

**REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, APRIL 21, 2025, AT 7:00 P.M.**

Mayor Fischer called the meeting to order at 7:00 P.M.

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Fischer, Mayor Pro Tem Casey, Council Members Gurumurthy, Heintz, Smith, Staudt, Thomas

ALSO PRESENT: Victor Cardenas, City Manager
Danielle Mahoney, Assistant City Manager
Tom Schultz, City Attorney

APPROVAL OF AGENDA:

CM 25-04-51 Moved by Smith, seconded by Gurumurthy; MOTION CARRIED: 7-0

To approve the agenda as presented.

Roll call vote on CM 25-04-51	Yeas: Casey, Gurumurthy, Heintz, Smith, Staudt, Thomas, Fischer
	Nays: None

PUBLIC HEARINGS: None

PRESENTATIONS: None

CITY MANAGER REPORT: None

ATTORNEY REPORT: None

AUDIENCE COMMENTS: None

CONSENT AGENDA REMOVALS AND APPROVALS:

- A. Approve Minutes of:
April 7, 2025 - Regular Meeting

- B. Approval of the final payment to Cadillac Asphalt LLC for the Thirteen Mile Road Rehabilitation project, Meadowbrook Road to M-5, in the amount of \$25,806.00, plus interest earned on retainage.

- C. Approval of the final payment to DeAngelis Diamond Construction for the Jessica's Splash Pad at Bosco Fields project, in the amount of \$52,400.00, plus interest earned on retainage.

- D. Approval to award engineering design services to Spalding DeDecker for the design of Novi Road Median Drainage Improvements, 12 Mile Road to 13 Mile Road, in the amount of \$53,602.

- E. Approval of a Storm Drainage Facility Maintenance Easement Agreement for Driftwood Bar & Grill located on the east side of East Lake Road and south of Fourteen Mile Road (parcel 50-

22-02-126-013).

- F. Approval of a Warranty Deed to dedicate 43 feet of half-width right-of-way along the north side of Eleven Mile Road and to dedicate 60 feet of half-width right-of-way on the east side of Wixom Road from the Novi Community School District as part of the Novi Middle School Addition project (parcel 50-22-17-300-021).
- G. Approval of the Street Lighting Purchase Agreement with DTE Electric Company for the installation and ongoing operation cost of two (2) decorative streetlights located at each entrance of the Townes at Main Street development, and approval of a Street Lighting Agreement with Pulte Homes of Michigan LLC, for the sharing of installation costs per the City's Street Lighting Policy.
- H. Enter Executive Session immediately following the regular meeting of April 21, 2025, in the Council Annex for the purpose of discussion of the acquisition of real estate property and union negotiations.
- I. Approval of claims and warrants – Warrant 1178

CM 25-04-52 Moved by Casey, seconded by Thomas; MOTION CARRIED: 7-0

To approve the consent agenda as presented.

**Roll call vote on CM 25-04-52 Yeas: Gurumurthy, Heintz, Smith, Staudt,
 Thomas, Fischer, Casey
 Nays: None**

MATTERS FOR COUNCIL ACTION:

- 1. Consideration of approval of the final payment to Cadillac Asphalt LLC for the Industrial Roads Rehabilitation project, in the amount of \$110,941.00, plus interest earned on retainage.**

CM 25-04-53 Moved by Thomas, seconded by Smith; MOTION CARRIED: 7-0

Approval of the final payment to Cadillac Asphalt LLC for the Industrial Roads Rehabilitation project, in the amount of \$110,941.56, plus interest earned on retainage.

**Roll call vote on CM 25-04-53 Yeas: Heintz, Smith, Staudt, Thomas, Fischer,
 Casey, Gurumurthy
 Nays: None**

- 2. Consideration of approval to award the East Lake Drive Drainage Improvements project contract to Springline Excavating LLC, the low bidder, in the amount of \$236,115.**

CM 25-04-54 Moved by Smith, seconded by Thomas; MOTION CARRIED: 7-0

Approval to award the East Lake Drive Drainage Improvements project contract to Springline Excavating LLC, the low bidder, in the amount of \$236,115.

Roll call vote on CM 25-04-54

**Yeas: Smith, Staudt, Thomas, Fischer, Casey, Gurumurthy, Heintz
Nays: None**

3. Beck Road Discussion

City Manager Cardenas stated they're looking for a direction on the next steps. Just as reminder of the environmental assessment, which Director Herczeg will often refer to as the EA, is currently in play right now. There's a public hearing scheduled in a couple of weeks that will hopefully be the end of that EA process. They're looking for direction to help guide them as they go back and do more research and come back with additional information. Director Herczeg is the expert on this so he will welcome him to the podium, and he can give his brief presentation and then entertain questions as he's sure there'll be lots of them. He commended Director Herczeg and his team as they've been working on this for many years.

Director Herczeg said most of the information in the packet in terms of the schedule of the environmental assessment, the EA, is pretty accurate. There's been a few tweaks here and there over the last few weeks. They had meeting with them in hopes of keeping their schedule, which is tight. They're currently waiting for federal execution so they can schedule the date that City Manager Cardenas referred to for the public hearing, which is pretty much the last step in environmental assessment. So as a reminder, they've partnered with Wixom on this as a larger regional effort. There is a lot of time and effort from staff and their consultant during this process. This ultimately makes them eligible for federal funding, which is important for them because they have \$4.7 million earmarked for the segment from Eleven Mile to Grand River so a lot of things still in play at that EA level. There's some issues with what's going on at the federal level right now, trying to work through those, and he will keep Council updated as that process continues. As long as they're obligated, they can then go out to bid for that project late fall 2025 or early spring of 2026 and do that segment which is basically matching the same five lane profile at Grand River with a potential roundabout at Eleven Mile. They're designing to that currently because that needs the most right away. That's part of the EA and they want to make sure they cover all their bases. They can always walk that back to a regular signalized intersection. They can have that discussion as they move to design. He reread the March memo and attempted to lay out some recommendations in terms of the future. They made a lot of strides last year and then recently by doing their preservation overlays. They knew they had condition problems north of Nine Mile and all the way to Grand River. They addressed that with two miles of preservation overlay that they did last year, which is a deeper fix. They talked about it when he presented north of Eleven Mile, which was more of a maintenance and not going to give them a long lasting product but it's going to buy them time through, either to direction, in 2026 or beyond if necessary. The memo points out a couple of options. They got congressionally directed spending in 2022. There's an effort involved there and that's a moving target with administrations. They change the names of those grants, they change the priorities and then in the criteria, as administrations change. Currently the most likely funding mechanism for that project would be build. That's what it's called right now and that's the one they've applied for a few times and lost. They could continue to do that post

the EA, they'll be in a position where they can get the federal funds. However, if they do get it, then they will be on the hook for the match. The match could be anywhere from 80% federal all the way down to about 50/50. Their experience has been most of these projects end up being around 50/50 by the time you're done. This will also be considered a smaller project in scope in terms of that grant platform. There's a lot larger projects that have been at least awarded in the past nationally that they're competing with. They don't need action or decisions to be made on that because once the EA's done, then they can have that conversation again. There's also competing interests right now that Council's grumbling over for the future and how they're going to spend dollars. There are options that they can do besides widening, if that's the route they choose to take and that's just accessing the federal local funds which they've done successfully over the last three or four years. They can include selective widening, like they did on Nine Mile and Wixom with center left turn lanes all the way. Safety improvements will score points and then they'll be able to access that fund and in the memo, it calls out about \$6 million per site. That's an estimate that they have now. Again that would likely end up in a 50/50 share. So it'd be \$3 million for the city, \$3 million for the for the local FAC if they to follow that route. That obligation route is usually in a five year window and he believed the next call would be 2031, which isn't a big deal if they decide to shift gears at some point because they can always advance construct. That just means they'll build it before they get paid and they'll get paid back later. He thinks that would probably be manageable with a project that size, not at the same time, but segment by segment. That is a likely candidate to score high and probably get some kind of funding if in that scenario they go that route. The third option is they could just do away with trying to go after federal funding regardless if they selective widening or different project and funding it themselves through the road funds. That might be a little bit more difficult because there's legislation right now that he knows has passed in the House that is looking at significant changes to Act 51 money. If that goes through as is, which he doesn't believe will, it would be a game changer for not just for Novi but a lot of local governments. That would increase their Act 51 significantly. He didn't want to speak out of turn because he believes it's House or the Senate right now. It'll be mulled over as part of the 2025 state budget. That is also out there for considerations in the future. He's not looking for specific direction. They can take the conversation anywhere Council wants to go. He'll do his best to answer all the questions.

Mayor Pro Tem Casey said she could go back to 2015, when they have started having some really serious conversations about the need to do something with Beck and Director Herczeg said it actually goes back to 2006 but she haven't been around that long so she's going to go back to what she knows which is that they have been talking about this since 2015 and thinks that there are two reasons; number one, she thinks they recognized that Beck Road needed work done on it but that was from a road condition perspective and then the conversation became they knew they were going to need to do some major work. Now is the time for them to think about making some changes to the road structure itself so this has been a long project ongoing. She said they have put in a ton of work to get to where they are today. They had made some decisions as a council several years ago where they really put an emphasis on trying to get federal funding because they know this is an expensive project and they said let's see if they can't get some money coming back into this community to help them do this work. They put in a lot of effort to get that federal funding and obviously they weren't successful, other than the segment that they're talking about right now between Eleven Mile and Grand River, but they still have south Eleven Mile down to Nine Mile to resolve. The comments she'd like to put on the record are these: she would like them to continue to push hard to get federal funding but also thinks that there's going to come a point in time, and she would ask Director Herczeg to tell them when that point in time is, they're going to have to make a decision that says either they got federal funding and they're going to proceed or they're going to hit a date where they're going to have to say they're not

getting federal funding and they're going to have to be ready to fund this themselves or find another mechanism. They can't keep letting this go down the road and allowing this to drag out because they've continued to focus only on trying to get federal funding. She suspects four to six years from now, they will no longer have the opportunity to continue to hope and keep their fingers crossed and maybe try to do another overlay because she doesn't know that the road condition can even take another patch, or another fix the way they did last year. Her plea is that they find out what that date is where they either say they've gotten federal funding and they're going to proceed or they have a solution for how they're going to fund it, and they're going to proceed that way. She doesn't know if that date is two years from now or three years from now but when they've had a chance to plot it on a calendar, please keep them moving in that direction of making a decision. She asked Director Herczeg what else can they do to the road as it exists today? Can they do another overlay? Is that something that would even help them out or are they really in that position where the road itself needs to be reconstructed? Director Herczeg responded they haven't done any bores recently, but the short answer is yes, they can do an overlay. He just doesn't know the life expectancy and then what is the return on their investment there? Because if they do another overlay on just one segment say it's \$1 million today in today's dollars and they're looking at a \$3 million cost share to do a selective widening project, it probably makes more sense to go after that route. Having said that, they could do a little more significant mill, an overlay, given conditions are appropriate, but they'd have to do a little more investigation. Mayor Pro Tem Casey said she appreciated that. She has been to all but one of the public hearings, she's talked to the residents, and she's heard the concerns. She thinks the plan that they have been executing for several years now is still the right plan. I just want to make sure that they get a mechanism to hold themselves accountable, to make a decision if they can't get the federal funding. She would hate to continue to put money into Beck Road knowing that they're just fixing a problem. She concluded by thanking Director Herczeg for his information for keeping them on track with what they need to get done.

Member Thomas said there are a couple different options in reading through all of the information. Obviously they want to bring as much money back into the community as possible and they have the idea of pursuing federal funds and she thinks that overall, they do need to have the road constructed appropriately, a full overhaul of the road to make sure that it is good and ready to go for, long term. She said in regard to the funding, option one they're talking about federal funding to do the road with the expansion and the other option is FAC, Oakland County Federal Aid Committee and asked if that state funds. Director Herczeg replied that it's federal funds trickled down to the locals through that committee. Member Thomas then asked if it possible to go down parallel paths and say they'll go whichever route gets them the money. Director Herczeg responded that they wouldn't want to go down parallel paths and have two obligations at the same time. He's not saying that it would be a disaster, but they wouldn't want to take from another community and then pull back in their funding. Again, say they applied for the federal widening dollars again in 2025, that obligation and that construction is probably a good 3 to 4 years out at a minimum and that's probably just for one segment unless for some reason they went got all in and got all the money. There's timelines in both of them and trying to align one of them together in hopes that you get one and not the other one is a little dangerous okay. Member Thomas said fair enough and asked if there any idea of the level of possibility that one is much more significantly likely than the other? Director Herczeg replied it's hard to say and federal grants are very tough to get a read on. The two times that they applied they had follow up meetings with Federal Highway and the project was one of the ones that they highlighted as in they did everything right, all the boxes were checked, they loved the project but just not like that. If he had to predict, obviously the local Oakland County federal money is going to be easier to get. However, that can only be used for rehab and that means not a total reconstruction. That's the limiting factor. They

can't get local Oakland County money to do a complete reconstruction to widen. That's not an option. He just wanted to make that clear. Member Thomas said her thought on this is they should probably try to get the full reconstruction with the widening. She thinks that to prepare themselves for the future, to make sure that they're ready for the things that come next, for the increase in their community and the increase in traffic, she thinks having it rebuilt and widened, hopefully with federal or federal funding, would probably be the direction. She wouldn't want to say any place where they can get money and they can increase the longevity of the roads is great, but thinks that overall, the federal option would be her choice, if they had a choice.

Member Heintz said that when he was a grad student, he would apply for grants, big and small, he was fortunate enough to have a fun topic like study chimpanzees, where I was fortunate enough to having had to decline that grant that because that was never funded. Unfortunately roads aren't as sexy of a topic and it's hard to get funding for everything. He's still trying to understand trying to apply for grants big and small, federal and local. He wanted to know if they were to apply for federal funding and local funding, couldn't they just say thanks, but no thanks if they got more than they needed or does different types of funding require different types of actions. Director Herczeg responded that there's a commitment and a resolution that they'd have to adhere to when they enter into or attempt to get federal funding. The short answer is no, you can't just hope and then say no thank you if they get it. Member Heintz said that then makes it so they really have to commit to a certain pathway. He definitely agrees with what's been said before about the focus of trying to get federal funding. He's not traveled on Beck as much every now and then when he's had to pick up his daughter around 5:00 and it's not too bad when driving down Beck but understands that's a lot to play with. He was curious when it came to budget planning, knowing that there might be a point in time they're going to have to figure out what they're going to need to do on their own, would it be advisable for them to try to earmark some money, in their general fund to just have money on reserve to be ready for if they need to pay for a larger project than they want to. Director Herczeg said he thinks that conversation happens after the EA's complete a there's a clear attempt to go after federal dollars on that because it's probably a big ask, in terms of match. If it's say \$23 million, it's a \$11.5ish million dollar match from a city which is basically what they spent roads funds on all projects last year. Member Heintz said he appreciated all the hard work that's been gone into this and hopefully they will get some success soon and knows that's easier said than done.

Member Gurumurthy said Beck Road is one road that she uses a lot and has experienced all the congestion during specific times. She's read through the public meetings as well and the data is pretty clear that 70% said traffic congestion is one of the biggest challenges and 48% said that Beck Road needs the most safety improvement. It's pretty clear and she's with other speakers that's clear they do have to do something with Beck Road in the future. She's inclined towards supporting the widening as well. With respect to the funding, if they get the federal funding the City still has to shell out the 12 million but if they don't, it's around \$23 million. She knows it's very hard but wanted to know how long it normally takes, if they're talking about widening, for them to know the results when applying for a fund. Director Herczeg replied that in the past, application are due in December/January and the funds are usually awarded in April or May that particular fiscal year. Whatever year that they would attempt to do, there would be an obligation year attached to that which is usually four or five years past the date that. If they did it in 2025, the obligation date would likely be 2030 or somewhere in that magnitude. Member Gurumurthy said that is good because the PPO for them right now goes through 2030. Director Herczeg said he feels pretty good about the two segments that they did the deeper fix on and they're going to get at least four years out of those, if not five, and they'll know quickly if it starts to deteriorate and

they'll see that maybe that's not such a great idea to revisit for that particular road. That depends on the structure below the road. They don't really know what's going on in there until they do some soil bars and get deeper into design for everything but 203 is a pretty accurate estimate before there would be another round of deterioration that they would need to address. Member Gurumurthy said that there's a lot of activity going on between Eleven Mile to Grand River and asked if the ideal target would be to apply this year or next year. Director Herczeg asked if she meant that just because there's already work associated with the project there's have a better chance and he said the answer is it depends. You never know who else is going to be at the trough and competing for that money. This project would be considered smaller in terms and there's a couple few hundred million dollar projects that were awarded in that same funding mechanism. She was going to ask about splitting the two segments, but Director Herczeg already answered that this is a smaller project in scale compared to others. She inquired if there would be an advantage to splitting and applying? Director Herczeg said that at the federal level for the widening, he thinks they package it all altogether. It may not be constructed that way, but it may be constructed segment per year, but they would package it as one. Member Gurumurthy said they want to go after the funding, but it would be very beneficial to understand option B, for example, they don't get any funding and wanted to know what some of the options are. It will be nice to prepare themselves so that they can understand and align before whenever that decision making date is.

Member Smith wanted to confirm they were talking about widening from Ten Mile to Grand River, five lanes, center turn lane, and roundabout at 11 Mile. Director Herczeg said currently the only segment that they have the earmark for widening is up to Eleven Mile and the completed EA is from just south of nine Mile to Pontiac Trail and that they're teaming up with Wixom as they are also part of the environmental assessment. Member Smith said he definitely would like to pursue federal money, and if it's not available, they definitely need to fix the thing. As soon as they can find out which answer that's going to be, the better.

Member Staudt said he's been hearing this for a long time. He said he thought his mind has changed three or four times during the last 18 years. He inquired if they were envisioning putting roundabouts in at Nine Mile also. He's assuming if they did it that at Eight Mile it would be extremely complex because Wayne County's involved and with Ten Mile, Oakland County's involved. The only one they could do unilaterally is Nine Mile, he's assuming. Director Herczeg said there are preliminary ideas regarding roundabouts except for Eight Mile on the entire corridor. That doesn't mean they'll all fit or they're all work better than a signalized intersection. Member Staudt wanted to know how they make decisions about Beck Road if they don't know what the future of Ten Mile between that and Napier is because the traffic that's coming out of Lyon Township right now is fairly heavy, but it's only going to get worse. They're going to build many, many more homes. The Links of Novi is going to be someday real, and Ten Mile Road is every bit as bad as Beck Road. He's not quite sure where all the vehicles are going on Beck Road. He drove it for almost ten years and now driving out Ten Mile Road at 5:00, he would think that his concerns are almost more for Ten Mile than Beck. He wanted to know what's the future of Ten Mile Road and how do they make decisions about the future of Beck Road, if they don't have any idea what the future of Ten Mile is. Director Herczeg said he's going to guess the future of Ten Mile. There's no discussions currently about the widening. That project with Novi from Haggerty to Meadowbrook where they did the widening, and they did that scoping study with RCOC that identified some other areas, but he didn't think there's appetite or interest for widening anytime soon. He's speaking out of turn, and this isn't about having a conversation with RCOC regarding that. There will probably be some impact to be discussed on Ten Mile. Member Staudt said this as the RCOC's future is evolving and decisions about winding roads that are the county's

responsibilities become more political and there are more people involved because right now the RCOC is not worried about the repercussions at the polls. If this moves to the Oakland County Commission, there's going to be a whole different view of the world, and it's going to have a lot more to do with voters and their likely dollars. He can't believe they haven't at least dug into this because them building a multi-lane road down Beck without consideration to what's happening on Ten Mile is kind of strange, actually in his mind. He's also realistic. He wouldn't count on one penny of federal dollars for Beck Road. He thinks that they're going to have to come up with their own solution, whether that's millage, whether it's a series of road projects that are important to them where they do Beck and maybe two or three other major projects at the same time. The feds aren't going to come and bail them out. He wanted to know what Director Herczeg's view was on the fact that Wayne County Road Commission and Northville Township have shown zero interest in doing any widening of their road through their jurisdiction. Director Herczeg responded that he guessed the question would be, what is the return on investment for Novi to widen within their limits if there's no improvements north or south. There's a first step to every regional project and clearly it would be a safer road, it would be a reconstructed road. He couldn't speak for what's happening south of it now and what will ever happen there because they divorced themselves from them as part of the EA based on what they're hearing from their public. Member Staudt said instead of doing the EA from Six Mile up to Pontiac Trail because they heard Northville Township and Wayne County Road Commission had no interest, they didn't even bother doing it. It's pretty sad. He asked Director Herczeg if he ever envisioned a roundabout at Eight Mile and Beck and Director Herczeg responded they haven't talked about roundabout options since they've been embroiled in the EA for so long. They're just trying to get that to the finish line. He thinks the next step is talking about what will and won't work for roundabouts. He wanted to know if that is something that Council is interested in in terms of design. Member Staudt said they would have absolutely nothing to say about widening Ten Mile between Beck and Napier. Director Herczeg wanted to say that at some point there was conversations regarding widening the entire stretch from Haggerty all the way through to Napier. They can certainly revisit that with their RCOC as part of their strategic planning in terms of what RCOC's plans are. The way it was left with them was the preservation overlay they did was going in and there wasn't any plans for one. Member Staudt said that as a result of the large residential population abutting Beck Road and it significantly increasing during the past 10 or 15 years, there's a lot of negative feedback from those residents and he doesn't blame them in a lot of respects because when residents built their very nice homes along Beck, they never envisioned it to be a four or five lane road where there would be semis going down that in the middle of the night. Everybody's fear is that it's going to be a connector between highways 96 and 14. He doesn't know that that's not some major concern for many of them. He would like to see something more subdued than that. He would really like to see sidewalks pathways on both sides of whatever's constructed. They've done that along the Eight Mile corridor between Beck and Napier. It's been very positive. He thinks having sidewalks along that stretch would be really good. Anybody who's going to sit back and wait for the feds to bail them out, they're going to be here as long as I've been here hearing the same thing. Never stop going after the money, but he thinks that at some point they really need to start thinking about what it is that they can afford to buy and thinks that it's going to have an effect on whether it's a two lane, three lane, four lane, whatever it's going to be. In the end, he believes that taxpayers are going to end up paying for it in some kind of a millage. Not a big part of the City benefits from Beck Road and that's one of things that they must be careful to remember. He lives closer to Haggerty and hasn't been on Beck Road for two years so it's not an everyday for him. Now for them, Ten Mile to Haggerty to Novi Road might be every day, even though they don't live anywhere near them. He thinks they need to take that into consideration. He's for some level of widening. He'd be happy to see that they're going to go with the wider road between Eleven Mile and likes the idea of a roundabout there. Council at some point is going to have to step up and

say they're done waiting and they're going to take care of this, and they need to deal with it. He's probably more of an option three than anything else, but there's a lot to think about, a lot to talk about. They've all been through Bek Road visioning sessions, and some people love widening making it a freeway and others don't want them to do anything. They have to find something in between.

Mayor Fischer said there had been a couple terms and things thrown out and wanted to make sure he fully understood. He said Director Herczeg talked about direct federal funds and that that would be the only way they would be able to do a full reconstruction. Director Herczeg said that other than using Novi dollars and self-funding. The Oakland County Federal FAC dollars are dedicated for rehab projects only you can't do any widening or reconstruction with that program. The Mayor then asked Director Herczeg to talk about what he meant by selective widening and that would fall only under option 1 or 3. Director Herczeg replied that option 1 would not be selective, it would be the full four or five lane boulevard. The Mayor said the reality of what they're looking at in option one is the four lane boulevard, full reconstruction and direct federal dollars and the Director responded, yes. The Mayor then said if he was a fan of something lesser, they can't go for federal dollars and if he is to understand, select widening is the only option to fund that would be their own dollars. Director Herczeg said to clarify, when he said select widening, very similar to Nine Mile, Wixom, the project with RCOC on Ten Mile, they would call that selective widening is where the limits of the road are really not that expanded. They may gain shoulder, a little bit of right away to put, center left turn, decels in, other safety measures, intersection improvements, that would be selective. He wouldn't call them short term but in the scoping study, they may be referred to as a short term project that would be eligible in the Oakland County committee program, because that's basically what they've done with all the segments that they've funded. The Mayor asked if he were more of a fan of doing something like they did between Haggerty and Meadowbrook on Ten Mile, that could be done with the FAC dollars? Director Herczeg replied reasonably, yes but there's a point when it becomes a reconstruction and that that program is very limited on dollars and the City will bear more of the cost. In an ideal world, you get an 80/20 share because all you're doing is a rehab. They have been exercising those fundings and going a little bit farther. So it's more like a 50/50 match and he would expect it would be more like that, maybe even more on the cost on the end of Novi. The Mayor said he thinks that clarifies which project fall into which bucket. He then inquired what was the rationale for the EA not including the segment between Eight and Nine Mile. Director Herczeg replied that it's a shared jurisdiction with Northville. They were becoming an impediment to the environmental assessment. The Mayor said the point he struggles with is that the current plan as far as the full four lane boulevard, he would like to see other options of less impact. He sees the model Ten Mile and what happened there as something that's more palatable. He doesn't know that the residents in that area or the residents overall want to pay for capacity to make this a full thoroughfare. He was under no impression that Wayne County and Northville were going to do anything to support. The impact of a full-fledged widening concerns him given that he doesn't think that the bottleneck will be actually fixed. So count him as hesitant. Even going for the federal funds, he thinks they need to look at a couple different options as to what a lesser project that still does some traffic mitigation might be. He thinks they're not necessarily giving motions tonight but hopefully each of them have given some direction on where they would fall if the funds did become available.

Member Staudt asked if they got a significant federal grant, are they then required to use it for a full boulevard, foreign lane reconstruction? Director Herczeg didn't believe so. The current EA option is the full width boulevard. He can revisit that to determine, as the Mayor pointed out, perhaps smaller options this year. It may be once the EA's done, and they're federally funded, reducing the width is still an option for federal funding under the bill. He'd have to clarify that as

he's not 100% sure. Member Staudt wanted to know what the cost between Haggerty and Meadowbrook was and long of a stretch was it. Director Herczeg wanted to say \$6 million, and it was a mile long stretch. Member Staudt said that had a lot of reconstruction, bridges and all kinds of things. Director Herczeg commented that it had a lot of non-motorized work too. Member Staudt then commented that they're not looking to do Beck like they redid between the Haggerty and Meadowbrook or are they because there's still ditches there. There was some significant reconstruction, but nothing approaching what it could have been. So when somebody says it's going to cost \$13 million a mile, what does that mean? What does the \$13 million mile get them? Director Herczeg replied that when looking for those segments, that's the full reconstruct boulevard, curb and gutter. Member Staudt said if anybody's watching from the highway people, they love the fact you're funding Eleven Mile to Grand River, and they appreciate it beyond belief. But it would be a lot less expensive if they went with three lanes and put sidewalks in and didn't go with the full rebuilding. Maybe the road base is rebuilt, but there's no sewers there. There's probably some bridges along there, he would guess, but it would be a lot less than the \$13 million mile. Director Herczeg replied he was guessing Member Staudt was probably falling between the rehab and the full recount so somewhere in between \$10 and \$12 million but again, it all depends. Member Staudt said from a taxpayer perspective and from a potential source of revenue it to do that, that's a big difference. He concluded by saying that he was more enthusiastic about spending \$6 million a mile than \$13 million.

AUDIENCE COMMENTS: None

COMMITTEE REPORTS: None

1. Ordinance Review Committee - Mayor Fischer

The Committee met right before this meeting and they had an interesting discussion on a few topics, one being the fireworks ordinance so look for that coming for first reading soon. Second was the childcare ordinance and they voted to go ahead and move forward with the childcare portion but eliminate the adult care changes. That will be coming back to Council for a first reading. They started some discussions on car washes as a use in the B-3 district so there's going to be some options coming back to ordinance review to discuss those further down the road. If someone is really interested, please check out the packet and get well versed on these topics.

2. Long-Range Strategic Planning Committee - Mayor Pro Tem Casey

She suspected they might be slightly more interested in this topic. The committee met last Monday, and they got a readout from Rebecca Ryan, their futurist, on the work that they did for the table sword exercise and the workshop that they'd had a couple months ago. Council should be getting that update in their off week packet this week. Thanks to Danielle for pulling that together and writing them a cover memo so they understand the feedback in the conversation that the committee had that will all be for you guys to read and digest. The committee itself will probably meeting in about three or four weeks because staff will be meeting with their supplier, Barry Dunn, and starting to pull together the project plan, doing the project kickoff. Once that happens, that will come to the committee to talk about the timeline and how they see the next steps to be taken.

MAYOR AND COUNCIL ISSUES: None

Council adjourned at 7:50 PM to enter into Executive Session with the intent of returning to open session.

The Regular City Council meeting resumed at 8:35 PM

CM 25-04-55 Moved by Staudt, seconded by Thomas; MOTION CARRIED: 7-0

Approval to move to direct the City Manager to finalize the documents necessary to complete the purchase of the two properties discussed in closed session and in the City Manager's memorandum to Council dated April 17, 2025, for signature by the Mayor and City Clerk.

Roll call vote on CM 25-04-55

**Yeas: Staudt, Thomas, Fischer, Casey,
Gurumurthy, Heintz, Smith
Nays: None**

ADJOURNMENT – There being no further business to come before Council, the meeting was adjourned at 8:36 P.M.

Cortney Hanson, City Clerk

Justin Fischer, Mayor

Transcribed by Becky Dockery,
Account Clerk

Date approved: May 5, 2025