

MUSKEGON COUNTY BOARD OF COMMISSIONERS
MUSKEGON COUNTY, MICHIGAN

AGENDA

SPECIAL FULL BOARD
Hall of Justice
990 Terrace, Muskegon, MI
December 2, 2014 - 4:00 PM

Kenneth Mahoney, Chair
Rillastine Wilkins, Vice-Chair

-
1. Call to Order
 2. Invocation
 3. Pledge of Allegiance
 4. Roll Call
 5. Approval of Agenda
 6. Public Comment (on an agenda item)
 7. Chairman's Report
 - Approve the Request of the Muskegon County Road Commissioners to Place a 1.5 Mill Levy on the February 24, 2015, Ballot
 8. Administrator's Report
 9. Old Business
 10. New Business
 11. Public Comment
 12. Adjournment

Public Comment

Persons may address the Commission during the time set aside for Public Comment or at any time by suspension of the rules. All persons must address the commission and state their name for the record. Comments shall be limited to two (2) minutes for each participant, unless time is extended prior to the public comment by a vote of a majority of the commission.

AMERICAN DISABILITY ACT POLICY FOR ACCESS TO OPEN MEETINGS OF THE MUSKEGON COUNTY BOARD OF COMMISSIONERS AND ANY OF ITS COMMITTEES OR SUBCOMMITTEES

The County of Muskegon will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting, to individuals with disabilities who want to attend the meeting upon 24-hours notice to the County of Muskegon. Individuals with disabilities requiring auxiliary aids or services should contact the County of Muskegon by writing or calling: Administration, 990 Terrace Street, Muskegon, MI 49442 (231) 724-6520

REQUEST FOR BOARD CONSIDERATION-COUNTY OF MUSKEGON

COMMITTEE Full Board		BUDGETED	NON-BUDGETED	PARTIALLY BUDGETED
REQUESTING DEPARTMENT Admin		COMMITTEE DATE December 2, 2014	REQUESTOR SIGNATURE	
SUMMARY OF REQUEST (GENERAL DESCRIPTION, FINANCING, OTHER OPERATIONAL IMPACT, POSSIBLE ALTERNATIVES)				
<p>Given the many decades of inadequate funding of the public road system in the state of Michigan, including Muskegon County public roads, the Board of County Road Commissioners have investigated means by which to supplement that funding in order to provide a more adequate business and user friendly system. That investigation revealed a lack of ability on the part of the Board of Road Commissioners to enhance revenue other than through a special county wide levy. Toward that end, the Road Board has worked with county staff and outside consultants to determine the feasibility of a county wide levy. The findings suggest that the best method of securing additional road funds is through a county wide millage. The Road Commissioners respectfully request that the County Board approve their request to place an issue before the citizens of Muskegon County to enhance funding for the public road system within Muskegon County. The specific ballot language for this request is attached for your review.</p>				
SUGGESTED MOTION (STATE EXACTLY AS IT SHOULD APPEAR IN THE MINUTES)				
<p>I move to approve the request of the Muskegon County Road Commissioners to place a 1.5 mill levy on the February 24th, 2015 ballot.</p>				
ADMINISTRATIVE ANALYSIS (AS APPLICABLE)				
<u>HUMAN RESOURCES ANALYSIS:</u>		<u>FINANCE & MANAGEMENT ANALYSIS:</u>		
<u>CORPORATE COUNSEL ANALYSIS:</u>		<u>ADMINISTRATOR RECOMMENDATION:</u>		
If motion originates from a Statutory Board, Authority or Advisory Committee, please provide the date the motion was approved by that Board/Authority/Committee				Date
AGENDA DATE: <i>12/2/14</i>	AGENDA NO.:	BOARD DATE: <i>12/2/14</i>	PAGE NO.	



Muskegon County Road Commission

7700 East Apple Avenue
Telephone (231) 788-2381

Muskegon, MI 49442-4999
Fax (231) 788-5793

Jack E. Kennedy
Chairman

Melvin L. Black
Vice Chair

John J. DeWolf
Commissioner

Lewis J. Collins
Commissioner

Gerald J. Walter
Commissioner

November 26, 2014

RE: Ballot Language

County Clerk & Muskegon County Board of Commissioners:

The following language is what we wish to have placed on the February 24 ballot. The language has been reviewed and approved by Muskegon County Road Commission counsel.

Shall the limitation on the total amount of taxes which may be levied against all taxable real and personal property within the County of Muskegon, as provided for by Section 6 of Article IX of the Michigan Constitution of 1963, the amount not to exceed \$1.50 per thousand dollars of taxable valuation (1.5 mills) for a period of ten (10) years, 2015 through 2024, inclusive, for the sole purpose of funding the repair, maintenance and improvements of primary roads, major streets, local roads, and bridges in each city, township and village in the County of Muskegon? The money raised can't be used for any other purpose. The proposal would increase property taxes for 10 years by a 1.5 mill county-wide, which would raise approximately \$6,750,000 annually. That means that for every \$100,000 in the market value of a home and \$50,000 in taxable value, property taxes would increase by \$75 per year, or a little over approximately \$6.25 per month, for the next 10 years. The funds to be disbursed to the Muskegon County Road Commission, the Cities of Montague, Muskegon, Muskegon Heights, Norton Shores, Roosevelt Park, Whitehall, and the villages of Casnovia, Fruitport, Lakewood Club and Ravenna. If approved this would be a new millage, to be levied beginning July, 2015.

Sincerely,

Kenneth J. Hulka,
Managing Director



Muskegon County Road Commission

7700 East Apple Avenue Muskegon, MI 49442-4999
Telephone (231) 788-2381 Fax (231) 788-5793

November 26, 2014

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«AddressBlock»

RE: Ballot Proposal

«GreetingLine»

Statistics show that for the last 50 years Michigan has been in the bottom five states nationally in terms of the funding provided by state government for our public road system. The current overall condition of our road system statewide is reflective of that lack of funding. As you are probably well aware the last increase in road funding occurred in 1997, some 17 years ago. The increase at that time was minimal and within a few very short years was easily overtaken by inflation. If the state would create a "dashboard" for road funding, the visual would show that the tank is nearly empty.

This lack of funding impacts all of us in many ways. We are subject to driving on substandard, deficient roads and bridges, our daily commutes to and from work are often a series of pothole dodging maneuvers, adequate maintenance was often deferred due to this lack of funding causing an already distressed system to diminish even further and vehicle repair costs due to road condition are excessive and frustrating. The list of negatives regarding the condition of roads in Michigan goes on and on.

What many of our constituents may not realize is that dating back to the early days of transportation law, it was expected and anticipated by the legislature that most of the local road improvements and rebuilds would be funded by local sources. The state severely limited its contribution of gas and weight taxes for local roads since the 1930's and that limited involvement is even further diminished today by the lack of legislative action since 1997. Recently, however, there has been some discussion and activity in the legislature to increase funding for roads in Michigan. The amount passed by the Senate last week, while significant, is about 50% of what most studies show is needed to create and maintain a public transportation system that is adequate for the needs of Michigan's businesses and citizens. The anticipated House of Representative version is expected to be even less. Given where we are at currently, the Muskegon County Road Commissioners are requesting that a ballot proposal be placed county wide before voters in early February.

Attached you will find the proposed ballot language for what we have been planning is a February request of the voters of Muskegon County to supplement State road funding, subject to County Board approval. This language guarantees that each municipal unit listed will get the funds raised within that unit. For a municipal unit such as Norton Shores that currently has a millage, their Council would have the option to either keep the funds generated in addition to what they already levy or to not levy their existing millage keeping the impact on their residents at zero. For the Road Commission we would receive the funds generated in the townships. Our finance and accounting department will keep the funds separate by township so that whatever is generated within each township would be spent only within that township. We would anticipate being able to give each unit a report on where their funds

November 26, 2014

RE: Ballot Proposal

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stand at any given time. Given that the total cost of some projects may be more than what is generated in any one year within the townships, it can be expected that funds may need to be built up over one or two or more years to fund that project. The bottom line is that over the total life of the millage all funds generated within a local unit would stay in that local unit. If the millage is successful the plan is to meet with each township and jointly select and prioritize several projects using asset management principles.

The language that is being proposed here is the language that was used by the polling firm that was jointly funded by the County and MCRC. Their strong recommendation is that we proceed with a February election based on the polling results. There are 28 counties statewide that now have millages. There were four first time millages passed two weeks ago during the November election, and four during the primary election in August. Only two counties that tried this year failed to pass a county wide millage and one of those, Ionia, failed by just a few votes. We have been trying to move this forward as best we can for well over six months working with former County Administrator Hammersley and Finance Director Kaplan. The time has come to move forward on this issue. If you have any questions, please call me at 788-2381 ext. 7222.

Sincerely,

Kenneth J. Hulka,
Managing Director

KJH/amj

Enclosure