek and weekend travel data indicates that there is not much fluctuation in the average speed of vehicles as they pass the traffic trailer.



Further analysis shows that there is a difference in average speed between zone 1 (eastern most lane) and zone 2 (western most lane) during mid-week and weekend traffic.



**Level of Service**

Level of service is a scale which defines the operating conditions on a highway. It is a measure of the restrictive effects of volume upon capacity. Level of service is represented in a range from A to F (A being the least congested). Level of Service can be calculated for roadways based on free-flow speed. Buttles St. would be classified as a class II arterial, therefore free-flow speeds of 30-35mph should be expected.

**Level of Service Criteria for Arterials**

Arterial Class	I	II	III
Range of Free-Flow Speeds (mph)	45 to 35	35 to 30	35 to 25
Typical Free-Flow Speed (mph)	40 mph	33 mph	27 mph

Level of Service	Average Travel Speed (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

The data collected by the traffic trailer for travel speed, and displayed in the previous “speed” and “average speed” graphs, indicates that this portion of Buttles St. is operating at a level of service “A” at all times of the day.

As part of assessing level of service, we asked our data collection unit in Lansing to provide us with a delay study at the signalized intersections along Buttles St. This study was conducted on 9/25/2018 and 9/26/2018 between the hours of 7:00 am to 6:30 pm. The field crew observes and documents any vehicles stopped at a signal that are unable to “clear” that signal during the green phase. With the exception of one instance on 9/25 at Buttles St. and Rodd St. where at 5:10 pm there were 27 cars documented as delayed at the signal, there were no other observed delays. The observer did comment that Buttles St. traffic was letting cars merge from the side street (McDonald St.) and that all vehicles cleared the next green phase of the signal at Rodd St.

***Safety***

Crash reports were run on 10/12 for Buttles St. from 5/14/2018-10/12/2018. This was the time in which the road diet was implemented. Since implementation, there have been 15 total crashes along the corridor. For the same time period in 2017 there were 9 crashes and in 2016 there were 12 crashes. In comparison, the crash summary for 5/14/2017-5/13/2018 showed that there were 26 total crashes along the corridor. The summary for both reports is provided on the following pages. It is desirable to have a minimum of one year of crash data to perform an analysis. The crash data will continue to be collected and reviewed.

## Michigan Department of Transportation Summary of Crash Statistics

Dates: 5/14/2018 to 10/12/2018

**TOTAL NUMBER OF CRASHES:** 15

CRASHES BY DAY OF WEEK	F	A	B/C and PDO	Total	% of Crashes
Sunday	= 0	0	0	0	0.0%
Monday	= 0	0	5	5	33.3%
Tuesday	= 0	0	3	3	20.0%
Wednesday	= 0	0	4	4	26.7%
Thursday	= 0	0	3	3	20.0%
Friday	= 0	0	0	0	0.0%
Saturday	= 0	0	0	0	0.0%

**CRASHES BY SURFACE CONDITION**

	F	A	B/C and PDO	Total	% of Crashes
Dry	= 0	0	14	14	93.3%
Wet	= 0	0	1	1	6.7%
Icy	= 0	0	0	0	0.0%
Snowy	= 0	0	0	0	0.0%
Muddy	= 0	0	0	0	0.0%
Slushy	= 0	0	0	0	0.0%
Debris	= 0	0	0	0	0.0%
Water	= 0	0	0	0	0.0%
Sand	= 0	0	0	0	0.0%
Oily	= 0	0	0	0	0.0%
Other	= 0	0	0	0	0.0%
Unknown	= 0	0	0	0	0.0%
Uncoded & Errors	= 0	0	0	0	0.0%

**CRASHES BY TIME OF DAY**

	F	A	B/C and PDO	Total	% of Crashes
MDNT-01AM	= 0	0	0	0	0.0%
01AM-02AM	= 0	0	1	1	6.7%
02AM-03AM	= 0	0	1	1	6.7%
03AM-04AM	= 0	0	0	0	0.0%
04AM-05AM	= 0	0	0	0	0.0%
05AM-06AM	= 0	0	0	0	0.0%
06AM-07AM	= 0	0	1	1	6.7%
07AM-08AM	= 0	0	0	0	0.0%
08AM-09AM	= 0	0	1	1	6.7%
09AM-10AM	= 0	0	1	1	6.7%
10AM-11AM	= 0	0	1	1	6.7%
11AM-NOON	= 0	0	1	1	6.7%
NOON-01PM	= 0	0	1	1	6.7%
01PM-02PM	= 0	0	0	0	0.0%
02PM-03PM	= 0	0	0	0	0.0%
03PM-04PM	= 0	0	0	0	0.0%
04PM-05PM	= 0	0	1	1	6.7%
05PM-06PM	= 0	0	2	2	13.3%
06PM-07PM	= 0	0	1	1	6.7%
07PM-08PM	= 0	0	0	0	0.0%
08PM-09PM	= 0	0	1	1	6.7%
09PM-10PM	= 0	0	1	1	6.7%
10PM-11PM	= 0	0	0	0	0.0%
11PM-MDNT	= 0	0	1	1	6.7%
Uncoded & Errors	= 0	0	0	0	0.0%

**CRASHES BY TYPE**

	F	A	B/C and PDO	Total	% of Crashes
Angle Driveway	= 0	0	0	0	0.0%
Angle Straight	= 0	0	7	7	46.7%
Angle Turn	= 0	0	0	0	0.0%
Animal	= 0	0	0	0	0.0%
Backing	= 0	0	0	0	0.0%
Bicycle	= 0	0	0	0	0.0%
Fixed Object	= 0	0	0	0	0.0%
Head-on	= 0	0	0	0	0.0%
Head-on Left-Turn Driveway	= 0	0	0	0	0.0%
Head-on L-Turn Not Driveway	= 0	0	0	0	0.0%
Hit Train	= 0	0	0	0	0.0%
Misc. Multiple Vehicle	= 0	0	0	0	0.0%
Misc. Single Vehicle	= 0	0	1	1	6.7%
Other Driveway	= 0	0	0	0	0.0%
Other Object	= 0	0	0	0	0.0%
Overturn	= 0	0	0	0	0.0%
Parking	= 0	0	0	0	0.0%
Pedestrian	= 0	0	0	0	0.0%
Rear End Driveway	= 0	0	0	0	0.0%
Rear End Left Turn	= 0	0	0	0	0.0%
Rear End Right Turn	= 0	0	0	0	0.0%
Rear End Straight	= 0	0	5	5	33.3%
Side Swipe Opposite	= 0	0	0	0	0.0%
Side Swipe Same	= 0	0	2	2	13.3%

**CRASHES BY MONTH**

	F	A	B/C and PDO	Total	% of Crashes
January	= 0	0	0	0	0.0%
February	= 0	0	0	0	0.0%
March	= 0	0	0	0	0.0%
April	= 0	0	0	0	0.0%
May	= 0	0	2	2	13.3%
June	= 0	0	2	2	13.3%
July	= 0	0	2	2	13.3%
August	= 0	0	5	5	33.3%
September	= 0	0	4	4	26.7%
October	= 0	0	0	0	0.0%
November	= 0	0	0	0	0.0%
December	= 0	0	0	0	0.0%
Uncoded & Errors	= 0	0	0	0	0.0%

**CRASHES BY WEATHER CONDITION**

	F	A	B/C and PDO	Total	% of Crashes
Clear	= 0	0	8	8	53.3%
Cloudy	= 0	0	6	6	40.0%
Fog	= 0	0	0	0	0.0%
Rain	= 0	0	1	1	6.7%
Steel/Hail	= 0	0	0	0	0.0%
Snow	= 0	0	0	0	0.0%
Wind	= 0	0	0	0	0.0%
Blowing Snow	= 0	0	0	0	0.0%
Blowing Dirt	= 0	0	0	0	0.0%
Smoke	= 0	0	0	0	0.0%
Unknown	= 0	0	0	0	0.0%
Uncoded & Errors	= 0	0	0	0	0.0%

## Michigan Department of Transportation Summary of Crash Statistics

Dates: 5/14/2018 to 10/12/2018

<b>CRA SHES BY LIGHT CONDITION</b>	F	A	B/C and PDD	Total	% of Crashes
Daylight	= 0	0	11	11	73.3%
Dawn	= 0	0	0	0	0.0%
Dusk	= 0	0	0	0	0.0%
Dark, Lighted	= 0	0	1	3	20.0%
Dark, Unlighted	= 0	0	3	1	6.7%
Other	= 0	0	0	0	0.0%
Unknown	= 0	0	0	0	0.0%
Uncoded & Errors	= 0	0	0	0	0.0%

<b>CRA SHES BY SEVERITY</b>	F	A	% of Crashes
Fatal	= 0	0	0.0%
A-Incapacitating	= 0	0	0.0%
B-Non-Incapacitating	= 2	13.3%	
C-Possible Injury	= 2	13.3%	
Uninjured	= 11	73.3%	
Uncoded & Errors	= 0	0	0.0%

<b>CRA SHES BY INVOLVEMENT</b>	F	A	% of Crashes
Drinking	= 0	0	0.0%
Drugs	= 0	0	0.0%
Truck/Bus	= 0	0	0.0%
Snowmobile	= 0	0	0.0%
Emergency Vehicle	= 0	0	0.0%
Off Road Vehicle	= 0	0	0.0%
Pedestrian	= 0	0	0.0%
Bicyclist	= 0	0	0.0%
Farm Equipment	= 0	0	0.0%
Animal	= 0	0	0.0%
School Bus	= 0	0	0.0%
Motorcycle	= 1	6.7%	
Train	= 0	0	0.0%
Hit and Run	= 0	0	0.0%
Fleeing Situation	= 0	0	0.0%

<b>CRA SHES BY DRIVER VIOLATION</b>	F	A	% of Crashes
Careless or Negligent	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Disobeyed TCD	= 4	26.7%	
Fatal + A-Type	= 0	0	0.0%
Drove Left of Center	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Drove Wrong Way	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Fail to Stop ACD	= 5	33.3%	
Fatal + A-Type	= 0	0	0.0%
Failed to Yield	= 4	26.7%	
Fatal + A-Type	= 0	0	0.0%
Improper Backing	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Improper Lane Use	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Improper Pass	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Improper Signal	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Improper Turn	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Other	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Reckless Driving	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Speed Too Fast	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Speed Too Slow	= 0	0	0.0%
Fatal + A-Type	= 0	0	0.0%
Ran Red Light	= 6	40.0%	
Fatal + A-Type	= 0	0	0.0%

## Michigan Department of Transportation Summary of Crash Statistics

Date: 5/14/2017 to 10/12/2017

**TOTAL NUMBER OF CRASHES:** 9

CRASHES BY DAY OF WEEK	F	A	B/C and PDO	Total	% of Crashes
Sunday	-	0	0	0	0.0%
Monday	-	0	0	1	11.1%
Tuesday	-	0	0	3	33.3%
Wednesday	-	0	0	3	33.3%
Thursday	-	0	0	1	11.1%
Friday	-	0	0	0	0.0%
Saturday	-	0	0	1	11.1%

**CRASHES BY SURFACE CONDITION**

	F	A	B/C and PDO	Total	% of Crashes
Dry	-	0	0	9	100.0
Wet	-	0	0	0	0.0%
Icy	-	0	0	0	0.0%
Snowy	-	0	0	0	0.0%
Muddy	-	0	0	0	0.0%
Slushy	-	0	0	0	0.0%
Debris	-	0	0	0	0.0%
Water	-	0	0	0	0.0%
Sand	-	0	0	0	0.0%
Oily	-	0	0	0	0.0%
Other	-	0	0	0	0.0%
Unknown	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

**CRASHES BY TIME OF DAY**

	F	A	B/C and PDO	Total	% of Crashes
MDNT-01AM	-	0	0	0	0.0%
01AM-02AM	-	0	0	0	0.0%
02AM-03AM	-	0	0	0	0.0%
03AM-04AM	-	0	0	0	0.0%
04AM-05AM	-	0	0	0	0.0%
05AM-06AM	-	0	0	0	0.0%
06AM-07AM	-	0	0	0	0.0%
07AM-08AM	-	0	0	0	0.0%
08AM-09AM	-	0	0	0	0.0%
09AM-10AM	-	0	0	1	11.1%
10AM-11AM	-	0	0	0	0.0%
11AM-NOON	-	0	0	1	11.1%
NOON-01PM	-	0	0	0	0.0%
01PM-02PM	-	0	0	0	0.0%
02PM-03PM	-	0	0	2	22.2%
03PM-04PM	-	0	0	1	11.1%
04PM-05PM	-	0	0	0	0.0%
05PM-06PM	-	0	0	2	22.2%
06PM-07PM	-	0	0	1	11.1%
07PM-08PM	-	0	0	0	0.0%
08PM-09PM	-	0	0	1	11.1%
09PM-10PM	-	0	0	0	0.0%
10PM-11PM	-	0	0	0	0.0%
11PM-MDNT	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

**CRASHES BY TYPE**

	F	A	B/C and PDO	Total	% of Crashes
Angle Driveway	-	0	0	0	0.0%
Angle Straight	-	0	0	1	11.1%
Angle Turn	-	0	0	0	0.0%
Animal	-	0	0	0	0.0%
Backing	-	0	0	0	0.0%
Bicycle	-	0	0	0	0.0%
Fixed Object	-	0	0	0	0.0%
Head-on	-	0	0	0	0.0%
Head-on Left-Turn Driveway	-	0	0	0	0.0%
Head-on L-Turn Not Driveway	-	0	0	0	0.0%
Hit Train	-	0	0	0	0.0%
Misc. Multiple Vehicle	-	0	0	3	33.3%
Misc. Single Vehicle	-	0	0	0	0.0%
Other Driveway	-	0	0	0	0.0%
Other Object	-	0	0	0	0.0%
Overturn	-	0	0	0	0.0%
Parking	-	0	0	0	0.0%
Pedestrian	-	0	0	0	0.0%
Rear End Driveway	-	0	0	0	0.0%
Rear End Left Turn	-	0	0	0	0.0%
Rear End Right Turn	-	0	0	0	0.0%
Rear End Straight	-	0	0	0	0.0%
Side Swipe Opposite	-	0	0	0	0.0%
Side Swipe Same	-	0	0	5	55.6%

**CRASHES BY MONTH**

	F	A	B/C and PDO	Total	% of Crashes
January	-	0	0	0	0.0%
February	-	0	0	0	0.0%
March	-	0	0	0	0.0%
April	-	0	0	0	0.0%
May	-	0	0	0	0.0%
June	-	0	0	5	55.6%
July	-	0	0	1	11.1%
August	-	0	0	1	11.1%
September	-	0	0	0	0.0%
October	-	0	0	2	22.2%
November	-	0	0	0	0.0%
December	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

**CRASHES BY WEATHER CONDITION**

	F	A	B/C and PDO	Total	% of Crashes
Clear	-	0	0	8	88.9%
Cloudy	-	0	0	1	11.1%
Fog	-	0	0	0	0.0%
Rain	-	0	0	0	0.0%
Steel/Hall	-	0	0	0	0.0%
Snow	-	0	0	0	0.0%
Wind	-	0	0	0	0.0%
Blowing Snow	-	0	0	0	0.0%
Blowing Dirt	-	0	0	0	0.0%
Smoke	-	0	0	0	0.0%
Unknown	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

## Michigan Department of Transportation Summary of Crash Statistics

Date: 5/14/2017 to 10/12/2017

<u>CRASHES BY LIGHT CONDITION</u>	F	A	B/C and PDO	Total	% of Crashes
Daylight	-	0	9	9	100.0
Dawn	-	0	0	0	0.0%
Dusk	-	0	0	0	0.0%
Dark, Lighted	-	0	0	0	0.0%
Dark, Unlighted	-	0	0	0	0.0%
Other	-	0	0	0	0.0%
Unknown	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

<u>CRASHES BY SEVERITY</u>	F	A	%
Fatal	-	0	0.0%
A-Incapacitating	-	0	0.0%
B-Non-Incapacitating	-	0	0.0%
C-Possible Injury	-	2	22.2%
Uninjured	-	7	77.8%
Uncoded & Errors	-	0	0.0%

<u>CRASHES BY INVOLVEMENT</u>	F	A	%
Drinking	-	0	0.0%
Drugs	-	0	0.0%
Truck/Bus	-	1	11.1%
Snowmobile	-	0	0.0%
Emergency Vehicle	-	0	0.0%
Off Road Vehicle	-	0	0.0%
Pedestrian	-	0	0.0%
Bicyclist	-	0	0.0%
Farm Equipment	-	0	0.0%
Animal	-	0	0.0%
School Bus	-	0	0.0%
Motorcycle	-	0	0.0%
Train	-	0	0.0%
Hit and Run	-	0	0.0%
Fleeing Situation	-	0	0.0%

<u>CRASHES BY DRIVER VIOLATION</u>	F	A	%
Careless or Negligent	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Disobeyed TCD	-	2	22.2%
Fatal + A-Type	-	0	0.0%
Drove Left of Center	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Drove Wrong Way	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Fall to Stop ACD	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Failed to Yield	-	2	22.2%
Fatal + A-Type	-	0	0.0%
Improper Backing	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Improper Lane Use	-	2	22.2%
Fatal + A-Type	-	0	0.0%
Improper Pass	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Improper Signal	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Improper Turn	-	3	33.3%
Fatal + A-Type	-	0	0.0%
Other	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Reckless Driving	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Speed Too Fast	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Speed Too Slow	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Ran Red Light	-	2	22.2%
Fatal + A-Type	-	0	0.0%

## Michigan Department of Transportation Summary of Crash Statistics

Date: 5/14/2016 to 10/12/2016

**TOTAL NUMBER OF CRASHES:** 12

<u>CRASHES BY DAY OF WEEK</u>	F	A	B/C and PDO	Total	% of Crashes
Sunday	-	0	0	0	0.0%
Monday	-	0	0	0	0.0%
Tuesday	-	0	2	2	16.7%
Wednesday	-	0	4	4	33.3%
Thursday	-	0	2	2	16.7%
Friday	-	0	4	4	33.3%
Saturday	-	0	0	0	0.0%

**CRASHES BY SURFACE CONDITION**

	F	A	B/C and PDO	Total	% of Crashes
Dry	-	0	0	12	100.0
Wet	-	0	0	0	0.0%
Icy	-	0	0	0	0.0%
Snowy	-	0	0	0	0.0%
Muddy	-	0	0	0	0.0%
Slushy	-	0	0	0	0.0%
Debris	-	0	0	0	0.0%
Water	-	0	0	0	0.0%
Sand	-	0	0	0	0.0%
Oily	-	0	0	0	0.0%
Other	-	0	0	0	0.0%
Unknown	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

**CRASHES BY TIME OF DAY**

	F	A	B/C and PDO	Total	% of Crashes
MDNT-01AM	-	0	0	0	0.0%
01AM-02AM	-	0	0	0	0.0%
02AM-03AM	-	0	0	0	0.0%
03AM-04AM	-	0	0	0	0.0%
04AM-05AM	-	0	0	0	0.0%
05AM-06AM	-	0	1	1	8.3%
06AM-07AM	-	0	0	0	0.0%
07AM-08AM	-	0	2	2	16.7%
08AM-09AM	-	0	0	0	0.0%
09AM-10AM	-	0	0	0	0.0%
10AM-11AM	-	0	0	0	0.0%
11AM-NOON	-	0	0	0	0.0%
NOON-01PM	-	0	3	3	25.0%
01PM-02PM	-	0	1	1	8.3%
02PM-03PM	-	0	2	2	16.7%
03PM-04PM	-	0	1	1	8.3%
04PM-05PM	-	0	0	0	0.0%
05PM-06PM	-	0	1	1	8.3%
06PM-07PM	-	0	0	0	0.0%
07PM-08PM	-	0	0	0	0.0%
08PM-09PM	-	0	0	0	0.0%
09PM-10PM	-	0	0	0	0.0%
10PM-11PM	-	0	0	0	0.0%
11PM-MDNT	-	0	1	1	8.3%
Uncoded & Errors	-	0	0	0	0.0%

**CRASHES BY TYPE**

	F	A	B/C and PDO	Total	% of Crashes
Angle Driveway	-	0	0	0	0.0%
Angle Straight	-	0	5	5	41.7%
Angle Turn	-	0	0	0	0.0%
Animal	-	0	0	0	0.0%
Backing	-	0	0	0	0.0%
Bicycle	-	0	0	0	0.0%
Fixed Object	-	0	0	0	0.0%
Head-on	-	0	0	0	0.0%
Head-on Left-Turn Driveway	-	0	0	0	0.0%
Head-on L-Turn Not Driveway	-	0	0	0	0.0%
Hit Train	-	0	0	0	0.0%
Misc. Multiple Vehicle	-	0	1	1	8.3%
Misc. Single Vehicle	-	0	0	0	0.0%
Other Driveway	-	0	0	0	0.0%
Other Object	-	0	0	0	0.0%
Overturn	-	0	0	0	0.0%
Parking	-	0	0	0	0.0%
Pedestrian	-	0	0	0	0.0%
Rear End Driveway	-	0	0	0	0.0%
Rear End Left Turn	-	0	0	0	0.0%
Rear End Right Turn	-	0	0	0	0.0%
Rear End Straight	-	0	2	2	16.7%
Side Swipe Opposite	-	0	0	0	0.0%
Side Swipe Same	-	0	4	4	33.3%

**CRASHES BY MONTH**

	F	A	B/C and PDO	Total	% of Crashes
January	-	0	0	0	0.0%
February	-	0	0	0	0.0%
March	-	0	0	0	0.0%
April	-	0	0	0	0.0%
May	-	0	1	1	8.3%
June	-	0	1	1	8.3%
July	-	0	4	4	33.3%
August	-	0	4	4	33.3%
September	-	0	2	2	16.7%
October	-	0	0	0	0.0%
November	-	0	0	0	0.0%
December	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

**CRASHES BY WEATHER CONDITION**

	F	A	B/C and PDO	Total	% of Crashes
Clear	-	0	10	10	83.3%
Cloudy	-	0	2	2	16.7%
Fog	-	0	0	0	0.0%
Rain	-	0	0	0	0.0%
Steel/Hall	-	0	0	0	0.0%
Snow	-	0	0	0	0.0%
Wind	-	0	0	0	0.0%
Blowing Snow	-	0	0	0	0.0%
Blowing Dirt	-	0	0	0	0.0%
Smoke	-	0	0	0	0.0%
Unknown	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

## Michigan Department of Transportation Summary of Crash Statistics

Date: 5/14/2016 to 10/12/2016

<u>CRASHES BY LIGHT CONDITION</u>	F	A	B/C and PDO	Total	% of Crashes
Daylight	-	0	0	10	83.3%
Dawn	-	0	0	0	0.0%
Dusk	-	0	0	0	0.0%
Dark, Lighted	-	0	0	2	16.7%
Dark, Unlighted	-	0	0	2	0.0%
Other	-	0	0	0	0.0%
Unknown	-	0	0	0	0.0%
Uncoded & Errors	-	0	0	0	0.0%

<u>CRASHES BY SEVERITY</u>	F	A	% of Crashes
Fatal	-	0	0.0%
A-Incapacitating	-	0	0.0%
B-Non-Incapacitating	-	1	8.3%
C-Possible Injury	-	4	33.3%
Uninjured	-	7	58.3%
Uncoded & Errors	-	0	0.0%

<u>CRASHES BY INVOLVEMENT</u>	F	A	% of Crashes
Drinking	-	0	0.0%
Drugs	-	0	0.0%
Truck/Bus	-	1	8.3%
Snowmobile	-	0	0.0%
Emergency Vehicle	-	0	0.0%
Off Road Vehicle	-	0	0.0%
Pedestrian	-	0	0.0%
Bicyclist	-	0	0.0%
Farm Equipment	-	0	0.0%
Animal	-	0	0.0%
School Bus	-	0	0.0%
Motorcycle	-	0	0.0%
Train	-	0	0.0%
Hit and Run	-	0	0.0%
Fleeing Situation	-	0	0.0%

<u>CRASHES BY DRIVER VIOLATION</u>	F	A	% of Crashes
Careless or Negligent	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Disobeyed TCD	-	4	33.3%
Fatal + A-Type	-	0	0.0%
Drove Left of Center	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Drove Wrong Way	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Fall to Stop ACD	-	2	16.7%
Fatal + A-Type	-	0	0.0%
Failed to Yield	-	3	25.0%
Fatal + A-Type	-	0	0.0%
Improper Backing	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Improper Lane Use	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Improper Pass	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Improper Signal	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Improper Turn	-	3	25.0%
Fatal + A-Type	-	0	0.0%
Other	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Reckless Driving	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Speed Too Fast	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Speed Too Slow	-	0	0.0%
Fatal + A-Type	-	0	0.0%
Ran Red Light	-	4	33.3%
Fatal + A-Type	-	0	0.0%

Correspondence received by the City in favor of the proposed lane reduction

**From:** Cal Ieuter [<mailto:Cal@ieuter.com>]  
**Sent:** Thursday, August 30, 2018 9:05 AM  
**To:** Kaye, Brad <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>  
**Subject:** Buttles from 3 lanes to two

This change has helped our business a lot:

We now find it easier to cross Buttles

Our building doesn't vibrate as much- I wish you would also do it on Indian

The speed of vehicles have slowed down- where as Indian the average speed is 45mph

I travel this road multiple times of the day and I have no problems with traffic- in fact I think it is much safer.

Please keep it two lanes!



**Cal Ieuter, CPCU**  
**Ieuter Insurance Group**  
414 Townsend | Midland, MI 48640  
**P:** 989.835.6701 **M:** 989.430.6780  
[www.ieuter.com](http://www.ieuter.com) | [cal@ieuter.com](mailto:cal@ieuter.com)

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From: W. Jay Brown [<mailto:brown@brownlawplc.com>]  
Sent: Friday, August 31, 2018 11:45 AM  
To: Kaye, Brad <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>  
Subject: Road Diet

Brad:

I'm writing in support for the reduced lanes on Buttles. I own a business that borders Buttles and frequently walk or drive downtown for a variety of reasons. I find two lanes to be much safer and easier to cross on either foot or by car. I also frequently drive that stretch and can see it out of my office window and have not observed traffic materially backed up or congested. My office seems much less on an island and instead connected to downtown.

Thanks

W. Jay Brown  
Brown Law PLC  
414 Townsend, Suite 201  
Midland MI 48640  
(989) 486-3676  
(989) 928-6465 (cell)  
[brown@brownlawplc.com](mailto:brown@brownlawplc.com)



August 31, 2018

Brad Kaye  
City Manager, City of Midland  
333 West Ellsworth Street  
Midland, MI 48640

Dear Brad,

I saw the MDN article yesterday about the Buttles Street road diet project. As you know, our office is on the corner of Rodd and Buttles and we not only see the traffic patterns, we walk and drive it, as well. I'm sending you – and hope you will share with Council members, as appropriate – my perspective as someone who overlooks that road and corner from her office every day.

There is no question that traffic is moving slower, and that is beneficial. I often walk across Buttles for a quick meeting at a nice coffee shop in mid-town, and it's much easier to navigate with fewer lanes to cross and slower traffic that seems to be more aware of those of us walking. Over the summer, I have watched young people (and some not-so-young!) riding their bikes to/from the downtown area; the slower traffic just makes sense for all. In addition, our building actually shook as large semi-trucks rumbled by at higher speeds; that disruption is much less noticeable now that they're moving slower.

While this is just one building in the area, it's an example of what current and prospective residents – whether commercial or residential – are likely to encounter, as well. The construction around the downtown area makes everything more congested and I wonder how much of the current situation and related frustration is because of that rather than the "road diet". I assume the planned testing will be able to sort it out for all of us.

Thanks for your and the City Council's consideration of this change.

Sincerely,

Sarah Opperman  
CEO, Midland Business Alliance

For the past several months, it's been hard to avoid conversation about the Buttles road diet in our community. Whether published in the Midland Daily News or posted in one of the many community Facebook groups that breed digital shouting matches, all the voices seem to have the same opinion on the Michigan Department of Transportation (MDOT) study:

It's terrible.

It's not a new narrative in Midland. You can insert any one of the downtown development projects over the last several years and you get the same outcome. However, it's not the opinion held by the majority of residents. In any public forum, the negative voices speak the loudest. Just do a YouTube search for "Parks and Rec Town Hall Meeting" and you'll see what I mean, albeit an over the top, comedic rendition. That's human nature though. If something upsets us, we want people to know and we want change made about it. Yet, if something pleases us or we're indifferent about something, we as humans tend to remain quiet, remain status quo. Ask any person who works in the customer service sector and they'll echo those sentiments.

And that's unfortunate.

We're letting the few, negative voices be the loudest and drive the future of the community. Midland could have been the first in the region with a year-round, multi-purpose farmers market, leading the trend in economic growth in the Great Lakes Bay Region. Now, it seems we're the only community without one and that's embarrassing to a town with as rich a history of innovation. The negative voices tried and failed with the new streetscape. I challenge you to name a downtown event that hasn't been better because of the new downtown. The pleased, content, quiet voices can't let this happen with the road diet.

I, until writing this piece, have been one of those quiet voices. Why? Because I love the changes and growth that's taking place in Downtown Midland. Why? Because I am a young professional that works in Downtown Midland and lives in the adjacent neighborhood.

My wife and I are both in our mid-twenties, graduates of Big Ten universities, and living just off of Fitzhugh in the neighborhood cut-off from Downtown Midland by Buttles and Indian. Both of our employers are in downtown, less than a mile from our home, yet we have to drive to work every day in the summer.

Not walk.

Not bike.

Drive our vehicles.

Every single day, less than a mile.

81 In full disclosure, before someone in a Midland Facebook group does a search on me, I work for the Great Lakes and the Michigan Baseball Foundation. This is not a corporate, elitist, planted opinion. This is an opinion of a young professional in his twenties, starting a life with his wife, who grew up in rural areas of Northern Michigan and went to college in the heavily populated city of Ann Arbor.

I am among those whom these new developments, including the road diet, in Downtown Midland are trying to attract. My friends and I are the next generation of Midlanders, the next group of families in the schools, leaders in business meetings, and philanthropists in the community. I have lived where I needed to drive a half hour each way to get milk from Meijer and where I could walk next door to get Jimmy John's late at night. And I much prefer being able to walk to get where I need to go rather than getting in my car, navigating one ways and stop lights, and finding places to park. Not that finding a place to park in Midland is hard, since we still have 99.9% of the parking spots we had before the streetscape project, but that's for another day and a Facebook group "discussion" out there somewhere.

I would like to be able to walk or bike to work in the morning, but the headache of trying to play Frogger and cross Indian and Buttles first thing in the morning is something I avoid. Likewise, walking or biking home after a game would be great, but navigating streets in the dark where cars are likely going 40 or 45mph despite the speed limit is not appealing either. Instead, I'm another person putting my vehicle on the road. The road diet mitigates these issues, dropping the speed limit to a safer level and creating fewer lanes of traffic to cross.

Inevitably, someone out there is thinking "Yeah, but that's during morning 'rush' hour" or "You shouldn't be walking late at night when the crazies are on the road anyways". The current road setup poses issues during all hours of the day. My wife and I enjoy taking walks around town, whether it's to Larkin Beer Garden, Pizza Sam's for ice cream, or just because. However, our route is often dictated by trying to make Buttles and Indian as safe to cross as possible by going out of our way to a traffic light with a cross walk or just avoiding going downtown all together. The road diet makes these roads easier to cross at all intersections and makes going downtown easier and more appealing all together. We've experienced it first hand with the temporary setup, being able to step out into the blocked off area to time our mad dash across the road in between cars. However, it shouldn't have to be a mad dash to safely get home from spending our discretionary time and income in our downtown.

The road diet also makes Downtown Midland a more attractive place to build a business and makes my neighborhood a more attractive place to live. Walkability is one of the main things that today's young professionals look for in a place to live. Being one myself, I can say it is an attractive feature of a city, having everything in walking distance from your front door. This increase in walkability has helped spur housing developments aimed at young people. An increase in young people in Downtown Midland is spurring new companies and new college campuses in downtown. An increase in people working and learning in downtown has spurred an increase in new restaurants and entertainment in downtown. All of this has spurred an increase in property values and interest in living in my neighborhood. Our friends who don't live in our neighborhood frequently comment on how great it must be to live close to downtown and how it will get even better once the road diet takes place. I don't disagree with them. In the four years that I have lived full-time in Midland, all in the same house, I've seen my neighborhood slowly transform from an area of blight to an area of opportunity and growth. There are small businesses opening in our neighborhood, with Live Oak Coffeehouse being the anchor of the new "Midtown", or as my wife and I lovingly refer to it - "The Art District", thanks to the mural on the side of the Live Oak building. Five to ten years down the road, because of the road diet better connecting Midtown to Downtown, and then Midtown to Ashman Circle, I firmly believe it will be the neighborhood to live in, and that makes myself and my Midtown neighbors quite happy as homeowners.

And all of this is important in helping the corporations that are the cornerstones of our community win the war on acquiring new, young talent. When I first started living in Midland seven years ago, it was not an attractive place for a person my age to live and that's an issue for a Dow or MidMichigan Health or whoever it may be trying to attract the best and brightest to come work for them instead of working for a different company in Grand Rapids or Chicago or across the country. My generation is the first generation of people that where they live is more important than who they work for, and that is the future of the American workforce and the American economy. Gone are the days of working at a company for forty years, retiring, and collecting a pension. I'm happy to say that Midland is becoming a great place for a young person to live and projects like the road diet will only continue that trend in years to come. It will be the place where my wife and I start our family together down the road, pun intended.

At the end of the day, it's time for us, the quiet voices, to become the loud voices. Time for us to help drive Midland into the next generation of greatness, just like my grandparents did decades ago. These changes and upgrades, the road diet included, are for us, and we need to support that. We can't let keyboard crusaders who don't live in Midland dictate what happens to our town, because I've seen that in opinion pieces and Facebook groups. We can't sit still, reminisce on the years gone by and be resistant to change. This town evolved from something to get to that point. Now, it's time for it to evolve again so it doesn't get left behind.

Midland bills itself as the "City of Modern Explorers" and it's time to be just that – modern.

Tyler Kring

Proud Midland Transplant



In town. In touch.

P.O. Box 1468  
Saginaw, MI 48605  
1-989-799-7500  
1stStateBk.com

September 4, 2018

Grant Murschel  
Director of Planning &  
Community Development  
City of Midland  
333 W. Ellsworth  
Midland MI 48640

Dear Grant:

Re: Buttles Street Road Diet

I urge the City Council to continue the MDOT assessment to gain a full perspective of the differences occurring due to the lane reduction. Those differences not only affect automobile traffic but the overall plan for Midland's downtown. We are supportive of maintaining Buttles with two lanes of traffic.

The long term plan for Downtown was the reason 1<sup>st</sup> State Bank choose to invest on Buttles and Ashman. I believe as traffic habits begin to change everyone will see and appreciate the "bigger picture" of expanding the pedestrian friendly downtown.

Best regards,

Rick Goedert  
President and CEO

**Main Office**  
4800 Fashion Sq. Blvd.  
Saginaw, MI 48604  
t 989-799-7500

**State Street**  
5424 State St.  
Saginaw, MI 48603  
t 989-596-7500

**Downtown Bay City**  
601 N. Madison Ave.  
Bay City, MI 48708  
t 989-322-7500

**Wilder Road**  
3907 Wilder Rd.  
Bay City, MI 48706  
t 989-439-7500

**Downtown Midland**  
400 Ashman St.  
Midland, MI 48640  
t 989-492-7500

**From:** Stevens, Craig (CA) <CAStevens@trinseo.com>  
**Sent:** Tuesday, September 04, 2018 2:55 PM  
**To:** Church, Becky  
**Subject:** additional Road Diet comment

Hello Becky,

I just received one more comment:

“Hi Craig,

I have a couple of comments.....

On the positive side:

- I think the one less lane has definitely slowed down traffic.
- I don’t think it has hindered the flow of traffic – no one has to sit through multiple lights to get through town.
- People aren’t going fast enough to run the red lights (which used to happen all the time).

Negative:

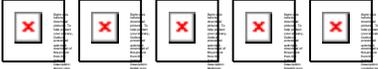
- It just seems inefficient to have 3 lanes but only use 1.
- It is awkward for people to have the 2 right hand turn lane at M20 and Buttles. I’ve seen a couple close calls at that intersection because the right lane now turns into the middle lane of Buttles.
- Until it is more “organized” no one will use the right hand lane as a bike lane – but that may be the intent during this experimental time period.

“

---

**Craig Stevens**  
*HR Site Leader*  
**Trinseo LLC**  
 Michigan Operations  
 409 Ashman St., Suite 1  
 Midland, MI 48640  
**T:** +1.989.832.4667  
**M:** +1.989.750.5584  
**F:** +1.989.832.4676  
**E:** [castevens@trinseo.com](mailto:castevens@trinseo.com)

**Connect with Us**





September 17, 2018

Bradley Kaye  
City Manager  
City of Midland  
333 W Ellsworth Street  
Midland, MI 48640

RE: Butles Road Diet

Mr. Kaye:

As a both a Midland resident and real estate professional, the road diet on Butles has my full support. I commend the city for taking the time to work through a long process with MDOT in an effort to increase safety, diversify ease of alternate transportation options, and increase value for adjacent properties.

Recently, the topic came up over coffee with a friend who is quite open-minded but admitted she feels claustrophobic and confined driving through this area now. Her feedback gave me pause and I thought about it for a while until I was driving through there one day and it struck me. The temporary closure is in the wrong lane.

As a driver, it would be more comforting having the lane closure on the northern lane as it keeps traffic moving into downtown or through downtown away from the new properties that are being developed. The southern side or downtown adjacent lane has larger setbacks and buffers with the way our downtown has developed. If the lane to the north side were closed it would offer a safer bike and pedestrian path with less turns occurring to and from downtown.

When I mentioned this recently to a city staff member they said that is how it is intended once it's permanent. I was surprised not to know this already or be able to find a visual in online research that demonstrates the future plan.

You have my full support of the road diet either way but please see if MDOT will put it in the appropriate location, for temporary and permanent purposes.

Sincerely,

Jenifer Acosta  
Real Estate Developer  
Jenifer Acosta Development

**From:** Popovich, Elaine [<mailto:popovich@reeceendeavor.org>]  
**Sent:** Monday, September 17, 2018 4:10 PM  
**To:** Wazbinski, Marty <[mwazbinski@midland-mi.org](mailto:mwazbinski@midland-mi.org)>  
**Cc:** Kaye, Brad <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>  
**Subject:** Road Diet

Dear Marty,

I am VERY much in favor of the “road diet” in downtown Midland. I would even take the temporary cones out and fill in that extra lane since drivers are simply tantrumming when they see that unused lane.

I think Buttles and Indian should be both made into two lane boulevards to create an environment welcoming to economic development. I have taken the time to read several articles at Strong Town website like this <https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive> instead of simply poo-pooing any thoughts of re-inventing the heart of our city.

There seems to be a segment of social media who are wringing their hands in glee in front of keyboards just because they dislike the idea of success since it highlights their own failure. I believe an enlarged downtown, full of locally owned businesses (and a few nationally known ones) of retail, hospitality, restaurants, housing, etc EMPLOYING hundreds of citizens is far more important than shaving 30 seconds of drive time.

The downtown is road locked and we can change that. Removing those dilapidated houses that greeted out of towners whizzing through our city was a great start. The City of Midland should do EVERYTHING possible to encourage those who are willing to invest their own money into starting new businesses along a road way that carries millions of dollars to be dumped at the casino to get folks to stop here.

Let's keep it going!

Elaine Popovich

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Julia M Kepler [REDACTED]  
**Date:** September 20, 2018 at 6:51:56 PM EDT  
**To:** "[mtonker@midland-mi.org](mailto:mtonker@midland-mi.org)" <[mtonker@midland-mi.org](mailto:mtonker@midland-mi.org)>, Tom Adams <[tadams@midland-mi.org](mailto:tadams@midland-mi.org)>, Steve Arnosky <[sarnosky@midland-mi.org](mailto:sarnosky@midland-mi.org)>, Diane Brown <[dbrown@midland-mi.org](mailto:dbrown@midland-mi.org)>, Marty Wazbinski <[mwazbinski@midland-mi.org](mailto:mwazbinski@midland-mi.org)>  
**Subject:** ROAD DIET

Hi City Council,

My name is Julia Kepler and I live in ward 5 and work in ward 2.

I travel everyday at all different hours into the downtown district and have for the last 3 years. Since the Road Diet began I have not seen a huge change in traffic flow, I never waited through multiple lights, or been truly inconvenienced by the Road Diet or the numerous other construction projects in the area. To be honest when I first heard about the Road Diet I really didn't know what to think about it. I started reading as many studies(for and against), articles, listening to podcasts about Road Diets. I will tell you I am not an expert on traffic but what it came down to was is this the best thing for Midland and the answer to that based on decisions made by the 5 of you sitting on the City Council is a resounding...yes it is.

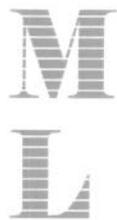
At one point Buttles and Indian were roads. A stretch of road to get you to and from US 10 and M 20 quickly. An area for little to no economic growth. Over the last few years you sitting on the City Council turned it into an economic growth area by adding the Trinseo building, 1st State Bank, Pathfinders Commons, Ieuter Insurance, Midland Area Chamber all economic growers for the area which is fabulous for Midland. However in all the economic growth you turned Buttles and Indian into Stroads. To better understand what I'm talking about when I say Stroad I found this helpful 3 minute video... (<https://www.strongtowns.org/journal/2013/3/4/the-stroad.html>). Hopefully you've taken the 3 minutes to watch the video. As you saw in the video we've taken these very safe roads, added economic growth and in doing so created an unsafe situation on these stroads for cars and people.

The decision has already been made as I said early for it to be an economic growth area and we as a Community have benefited 10 fold by the economic growth of these businesses, service to our community by the employees of these companies, and strength of community those employees have brought. Now we need to fix the road issue. Since I don't see it as a good benefit for the city to go back to all these businesses and say oops sorry we erred we need our super quick roadway back and you need to move your business, the option left in front of us is a Road Diet to slow traffic, make the roads people friendly, and to continue the path we are already traveling down of fully embracing making that area an area of growth for our city.

The Dept of Transportation says that Road Diets are very effective when average daily traffic(ADT)is in these ranges:

Again I'm not a transportation expert but my guess is we are well under the limits in the first 2 columns. My question to you as a City Council is why are we performing a 3 year study when you and I both know these roads are well within the guidelines of the government for a Road Diet? Yes not everyone is happy with change but change has already taken place and for the safety of the citizens of Midland the change needs to continue forward with now making the streets safe in an economic growth area and implementing a permanent Road Diet.

Be Awesome,  
Julia Kepler



495 N. FRANKLIN ST., SUITE B  
FRANKENMUTH, MICHIGAN 48734  
(989) 652-5800 PHONE  
(989) 652-5900 FAX

Mr. Brad Kaye  
City Manager  
333 W. Ellsworth Street  
Midland, Michigan 48640

September 24, 2018

Brad,

I am writing to you to express our company's support for the traffic calming efforts that are currently being "tested" on the Buttles Road corridor. Even though we have been in Midland for a very short time, it is very apparent that traffic, including large tractor trailers and commercial vehicles, is moving through that area at a very high rate of speed and potentially dangerous to pedestrians, runners and bikers.

As we were looking at various sites in Midland to locate our new Fairfield Inn & Suites hotel it was important to us to be "connected" to not only the East End Building and the Loons Ballpark but to the downtown marketplace as well. Traffic calming on Buttles Road will be crucial to aiding in the connectivity of our hotel site as well as the adjacent undeveloped sites along Buttles Road .

I understand that there are many pros and cons to these type of decisions but I truly believe that the pros will significantly outweigh the cons at the end of the day.

I wish the City Council the very best in their decision making process as we all continue to help make Midland the best community that it can be!

If you have any questions please feel free to contact me at your convenience. I can be reached on my cell phone at 989-239-0971.

I will also be sending you a hard copy of this correspondence via U. S. mail.

All the best!

A handwritten signature in black ink that reads "Lyle G. Davis Jr." with a stylized flourish at the end.

Lyle G. Davis Jr.  
President DML Management, Inc.  
Managing Partner  
Davis Lodging VII, LLC.

**From:** David Kepler <[dave@keplertcp.com](mailto:dave@keplertcp.com)>  
**Date:** September 30, 2018 at 9:50:53 PM EDT  
**To:** "Adams, Tom" <[tadams@midland-mi.org](mailto:tadams@midland-mi.org)>, "Donker, Maureen" <[mdonker@midland-mi.org](mailto:mdonker@midland-mi.org)>, "Arnosky, Steve" <[sarnosky@midland-mi.org](mailto:sarnosky@midland-mi.org)>, "Brown Wilhelm, Diane" <[dbrown@midland-mi.org](mailto:dbrown@midland-mi.org)>, "Wazbinski, Marty" <[mwazbinski@midland-mi.org](mailto:mwazbinski@midland-mi.org)>  
**Cc:** "Murschel, Grant" <[gmurschel@midland-mi.org](mailto:gmurschel@midland-mi.org)>, "Kaye, Brad" <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>  
**Subject: The Road Diet is about Neighborhoods**

Dear City Council

As one that travels Indian or Buttles many times in a week, my measures suggest the time to travel between Jerome and Haley is usually about 2 minutes, no matter what time of day on Indian or Buttles. However, if you live, work or walk in the neighborhoods adjacent to those roads you find them confusing and its obvious they create a barrier to bringing the community together.

Its seems like much of what I read is from people outside the city, and outside the neighborhoods that these roads pass through, and the comments are focused on drive time. The recent Midland County Housing Study identified that these neighborhoods where diet is being suggested, have lost 20% of their housing value between 2000-2015. During that same time the poverty level has doubled in those neighborhoods. Aren't these the critical measurements and isn't the survival of these neighborhood the critical issue?

It takes more than a road diet. The City need to create confidence in these neighborhoods to encourage homeowners, landlords and businesses to reinvest in them. The City will have to change zoning and codes, increase standards for rentals, improve public spaces, and find ways to bring incentives for homeowners to reinvests. But a major element to improve these neighborhoods is making connections and these roads better and safer.

If a Road Diet improves the safety and access for those that live in the neighborhood, a two minute drive through that neighborhood is not much of a trade-off. Especially if it's one of the elements of change that helps the core of our city progress forward.

Thanks for your consideration and support of our communities.

Sincerely

*Dave Kepler*  
TCP Investments

**From:** [ryan.anderson@wellsfargoadvisors.com](mailto:ryan.anderson@wellsfargoadvisors.com) [<mailto:ryan.anderson@wellsfargoadvisors.com>]  
**Sent:** Monday, October 08, 2018 4:03 PM  
**To:** Kaye, Brad <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>  
**Subject:** Road Diet

Hi Brad,

Hope you're week is off to a good start. I saw your name on the email for the MBF/Momentum Midland Advisory Council. I just wanted to reach out to you in regards to the road diet. Our office is in the building shared by Century 21 and Trinseo. As someone who likes to frequent the downtown area for lunch/dinner with clients having the ability to walk there from here would be a big plus. To me the road diet makes it much easier to get across the one ways from our office. In fact I believe it encourages it, which I think is a really good thing for getting people downtown. I saw it was going to come up at the council meeting tonight and just wanted to let you know that we are really big proponents of it.

Hoping to meet you on the 15<sup>th</sup>. Have a great rest of the week.

Ryan D. Anderson, AAMS  
First Vice President – Investments  
Stolz-Smith Financial Consulting Group of  
Wells Fargo Advisors  
409 Ashman Suite 2 • Midland, Michigan 48640  
(989) 631-4114 main  
(989) 631-1868 fax  
[ryan.anderson@wfadvisors.com](mailto:ryan.anderson@wfadvisors.com)  
[www.stolzsmithfinancialconsultinggroup.wfadv.com](http://www.stolzsmithfinancialconsultinggroup.wfadv.com)

Correspondence received by the City in opposition of the proposed lane reduction

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com) [<mailto:noreply@civicplus.com>]  
**Sent:** Wednesday, May 16, 2018 12:37 PM  
**To:** Guyer, Katie <[kguyer@midland-mi.org](mailto:kguyer@midland-mi.org)>  
**Subject:** Online Form Submittal: Contact the City of Midland - General Form

## Contact the City of Midland - General Form

Contact the City

*Please use the form below to contact the City about a variety of questions and concerns. If you don't know which department should receive your request, please select the one you think fits best and provide a detailed explanation in the bottom box. If your request doesn't match any of the listed departments or for more information, please contact City Hall at 989-837-3300.*

Your Name	Naomi K Haebler
Address	[REDACTED]
City	[REDACTED]
State	[REDACTED]
Zip	[REDACTED]
Phone Number	[REDACTED]
Email Address	[REDACTED]
How would you like to be contacted (if needed?)	Email
What department or service is your question in reference to?	Construction Issues
Please tell us more about your question or concern:	Please end that ignorant project of removing one lane of Buttles for VEHICLES. Bike riders & pedestrians have ample areas to do their thing. I had to turn into the Element Salon at Buttles & McDonald 05/15/18, then come out. It was an absolute mess. PLEASE REMOVE THOSE BARRIERS AND GIVE US A FULL 3 LANES OF BUTTLES FOR VEHICLES. Thanks, Naomi

Email not displaying correctly? [View it in your browser.](#)

**From:** Lindsay A Mayton [REDACTED]  
**Sent:** Wednesday, May 16, 2018 4:18 PM  
**To:** Fredrickson, Joshua  
**Subject:** Buttles project

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good day. I am a Midland city resident. I am writing to voice my view on the loss of the third car lane during a 3 year study. Having driven this several times already I can honestly say that I feel the third lane is necessary to assist in dispersing the increased traffic. Please do not drag this out for 3 years. I am concerned that it will be the reason people stay away from downtown - which is the opposite of what the Midland Downtown businesses are seeking.

Lindsay Mayton

**From:** Born, David (DW) <dwborn@dow.com>  
**Sent:** Tuesday, May 22, 2018 3:04 PM  
**To:** Fredrickson, Joshua  
**Subject:** Buttles Street

Josh:

I believe you are taking comments on the changes to Buttles Street. If this is not the case, please let me know.

This morning on the way to work, I was in the center lane of Buttles, approaching Jerome. A pickup truck in the right lane of Jerome (northeast bound), pulled out in front of me without even looking. He pulled into the center lane, probably because he was used to turning into the right-hand lane without any oncoming traffic, since before that intersection the right-hand lane on Buttles is a turn-only lane onto Jerome. At any rate, I had to panic stop to avoid hitting him broadside.

Following that situation, I was able to proceed down Buttles at no more than 25 miles an hour. There were brake lights everywhere, with cars and trucks trying to find a way to proceed down the road smoothly. This was not a pleasant experience.

I drive that route every day on my way to work. I can't imagine having to do this for the next three years while this ill-advised study is done. I sincerely hope the study is cut short within weeks and we return to the necessary three lanes on Buttles.

Dave Born  
[REDACTED]  
[REDACTED]

**From:** Jeff Cole [REDACTED]  
**Sent:** Saturday, May 26, 2018 9:24 PM  
**To:** Fredrickson, Joshua  
**Subject:** Buttles Road Diet

I'm writing to tell you how foolish the subject study and proposed permanent lane reduction on Buttles (Business 10) in Midland is. There is very little bike or pedestrian traffic, there never has been, and with the demolition of most of the homes along this stretch of road, there will not be an increase in the future. Any pedestrian or bike traffic can and should use the perfectly safe and empty sidewalk and bike trails throughout the area.

I suspect the City of Midland wanted this done (for reasons unknown) and somehow fooled MDOT into agreeing to this study. Business 10 is the busiest street in the entire county and reducing it by a lane is not a good idea at all.

On May 31, 2018, at 4:15 PM, Gary & Angela Buske

████████████████████ wrote:

You are not my council representative but I wanted to thank you for disagreeing with the recommendation to make Buttles two lanes (the street diet). You are the only one who had any common sense in the matter.

Angela Buske

**From:** Tim Craig [REDACTED]  
**Sent:** Sunday, June 24, 2018 8:06 PM  
**To:** Fredrickson, Joshua  
**Subject:** Buttles lane closure

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good evening I'm sending an email into the recent closing of the lane on buttles. I work at cmu for over 29 years. I use bu ttles every weekday , with this lane closure this is a bottle neck when semi trucks or cement trucks trying to turn hopefully the city will reconsider this decision , thank you for your time Tim Craig any questions you can call [REDACTED]  
[REDACTED]

**From:** David Knuth [REDACTED]  
**Sent:** Sunday, June 24, 2018 8:35 PM  
**To:** City of Midland <[cityhall@midland-mi.org](mailto:cityhall@midland-mi.org)>  
**Subject:** Buttles Rd Bicycle Lane

Looking for the ordinance for vehicular traffic right of way. The closure of a lane on Buttles street is not only dangerous to bicycles because they will need to cross heavy traffic areas but also a waste of tax payers money. I have never seen a bicycle riding in that lane, and they have a rail trail which is safe for them. I hope this lane preparations was not funded using any additional taxes that we the Michigan Motorist are paying from higher gas taxes and license plate fees, that go to road improvement, since bicycle owners don't pay a dime to be able to ride on the roads. This was a bad idea, it gets very congested in this area now and somebody will get seriously injured unfochantatly. The rail trail has been designed and set up properly for there safety in mind. The roadway of Buttles is not.

Thank you,

Dave Knuth

## Report Traffic Safety Concern/Suggestions

### SUBMITTER

Category: Action Line Requests - Street & Construction Issues  
Priority: 3  
Assigned To: Bjorge Shane  
Submitted: 6/30/2018 12:12 PM  
Source: Website 174.230.12.182

### CONTACT

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### REQUEST DETAILS

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#### Description

**Purpose.** This form is used to report a traffic safety concern or suggestion for review. This would include concerns or needs regarding, parking, speed limit or stop signs, new traffic signals, changes in traffic, signal operation, school crossings, etc.

First Name

Jason

Last Name

Reist

Email

Daytime Phone

Street

ZIP

Please select the nature of your concern

Other

Please provide a detailed description of the concern

What moron or group of morons thought it would be a good idea to have a dedicated bicycle lane on buttles!? I have lived in Midland my entire life and I believe that I could count the number of bicycles I have seen riding on that stretch of road on one hand. With that being said the ones that I have seen managed to do so without a dedicated lane.

Indicate the exact location of the concern (street address, cross roads, signal light, signal location, etc)

Buttles and Jerome

Fredrickson, Joshua

---

**From:** Frank-Gina Malczewski [REDACTED]  
**Sent:** Thursday, August 23, 2018 10:40 AM  
**To:** Fredrickson, Joshua  
**Subject:** Buttles St lane shutdown

Hello Joshua,

We would like to express our extreme disappointment with the Buttles St lane closure 'trial'. It is a terrible idea. We drive it frequently and find it to be unsafe, more congested and a stupid idea.

We know this is a joint 'test' with MDOT so please pass on our objections to them as well.

We hope you restore the proper flow of traffic on this major artery well before the trial period is over.

Respectfully,

Frank and Regina Malczewski

[REDACTED]  
[REDACTED]  
[REDACTED]

**Sent:** Thursday, August 23, 2018 10:35 AM

Dear councilman-

Major mess on Buttles this morning at 7:50! A double gravel truck tried to turn from M20 and got stuck. I sat through three lights before I turned onto Jerome to detour. I couldn't see everything ahead but it looked like there was also merge arrow set up around Ashman forcing everyone into the leftmost lane? I recommend that a month ahead of the commentary period before the first assessment, the city council request that MDOT set up a portable trailer sign in the closed Buttles lane directing public commentary to the MDOT website. That would be useful data to collect. Also, maybe large gravel trucks should detour through downtown since they cant make the Buttles turn.

Tom

From: Rick [REDACTED]  
Sent: Monday, August 27, 2018 12:26 PM  
To: Murphy, Karen <[kmurphy@midland-mi.org](mailto:kmurphy@midland-mi.org)>  
Subject: Buttles st lane closure

Since the closure,I have never seen anyone using this lane.Last week with the closure of the left lane for sidewalk construction,traffic was backed up to the bridge.This is poor planning on the part of the City and MDOT.

Sent from my iPad

**From:** Heidi DeMeyer [REDACTED]  
**Sent:** Wednesday, August 29, 2018 8:49 PM  
**To:** City of Midland <[cityhall@midland-mi.org](mailto:cityhall@midland-mi.org)>  
**Subject:** Buttles

This “road diet” on Buttles is the worst idea that the City of Midland has ever come up with. I think it is someone on the Board who owns a business downtown and thinks if there is a “bike lane” more people will go to their business. I live in Midland and work in Mt Pleasant and drive home on Buttles everyday. I am looking for a house in Mt Pleasant now just so I can avoid the Buttles mess and the mess on the M20 bridge. How many accidents have happened so far since this brilliant idea has gone into practice?

Sent from [Mail](#) for Windows 10

**From:** [REDACTED]  
**Sent:** Wednesday, August 29, 2018 9:59 AM  
**To:** City of Midland <[cityhall@midland-mi.org](mailto:cityhall@midland-mi.org)>  
**Subject:** Road diet

Just putting in my two cents.. I hate it! It is horrible to try to drive through.. not sure what you all were thinking... please put it back the way it was.

Joann Lightfoot

**From:** Gary Schulz [REDACTED]  
**Sent:** Wednesday, August 29, 2018 1:28 PM  
**To:** Donker, Maureen <[donker@recedeendeavor.org](mailto:donker@recedeendeavor.org)>  
**Subject:** closed lane on Buttles

Mayor Donker

I just read the Midland Daily News article on the lane that is closed off on Buttles. It said that most people when asked have complained about the closed lane, but have not articulated what they dislike. I have a few comments. There are cars turning left and right. With a center lane, one can avoid braking behind either. Also, there is considerably more congestion. It may not slow us down that much, but we all have to drive closer together with less room to maneuver. I have found myself in the left lane, wanting to make a right turn in a few blocks, and not being able to move over for the turn. Once we get past the two lanes and enter three again, it is so much more relaxing because I can maneuver freely.

I understand that this decision is primarily driven by downtown advantages, but most of us who drive on this stretch of road are not from downtown. This is a major thoroughfare to get from the east or west by way of downtown. There is no other convenient route. I think that the decision should be based on the populace that take this route on daily basis, not on downtown agendas.

Thanks,  
Gary Schulz

**From:** Kaczor, Paul (DHHS) [REDACTED]  
**Sent:** Thursday, August 30, 2018 2:12 PM  
**To:** Kaye, Brad <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>  
**Subject:** Road Diet!

Hello,

I am so glad the Midland News wrote the article and stated that City Hall needed more specific “feedback” that this road diet is a negative idea. As a lifelong Tri City resident, outside of my years in the U.S. Navy living in areas such as Seattle, San Francisco, and San Diego, I feel this has been a decision solely based on businesses input, ignoring the needs of tax paying citizens, who unfortunately have to commute to work on a regular basis. I have seen accidents, and MANY close calls. The one rumor I hear around town is two lanes will attract people to those horribly placed townhomes on the corner. Having lived in big cities, that citizens have to cross six to seven lanes of traffic in town, people will happily live in the city and cross many lanes of traffic if there is something downtown that attracts customers/sightseers.

The timing of this “Diet”, being forced on us while the M20 Bridge is under construction is shame on all of you; you Mr., Kaye, the City Board, Engineering, and MDOT. There was absolutely no need to do this to people who just want to get to work or events and not see the absolute rudeness and road rage from people weaving in and out of traffic trying to get through town, middle fingers being displayed for kids to see, and people yelling at each other while driving down the road.

I hope this complaint is “Specific” enough for you to consider it as a comment that can tell you what the problem with this Diet is. The road is a US road...it doesn't say “Midland 10”. Please reconsider opening this lane at least until the bridge is back up and operational.

Sincerely,

Paul Kaczor

Hello Becky,

In addition to the comments solicited below I would add this for myself:

I think it was great idea in theory. However if the goal was to reduce truck traffic and speed I don't think it worked. Our noise level has increased with the trucks and our building shakes more often is the general feeling I have. Further complicating our location was the building of the new bank and further reducing Buttes to one lane.

#### OTHER COMMENTS:

“My only comment would be that I don't understand why it was done. I haven't seen any bike riders use this lane if that is what it was for. If not, then, I really don't understand why it was done. ☺ “

“I personally don't like it, it is very congested all the time not just at busy times like 9-12-5. It also slows down traffic on Ashman when trying to turn. I noticed yesterday someone driving down the closed lane trying to get to a corner to turn and not back up all the traffic in that middle lane.

Not a very smart decision in my opinion, of the people in Midland who made this decision.”

“I don't think it's a good idea because it makes things very congested there especially when one of those lanes has to be closed for another reason (like the new bank going up across the street) but I also don't understand what the reason was behind the change in the first place. Maybe if I understood that, I'd be more supportive but it looks like a huge waste of real estate as well as a logjam for traffic especially if it's just going to open back up to 3 lanes ¼ - ½ mile down the road. I'm told that this is supposed to be a 3-year study (not sure if that's accurate) but that seems excessive for a traffic study. “

“The noise and vibration from the street has increased a lot as it seems more vehicles run closer to our side of the street. Sometimes it is so bad it vibrates me sitting in my chair.

During construction when an additional lane was closed traffic was backed up every morning sometimes around the curve back to Eastman road and took several minutes to clear the light at M-20.”

“Increased traffic noise has made using a headset very difficult and in some cases impossible to hear caller on the other end. “

“Craig,

I am highly supportive of the road diet however I would note the noise factor is actually getting worse instead of better. The truck traffic over the past several weeks has been high and when I am on conference calls I often have to mute to avoid disturbances. Cars are never an issue. You

may experience the same. One positive is that it is much easier to cross the road when walking downtown for lunch!”

---

**Craig Stevens**

*HR Site Leader*

**Trinseo LLC**

**T:** + 1.989.832.4667

[www.trinseo.com](http://www.trinseo.com)

From: [REDACTED]  
Date: 9/1/18 4:13 PM (GMT-05:00)  
To: "Brown Wilhelm, Diane" <[dbrown@midland-mi.org](mailto:dbrown@midland-mi.org)>, "Donker, Maureen" <[mdonker@midland-mi.org](mailto:mdonker@midland-mi.org)>  
Cc: [REDACTED]  
Subject: Downtown Midland Streets

Dear Diane and Maureen,

Thank you for being willing to lead the decision making that makes Midland a safe and appealing place to call home.

Duane and I read the Midland Daily News report about the public reaction to the down town street narrowing. We too do not like the change.

We have found eliminating the third lane on Buttles to be most unsatisfactory. The traffic on Buttles is more crowded. The turn onto Ashman to go downtown is awkward. Buttles is no longer easy to cross over using the side streets, as it takes longer for traffic to clear with only 2 lanes. It would be difficult to cross as a pedestrian with the volume of traffic.

Main Street seems more difficult to negotiate, especially for visitors. I am concerned about pedestrians as I peer around the tall planters. The stop sign at the base of Ashman, on the way to Farmer's Market is hidden by a hanging planter. I know the stop sign is there and could warn my visitors when they were driving.

Pedestrian safety outweighs tall red cannas and greenery at the corners. May the lush tall plantings be trimmed to provide visibility.

May you put back the third lane in Buttles as it was, providing a safer more negotiable street.

Shalom,  
Terry and Duane Townley

Terry Townley

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Marcia Dilling [REDACTED]  
**Date:** September 2, 2018 at 1:45:34 PM EDT  
**To:** Steve Arnosky <[sarnosky@midland-mi.org](mailto:sarnosky@midland-mi.org)>  
**Subject:** Comments on Two vs Three Lanes on Buttles St

Hello Steve,

Initially I was opposed to having Buttles Street decreased from three to two lanes near downtown Midland, but decided I should give it a chance for a few months, especially since I'm a proponent of encouraging bicycling in Midland for recreation, running errands, and general travel.

After driving on Buttles a few times each week with 2-lanes, I conclude there are disadvantages for this change.

- (1). Drivers on Jerome Street heading east and then turning south onto Buttles are suddenly, with no advance warning, confronted by a row of spindly posts indicating the right-hand lane into which they thought they could turn cannot be used.
- (2). Drivers exiting from McDonald and other side streets onto Buttles have longer waits, and are confronted by the spindly posts that prohibit use of the right-hand, closest lane into which they expect to be able to turn.
- (3). As a former frequent bicyclist, I would not feel safe pedaling in the right-hand lane of Buttles where only a line of spindly posts separated me from vehicles (cars, SUV's, pickup trucks, delivery trucks, semi-trailers, buses, emergency vehicles) traveling 40-50 mph. I challenge Council members to try it.

Please feel free to share my comments with Mayor Donker, other City Council members, etc. Thank you, and thanks for taking time to serve on the Council.

Regards,  
Marcia Dilling  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, September 6, 2018 9:11 PM  
**To:** Donker, Maureen <[donker@recedeendeavor.org](mailto:donker@recedeendeavor.org)>  
**Subject:** Buttles

Its become difficult to drive on Buttles between Jerome St. and Poseyville Road because there is no longer a center lane. I use the center lane to maneuver around traffic turning right or left. This causes traffic backups and I'm very concerned that I may be rear ended when I need to slow down or even stop while the vehicle in front of me is turning.

Thanks.

Ralph Aultman

**From:** Eric Anders [REDACTED]  
**Sent:** Friday, September 07, 2018 11:46 AM  
**To:** Adams, Tom <[tadams@midland-mi.org](mailto:tadams@midland-mi.org)>; Donker, Maureen <[mdonker@midland-mi.org](mailto:mdonker@midland-mi.org)>; Arnosky, Steve <[sarnosky@midland-mi.org](mailto:sarnosky@midland-mi.org)>; Brown Wilhelm, Diane <[dbrown@midland-mi.org](mailto:dbrown@midland-mi.org)>; Wazbinski, Marty <[mwazbinski@midland-mi.org](mailto:mwazbinski@midland-mi.org)>; Kaye, Brad <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>; Jay Reithel <[reithelj@michigan.gov](mailto:reithelj@michigan.gov)>; Bill Mayhew <[mayhewb@michigan.gov](mailto:mayhewb@michigan.gov)>  
**Subject:** The Momentum Midland Road Diet Plan

During the last city council meeting in August, two of the five Midland City Council members claimed 60% of the constituents they'd talked with about Momentum Midland's road diet downtown complained about the lane closure on eastbound US-10 (Buttles Street) between Jerome and State streets downtown.

Unfortunately, after that 30 minute unscheduled discussion by all five members and the city manager, nothing official was decided on the unpopular road diet test downtown.

That Friday I created a completely unofficial and very unscientific Midland Road Diet Survey and then posted the link in a popular 5900-member open Issues and Events in Midland MI Facebook group.

Last night my independent community public opinion polling project was terminated early due to limitations built into the survey platform used.

The poor, unprofessional, and often confusing design I used to collect the data is what the logic in the free version of the Survey Monkey product allowed in order to present the final results by city council ward. Looking back, I probably should have done it differently.

The blue "Not Applicable" bar contains the highest number of responses in each section. Again, that trend is due to the logic limitations built into the basic (free) survey product used. The blue line in all six choices should be totally ignored. It's irrelevant information.

Fifty (50) of the 141 responses received were intentionally deleted because the respondent either didn't know which ward they lived and entered multiple choices, OR repeatedly tried to maliciously corrupt the survey results by entering multiple choices from the same IP address. More than half (54%) of the respondents clicked on the City Ward Map to find who their current representative was on the council.

What's most surprising in these results are the number of respondents who want the MDOT traffic study to end immediately ... yet still want to "talk".

Apparently a segment of the community is still interested in learning the real reason Momentum Midland investors and downtown property developers feel the need for a road diet and daily bottleneck for next three years on a busy US highway.

Perhaps that's because the City of Midland never officially polled their citizens to see if they wanted the road diet before Momentum Midland made their request to Michigan Department of Transportation officials.

Click in the blue comments field in each of the six areas to read the personal observations being shared with each Ward representative and city staff members.

Another eye-opening result is the number of non-resident motorist and/or regular US-10 users who don't live in the City of Midland.

A majority (29%) of the 91 survey respondents use the busy US highway that cuts through downtown Midland to get to and from work or school, transact business in town, or as a regular transportation route to conduct commerce in other parts of Michigan.

These completely unofficial and very unscientific Midland Road Diet Survey results along with a link to this social media post are being shared with each of the five City Council ward members, the Midland city manager, and Michigan Department of Transportation (MDOT) officials in Saginaw and Mt. Pleasant.

The Momentum Midland Road Diet Plan (survey details)

<https://goo.gl/8c19UP>

The Momentum Midland Road Diet Plan (consolidated view)

<https://goo.gl/rGZ7eu>

Issues and Events in Midland MI Facebook thread

<https://goo.gl/uvxzf>

Have a wonderful weekend!

Eric Anders  
Midland, MI

**From:** Gary Schulz [REDACTED]  
**Sent:** Thursday, September 13, 2018 12:08 PM  
**To:** Donker, Maureen <[donker@recedeendeavor.org](mailto:donker@recedeendeavor.org)>  
**Subject:** Re: closed lane on Buttles

Mayor Donker

Yesterday I was traveling on Buttles around 4:00 pm. There was lots of slow moving traffic coming from M-20 and Eastman. Both lanes on Buttles were full, and then an ambulance tried to come through from behind. We all tried to squish over to the right to let the ambulance through. When he finally made it through, he wanted to turn right, and we were all in the right lane. He made his right turn from the far left lane, and a little treacherous, but the third lane sure would have been better for all of us.

Gary Schulz

On Sep 15, 2018, at 11:48 AM, Gwisdala, Darby D.

[REDACTED] wrote:

Mr. Wazbinski, I feel somewhat like the little boy who did not speak and his parents were concerned. When he was five he said, "This soup is cold." They were dumbfounded and Connectivity -delighted. What haven't you spoken before. His response was that up until that time everything had been ok.

The road diet is frustrating - and when the new hotel/motel and Delta are completed and more individuals are making right hand turns into these facilities, it will become even more so.

I am addressing the article in the Midland Daily News...

Improved pedestrian experience by reducing the number of traffic lanes.... - this is not a fact that bears out. It is more difficult to cross the two lanes (when there are not lights) whether driving or walking because the traffic is bunched up and there are fewer opportunities to cross

Reducing speeds - speed limits are the appropriate venue for this

Accommodating non-motorized users - no one bikes on Buttles - there are other side streets with less traffic to do so

More walkable downtown - this is blocks away from downtown

Less traffic - the same number of cars will travel on this stretch unless cars take a different route through town to avoid it

Connectivity - same streets are used

Commercial Development - make it more difficult to use and there will be less additional buildings!  
Smooth traffic flow is always a good thing for development.

Coming off M20 and from Eastman, three lanes make perfect sense. When it is two and more individuals are making a right turn into Delta and the new motel, that lane will often be almost stopped because of those making the right hand turns. Only one lane will be able to flow smoothly. This will increase the difficulty of being able to cross the street (where there are no lights) for traffic will have fewer breaks. It will also increase the frustration of those traveling in the right lane. It may be predicted there will be more rear ended accidents???

My "the soup is cold" dissertation....

Darby D. Gwisdala  
[REDACTED]

I'm Stacy Leroy Daniels. My wife and I have resided at [REDACTED] near the intersection of Orchard Dr. and W. Sugnet Rd., for the past 50 years. I'd like to provide specific comments on the Buttles Street Road Diet, contrasting examples of "old directions" from the 1950s with "new directions" more recently proposed as we flash forward to the 2020s.

I see an involuntarily progression from "The City of Modern Explorers" to "The City of Post-Modern Followers" - losing our unique initiative and common sense of direction on where to go and how to proceed by imitating others. Old successful solutions for separation of pedestrians and cyclists from vehicles are condemned to follow new "National trends", purported to benefit intermittent non-vehicular traffic, while touting imagined problems with more predictable vehicular traffic! What seems to work elsewhere, is blindly assumed to work locally without proof or input from affected parties!

I'm an professional environmental engineer familiar with our infrastructure of roads and sidewalks; and our water supply, wastewater collection, and solid waste management systems. I grew up in Midland in the mid-1940s and graduated Midland High School in 1955. Over the years, I've watched our civic pride swell and outpour (akin to our rivers rising in the floodplains), but hardly subsiding. I've observed a litany of civic improvements proposed by special-interest groups contested by affected parties. Proposals directed toward a common good need to be substantiated by quantifiable needs for changes in capacity building, street-scapes, public venues, and business developments.

Back when I was young, most all residences and businesses in town had mailboxes at the street bearing real numbers, and all the streets had signs. You could find your way across town by just looking around! You could easily offer directions to strangers of the best route to get from "here to there". Try to describe places to folks who now rely solely on their cell phones or GPS units!

I remember when US-10 ran through the Circle (a grand-daddy "rotary") and summer traffic backed up for miles on weekends until the bypass was constructed in the early 1960s. Indian and Buttles Streets were two-way, single-lane thoroughfares until M-20 was re-routed through Downtown. Some interested parties now want to call Buttles Street "obese" and put it on a "traffic diet" reverting back to the old two-lane congestion to be endured for a 3-year "trial period"! Is Indian Street next? We've waited for West Sugnet Road to be extended thru Northwood University to Dublin Road for decades!

When I attended the old Central Intermediate (now Grove Park), I rode my bicycle across town on roads devoid of designated bike lanes. When I attended the old Midland High School on Rodd St., we walked downtown for lunch. The old rule of "share the road" is still seen on City streets, but is neither respected nor enforced equally for all modes of transport. Witless pedestrians are distracted by cell phones, and "scuff-law" cyclists ignore stop signs. We've tacitly accepted an "advisory policy" for sidewalks on all residential streets, but decry a lack of sidewalks at schools, hospitals, and malls!

I certainly do not intend to denigrate our collective sense of civic pride, nor criticize the generally positive promotional efforts by individuals and corporations. I commend both our City for its services and our citizen visionaries for most of their shared perspectives. I certainly am not a "Luddite" opposed to new proven technology or ways of working, since I've used computers since 1957! I only direct my present comments to resist a blatant acceptance of "out with the old, in with the new". You must determine whether our future directions, however well-intended, are not misguided or ill-timed!

Thank you for your kind consideration.

(\*) "Midland council wants more direction for road diet", MDN, Weekend, Sep 15-16, 2018; "Downtown Midland: Where the streets have no names, MDN, Friday, Sep 14, 2018.

to City Manager and Mayor, City of Midland, 19 Sep 2018.

To: C. Bradley Kaye, Midland City Manager, 989-837-3301.  
Maureen Donker, Mayor & Councilman Ward 2, 989-839-0531

From: Dr. Stacy Leroy Daniels, [REDACTED]

Re: Buttles Street Road Diet (Continuing Resolution)

I've attached a more refined and cogent version of my previous verbal remarks offered to the City Council, this past Monday, 17 September 2018, in this regard.

I reacted rather hurriedly to the request posed for "more direction" in the local newspaper over the past weekend (\*). I now realize that the project is already considered "a work in progress" as a "continuing resolution", not haphazardly thrust unknowingly upon the citizenry, but subject to possible mid-course corrections in scope, duration, and outcome.

I trust there will be future opportunities regarding interpretation of need, understanding of purpose, quantitative monitoring of effect, and acceptance or modification to accommodate input on debatable issues by our affected citizens, due to a lack of communication and interaction with the special-interest groups who initiated the action.

**From:** Brian Krause [REDACTED]  
**Date:** September 15, 2018 at 2:20:49 PM EDT  
**To:** "[mwazbinski@midland-mi.org](mailto:mwazbinski@midland-mi.org)" <[mwazbinski@midland-mi.org](mailto:mwazbinski@midland-mi.org)>  
**Subject:** Road diet

Hi Marty!

My name is Brian Krause and I live down the street from you at [REDACTED]. I see in the Midland paper that the Buttles Road Diet will be discussed by the city council. I also see there was an article about the "benefits" of the road diet. As my councilman, I wanted to provide my input to you about this. In my opinion this Road Diet seems like a senseless idea to me and that the Council should take steps to have it discontinued by the MDOT. (I think it was initiated by MDOT?). To me the benefits listed in the paper don't seem reasonable and don't justify this.

On a personal note, I volunteer at Midland's Open Door and use Buttles when I am returning home. About 2 days ago, the left lane was closed due to construction so traffic was reduced to one lane. I know this was temporary but it caused me to question the usefulness of the Diet.

Thank you for being my councilman and thank you for allowing me to provide my input!

Brian Krause

**From:** Mary Ledbetter [REDACTED]  
**Sent:** Monday, October 08, 2018 10:27 AM  
**To:** Kaye, Brad <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>  
**Subject:** Road Diet

Good Morning, Brad,

Please add my voice to those who object to the "road diet."

There has to be a more viable solution. What about a pedestrian/bicycle bridge that would cross both Indian and Buttles to take people into the downtown area?

The goal of making the downtown area more walkable and "user friendly," is a good one. However, in this instance, the solution is not a good one. Why would we choose to impede a state highway?!?

Mary Ledbetter  
[REDACTED]  
[REDACTED]

**Backup material for agenda item:**

7. Approving the implementation of staff recommendations of the 2018 Storm and Sanitary Sewer Study. SOVA

**SUMMARY REPORT TO MANAGER**  
For City Council Meeting of October 29, 2018

**SUBJECT:** Staff Recommendations of the 2018 Storm & Sanitary Sewer Study

**INITIATED BY:** Utilities Department

**RESOLUTION**

**SUMMARY:** This resolution approves the implementation of staff recommendations of the 2018 Storm & Sanitary Sewer Study.

**ITEMS ATTACHED:**

1. Letter of transmittal
2. Resolution
3. Staff Recommendations Report

**COUNCIL ACTION:**

1. 3/5 vote required to approve resolution.

Joseph Sova  
City of Midland Utilities Department



Utilities Department • 333 West Ellsworth Street • Midland, Michigan 48640-5132 • (989) 837-3341 • [CitizenCommentsWater@midland-mi.org](mailto:CitizenCommentsWater@midland-mi.org)

October 24, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

In October 2017, the joint venture team of Orchard, Hiltz & McCliment (OHM) and Hubbell, Roth & Clark (HRC) was hired to evaluate the City's stormwater and wastewater collection systems. After an almost year-long study, the consultants' final report and recommendations were presented to City Council on September 10, 2018. The recommendations included a long-range Capital Improvement Plan (CIP), with a combined storm and sanitary sewer CIP of \$118 million, comprised of:

- \$30 million, Priority 1 Storm Sewer Improvements
- \$50 million, Priority 2 Storm Sewer Improvements
- Up to \$38 million, Sanitary Sewer Improvements

The OHM/HRC recommendations were derived from a system-wide analysis of storm sewers, ditches, channels, detention ponds, bridges, culverts, sanitary sewers, and pump stations. The analysis was completed with the help of resident-provided data and public input collected during and after the June 2017 flooding event. This information, in addition to aerial videos provided by the Michigan State Police, allowed the project team to focus its efforts on known problem areas.

Levels of Service (LOS) for stormsewer systems is not regulated. However, current City desired LOS is to provide a 10-year Level of Service (10% chance of being exceeded in any given year, or about 3.4 inches of rain in a 24-hour period). Further, the City's desire is to have no excessive surface flooding greater than approximately 5 inches above the street, which may result from a 10-year, 24-hour or greater rainfall event.

The LOS for sanitary sewer systems is regulated by the Michigan Department of Environmental Quality, and is set at a 25-year storm (4% chance of being exceeded in any given year, or about 4.2 inches of rain in a 24-hour period). This means that the sanitary sewer system should not experience any overflows up to and including a 25-year, 24-hour storm.

Staff recommendations have been made in the attached report to address the deficiencies in each of the storm and sanitary sewer systems over the next 5 years. The staff recommendations highly correlate with the recommendations made by OHM/HRC.

Recommended early action items, as identified by the OHM/HRC study, are outlined as the City's first steps to address system deficiencies. The recommended long-term capital improvements are significant and should be addressed using a measured, comprehensive approach with proper planning for short-term and long-term studies, investigations and improvement projects.

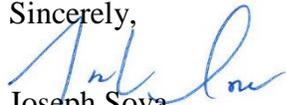
Recommended spending activities now, and over the next 5 years, include:

- **Storm Sewer System - \$4,285,000**
- **Sanitary Sewer System - \$6,930,000**

Staff recommends a focus on making our current systems more efficient in the short-term before engaging in costly capital improvements. This approach will minimize the chance of taking on unnecessary system improvements and could significantly reduce the long-term costs of operating and improving those systems.

The recommendation at this time is to approve the implementation plan outlined in the Staff Recommendations of the 2018 Storm & Sanitary Sewer Study. A 3/5 vote is required to approve the resolution.

Sincerely,



Joseph Sova  
Utilities Director



Utilities Department • 333 West Ellsworth Street • Midland, Michigan 48640-5132 • (989) 837-3341 • CitizenCommentsWater@midland-mi.org

BY COUNCILMAN

WHEREAS, the joint venture team of Orchard, Hiltz & McCliment (OHM) and Hubbell, Roth & Clark (HRC) was hired in October 2017 to evaluate the City’s stormwater and wastewater collection systems; and

WHEREAS, the OHM/HRC report and recommendations were presented to City Council on September 10, 2018; and

WHEREAS, staff was tasked to bring a recommendation report to City Council for review and consideration for implementation; and

WHEREAS, staff recommendations have been made to address the deficiencies in each of the storm and sanitary sewer systems over the next five years which highly correlates with the recommendations made in the OHM/HRC report; now therefore

RESOLVED, that the implementation plan outlined in the Staff Recommendations of the 2018 Storm & Sanitary Sewer Study is hereby approved.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk



## Introduction

In October 2017, the Joint Venture team of Orchard, Hiltz & McCliment (OHM) and Hubbell, Roth & Clark (HRC) were hired to evaluate the City’s stormwater and wastewater collection systems. After an almost year-long study, the consultants’ final report and recommendations were presented to City Council on September 10, 2018. The recommendations included a long-range Capital Improvement Plan (CIP), with a combined storm and sanitary sewer CIP of \$118 million, comprised of:

- \$30 million, Priority 1 Storm Sewer Improvements
- \$50 million, Priority 2 Storm Sewer Improvements
- Up to \$38 million, Sanitary Sewer Improvements

The Storm Sewer CIP recommended by OHM/HRC included:

- Over 50 individual sewer segments
- Four culvert replacements
- 15 offline stormwater detention storage areas
- An initial allowance for high priority sewer inspection, cleaning, and emergency repairs, to be implemented over many years.

Storm Sewer Priority 1 projects are defined as those that will have the most significant impact on reducing flood potential in the City. Priority 2 projects are either projects that only marginally fail the current desired Level of Service or they depend upon Priority 1 (downstream) projects to be constructed first before they are feasible projects.

The Sanitary Sewer CIP recommended by OHM/HRC included:

- Footing drain disconnections to remove inflow/infiltration sources from the sewer system
- Sewer system enlargement to convey peak flows without sanitary sewer overflows
- Pump station upgrades to increase flow capacity and operational reliability
- Wet weather storage tanks to control peak flows
- Inflow/infiltration source removal to reduce wet weather peak flows

Sanitary Sewer Priority 1 projects are in areas where basement flooding was reported and the model predicted surcharging supporting the reported basement flooding. Priority 2 projects are in areas where limited basement flooding occurred during the June 2017 event, but which



also show significant basement flooding risk during a more severe rain event (such as the 25-year, 24-hour design storm). The Priority 2 areas should be reviewed in the future and considered for potential improvements following completion of the Priority 1 improvements.

Sanitary Sewer recommendations also included Phase 2 Investigation for those areas where the model did not support the reported basement flooding and therefore, further investigations are recommended.

The Priority 1 and 2 recommendations were derived from a system-wide analysis of storm sewers, ditches, channels, detention ponds, bridges, culverts, sanitary sewers, and pump stations. The analysis was completed with the help of resident provided data and public input collected during and after the June 2017 event; this information, in addition to aerial videos provided by the Michigan State Police, allowed the project team to focus its efforts on known problem areas.

### **Level of Service**

The Level of Service (LOS) is defined as the ability for a sewer system to adequately manage wet weather flows without causing harm to private property and the public well-being.

Hydrologic and hydraulic models were developed for both the storm and sanitary sewer systems; these models were calibrated based on observed data and were tested against “design” storms, such as the 10-year (storm sewer) and 25-year (sanitary sewer). The models provided direct feedback on where problems exist and where investment is needed to improve the Level of Service.

For storm sewer systems, there is no regulated LOS. However, current City desired LOS is to provide a 10-year Level of Service (10% chance of being exceeded in any given year, or about 3.4 inches of rain in a 24-hour period). Further, the City’s desire is to have no excessive surface flooding greater than approximately 5 inches above the street, which may result from a 10-year, 24-hour or greater event. Various other rainfall depths are shown below for comparison:



Design Storm Rainfall Depths (NOAA Atlas 14)

Recurrence Interval	24-hour Rainfall (Inches)	2-hour Rainfall (Inches)
1-year	2.05	1.15
2-year	2.31	1.37
5-year	2.83	1.75
10-year	3.36	2.08
50-year	5.01	2.97
100-year	5.89	3.39

For sanitary sewer systems, the Level of Service is regulated by the Michigan Department of Environmental Quality and is set at a 25-year storm (4% chance of being exceeded in any given year, or about 4.2 inches of rain in a 24-hour period). This means that the sewer system should not experience any overflows up to and including a 25-year, 24-hour storm.

This past year, the City has experienced the following rain events where both the storm and sanitary sewer systems performed well, with temporary road flooding and with no issues of surcharged City sanitary sewers:

Observed Events  
At the Wastewater Treatment Plant

Rain Event	Inches	
August 27-28, 2018	2.98	2 -5 Year, 2-Day
August 21, 2018	1.93	1-Year, 24-Hr
May 26, 2018	2.98	25-50-Year, 2-Hr
April 13-15, 2018	2.80	2 -5 Year, 2-Day
October 23, 2017	3.25	10-Year, 24-Hr

The projects recommended by OHM/HRC focused on the following types of improvements, generally sized to each sewer system’s respective design event and Level of Service expected:



Storm Sewer (10-year rain event)

- Emphasis on storm pipes, with some culverts being evaluated.
- 24-inch diameter and larger, and selected reaches of open drainage channels.
  - ✓ Sewer system enlargement (including sewer pipes and roadway culverts) to convey peak flows without excessive flooding.
  - ✓ Detention ponds to store wet weather flows, thereby limiting peak flow impacts to downstream system components.

Sanitary Sewer (25-year rain event)

- Emphasis was on the collections system, not the Wastewater Treatment Plant (WWTP).
  - ✓ Inflow/infiltration source removal to reduce wet weather peak flows.
  - ✓ Footing Drain Disconnection to remove inflow from the sewer system.
  - ✓ Sewer system enlargement to convey peak flows without sanitary sewer overflows.
  - ✓ Pump station upgrades to increase flow capacity and operational reliability.
  - ✓ Wet weather storage tanks to control peak flows.

**Considerations in Determining Staff Recommendations**

- Michigan Department of Environmental Quality Sanitary Sewer Overflow Policy
- OHM/HRC Storm and Sanitary Sewer Report
- Observed conditions versus computerized modeling
- Impact of storm sewer improvements on receiving waters
- Impact of sanitary sewer improvements on the WWTP and the storm sewer system
- Current staffing and resource levels
- Overall financial impact to the community
- Public feedback
- Current funding levels



## Staff Recommendations

With the completion of the 2018 Storm and Sanitary Sewer by OHM/HRC, the next phase of activities can now be planned, including high-priority inspection, maintenance, and flow metering efforts that are critical for the City, to further improve our ability to monitor systems and enhance maintenance response. As sewer systems age, regular inspection and maintenance is even more critical. These efforts are important to reduce the likelihood of future system failure (i.e., basement backups and flooding).

The recommended activities include critical steps toward achieving sustainable storm and sanitary sewer utilities. The following storm and sanitary sewer recommendations answers the question, “What should the City start doing today?”

### Storm Sewer System

The storm sewer system is primarily maintained by Wastewater staff, with coordination of efforts with the City’s Department of Public Services and the Engineering Department.

Staff recommendations over the upcoming years will begin with the OHM/HRC recommended Early Action Items for Stormwater prior to any new pipes or storage mechanisms being initiated. It is important to acknowledge, however, that some types of flooding are not preventable. Homes and businesses that are close to a floodplain will be subject to occasional overland/surface flooding regardless of the size or physical condition of the City’s stormwater infrastructure. Understanding and accepting this limitation, staff recommends:

#### 1. Sturgeon Creek Maintenance

- a. Initiate discussions with property owners on options to address Sturgeon Creek debris removal between West Wackerly Street and South Saginaw Road, as jurisdiction of the Sturgeon Creek lies with both private and City ownership.
- b. Survey bridges and culverts along the Sturgeon Creek to verify hydraulic opening area and identify existing hydraulic capacities.
  - i. Staff concurs with OHM/HRC that improvements to storm sewers discharging to the Sturgeon Creek should not occur until the channel (including bridges/culverts) has been cleared of debris and any downstream restrictions.

#### 2. Snake Creek Culverts

- a. Begin preliminary engineering on the four Snake Creek culverts identified for proper sizing and possible replacement.



- i. Snake Creek at N Saginaw Road
- ii. Snake Creek south of Castle Drive
- iii. Snake Creek at W Wheeler Road
- iv. Snake Creek at Sylvan Lane
  - 1. The proposed improvements to the storm sewer system recommended by OHM/HRC will significantly increase peak flows in the Snake Creek. However, if preliminary engineering determines that upsizing the indicated culverts is necessary, they should provide adequate conveyance without exacerbating flooding downstream.
  - 2. Replacing these culverts will lower the flood profile along the Snake Creek and thereby improve the tail water conditions for multiple connecting storm sewers.
- b. Appropriately size the culverts before storm sewer improvements impacting the Snake Creek watershed are undertaken.

**3. Jacobs Drain**

- a. Inspect and assess the condition of the Jacobs Drain enclosure (County Fairgrounds) and confirm whether a blockage exists.
- b. If a blockage exists, it will be removed.
- c. If it is determined that the condition of the drain is a cause of concern, the replacement or rehabilitation of the drain will be included in the City’s long-range capital plan.

**4. Storm Sewer Inspections**

- a. Initiate a storm sewer televising/inspection program.
  - i. Track sewer inspection data (structural condition, maintenance issues, etc.). This would allow the City to enhance its ongoing Asset Management Program.
  - ii. Staff would evaluate all storm pipes in the Priority 1 areas, as indicated in the OHM/HRC Phase 1 Study, in the first two years. This timeline is predicated on the recommendation to have the full gravity sanitary sewer assessed by an outside contractor, freeing the City’s sanitary sewer crew to work primarily on the storm sewer inspections and cleaning during that timeframe (described later in the Staff Recommendations for Sanitary Sewer), along with the crew dedicated to storm sewer cleaning.
    - 1. Since 2009, Wastewater staff has had only one storm sewer cleaning crew. The storm sewer system is more vast than the sanitary sewer



system, and therefore takes more time to complete a cleaning and inspection cycle.

- b. Continue to regularly clean storm sewers; focus on clearing blockages identified during the televising and inspection efforts.

**5. Priority 1 Storm Sewer Projects – Per OHM/HRC Report, Volume 2**

- a. Priority 1 storm sewer projects will be planned and constructed once the Snake Creek culverts are appropriately sized and the debris and obstructions are removed from the Sturgeon Creek.
- b. The construction of Priority 1 storm sewer projects will be coordinated with the City’s existing long-range capital improvement plan for road projects.
  - i. As older road surfaces are replaced, it is significantly less expensive and disruptive to the public to replace storm sewer as a marginal cost on a road project than as a stand-alone project.
  - ii. This strategy will result in the long-term implementation of the Capital Improvement Plan.

**6. Revenue/Funding Source**

- a. Review and identify dedicated revenue source options for the Storm Water Management Fund, to provide necessary funding for ongoing operations and maintenance of the City’s storm sewer system, and to provide sufficient funding for the recommended long-range Capital Improvement Plan.
  - i. The current level of funding for storm sewer maintenance, repairs, and capital improvements or replacements is not adequate for continued reliability of the storm sewer collection and conveyance system.
  - ii. There is typically no grant program for general or deferred maintenance of infrastructure.
  - iii. Funding level will determine what activities can be undertaken and the duration to accomplish those activities and improvements.

**7. Table of Staff Recommended Storm Sewer Spending Activities (next page)**

The recommended spending levels do not require an increase in funding over current City expenditures. The distributed spending line items in the table are to reflect the intended year in which the activities will occur. An exception could be where it may take two more years to accumulate enough funding to implement a particular recommended capital improvement.

## Table of Storm Sewer Funding for Staff Recommended Activities

### NO CHANGES TO CURRENT FUNDING LEVELS

RECOMMENDED SPENDING ACTIVITIES	Year						TOTAL
	0 CY 2019	1 2020	2 2021	3 2022	4 2023	5 2024	
1. STURGEON CREEK	\$ 250,000	\$ 300,000					\$ 550,000
2. SNAKE CREEK CULVERT REPLACEMENT	75,000						75,000
- AT N SAGINAW ROAD – BOX CULVERT		300,000					300,000
- SOUTH OF CASTLE DRIVE - BOX CULVERT			250,000				250,000
- AT W WHEELER ROAD – BOX CULVERT				250,000			250,000
- AT SYLVAN LANE – BOX CULVERT					250,000		250,000
3. JACOBS DRAIN INSPECTION	20,000						20,000
4. STORM SEWER INSPECTIONS	280,000	280,000	220,000	210,000	200,000	200,000	1,390,000
5. INFRASTRUCTURE IMPROVEMENTS			300,000	300,000	300,000	300,000	1,200,000
<b>TOTAL RECOMMENDED SPENDING</b>	<b>\$ 625,000</b>	<b>\$ 880,000</b>	<b>\$ 770,000</b>	<b>\$ 760,000</b>	<b>\$ 750,000</b>	<b>\$ 500,000</b>	<b>\$ 4,285,000</b>
<b>ANTICIPATED AVAILABLE FUNDING</b>	<b>\$ 1,114,723</b>	<b>\$ 715,000</b>	<b>\$ 490,000</b>	<b>\$ 740,000</b>	<b>\$ 740,000</b>	<b>\$ 740,000</b>	
<b>ANNUAL FUNDING VS SPENDING</b>	<b>\$ 489,723</b>	<b>\$ (165,000)</b>	<b>\$ (280,000)</b>	<b>\$ (20,000)</b>	<b>\$ (10,000)</b>	<b>\$ 240,000</b>	
Cumulative Variance	\$ 489,723	\$ 324,723	\$ 44,723	\$ 24,723	\$ 14,723	\$ 254,723	



**Sanitary Sewer System**

One of the baseline considerations made before new collection and conveyance infrastructure is to be constructed is the Michigan Department of Environmental Quality (MDEQ) Sanitary Sewer Overflow (SSO) Policy, which states that the MDEQ does not authorize the discharge of raw or partially treated SSOs. The City did, in fact, experience SSOs over several days during the June 2017 event.

Staff recommendations for the upcoming years will begin with the OHM/HRC recommended Early Action Items for Sanitary Sewer, as well as the completion of activities that have already been initiated by Wastewater staff:

**1. Sewer System Monitoring**

- a. Establish a system of rain gauges and both temporary and permanently placed sewer flow meters to more accurately track the sources of infiltration and inflow, and to better understand levels of localized flooding.
  - i. The installation of additional rain gauges would provide better feedback as to the extent of the rain event over more geographic area, which would afford staff more time to prepare the WWTP for the impending increase in flows during a rain event.
  - ii. Flow meters would be installed first in Priority 1 areas, as defined by the OHM/HRC Report, Volume 3. Once flow metering results are derived from sufficient dry weather conditions and wet weather events, the meters would be moved to Priority 2 areas, and then to other areas of the City. Staffing dependent, additional meters could be purchased and installed.
    - 1. The goal of flow metering is to record/establish actual flows in both dry and wet weather situations. Having actual flow data is crucial for items such as determining footing drain contribution and helping to identify areas where flows are abnormally high. Monitoring activities will also help staff prioritize inspections, which will expedite the determination and extent to which the City may eventually build infrastructure to handle wet weather flows. Flow information over time is critical and will assist in fine tuning the list of recommended improvement projects.
- b. Update the sanitary sewer system model as new data is gathered and enables the City to refine the recommended capital projects.



**2. Asset Characterization Program**

- a. Assess condition of pipes and manholes of the entire gravity sewer system, using an array of robotic multi-sensor inspection devices, to provide a standardized pipe-condition scoring system.
  - i. Pipeline Assessment Certification Program (PACP) is the North American Standard for pipeline defect identification and assessment, providing standardization and consistency to the methods in which pipeline conditions are identified, evaluated and managed. The goal of PACP is to create a comprehensive database to properly identify, plan, prioritize, manage and renovate the City’s system of pipelines based on condition evaluation.
    - 1. Would not have to include: pipes that staff have inspected and videoed in the past year, sewers that were installed in the past five years, or any lined sewers (31,000 feet of pipe have been lined in the City since 2002).
  - ii. Manhole Assessment Certification Program (MACP) is the standard for the coding of defects within manholes.
    - 1. Would not have to include any manholes that have been rehabilitated (over 600 since 2002).
  - iii. Areas of priority would be near the river, creeks, open drains, sanitary sewer Priority 1 areas as indicated in the OHM/HRC Study, and areas indicated in the road projects included in the City’s long-range Capital Improvement Plan.
  - iv. Will allow the City to bolster its Asset Management Program (will be a MDEQ requirement in the near future) and GIS by identifying pipes not shown in the City’s GIS identifying all remaining cross-connections with storm sewers, and confirming all existing pipe diameters.
  - v. The Asset Characterization Program will require outside contractor assistance in order to provide the condition assessments capabilities in a very short period of time. The cost for this service has been incorporated in the staff recommended spending activities for sanitary sewer, as indicated in bullet point 8 of this report.
- b. Build inventory of high priority repair/replacement needs, and/or fix as we find them, depending on numbers, magnitude, and available funding.

**3. Infiltration and Inflow (I&I) Removal**

- a. As ongoing pipe and manhole assessment results are received from the Asset Characterization Program, staff will prioritize the repairs or rehabilitation needs based on condition severity.



- i. This will be accomplished by utilizing spot liners, full-length liners, removing cross connections with storm, and water-proofing manholes.
  - 1. During the flooding event of June 2017 the WWTP flows reached a peak of ~91 million gallons per day (MGD), while the average dry weather flow to the WWTP is ~6 MGD. The difference of 85 MGD is attributable to the amount of I&I during one day of the event. This additional I&I flow also was the root cause of our SSO during this June 2017 event, caused an increase in pump station and WWTP electricity costs, treatment chemical costs, and damaged critical conveyance and treatment assets.
- ii. Wastewater staff learned recently that the MDEQ may well require the City to perform a detailed I&I study before permits would be issued for upsizing the sanitary sewer system collection and conveyance system.
  - 1. For every gallon of rain/ground water removed or not allowed into our sanitary sewer there is an increase in capacity of that system. When excess flows are removed from the sanitary sewer system it benefits the entire system.
    - a. The threat of basement backups is reduced.
    - b. The need for relief sewers is reduced and potentially eliminated.
    - c. Annual sewage treatment costs are reduced.
    - d. The frequency of SSOs (sanitary sewer overflows) will be reduced.
    - e. The current sanitary sewer system will be able to handle larger storm events.
  - b. Continue regular cleaning of sanitary sewers to remove sediment, roots, debris, and other obstructions.

**4. Footing Drain Disconnection Program (FDDP)**

- a. As Whitewood Subdivision is the only area of the City where footing drain disconnection is projected to solve the problem of basement backups from surcharged sanitary sewers, the FDDP would begin here.
  - i. While other areas of the City would benefit from a disconnection program as well, those areas have substantial I&I from other sources that need to be addressed with the I&I removal plan.
- b. Perform pre- and post-program flow analysis.



- i. On the front end, it is necessary to provide an assessment of the footing drain contributions to the sanitary sewer in order to ensure that the storm sewer in that area can handle additional flow.
- ii. On the back end, the footing drain removal analysis would be used to determine the extent of sanitary sewer improvements needed downstream.
- c. Expand the FDDP to other high priority areas
  - i. A successful implementation of the FDDP could lead to a City-wide voluntary or mandated participation over many years.
    - 1. Could include full City subsidy, partial or no City subsidy.

**5. Pump Station Supervisory Control and Data Acquisition (SCADA)**

- a. Upgrade the City’s 42 pump stations to provide interconnectivity to the WWTP to monitor, gather, and process real-time pump operations, rain, and flow data.
  - i. Will allow staff to remotely monitor and control many aspects of the pump station operations, improving preparation and response actions.
  - ii. Funding has been budgeted to begin this multi-year process.

**6. Early Detection Notification (already implemented)**

- a. Early detection notification devices have been installed in two areas of the City to warn of rising levels in the sanitary sewer. With cellular notification, staff are able to mobilize pumping equipment to these areas well ahead of needing them.

**7. Infrastructure Improvements**

- a. As sufficient I&I is removed from the sanitary sewer, the updated information derived from the asset characterization and flow monitoring of the collections system will be integrated back into the computer model that was recently developed to help properly size any new infrastructure needs.
  - i. We do not want to upsize sanitary sewer capacities to treat I&I. Doing so is costly up front and incurs long-term financial obligations to the City that can be avoided through I&I elimination.
  - ii. In fiscal years 2021 and 2022, sewer bonds will mature, totaling \$1.36M in annual payments.
    - 1. The bonds are paid 60% by the General Fund and 40% by the Wastewater Fund; freeing funding of \$545K per year in the Wastewater Fund going forward.
- b. Align recommended sanitary sewer improvements with upcoming road projects.
  - i. This strategy will result in long-term implementation of the Capital Improvement Plan.



**8. Table of Staff Recommended Sanitary Sewer Spending Activities (next page)**

The recommended spending levels do not require an increase in funding. The distributed spending line items in the table are to reflect the intended year in which the activities will occur. An exception could be where it may take two more years to accumulate enough funding to implement a particular recommended improvement.

## Table of Sanitary Sewer Funding for Staff Recommended Activities

### NO CHANGES TO FUNDING LEVELS

	Year						TOTAL
	0	1	2	3	4	5	
RECOMMENDED SPENDING ACTIVITIES	CY 2019	2020	2021	2022	2023	2024	
1. SEWER SYSTEM MONITORING	\$ 140,000	\$ 100,000					\$ 240,000
2. ASSET CHARACTERIZATION PROGRAM *	400,000	400,000	400,000	400,000	400,000		2,000,000
3. INFILTRATION AND INFLOW (I&I) REMOVAL	200,000	250,000					450,000
4. FOOTING DISCONNECTION PROGRAM		140,000	150,000	100,000			390,000
5. PUMP STATION SCADA	250,000	250,000	100,000				600,000
6. EARLY DETECTION NOTIFICATION (2017/18)							-
7. INFRASTRUCTURE IMPROVEMENTS			500,000	700,000	800,000	1,250,000	3,250,000
				**	**	**	
<b>TOTAL RECOMMENDED SPENDING</b>	<b>\$ 990,000</b>	<b>\$ 1,140,000</b>	<b>\$ 1,150,000</b>	<b>\$ 1,200,000</b>	<b>\$ 1,200,000</b>	<b>\$ 1,250,000</b>	<b>\$ 6,930,000</b>
<b>ANTICIPATED AVAILABLE FUNDING</b>	<b>\$ 990,000</b>	<b>\$ 1,140,000</b>	<b>\$ 1,150,000</b>	<b>\$ 1,205,000</b>	<b>\$ 1,214,640</b>	<b>\$ 1,259,640</b>	
<b>FUNDING VS SPENDING</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,000</b>	<b>\$ 14,640</b>	<b>\$ 9,640</b>	
Cumulative Variance	\$ -	\$ -	\$ -	\$ 5,000	\$ 19,640	\$ 29,280	
* Activity to be completed within 24 months; financed through contractor over 5 years.							
** Sewer bond debt matures in 2021 and 2022, lowering costs to the Wastewater Fund, totaling \$1.51M for years 2022 to 2024.							
The indicated spending levels do not include spending of the debt savings to be made available to the Wastewater Fund.							



**Conclusion**

Improvements outlined in the OHM/HRC sewer study would reduce the impact of surface flooding and the frequency of basement flooding; however, it is generally impossible to completely eliminate these impacts from occurring and there will always be the possibility of a larger event that can exceed the selected level of design.

The recommended long-term capital improvements are significant and should be addressed using a measured, comprehensive approach with proper planning for short-term and long-term studies, investigations and improvement projects. Staff believes that focusing on making our current systems more efficient before engaging in costly capital improvements could significantly reduce the long-term costs of operating and improving those systems.

The storm sewer recommended spending activities total \$4,285,000 through year 2024. The activities will address flooding concerns along the Sturgeon Creek, the Snake Creek, and Jacobs Drain. The cleaning, televising, and inspecting efforts of the storm sewer system will lay the groundwork for Priority 1 capital improvements, while enhancing the City’s Asset Management Plan to provide better long-range planning of needed improvements.

The sanitary sewer recommended spending activities total \$6,930,000 through year 2024. This will provide an expedited infrastructure assessment of the entire gravity sewer system that will allow for a more rapid inventory of needed infrastructure improvements. Initiating a footing drain disconnection program, coupled with an intense program of flow monitoring and data collection to find and remove inflow and infiltration of ground and rain water, will better define the necessary size and scope of sanitary sewer system improvements.

It will be important throughout the next several years of studying, investigating and improving the sewer systems to continue to educate and engage the public on all aspects of this solution process.

-----

**Backup material for agenda item:**

8. \* Establishing the 2019 regular meeting dates for the Midland City Council. KAYE

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** 2019 Schedule for City Council Meetings

**INITIATED BY:** City Manager

**RESOLUTION**

**SUMMARY:** This resolution establishes the 2019 regular meetings for the Midland City Council

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. 2019 Proposed Council Meeting Dates
3. Resolution

**COUNCIL ACTION:**

1. 3/5 vote required to approve resolution

C. Bradley Kaye, AICP CFM  
City Manager



City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ www.cityofmidlandmi.gov

October 24, 2018

Honorable Mayor and City Council  
City of Midland  
Michigan

Dear Councilmen:

Under the provisions of Public Act 267 of 1976, the Open Meetings Act, the City Council must establish by resolution and then publish the regular formal meeting dates, times, places, and other information for the following year. The City Charter, in Section 4.6, also requires the setting of regular meetings by resolution with a minimum of two per month, with no meetings on holidays permitted. Past Councils have interpreted “holiday” to be those observed by City employees when City Hall is closed.

Besides the two meetings per month and the holiday considerations, the meeting schedule must recognize dovetail with the budget adoption schedule (see Chapter 11 of the City Charter).

In accordance with the above requirements, the following schedule for the 2019 City Council meetings is proposed:

- |                    |                   |
|--------------------|-------------------|
| January 14 and 28  | February 4 and 18 |
| March 4 and 18     | April 8 and 22    |
| May 6 and 20       | June 17 and 24    |
| July 8 and 22      | August 5 and 26   |
| September 9 and 30 | October 14 and 28 |
| November 11 and 18 | December 9 and 16 |

Please contact me if you have further questions.

Sincerely,

C. Bradley Kaye, AICP CFM  
City Manager

**2019 MONDAY CALENDAR**  
(\* indicates suggested regular City Council meeting dates)

**JANUARY**

7  
12 Special Meeting - City Council goal-setting session  
**14\***  
21 **MARTIN LUTHER KING JR DAY - City offices closed**  
**28\***

**FEBRUARY**

**4\***  
2/5-2/8 **MME Winter Institute (Battle Creek)**  
11  
**18\***  
25

**MARCH**

**4\***  
11  
**18\***  
19-20 **MML Capital Conference (Lansing)**  
25  
25-29 **SPRING BREAK - Midland Public Schools**

**APRIL**

1  
**8\*** Present budget to Council  
15 Special meeting - Council budget work session  
19 **GOOD FRIDAY - City offices closed**  
21 **EASTER**  
**22\*** 1st public hearing on proposed budget  
29

**MAY**

**6\*** 2nd public hearing on proposed budget  
13  
**20\*** Adopt the budget - Charter mandated date  
27 **MEMORIAL DAY - City offices closed**

**JUNE**

3 Tentative - Special Meeting - City Manager & City Attorney JPR  
10  
**17\***  
**24\***

JULY

1

4           **INDEPENDENCE DAY - City offices closed**

**8\***

15

**22\***

23-26       **MME Summer Workshop (Alpena)**

29

AUGUST

**5\***

12

19

**26\***

SEPTEMBER

2           **LABOR DAY - City offices closed**

**9\***

16

23

25-27       **MML Convention**

**30\***

OCTOBER

7

**14\***

20-23       **ICMA Conference**

21

**28\***

NOVEMBER

4

**11\***

**18\***

25

28           **THANKSGIVING - City Offices Closed**

29           **City offices closed**

DECEMBER

2           Possible date for Special Meeting - Parks & Rec Commission on Fees

**9\***

**16\***

23

24           **CHRISTMAS EVE - City offices closed**

25           **CHRISTMAS DAY - City offices closed**

30



City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ www.cityofmidlandmi.gov

BY COUNCILMAN

RESOLVED, that regular meetings of the Midland City Council for the calendar year 2019 shall be held in the Council Chambers at the Midland City Hall, 333 W. Ellsworth Street, Midland, Michigan, telephone number 837-3300, at 7:00 p.m., on the following dates:

- |                    |                   |
|--------------------|-------------------|
| January 14 and 28  | February 4 and 18 |
| March 4 and 18     | April 8 and 22    |
| May 6 and 20       | June 17 and 24    |
| July 8 and 22      | August 5 and 26   |
| September 9 and 30 | October 14 and 28 |
| November 11 and 18 | December 9 and 16 |

; and

RESOLVED FURTHER, that the City Clerk be and is hereby directed to cause a public notice of the foregoing regular dates and times for meetings and the place at which meetings are to be held by publishing a notice in the Midland Daily News, a newspaper of general circulation in the City of Midland; and

RESOLVED FURTHER, that public notice of each special meeting or each rescheduled regular or special meeting listed the date, time and place of each meeting shall be given by prominently posting a copy of the notice at the Midland City Hall at least twenty-four (24) hours prior to the time of such special or rescheduled meeting; and

RESOLVED FURTHER, that proposed minutes of a meeting will be available for public inspection during regular business hours, at the office of the City Clerk in the City Hall, 333 W. Ellsworth Street, Midland, Michigan, not more than eight (8) business days after said meeting and approved minutes of said meeting will be available for public inspection during regular business hours at the same location not more than five (5) business days after the meeting at which they are approved.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a        yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk

**Backup material for agenda item:**

9. \* Approving the request from Timothy and Ann Kaminski for annexation of property located at 5911 Waldo Avenue. MURSCHEL

**SUMMARY REPORT TO CITY MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Annexation request for property located at 5911 Waldo Avenue

**INITIATED BY:** Timothy and Ann Kaminski

**RESOLUTION**

**SUMMARY:** This resolution will approve the annexation request from Timothy and Ann Kaminski for property located at 5911 Waldo Avenue.

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Resolution
3. Resolution adopted by Midland Charter Township
4. Annexation Petition and Survey
5. Map showing location of property

**CITY COUNCIL ACTION:**

1. Public hearing is not required
2. 3/5 vote required to approve resolution.

Grant Murschel  
Director of Planning & Community Development

GRM/rmg



City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ [www.cityofmidlandmi.gov](http://www.cityofmidlandmi.gov)

October 24, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland Michigan

Dear Mr. Kaye:

A petition has been received from Timothy and Ann Kaminski requesting annexation of the property located at 5911 Waldo Avenue. This property is within the area for which the City and Midland Township have agreed to provide for annexation by the joint resolution process. The Midland Charter Township Board considered and recommended approval of this petition at a meeting on October 10, 2018. A copy of the adopted Midland Charter Township resolution is attached.

The City of Midland Utilities Department has confirmed that water service would be provided to the parcel by installation of a water service to the site.

A resolution to approve is enclosed for City Council consideration.

Sincerely,

Grant Murschel  
Director of Planning & Community Development

GRM/rmg



City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ www.cityofmidlandmi.gov

BY COUNCILMAN

RESOLVED, that the City Council of the City of Midland herewith approves the annexation of the following described property to the City of Midland:

SEC 2 T14N R2E COM 660 FT N OF E ¼ COR, TH N 187 FT, W 200 FT, S 105.5 FT, W 49.2 FT, S 81.5 FT, E 249.2 FT.

pursuant to Section 9(8) of Public Act 279 of the State of Michigan of 1909, as amended {MSA 5.2088; MCLA 117.9} as a result of a similar petition filed both with the City of Midland and the Township of Midland Charter by the property owners who hold 100 percent of the record legal title to said property, and upon which no qualified electors, other than the petitioners, presently reside, with said annexation to the City of Midland to be accomplished upon the passage of a similar resolution by the Township Board of the Township of Midland Charter; and

RESOLVED FURTHER, that the Planning Department shall forward a copy of this resolution to the Office of the Great Seal in the Secretary of State’s Office, and the City Clerk shall forward a copy to the Midland County Clerk.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk

151

**ANNEXATION RESOLUTION**

WHEREAS, a petition has been received from Timothy and Ann Kaminski requesting annexation of property located at 5911 Waldo Road to the City of Midland; and

WHEREAS, this land is contiguous to the present boundary of the City; now therefore

RESOLVED, that the Township Board of the Township of Midland herewith approves the annexation of the following described property to the City of Midland:

SEC 2 T14N RTE COM 660 FT N OF E ¼, TH N 187 FT, W 200 FT, S 105.5 FT, W 49.2 FT, S 81.5 FT, E 249.2 FT.

pursuant to Section 9(8) of Public Act 279 of the State of Michigan of 1909, as amended (MSA 5.2088; MCLA 117.9) as a result of a similar petition filed both with the City of Midland and the Township of Midland, by the property owners which hold 100 percent of the record legal title to said property, and upon which no qualified electors presently reside, with said annexation to the City of Midland to be accomplished upon the passage of a similar resolution by the Township Board of the Township of Midland; and the City Council of the City of Midland; and

RESOLVED FURTHER, that the Township Clerk shall forward a certified copy of this resolution to the Midland City Clerk.

YEAS: 7  
NAYS: 0  
ABSENT: 0

I, Shelly Armstrong Miller, Township Clerk, Township of Midland, County of Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yeas vote of all the Township Board members present at a regular meeting of the Midland Township Board held Oct 10, 2018.

  
Shelly Armstrong Miller, Township Clerk

RECEIVED  
OCT 11 2018  
PLANNING DEPT

### PETITION FOR ANNEXATION TO THE CITY OF MIDLAND

Timothy C. Kaminski, Married, of  
name marital status

5911 Waldo Ave., Midland, MI 48642, and  
address

Ann M. Kaminski, married spouse,  
name marital status

of 5911 Waldo Ave., Midland, MI 48642, pursuant to  
address

Section 9(8) of Public Act 279 of the Public Acts of the State of Michigan of 1909, as amended {MSA 5.2088(8); MCLA 117.9(8)}, herewith petition the City Council of the City of Midland to annex the following described property, for which he/she/they own 100 percent of the legal title, and upon which no qualified electors presently reside, other than those petitioning, to the City of Midland:

SEC 2 T14N R2E COM 660 FT N OF E 1/4 COR, TH N 187 FT, W 200 FT, S 105.5 FT, W 49.2 FT, S 81.5 FT, E 249.2 FT.

as the same is more graphically depicted on Exhibit A attached hereto, which as of the date of this Petition, is presently located within the jurisdictional limits of the Township of  
Midland.

Date 10/8/18 [Signature] (signature)

[Signature] (signature)

CITY

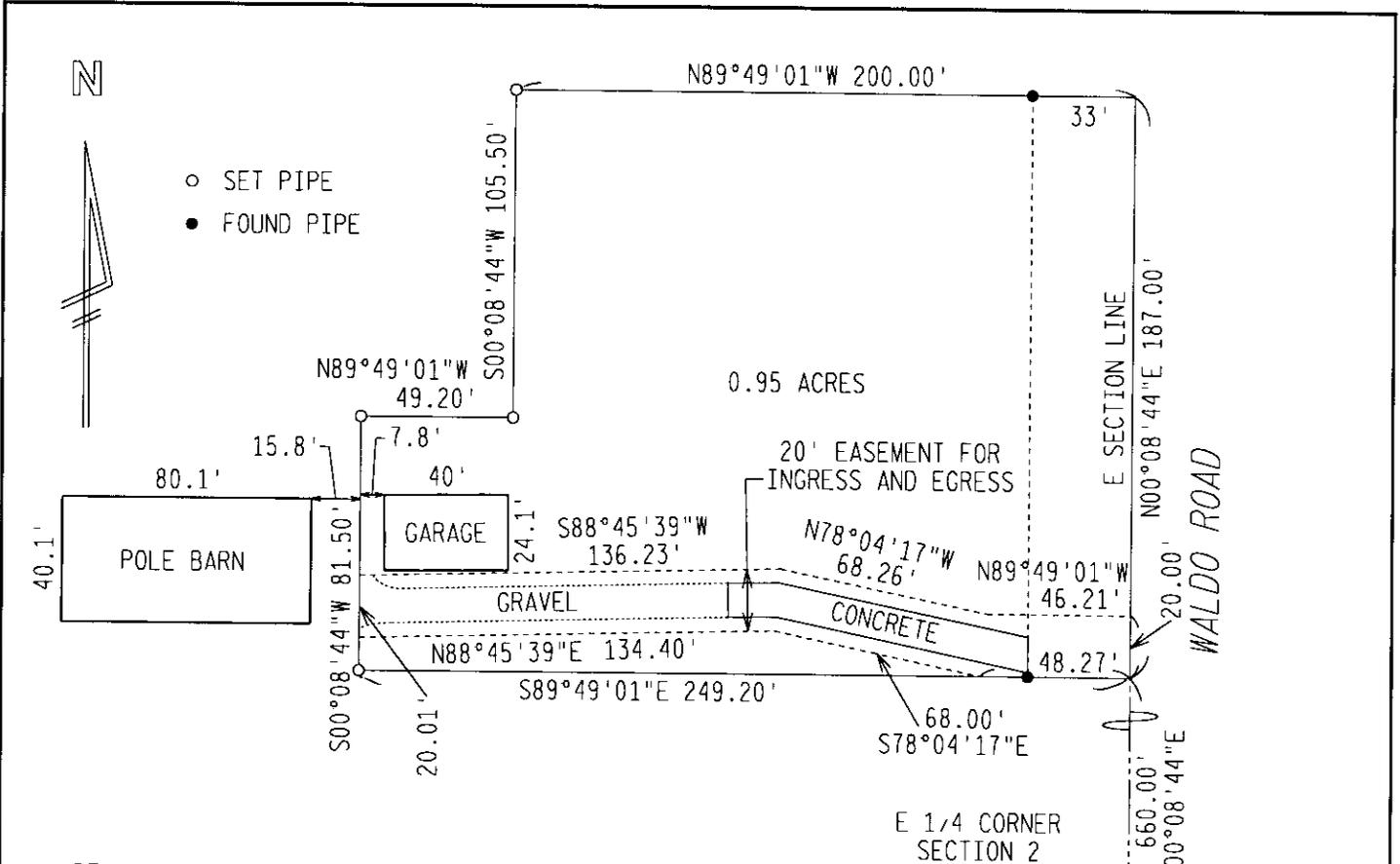
Phone # of Petitioner: 989-737-4835  
TIM ANN  
989/859-0362

Phone # of property, if different: \_\_\_\_\_

Number of people residing on parcel on 4-1-00: 3

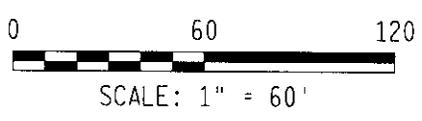
18 JUL 97 2:35 P.M.

BEVERLY J THAYER  
REGISTER OF DEEDS



BEARINGS WERE ESTABLISHED FROM AN UNRECORDED SURVEY BY AYRES ASSOCIATES DATED: 12/19/96 JOB NO.: 36-1765.00

WITNESSES:  
E 1/4 CORNER  
FOUND PIPE IN MON. BOX



- N 50° W NAIL IN P.P. 55.57'
- N 40° E Ⓢ OF MAILBOX POST 23.8'
- S 45° W NAIL IN CORNER FENCE POST 47.68'
- EAST GAS LINE MARKER 41.9'

I hereby state to the below designated entities only, that I have surveyed and mapped the land above described on 6/26/97 and that the ratio of closure on the unadjusted field observations of such survey was 1/10,000, or greater, and that all of the requirements of P.A. 132 of 1970 have been complied with.

The description was either given to us by the person certified to, or was prepared by us from information or documents given to us by the person certified to, and should be compared with the Abstract of Title or Title policy for accuracy, easements or exceptions.  
AYRES ASSOCIATES by Jerry L. Jones (Survey Manager)

*Jerry L. Jones*  
Jerry L. Jones, P.S. 19838



<b>SURVEY FOR</b>  MARK RAPANOS 925 EAST WHEELER MIDLAND, MICHIGAN 48642	<b>AYRES ASSOCIATES</b> Engineers / Surveyors 3086 East Vantage Point Drive Midland, MI 48640 Ph:(517) 839-9611 Fax:(517) 839-9453		
	Scale: 1"=60'	Drn By: SJH	Job No. 36-2129.00
FILE NAME: 2129RAPA.DGN	LOOSE	Date: 06/26/97	Ckd By: <i>JLJ</i> Sheet 1 Of 2

SURVEY OF:

PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 2, T14N-R2E, CITY OF MIDLAND, MIDLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT WHICH IS N 00 DEG 08 MIN 44 SEC E, 660.00 FT. ALONG THE EAST SECTION LINE FROM THE EAST 1/4 CORNER OF SAID SECTION 2; THENCE N 00 DEG 08 MIN 44 SEC E, 187.00 FT. ALONG THE EAST SECTION LINE; THENCE N 89 DEG 49 MIN 01 SEC W, 200.00 FT.; THENCE S 00 DEG 08 MIN 44 SEC W, 105.50 FT.; THENCE N 89 DEG 49 MIN 01 SEC W, 49.20 FT.; THENCE S 00 DEG 08 MIN 44 SEC W, 81.50 FT.; THENCE S 89 DEG 49 MIN 01 SEC E, 249.20 FT. TO THE POINT OF BEGINNING. CONTAINING 0.95 ACRES AND BEING SUBJECT TO WALDO ROAD RIGHT OF WAY AND ANY OTHER EASEMENTS OF RECORD.

20 FT. EASEMENT FOR INGRESS AND EGRESS

PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 2, T14N-R2E, CITY OF MIDLAND, MIDLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT WHICH IS N 00 DEG 08 MIN 44 SEC E, 660.00 FT. ALONG THE EAST SECTION LINE FROM THE EAST 1/4 CORNER OF SAID SECTION 2; THENCE N 00 DEG 08 MIN 44 SEC E, 20.00 FT. ALONG THE EAST SECTION LINE; THENCE N 89 DEG 49 MIN 01 SEC W, 46.21 FT.; THENCE N 78 DEG 04 MIN 17 SEC W, 68.26 FT.; THENCE S 88 DEG 45 MIN 39 SEC W, 136.23 FT.; THENCE S 00 DEG 08 MIN 44 SEC W, 20.01 FT.; THENCE N 88 DEG 45 MIN 39 SEC E, 134.40 FT.; THENCE S 78 DEG 04 MIN 17 SEC E, 68.00 FT.; THENCE S 89 DEG 49 MIN 01 SEC E, 48.27 FT. TO THE POINT OF BEGINNING.

**SURVEY FOR**

MARK RAPANOS  
925 EAST WHEELER  
MIDLAND, MICHIGAN 48642



**Engineers / Surveyors**

3086 East Vantage Point Drive  
Midland, MI 48640  
Ph:(517) 839-9611 Fax:(517) 839-9453

Scale: 1"=60'	Dm By: SJH	Job No. 36-2129.00
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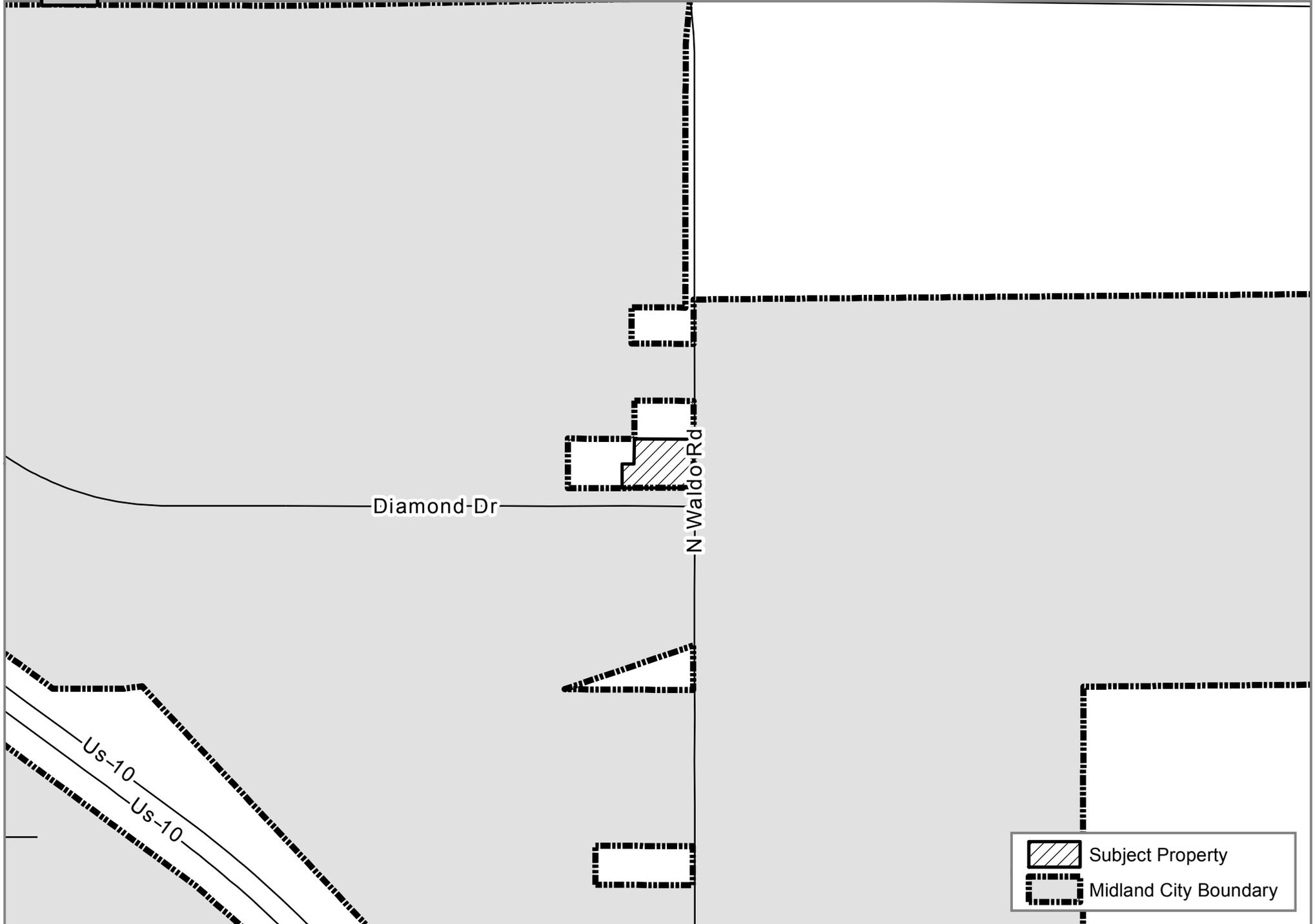
FILE NAME: 2129RAPA.DGN

LOOSE

Date: 06/26/97	Ckd By: <i>[Signature]</i>	Sheet 2 Of 2
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# Annexation Request - JM-18-01

> 5155 N-Waldo Avenue - T & A Kaminski



	Subject Property
	Midland City Boundary

**Backup material for agenda item:**

10. \* Recognizing Adoption Option, Inc. as a nonprofit organization in the community. TISDALE

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Request to be recognized as a nonprofit organization

**INITIATED BY:** Selina Crosby Tisdale, Community Affairs Director

**RESOLUTION**

**SUMMARY:** This resolution recognizes Adoption Option, Inc. as a nonprofit organization in the community for the purpose of registering with the Charitable Gaming Division of the Michigan Lottery.

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Letter of Request
3. IRS Tax Exempt Letter
4. Resolution

**COUNCIL ACTION:**

1. 3/5 vote required to approve resolution

Selina Crosby Tisdale  
Community Affairs Director



*City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ [www.cityofmidlandmi.gov](http://www.cityofmidlandmi.gov)*

October 24, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

Attached please find an email from Devon Peasley of Adoption Option, Inc. requesting acknowledgement of their organization as nonprofit for the purpose of registering with the Charitable Gaming Division of the Michigan Lottery. They are planning to hold a raffle and the Michigan Lottery, Charitable Gaming Division, requires verification of nonprofit status by the local governing body.

You will also find attached a resolution that approves the request.

Sincerely,

Selina Crosby Tisdale  
City of Midland  
Community Affairs Director

159

**From:** DeLois Leapheart [<mailto:dleapheart@aocw.org>]  
**Sent:** Wednesday, October 03, 2018 4:44 PM  
**To:** Branson, Jim <[jbranson@midland-mi.org](mailto:jbranson@midland-mi.org)>  
**Subject:** Fwd: Adoption Option Inc. Resolution to Recognize as a Nonprofit Organization in the Community

fyi

----- Forwarded message -----

**From:** Devon Peasley <[dpeasley@aocw.org](mailto:dpeasley@aocw.org)>  
**Date:** Wed, Oct 3, 2018 at 4:43 PM  
**Subject:** Adoption Option Inc. Resolution to Recognize as a Nonprofit Organization in the Community  
**To:** <[bkaye@midland-mi.org](mailto:bkaye@midland-mi.org)>  
**Cc:** DeLois Leapheart <[dleapheart@aocw.org](mailto:dleapheart@aocw.org)>

To Whom it May Concern;

Adoption Option Inc. is seeking to acquire a raffle license from the State of Michigan. In doing so we hope to bolster our organization's fundraising efforts and ensure we can continue to improve the lives of the children and families we serve within our community. In order to accomplish this task, we require "A copy of a resolution passed by the local government stating the organization is a recognized nonprofit organization in the community". We are requesting information that will allow us to determine the most expeditious way to get such a resolution passed. Attached you will find a copy of our 501(c)(3) determination letter and the resolution form that must be completed for the license.

Regards,

Devon Peasley

*DeLois T. Leapheart*

DeLois T. Leapheart  
President & CEO  
Adoption Option Inc  
Phone: [\(989\) 839-0534](tel:989-839-0534)  
Email: [DLeapheart@aocw.org](mailto:DLeapheart@aocw.org)  
Web: [www.AdoptionOptionInc.org](http://www.AdoptionOptionInc.org)  
Facebook: [facebook.com/AdoptionOptionInc](https://facebook.com/AdoptionOptionInc)

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This email was scanned by Bitdefender

INTERNAL REVENUE SERVICE  
P. O. BOX 2508  
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

MAY 06 2008

Date:

Employer Identification Number:  
43-2017657

DIN:

17053096839038

Contact Person:

SHAWNEEA KREBS

ID# 31072

Contact Telephone Number:

(877) 829-5500

Public Charity Status:

509(a) (2)

ADOPTION OPTION INC  
PO BOX 2225 4008 W WACKERLY ST  
MIDLAND, MI 48640-1800

Dear Applicant:

Our letter dated December 2004, stated you would be exempt from Federal income tax under section 501(c) (3) of the Internal Revenue Code, and you would be treated as a public charity, rather than as a private foundation, during an advance ruling period.

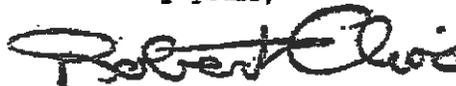
Based on the information you submitted, you are classified as a public charity under the Code section listed in the heading of this letter. Since your exempt status was not under consideration, you continue to be classified as an organization exempt from Federal income tax under section 501(c) (3) of the Code.

Publication 557, Tax-Exempt Status for Your Organization, provides detailed information about your rights and responsibilities as an exempt organization. You may request a copy by calling the toll-free number for forms, (800) 829-3676. Information is also available on our Internet Web Site at [www.irs.gov](http://www.irs.gov).

If you have general questions about exempt organizations, please call our toll-free number shown in the heading.

Please keep this letter in your permanent records.

Sincerely yours,



Robert Choi  
Director, Exempt Organizations  
Rulings and Agreements

Letter 1050 (DO/CG)



State of Michigan  
 Michigan Gaming Control Board  
 Office of the Executive Director  
 P.O. Box 30786  
 Lansing, MI 48909  
 Phone: (313) 456-4940  
 Fax: (313) 456-3405  
 Email: Millionaireparty@michigan.gov  
 www.michigan.gov/mgcb

**LOCAL GOVERNING BODY RESOLUTION FOR CHARITABLE GAMING LICENSES**

(Required by MCL.432.103(k)(ii))

At a \_\_\_\_\_ meeting of the \_\_\_\_\_  
REGULAR OR SPECIAL TOWNSHIP, CITY, OR VILLAGE COUNCIL/BOARD

called to order by \_\_\_\_\_ on \_\_\_\_\_  
DATE

at \_\_\_\_\_ a.m./p.m. the following resolution was offered:  
TIME

Moved by \_\_\_\_\_ and supported by \_\_\_\_\_

that the request from \_\_\_\_\_ of \_\_\_\_\_,  
NAME OF ORGANIZATION CITY

county of \_\_\_\_\_, asking that they be recognized as a nonprofit  
COUNTY

organization operating in the community, for the purpose of obtaining charitable gaming licenses, be  
 considered for \_\_\_\_\_  
APPROVAL/DISAPPROVAL

<u>APPROVAL:</u>	Yeas: _____	<u>DISAPPROVAL:</u>	Yeas: _____
	Nays: _____		Nays: _____
	Absent: _____		Absent: _____

I hereby certify that the foregoing is a true and complete copy of a resolution offered and adopted  
 by the \_\_\_\_\_ at a \_\_\_\_\_  
TOWNSHIP, CITY, OR VILLAGE COUNCIL/BOARD REGULAR OR SPECIAL  
 meeting held on \_\_\_\_\_.  
DATE

SIGNED: \_\_\_\_\_  
TOWNSHIP, CITY, OR VILLAGE CLERK  
 \_\_\_\_\_  
PRINTED NAME AND TITLE  
 \_\_\_\_\_  
ADDRESS

Organization Information: \_\_\_\_\_  
ORGANIZATION'S MAILING ADDRESS, STREET, CITY, ZIP  
 \_\_\_\_\_ ( ) \_\_\_\_\_  
ORGANIZATION'S PRINCIPAL OFFICER NAME AND TITLE PHONE NUMBER

**Backup material for agenda item:**

11. \* Dial-A-Ride Bus Purchase. MURPHY

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Dial-A-Ride Bus Purchase

**INITIATED BY:** Department of Public Services

**RESOLUTION SUMMARY:** This resolution authorizes a purchase order to the State of Michigan's Extended Purchasing Program's selected vendor Hoekstra Transportation, Inc. of Grand Rapids, Michigan, in the amount of \$72,213 for the purchase of one bus, and further authorizes the City Manager to approve change orders not to exceed \$2,000. This resolution also authorizes the sale of the old bus with the proceeds from the sale being used toward Dial-A-Ride operational expenses.

**ITEMS ATTACHED:**

- 1. Letter of Transmittal
- 2. Resolution

**COUNCIL ACTION:**

- 1. 3/5 vote required to approve resolution

Karen Murphy  
City of Midland Department of Public Services



City Hall ♦ 333 West Ellsworth Street ♦ Midland, Michigan 48640-5132 ♦ 989.837.3300 ♦ 989.835.2717 Fax ♦ [www.cityofmidlandmi.gov](http://www.cityofmidlandmi.gov)

October 23, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

The City of Midland Dial-A-Ride system has been authorized by the Federal Transit Administration and the State of Michigan Department of Transportation to purchase one replacement bus using capital grant funds from the FY 2018 Section 5339 Small Urban Capital federal grant program. The federal grant portion covers 80% of the bus purchase price with the State of Michigan providing the 20% required matching funds for the grant, so there is no local contribution required. The corresponding grant revenue and capital expense for the purchase of the bus is included in the Dial-A-Ride FY 2018-2019 budget.

The replacement bus is equipped with a wheelchair lift and an 8+2 configuration, which refers to eight passenger seats and two wheelchair locations. The bus will be purchased through the State of Michigan's Extended Purchasing Program, MiDEAL. Our experience with purchasing buses in the past has been that using the State's contract is more effective than soliciting bids on our own, as the cost negotiated by the State is generally more advantageous due to volume purchasing, and the State monitors the production of all buses ordered through their program to ensure the buses are built to federal specifications.

The bus cost is \$72,213 under the State contract, and the City will not bear any expense toward the purchase of this bus as the grant covers the entire cost. The bus that will be replaced is unit #12, a 2013 cutaway bus with a wheelchair lift that currently has an odometer reading of 197,151 miles. The State requires that a bus is either seven years old or has reached 200,000 miles in order to be eligible for replacement. Unit #12 will exceed the State mileage requirement by the time the new bus is delivered. The old bus will then be sold using an online auction process, with the proceeds from the sale to be used for Dial-A-Ride operational expenses.

Therefore, we recommend that City Council authorize the purchase of one bus through the State of Michigan's Extended Purchasing Program and allow the Assistant City Controller to issue a purchase order to the State's selected vendor, Hoekstra Transportation, Inc. of Grand Rapids, Michigan, in the amount of \$72,213. Given the nature of building specialized vehicles like the Dial-A-Ride buses, we recommend that the City Manager be authorized to approve change orders not to exceed \$2,000 for any unforeseen additional fabrication expenses.

C. Bradley Kaye  
October 23, 2018  
Page Two

We also recommend that City Council authorize the sale of the old bus via online auction in accordance with Code Section 2-22 and 2-24 after the replacement bus is put into service and that those proceeds be used for Dial-A-Ride operational expenses.

Sincerely,



Karen Murphy  
Department of Public Services



Tiffany Eddy  
Finance Department



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BY COUNCILMAN

WHEREAS, the City of Midland requested replacement of one bus in the Dial-A-Ride fleet under the FY 2018 5339 Small Urban Capital federal grant program through the Federal Transit Administration; and

WHEREAS, the State of Michigan Department of Transportation and the Federal Transit Administration have approved said request and acquired the necessary State matching funds for the purchase of this replacement bus; and

WHEREAS, sufficient funding for the purchase of the bus is included in the FY 2018-19 Dial-A-Ride budget along with the corresponding revenue from the Section 5339 capital grant; and

WHEREAS, the bus will be purchased off the State of Michigan’s Extended Purchasing program; now therefore

RESOLVED, that the Assistant City Controller is authorized to issue a purchase order to the State of Michigan’s selected vendor, Hoekstra Transportation, Inc. of Grand Rapids, Michigan in the amount of \$72,213 for the purchase of one 8+2 passenger cutaway bus, all in accordance with the State of Michigan’s Extended Purchasing Program proposal and specifications; and

RESOLVED FURTHER, that the City Manager is authorized to approve change orders up to \$2,000 for any unforeseen additional expenses incurred during fabrication of the bus; and

RESOLVED FURTHER, that after the new replacement bus is put into service, the old bus (Unit #12) shall be sold via online auction in accordance with Code Section 2-22 and 2-24, and the proceeds be used for Dial-A-Ride operational expenses.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yeas vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk

**Backup material for agenda item:**

12. \* Purchase and installation of a hook lift system. MURPHY

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Purchase and installation of a hook lift system

**INITIATED BY:** Department of Public Services

**RESOLUTION SUMMARY:** This resolution authorizes a purchase order to Scientific Brake & Equipment Company of Mt. Pleasant, MI in the amount of \$42,268.00 for the purchase and installation of a hook lift system for existing City unit 397. This resolution also authorizes the City Manager to approve changes to the purchase order not to exceed 5% of the total cost.

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Resolution

**CITY COUNCIL ACTION:**

1. 3/5 vote required to approve resolution

Karen Murphy  
City of Midland Department of Public Services



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October 24, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

The Sourcewell Cooperative Purchasing Program (formerly known as the National Joint Purchasing Alliance - NJPA) solicits competitive bids on behalf of over 50,000 government, education and nonprofit organizations. Bids are solicited on a biannual basis through this program for heavy duty truck equipment, and heavy truck/equipment dealerships statewide are invited to submit bids, including local dealers. Staff experience has shown that the bid prices solicited by Sourcewell are lower than what could be obtained locally due to the volume purchasing that occurs under this program and the City of Midland is authorized to make purchases through this cooperative purchasing program.

Each year the Fleet Manager and the Vehicle Maintenance Supervisor re-evaluate the condition, mileage, utilization and maintenance cost of every vehicle in the City's fleet to determine whether it is cost-effective to keep the vehicle in the fleet for an additional period of time or if the vehicle needs to be replaced. Through this process, unit 397 was identified as a high maintenance item. This unit is used to lift and empty dumpsters on site at the Landfill. The truck chassis itself is in good condition but the loading mechanism is wearing out. Upon discussion with the Landfill Superintendent, the recommendation is to outfit the existing truck chassis with a new style hook lift system, which will extend the life of the truck by 5-8 years as the chassis is still in good condition.

The Landfill has a drop off area that is paved and elevated so customers and residents can unload into a row of five dumpsters. Unit 397 is used to empty those dumpsters daily. Unit 397 is also used for dust control on the Landfill's gravel roads and in the rare event of a Landfill fire, a water tank can be hooked on as an immediate response until the Fire Department crew can assist. With the new design hook lift system, the crew will also be able to use this unit as a dump truck for hauling sand, clay, wood chips and stone onsite. The new design allows for a steeper dump angle than the current design, which means faster and more effective unloading.

Sufficient funds are included in the FY 2018/19 Equipment Revolving Fund Capital Outlay account for outfitting unit 397 with the new hook lift system. Therefore, we recommend that the Assistant City Controller be authorized to issue a purchase order to Sourcewell Cooperative Purchasing Program's selected vendor, Scientific Brake & Equipment Company of Mt. Pleasant, Michigan, in the amount of \$42,268.00 for the purchase and installation of one 50,000 lb. hook lift system.

C. Bradley Kaye  
Page Two  
October 24, 2018

When retrofitting an existing chassis with new equipment there are often unknown modifications that need to be made throughout the process. Therefore, we are requesting that the City Manager be authorized to approve change orders to the purchase order not to exceed 5% of the cost to cover any unforeseen work that needs to be done during installation.

Respectfully submitted,



Karen Murphy  
Department of Public Services



Tiffany Eddy  
Finance Department



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BY COUNCILMAN

WHEREAS, competitive bids for heavy duty truck equipment are solicited by the Sourcewell Cooperative Purchasing Program on a biannual basis and the City of Midland is authorized to make purchases from this cooperative purchasing program; and

WHEREAS, sufficient funding for the purchase of a new hook lift system for existing City unit 397 is included in the FY 2018/19 Equipment Revolving Fund Capital Outlay account; now therefore

RESOLVED, that the Assistant City Controller is authorized to issue a purchase order to Sourcewell's selected vendor, Scientific Brake & Equipment Company of Mt. Pleasant, Michigan, in the amount of \$42,268.00 for the purchase and installation of one 50,000 lb. hook lift system for unit 397, all in accordance with the associated cooperative purchasing program's proposals and specifications; and

RESOLVED FURTHER, that the City Manager is authorized to approve change orders to the purchase order not to exceed 5% of the cost to cover any unforeseen work that needs to be done during installation of the new hook lift system.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yeas vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

---

Selina Tisdale, City Clerk

**Backup material for agenda item:**

13. \* Purchase of Police Patrol Car. MURPHY

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Purchase of Police Patrol Car

**INITIATED BY:** Department of Public Services

**RESOLUTION**

**SUMMARY:** This resolution authorizes a purchase order to Signature Ford of Owosso, Michigan in the amount of \$29,246.00 for one Ford Police Interceptor Patrol Vehicle based on the Macomb County Purchasing Program contract pricing.

**ITEMS ATTACHED:**

- 1. Letter of Transmittal
- 2. Resolution

**CITY COUNCIL ACTION:**

- 1. 3/5 vote required to approve resolution

Karen Murphy  
City of Midland Department of Public Services



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October 23, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

The Macomb County Purchasing Program solicits bids for light and medium duty vehicles, including police patrol units on a bi-annual basis. Vendors statewide, including local dealerships, are eligible to submit bids through this program. Staff experience has shown that the bid prices from the Macomb County Purchasing Program are lower than what could be solicited locally due to the volume purchasing that occurs under this program and the City of Midland is authorized to make purchases through this cooperative purchasing program.

One of the Police Department’s front line patrol vehicles, unit 1-47, was involved in a traffic accident in early October 2018 that caused severe damage to the left rear quarter panel of the vehicle. The patrol car, a 2017 Dodge Charger with 45,128 miles, was deemed a total loss by the insurance adjuster. The City’s insurance company has since issued a check to the City for \$22,167.00 in replacement value. As the vehicle was not scheduled for replacement until FY 2020/21, the Equipment Revolving Fund has been collecting monthly amortization toward future replacement of the unit since it was put into service. These amortization funds, along with the amount received from the insurance company, will cover the cost of the replacement patrol vehicle.

Therefore, we recommend that City Council authorize a purchase order in the amount of \$29,168.00 to Macomb County’s selected vendor, Signature Ford of Owosso, Michigan, for the purchase of one Ford Police Interceptor Patrol Vehicle to replace unit 1-47.

Respectfully submitted,

Karen Murphy  
Department of Public Services

Tiffany Eddy  
Finance Department



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BY COUNCILMAN

WHEREAS, Police patrol car unit 1-47 was totaled in a vehicle accident in October and needs to be replaced; and

WHEREAS, bids for police patrol vehicles are solicited by the Macomb County Purchasing Program on a bi-annual basis and the City of Midland is authorized to make purchases from this cooperative purchasing program; and

WHEREAS, the City’s insurance company has provided the City with \$22,167.00 in replacement funds; and

WHEREAS, the Equipment Revolving Fund has been collecting amortization toward future replacement of unit 1-47 since it was put into service; and

WHEREAS, the amortization funds coupled with the replacement cost paid by the City’s insurance company will cover the cost for the replacement patrol vehicle; now therefore

RESOLVED, that the Assistant City Controller is authorized to issue a purchase order to Macomb County’s selected vendor, Signature Ford of Owosso, Michigan in the amount of \$29,246.00 for the purchase of one Ford Police Interceptor Patrol Vehicle to replace unit 1-47, all in accordance with the Macomb County Purchasing Program’s proposal and specifications.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yeas vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk

**Backup material for agenda item:**

14. \* Purchase of turf mowers and tractor. MURPHY

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Purchase of turf mowers and tractor

**INITIATED BY:** Department of Public Services

**RESOLUTION SUMMARY:** This resolution authorizes the following purchase orders based on pricing from the Sourcewell Cooperative Purchasing Program for the purchase of two commercial 4WD turf mowers and one 4WD agriculture tractor as replacements for existing units in the Equipment Revolving Fund:

- Lingle Equipment of Saginaw, Michigan, in the amount of \$22,983.03 for the purchase of one 4WD turf mower
- Spartan Distributors of Sparta, Michigan, in the amount of \$110,719.70 for the purchase of one 4WD wide area mower
- Flint New Holland of Flint, Michigan, in the amount of \$88,400.10 for the purchase of one 4WD agriculture tractor

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Resolution

**CITY COUNCIL ACTION:**

1. 3/5 vote required to approve resolution

Karen Murphy  
City of Midland Department of Public Services



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October 23, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

The Sourcewell Cooperative Purchasing Program (formerly known as the National Joint Purchasing Alliance - NJPA) solicits competitive bids on behalf of over 50,000 government, education and nonprofit organizations. Bids are solicited on a biannual basis through this program for commercial mowers and agriculture tractors, and agriculture and equipment dealerships statewide are invited to submit bids, including local dealers. Staff experience has shown that the bid prices solicited by Sourcewell are lower than what could be obtained locally due to the volume purchasing that occurs under this program and the City of Midland is authorized to make purchases through this cooperative purchasing program.

Each year the Fleet Manager and the Vehicle Maintenance Supervisor re-evaluate the condition, mileage, utilization, and maintenance cost of every vehicle in the fleet to determine whether it is cost-effective to keep the vehicle in the fleet for an additional period of time or if the vehicle needs to be replaced. Through this process the following units were identified as meeting the criteria for replacement:

- Two 4WD turf mowers - units #411 (2009 model) and #429 (2001 model)
- One 4WD agriculture tractor - unit #462 (2002 model)

These units have high mileage and are in poor physical condition based on age and regular usage. One 4WD mower is used by the Landfill to maintain the Landfill entrance and to mow other areas where the large agriculture tractor mower cannot access. This mower has been increasingly expensive to keep in operation and is being replaced with a similar design. The other mower is a wide area 4WD mower used by the Parks Department on a daily basis during turf growing season and during the fall when mulching leaves is required. The unit has met usage expectations and has required extensive maintenance. The agriculture tractor pulls a 15' wide mower to maintain the Landfill's turfed slopes including over 90 acres of closed and current cells, over 40 acres of farm land and approximately 1.5 miles of gas pipeline connecting the Landfill and the Wastewater Treatment Plant. The tractor is also used at the Wastewater Plant overflow pond/berm to perform maintenance and for plowing snow during the winter season.

C. Bradley Kaye  
Page Two  
October 23, 2018

Bid prices have been received from the Sourcewell Cooperative Purchasing Program for this grounds maintenance equipment as follows:

<i>Equipment Type</i>	<i>Vendor</i>	<i>Total Cost</i>
1 – 4WD Turf Mower	Lingle Equipment, Saginaw, MI	\$22,983.03
1 – 4WD Wide Area Mower	Spartan Distributors, Sparta, MI	\$110,719.70
1 – 4WD Agriculture Tractor	Flint New Holland, Flint, MI	\$88,400.10
<b>TOTAL BID PRICING:</b>		<b>\$223,102.83</b>

Sufficient funds are included in the FY 2018/19 Equipment Revolving Fund’s Capital Outlay account for the purchase of these units. Therefore, we recommend that the Assistant City Controller be authorized to issue purchase orders to Sourcewell’s selected vendors as follows:

- Lingle Equipment of Saginaw, MI in the amount of \$22,983.03 for the purchase of one 4WD turf mower
- Spartan Distributors of Sparta, MI in the amount of \$110,719.70 for the purchase of one 4WD wide area mower
- Flint New Holland of Flint, MI in the amount of \$88,400.10 for the purchase of one 4WD agriculture tractor

The units being replaced will be sold through the online auction process.

Respectfully submitted,

Karen Murphy  
Department of Public Services

Tiffany Eddy  
Finance Department



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BY COUNCILMAN

WHEREAS, bids for turf and agriculture equipment are solicited by the Sourcewell Cooperative Purchasing Program on a biannual basis and the City of Midland is authorized to make purchases from this cooperative purchasing program; and

WHEREAS, sufficient funding for the purchase of two 4WD turf mowers and one 4WD agriculture tractor is included in the FY 2018/19 Equipment Revolving Fund Capital Outlay account as replacements for existing aging, high maintenance units; now therefore

RESOLVED, that the Assistant City Controller is authorized to issue purchase orders to Sourcewell's selected vendors, Lingle Equipment of Saginaw, Michigan, in the amount of \$22,983.03 for the purchase of one 4WD turf mower; Spartan Distributors of Sparta, MI in the amount of \$110,719.70 for one 4WD wide area mower; and Flint New Holland of Flint, MI in the amount of \$88,400.10 for the purchase of one 4WD agriculture tractor, all in accordance with the associated cooperative purchasing program's proposals and specifications.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yea vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

---

Selina Tisdale, City Clerk

**Backup material for agenda item:**

15. \* Sale of surplus Landfill waste handling dozer. MURPHY

**SUMMARY REPORT TO MANAGER**  
for City Council Meeting of October 29, 2018

**SUBJECT:** Sale of surplus Landfill waste handling dozer

**INITIATED BY:** Department of Public Services

**RESOLUTION**

**SUMMARY:** This resolution authorizes the sale of a surplus waste handling dozer via GovDeals online auction if the sale price offered exceeds \$50,000 in accord with Sections 2-23 and 2-24 of the Midland Code of Ordinances.

**ITEMS ATTACHED:**

1. Letter of Transmittal
2. Resolution

**CITY COUNCIL ACTION:**

1. 3/5 vote required to approve resolution

Karen Murphy  
City of Midland Department of Public Services



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October 23, 2018

C. Bradley Kaye, AICP CFM  
City Manager  
City of Midland  
Midland, Michigan

Dear Mr. Kaye:

Unit 6-49 is a 2005 Caterpillar waste handling bull dozer used by the Landfill operation. The unit was recently replaced due to age and condition. The Fleet Manager has listed the surplus dozer on GovDeals, an online auction site used by the City to efficiently sell surplus equipment and vehicles. The City has received very favorable salvage prices using GovDeals as it reaches out to such a broad audience of potential buyers. In researching units similar in age, condition and hours of use as unit 6-49, the Fleet Manager has seen price listings ranging from \$80,000 - \$125,000. Conservatively, the Fleet Manager believes the City’s unit could sell for \$50,000 or more.

With the nature of online sales, GovDeals closes a bid and gives the most favorable bidder 5 days to pay for their purchase. In order to comply with City guidelines and GovDeals’ rules, I am seeking Council approval now for the potential sale of the dozer. If the online bidding exceeds \$50,000, the Fleet Manager wants to be able to move forward with the sale right away. The online listing for the dozer ends on November 2, therefore I am seeking City Council approval under Sections 2-23 and 2-24 of the City of Midland Code of Ordinances to authorize the sale of the dozer via online auction in advance should the best bid offer received exceed \$50,000. If the best bid price offered does not exceed \$50,000, the Fleet Manager may opt to hold onto the dozer and rebid it at a later date to perhaps attract different bidders.

Respectfully submitted,

Karen Murphy  
Department of Public Services

Tiffany Eddy  
Finance Department



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BY COUNCILMAN

WHEREAS, unit 6-49 is a Landfill waste handler bull dozer that was recently replaced through the Equipment Revolving Fund and is now a surplus item; and

WHEREAS, the dozer is currently advertised on GovDeals online auction site with a closing auction date of November 2; and

WHEREAS, the Fleet Manager is anticipating the dozer to receive purchase offers in excess of \$50,000; and

WHEREAS, Section 2-23 of the Code of Ordinances requires City Council authorization for the sale of surplus personal property in excess of \$20,000; and

WHEREAS, Section 2-24 of the Code of Ordinances allows for the sale of personal property at public or governmental auctions; now therefore

RESOLVED, that City Council authorizes the sale of unit 6-49 via GovDeals online auction should the best offer received exceed \$50,000 all in accord with Sections 2-23 and 2-24 of the Code of Ordinances.

YEAS:

NAYS:

ABSENT:

I, Selina Tisdale, City Clerk, City of Midland, Counties of Bay and Midland, State of Michigan, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by a yeas vote of all the Councilmen present at a regular meeting of the City Council held Monday, October 29, 2018.

\_\_\_\_\_  
Selina Tisdale, City Clerk