

**REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, SEPTEMBER 26, 2022 AT 7:00 P.M.**

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

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Gatt, Mayor Pro Tem Staudt, Council Members Casey, Crawford, Fischer, Smith, Thomas

ALSO PRESENT: Pete Auger, City Manager
Victor Cardenas, Assistant City Manager
Tom Schultz, City Attorney

APPROVAL OF AGENDA:

CM 22-09-125 Moved by Fischer, seconded by Casey; CARRIED UNANIMOUSLY

To approve the Agenda as presented.

Roll call vote on CM 22-09-125 **Yeas: Staudt, Casey, Crawford, Fischer, Smith,
Thomas, Gatt**
Nays: None

PUBLIC HEARINGS: None

PRESENTATIONS:

Fire Prevention Week Proclamation - Fire Chief Jeff Johnson

Mayor Gatt read the Fire Prevention Week Proclamation and presented it to Fire Chief Johnson. He gave the podium over to Fire Chief Johnson. Fire Chief Johnson thanked Mayor and Council. He said he was proud to be there representing the men and women of the Novi Fire Department. He stated this is such an important week for them. He said he had good news. This year they are going to have their Open House, they are doing a recruiting drive on October 8, 2022, from 9:00 a.m. to 11:30 a.m. He welcomed any of our residents, men or women that would like to become firefighters to join us, we will have a lot of activities there. He said it will be a fun activity, we will have a lot of fire prevention information there to share. He said he comes up there every year and talks about their programming, but the most important thing and that they will install free smoke alarms in anyone's residence that needs one. He encouraged residents to call them if you have a smoke detector that is malfunctioning, we can put a new battery in there. He said they also want to make sure your carbon monoxide alarm is working as well. He said make sure you check those things, it will be daylight savings, and that is a good time to change those batteries. He said watch and stay tuned and check out www.cityofnovi.org for more information on their Open House. He thanked Mayor Gatt, he appreciated all that his has done.

Mayor Gatt said if one of our residents is having a hard time installing their own fire alarm, someone from the Fire Department will go out and help them, is that correct? Chief

Johnson said yes, absolutely, just call our main number and we will be there to help any resident that needs help. Mayor Gatt said that is good information. He mentioned there is no charge for that service. Mayor Gatt thanked Chief Johnson on behalf of City Council and the people in the audience today and all the 65,000 residents that call Novi their home and hundreds of thousands of people who come through Novi every week, we just want to say thank you to you and the brave men and women that work for you. He stated Novi is known for a lot of great things, but safety is paramount in everybody's mind. He said when we call 911 we want the police, fire, or ambulance people to show up in a timely fashion and you do, we are eternally grateful. Thank you.

Mayor Gatt announced they have something a little different on the Agenda. He said we are going to hear two presentations on the Oakland County Transit Millage that will be on the ballot this November. He said the first presentation will be by representatives of Oakland County, David Woodward, and Gwen Markham, both of whom are Oakland County Commissioners. He stated Commissioner Woodward is the chair of that body. He stated the second presentation will be by current Michigan State Senator Ruth Johnson, and former Michigan State Representative Rocky Raczkowski. He said Rocky is also Chair of the Oakland County Republican Party. He explained whatever views they express will be their own, and not necessarily those of the City Councilmembers sitting up there that evening. He said we normally do not allow these sorts of presentations to be on the Council Agenda, but we made a rare exception that evening because of the significance of the question that will be before the voters and the direct impact that will have on all of us citizens. He said they laid out some ground rules with the speakers. He said they will have 15 minutes to present to City Council and the public, at which time they will end their presentations wherever they are, and then submit to questions from City Council, not the public. He said they have been asked to provide factual accurate information and not to lobby or solicit votes. He said we have been told that they are here to give us information, and that is all. He said in that spirit, we will call the first presentation, for Oakland County Board of Commissioners Chairperson Dave Woodward and Commissioner Gwen Markham.

Oakland County Public Transit Proposal - Oakland County Board of Commissioners Chairperson David Woodward and Commissioner Gwen Markham

Chairperson Woodward thanked City Council for the opportunity to be there to share with not only the residents of Novi, but also other listening members, the importance of the Oakland County Public Transportation Millage that is on the ballot this November. He said he wanted to share with you some background information that went into the preparation of this Proposal, the direct information about what it does, and what if voters may pass that funding, and how it would be allocated to improve transit across Oakland County. He said first and foremost, he wondered if the presentation loaded up. He said this is a proposal that was developed very specifically focused on Oakland County solutions for addressing Oakland County transit. He asked the audience to visualize the ability to fundamentally be able to help get workers to jobs, patients to health care, people to education opportunities, and most importantly, people to the locations and destinations that they need and want to go. He stated the key goals of any type of transit plan really comes down to improving access, connecting people to destinations and

communities and independence. He said we know that we have an aging population, we know that there are many residents that have mobility challenges that they cannot drive or it is difficult to get to locations. He said from a public responsibility point of view, it is important to get to create the fundamental transit system that allows people to be able to do that. He asked how do we accomplish this with this proposal? The proposal that was put as before voters is to address mean fundamental ingredients. He said we have the 3-Ds, Destinations, Destiny, and Demographics. He said these are the things that any proposal and figuring out how to maximize this to ultimately increase not just getting people from point A to point B but maximizing the ability to do that as it relates to destinations. He highlighted areas on the slide presentation and said this is a destination not just for residents of Novi, but residents in Oakland County, we have many destinations across Oakland County that are not currently reachable by our transit systems that currently exists today. He stated in the proposal this was designed intentionally to identify additional resources to increase destinations, to access destinations that are unreachable by people today. He explained density is a principle that is important to realize that we have a very diverse county, we have very dense areas, we have a growing population in some areas, we have rural, less dense areas. He said one size does not fill all in all of this. He said there was a lot of intentionality that went into making certain that we take stock of what we currently have in place, where is the opportunity to grow and what is the most efficient way to be able to improve transit to help people get to more destinations. He said regarding demographics he was going to call on his colleagues, Commissioner Markham to speak, and someone that is a representative of SEMCOG to speak a little bit to the demographic specific to Novi, but also mirrors cross the county.

Commissioner Markham thanked Council for letting them come that evening. She said this information comes from SEMCOG which is derived straight from the 2020 census. She highlighted from their presentation slides that 36% of our population is 60 years old and older, and we have a lot of population of under 18, as well. She said just in our population in Novi is aging, right we have 66,243 residents, 12,000 of them are over the age of 60. She said almost 6,000 households that are under \$50,000 income, which becomes important when you are trying to maintain cars. She stated there are 56,000 jobs in Novi every day, and we have three major regional destinations. She stated when trying to think of what the three destinations were, she said she came up with four because it is on the other side of the expressway. We have the hospital, Suburban Collection Showplace, the Twelve Oaks Mall, and the Town Center area. She said we are not currently served by any designation transit provider except for what we have, the limited senior transit, where you call a couple of days in advance and so on. She said if you look at this map of Oakland County, the red is obviously covered by already existing SMART. She explained that in our area of the map it shows that we do not have that and then the farther northwest portion of Oakland County is that way, and a little red area on the map near Novi is Walled Lake, they are on transit.

Chairperson Woodward said going back to this proposal, a lot of people that are familiar with SMART is what we have in Oakland County, we have four transit agencies providing the bulk of transit across Oakland County, you have the Western Oakland Transit Authority (WOTA) to the West that covers the communities of Waterford, White Lake, and

Highland Township. He said to the North, you have the North Oakland Transit Authority (NOTA) that overs Orion, Oxford, and Addison. He said you have an Older Persons Commission (OPC) that funds the transit services for Rochester, Rochester Hills, and Oakland Township altogether. He stated in the outer area that WOTA, NOTA and the OPC area, it is principally for senior schedule ahead rides and for people with disabilities to get to health care, and grocery store into some of the other places again, that people need or want to go. He said SMART has a combination of those services, as well as the bulk of your fixed transit, as well as piloting three micro-transit regions, more on demand service, very similar to the Uber and Lyft. He stated on demand services to get people typically into a smaller on demand in a shorter period. He said what this is intended to illustrate is that we have gaps in the services. He said more importantly, in every one of these areas, the need to meet the needs of transit is not being met, when it says not being met is that the demand waiting lists. He said the capacity to be able to move people from point A to point B in a confined period is limited based on the resources it currently has. He stated this Proposal fundamentally began and this is what makes it unique from any other past proposal. He said they took stock of what we currently have in place and built something on top of that to make sure that we maintain what we currently have and create the strategic plan to go forward to increase service especially with the growing needs among seniors and people with disabilities in the need to get employees to jobs.

Commissioner Markham made a couple of points specific to the 56,000 jobs she mentioned earlier. She stated 42% of those jobs are either retail, hospitality, or healthcare. That is the hospitals, hotels, restaurants, and the entertainment sector. She said 42% of the jobs are in that area, and they commute from Novi, Livonia, Farmington Hills, Farmington, and Detroit. She said people in Novi that go elsewhere to work to Detroit, Farmington Hills, Livonia, and Southfield. She pointed out that 50% of the residents in Novi live in either multifamily housing, or mobile home parks, and that is up from 44% 10 years ago. She thought that was significant that we have a lot of people living in apartments, mobile home parks, and so on. She said they tend to have lower incomes than other folks. She said she wanted to touch on the demographic data.

Chairperson Woodward said the features of the proposal are simple. This plan is built on three components, one to maintain what we have currently in place, provide the funding to expand service across the county, and three, make certain that we have funding for the infrastructure to improve transit overall for all residents. He thought many of you were aware this is a .95 proposal over the next 10 years. He mentioned earlier this is built on local solutions that we have in place that SMART is currently able to provide the NOTA and WOTA system that would assist in the OPC system. He said with that ability to grow beyond that allows for the expansion to underserved and unserved areas around the county, whether it is to expand those services or to mirror those services so that the people who need it the most can get access to it and then take to scale to allow for the flexibility for additional schedule ahead of the senior transit, disability transit, micro transit, as well as connecting and extending existing routes to connect to more destinations around the county. He said all funds will be collected in Oakland County, contracted with service providers to provide the service as prescribed and audited annually, pursuant to or basic county policies. He stated this is a proposal that provides a baseline level of service with

a baseline millage now relative to other areas around the state. He said this Proposal is lower than the millage that currently supports the SMART area. He said it is lower than Jackson, Genesee, Grand Rapids, Ann Arbor and Lansing. He said it is a base level to make sure that we are not building the "L", we are not building a subway. This is about trying to figure out a way to ensure a base level of service for people who need to get to health care, jobs, education opportunities and places they need or want to go that may not have a care or do not have the ability to have a car, or another means of transportation to get to those places connecting to all the important destinations across the county. He said this is a uniquely Oakland County solution for improving Oakland County Transit. He explained this gets funded by 58% of the dollars funds the current transit system that exists, SMART, NOTA, WOTA and OPC. He thought those are the funds a base level services to maintain what they currently have, with some expansion dollars to improve on transit in those areas. He said 30% of the funds are dedicated, roughly breaks out to about \$20 million for expansion of service for microtransit for senior and disability transit and others, and about roughly 11% for capital and why that is important. We have a unique opportunity over the next five years, the bipartisan infrastructure law that was recently signed by President Biden allows for upwards of \$300 million of additional money over the next five years to support public transportation, it is going to require a match. He stated that match is going to be provided with the capital outlay here again for technology, for new vehicles, the infrastructure law to make it user friendly for people with disabilities to be able to gain access to this is to look forward to the full 10 years to make sure that we can be able to make that happen. He stressed that this is not a one size fits all, this is not about putting routes in, and this and the SMART bus that people see coming down all our streets. He said this is about developing the system that makes the most sense. He stated fix routes is the most effective way to move people long distances generally to jobs but going long distances in a reliable way. He said smaller buses for senior transit and micro-transit services, the more on demand service. He said he wanted to dedicate the rest of the remaining time to Neil Greenberg, their chief consultant that they have been working with a transit expert, his own rights worked for the executive office has worked for the County Board of Commissioners to talk a little bit more about the details these individual types of funding services are. Mayor Gatt said they had two and a half minutes left.

Neil Greenberg said as the Chair pointed out, it is not a one size fits all, understanding that the needs are diverse and Novi needs are diverse and Oakland County, the real heart and soul of this is community-based service with county resources, as you see fit. He said micro-transit is a key component of this. He stated this is a new component to public transit service, but it is useful in an area like Novi. He said the Commissioner mentioned, instead of running fixed-route buses, big buses on fixed schedules, this is an efficient, flexible way to get into industrial parks, to get into subdivisions, to get into areas that do not make sense for a fixed-route service. He stated fixed-route service is a component of this, and that is to connect those longer distances, micro-transit is effective, it does kind of take the best of Lyft and Uber. He said when you look at some of the shortcomings of those services, that is where a fixed-route service can fill in the gaps. He explained to go places that are longer distance, to help with those daily commutes that might not be practical for Lyft, or Uber or even a micro transit, fixed routes

really are good for that, and finally the infrastructure to take advantage of the federal investments and to up the amenities. He said customers, residents, visitors, and employees have a safe experience, pleasant experience using the service. He highlighted the last presentation slide which had kind of a sketch of some potential fixed-routes on a map, he wanted to emphasize the fixed- routes is one component of the package. He said if you look at the far bottom right corner of the map on the presentation slide, you see some thinner orange lines which are existing fixed routes that end abruptly at Haggerty Road. He said you can see everything west of Haggerty, you can see the places that this concept aims to serve. He zoomed right to the last point, which is a concept, anything that ever would go out to the real world is subject to extensive community input, right down to the last turn.

Chairperson Woodward said you can find them on www.OakGov.com/Oakland where you can find the link and a lot of this information, and more is available. He said to recap, this proposal funds everything that we have in place, it funds expansion of service so there is a base level of service for everyone across Oakland County. He said it funds the infrastructure necessary to make that work at a level lower than almost any other regional area around the entire state of Michigan.

Mayor Gatt thanked the Commissioners and the young man who just spoke, he said it was very informative and eye opening in many respects, he said he learned a lot. He said they would open it up now to Council for any questions they might have of the presenters.

Mayor Pro Tem Staudt said he had a few questions. The first question, he wondered if local municipalities brought into the original planning process about the necessity of expanding into opt out communities or was this decision made at the County Commission level without input from local communities. Chairperson Woodward responded to those questions and said this is a conversation about improving transit is based on the demographic data that we talked about as well. He said the SEMCOG data is important, the population that needs transportation, patients, the health care workers to jobs. He said this has been an ongoing process we had the SMART millage, as is commonly known is set to expire at the end of this year. He said a solution to make sure how we maintain service, but most importantly, a priority of this county and the county board was to expand transit to every area. He said we have been working with for a better part of a couple years. He stated when you ask municipalities, the focus has been about how to make certain that the people who need to get from point A to point B can do so in a reliable way. He said that is what informed and developed this proposal. Mayor Pro Tem Staudt said the short answer is no, local municipalities were not consulted in this process. Chairperson Woodward disagreed. He said this is a process that is just like anything that we put a question on the ballot and an open meeting and deliberative process. He commented that we have 21 County Commissioners across the state, this proposal was passed with bipartisan support, he said a lot of work went into this. He said all those Commissioners represent all the communities across Oakland County. He said by virtue of that, he would argue that every community and most importantly, every resident and every voter is represented. He said ultimately, it is the voters that will decide this question come November.

Mayor Gatt asked the audience to refrain from any applause or any clapping, that is the decorum that we demand and expect in this room, please.

Mayor Pro Tem Staudt said let's talk about voters making this decision. He stated Novi has made a long-term decision to be an opt out in SMART. He said now we are being told through a County wide vote, that our voices as voters no longer are being relevant because we should have the decision-making capability in our local municipality as to whether we wanted to opt in or opt out, which by the way, was the way SMART was created. He stated that the enabling legislation provided that with this new creation, which is a hybrid of something that circumvents SMART, which allows the County to have a County wide vote without individual input from each community. He asked for his comments, please. Chairperson Woodward said his comments are like his last ones that we are a County of 1.3 million people were a County that has transportation needs for our most vulnerable for our employees and employers, for our youngest, our students and in the future. He would not say this is a hybrid. He said this is a proposal that mirrors what a neighboring County, in Macomb County does and has done for years. He said there are limitations to a Swiss cheese approach to funding transit, he said there is an argument that communities were not allowed to have their say they absolutely have their say, we are one County. He said we have to all pull together to do this, and it is the voters of Oakland County that will make this decision one way or another. He said that note the no by voter I mean it citizens have opted out with all due respect Mayor Pro Tem, he knew that you have voted to not have let me allow the voters of Novi to vote on transit. He said this proposal allows all the voters of Novi as well as the other 61 communities across Oakland County to vote on this question. Mayor Pro Tem Staudt said it also allows voters in Southfield, Pontiac, and Ferndale also, if it fails here 70/30 our voters are not being heard because voters from other parts of the County are determining what we are going to get in terms of service. He said it is our \$4 million that they are spending. Chairperson Woodward said any answer that ultimately this is question this opt out, opt in, opt out scenario. He said for our county park system, we all pay in the County Park system to fund the County parks whether you use them or do not. He said we all fund the zoo, whether you use it, or you do not, we all fund public schools, whether you have children in them or you don't, we all fund roads that we will never ride on. He said that is how we fund public assets and public transportation is no different. He stated public transportation is a public allow public service that is necessary to get often our most vulnerable people with disabilities are seniors, people who do not have access to a vehicle to the places they need to go. He said that is the question that this millage seeks to solve with an Oakland County specific solution that is built on the success of the transit systems and service that exists in here in Oakland County. Mayor Pro Tem Staudt said he wanted to talk a little bit about what Commissioner Markham called a limited transportation system. He argued that with her and she was here when we created it. He said we have free senior transportation within the city. We have a very robust system. He said we support it in a way that no other community does. He was not sure that this proposal, you know, if we had \$4 million put into senior transportation, we would have the Rolls Royce of all systems, but we have a very robust system. He said he was a little disappointed to hear that we are limited, and we need the help of the county because frankly, we did this without the help of the county. He said we originally funded this

ourselves. Chairperson Woodward said Commissioner Markham could speak for herself, when we say limited, it is limited on the capacity to be able to move people to where they need to go. He said in many cases, as he understood, because he has looked at the system that the scheduling the ride so far in advance, and frankly, reaches capacity and where you cannot get a ride, and that is not uncommon for a lot of communities that support this, and we want to support that we want to build that to make it robust, but at the end of the day, if a senior or a person with disability that needs to get to health care, they should not have to schedule that ride out a week in advance, that we should have the capacity, we should have the infrastructure in place to make certain that those individuals can get where they are going. He said to add on top of that, we need people to be able to get to jobs, like our economy in this county that the job engine, the economic engine of Michigan requires us to be able to get jobs, particularly the people that we rely on to service most to take care of our elderly or nursing homes to help protect us and take care of us in the hospitals, service food and the restaurants to provide the staffing support of our retail establishments. He said a lot of these lower wage jobs require a means for people who cannot otherwise afford a vehicle to get there for these things to work. He said that is why this proposal is before voters to make the ultimate decision. Mayor Pro Tem Staudt asked if this millage fails, that SMART is going to terminate operations in Oakland County effective January 1st. Chairperson Woodward said this proposal will make the bulk of the proposal funds current service. He said if this proposal is not adopted, there is no funding for SMART. He said no public funding for SMART and in the current form. He said it expires then, it does not expire January 1st., there is funding that runs through he believed to the end of June, on the current existing millage, but there is not there. He said this replaces the SMART millage, in part as well as provide funding for replacement of other villages if local communities so see fit and maintain a level of undoing that is equal to what it is today. He said in addition to funding the expansion of service is particularly in those areas that do not currently have it or to build up the capacity which we have heard all over the county, that there is an opportunity to expand micro-transit to expand community based senior and disability transit and to connect routes, extend routes that connect people to more destinations that people need and want to get to. Mayor Pro Tem Staudt asked wat would you say to the parts of Novi the businesses and to areas further out that are going to have zero service? Everywhere? Chairman Woodward said there will be service everywhere in Oakland County. Mayor Pro Tem Staudt asked if they had any intention of proposing an additional millage in the future for regional transit that would be on top of this millage. Chairperson Woodward asked him to repeat the question. Mayor Pro Tem Staudt said this is not the Regional Transit Authority, this is the Oakland County Commission Transit Authority of whatever you are calling it, it that correct? Chairperson Woodward said it is the Oakland County Public Transportation Millage that fund transit agencies in Oakland County for a uniquely Oakland County specific solution to addressing our transit needs. Mayor Pro Tem Staudt asked if those funds will be entirely managed by the Oakland County Commission, by Oakland County government. Chairman Woodward said it would be by the Oakland County Government, it would be a millage that comes in just similarly, like the park's millage, that comes in the Oakland County will contract with services. He said we saw the map before, OPC, NOTA, WOTA, SMART, it is not limited just to those but those are transit agencies that are providing service with an ability to expand those services and

fund the expansion in a contractual transportation way. He said those funds will be audited on an annual basis, there will be a lot more opportunities for public interaction for improvement of service. He said that is really what this is about. He stated this is about improving current public transit and how do we evaluate that. He said more people are able to get to where they need to go, we are able to help deliver more frequency, we are able to do so in greater reliability and measure that on a regular basis. He said that mean that is customary and how we manage our county and county budget.

Mayor Pro Tem Staudt said he had one more question and it goes back to SMART. He stated the enabling legislation at the state level for SMART was community by community. He wondered what they found in that legislation that allows you to contract SMART as a county, because it was created to be funded by communities that can opt out. Chairperson Woodward said he must be talking about Public Act 186, if that is what he was referring to. He said by statute, which created our Charter, our unified form of county government provides for ability to place a question like this county wide. He said similarly like Macomb County places a county wide proposal, so this is a statutory enabled ability to raise resources to fund public programs and public service. Mayor Pro Tem Staudt said SMART was not created that way, and he understood that you are using SMART as one of your vendors. Chairperson Woodward said yes, they would be a vendor, they manage the fixed-route transit that is in Oakland County and would be a provider of service in which Oakland County would contract services to be able to do that. Mayor Pro Tem Staudt thanked him for his explanation.

Member Smith said he had a two or maybe three-part question. He said it may be too early to answer this. He wondered with the capital improvements that are planned there will be a focus on sustainable transportation, hybrid vehicles, biodiesel, and full electrics. Chairperson Woodward said this is a question that has come up. Obviously, there is a cost issue, there is a supply chain issue to be able to do this. He said he could talk that the micro-transit. This is in the pilot programs in the three areas that SMART is currently running in Oakland County for the on demand and demand service uses, like a minivan that pull up and pull up on your app, you can call into and within a set period be able to pick you up and move you somewhere within that zone. He said that is a faster route to be able to do that. He said just this week, SMART unveiled brand new electric buses that are being added to put on the fleet. He said yes, they are working towards sustainability which is a top priority for this county and working with that. He stated first and foremost is the making certain that we expand transit services to the places that do not have them and add more to it so that we can better meet the demand to get people to health care people, to jobs, and the places where people need to go. Member Smith said the second part to his questions is regarding the environmental impact by taking cars presumably off the road and putting people on buses. Chairperson Woodward said there is all sorts of stuff like that if you want to Google it. He said it was a very valid question. He stated the infrastructure element of this, which he thought was very important. He said a lot to transit systems, you do not have the capital outlay, the bipartisan infrastructure dollars that are made available because of the new federal law with \$300 million dollars more over the next five years coming to Michigan specifically for public transportation, we want to make sure that we bring down our fair share, and it is usually like a 20/80 match. He said we want to make sure that we bring those dollars down for the most efficient vehicles,

short term, and long term. He said these are vehicles that stay on the road for quite a while, they log a lot of miles, we want to make sure that they are reliable. He said they certainly want to make sure that they are safe for our communities and our environment. Member Smith thanked him for his answers.

Member Thomas said on one of the sites that he was showing, it showed some of the open businesses or the open jobs that are available, are there any estimates as to what the expectation would be in being able to bring in more workers. She knew we have a huge problem with having enough retail and services workers in the community. She wondered if there are any estimates of how that would affect businesses or alleviate some of that strain. Chairperson Woodward said there is a lot, and SEMCOG is really at the frontline of coming up with a lot of this data. He encouraged her to work with them to be able to help measure this, and how do we measure this over time. He said we know that the demand is there, empty jobs and there is a shortage of people applying for these jobs which is causing great pressure to fill these positions and the productivity that comes from it. He said related to that is the reality that ownership of a vehicle is the cost of gas, maintenance of the vehicle, insurance, and that is before you start paying the monthly payment to run that vehicle. He said it is a huge drain on the budgets of those at the bottom of the economic ladder. He said those are the frontlines of the economy as he liked to talk about. He said for those who do not have access to a vehicle, it is hard to get them to job center clusters, and that is not just here in Novi, but other areas around the county, there are destinations that people cannot reach. He said we know the story of Mr. Roberson, the walking man in the Rochester Hills area, these are anecdotal, that is me a specific story, but there are thousands of people that rely on public transit as a way to get to the places they need to go, where they need to go, where they need to go for their child for their economic security, to provide for their family, to get the health care and all those other types of things. He said it is a metric that we need to be measuring. He said we want to take away the barriers for someone who can work in this job, but they cannot get there. Some only make minimum wage, they do not have a car, let's bridge that gap and then create the economic opportunity that comes with it. Member Thomas said secondly, she wanted to know if she could get a brief idea of what the route determination process would look like, specifically related to input from the community and how that is weighted. Chairperson Woodward replied that we have a technician who has been marked as their resident expert, who has worked with other transit agencies. He said first and foremost, they need to ask the other similar questions that you are asking to make certain that these things match up, is the infrastructure in place to be able to move workers to where they need to go. He said it is not a one time only process. He said Neil Greenberg mentioned it was not sketched in stone, do you move the routes? Is it connecting to enough of the destinations? Is there a greater return on investment if we focus here versus somewhere else? He said that is the community conversation with the business community, the faith community, individuals of the community, others, and employers and so forth to map all of that out. Ultimately, the goal is to move more people. He did not know if she wanted something more specific to the planning process, the community engagement will be a robust process that will not just be a one-time thing. He said it will be an ongoing thing to evaluate. He said is it achieving the objective and the objective is getting more people from point A to point B. Member Thomas said she

had one more thing she wanted to cover. She wondered if there was an iterative process or a way that you are reviewing the effectiveness and again, allowing for community feedback should you run into problems because you might have a great plan, and the next thing, no one can drive down Grand River anymore, so how can we make sure. Chairperson Woodward said it is a full loop, that information is constantly being exchanged. He said we have commissioners represent all every single community across Oakland County will actively be engaged in working with our local communities, working with our economic development teams, working with our employers. He mentioned that we have a lot of resources available to us, our friends at SEMCOG are very eager to help work with us, our service providers. He said through this process he had to say they have been amazed by the ingenuity and the creativity of some of the smaller transit agencies. He said they were built to be able to try to meet the need in their respective communities, and what they found was that it works. He said the demand now shoots this much higher, and we were struggling to meet demand. He said it is a complete cycle that meets that feedback. He said at the end of the day, if we were able to deliver more and better efficient transit for more people to get where they need to go it will be a success. Member Thomas thanked him for his response.

Mayor Pro Tem Staudt said he had a quick question. He mentioned that we are looking at approximately \$66 million a year in revenue. He stated whether it is the City of Novi or his business group, we have had a robust and detailed plan prior to getting into this. He said there is no plan at this point, we have had staff members here ask so we can look at it. He wondered what the philosophy about not having even a basic plan and ask voters to give them \$66 million and trust you are going to come up with something that is acceptable for the next 10 years. Chairperson Woodward said he had to respectfully disagree. He stated there is more documentation and plan on this proposal than any other transit proposal that has ever hit the ballot in Oakland County. He said this is a simplification, but there is even more data if you go to our county website. It has other types of things that basically show the plan is simple, than what we currently have in place, that is the bulk of the dollars. He said the expansion, the 30% of the total pots roughly breaks out to \$20 million dollars. He said that is for expansion we know in the map where there is no service, but it also to increase and improve the service in the areas that currently have it. He said the 11%, for capital outlay, that is the plan. He said with those dollars, we could connect to more destinations, to get more people to healthcare, and jobs in a way that we have never been able to do before if voters approve. Ultimately it is up to voters to make this decision, and working with yourself and your colleagues, as a community all together to improve transit, and where the conversation becomes how do we improve transit for everyone. He said that is the goal of all of this. Mayor Pro Tem Staudt said you know, respectfully we will disagree. He said that position, what does transit have to offer generally comes from a specific group, it has not come from us. He said you are very aware that we haven't opted in for many years, it is because we, as elected officials have not been asked to. He said that you are being asked to countywide provide a solution, and that solution is taking \$4 million out of Novi and in additional dollars at Rochester Hills, throughout the county, putting those into a transit system that at this moment is kind of broken and failing. He stated because of all of this, we are going to end up having to talk to our taxpayers and explain to them why they

should stay here and invest in this community, if they do not believe in this plan, ultimately. He thanked him for his response. Chairperson Woodward wanted to make sure he wasn't miss characterized, and that no one came to him to do this. He said this is about improving transit for everyone. He said the voters of Oakland County, all the eligible voters of Oakland County will ultimately decide on this. He said he had confidence if they look at the information at Oakgov.com, you can get additional information that people want and will ultimately make the decision. He said do we want better transit that connects to more destinations, helps seniors, veterans, and people with disabilities get to health care and jobs.

Mayor Gatt thanked Chairperson Woodward and Commissioner Markham. He thanked them on behalf of City Council and all the audience here and the residents of our city putting on a very professional and thorough presentation. He thanked them for adhering to the rules that we all agreed to before this. He said they appreciated it very much. They thanked Mayor Gatt for the opportunity.

Mayor Gatt said now they are going to hear a presentation on the same topic from our Michigan State Senator and former Michigan Secretary of State, Ruth Johnson and former Michigan State Representative and current Chair of the Oakland County Republican Party, Rocky Raczowski.

Oakland County Public Transit Proposal - Current Michigan State Senator and former Michigan Secretary of State Ruth Johnson and former Michigan State Representative Rocky Raczowski

Chairman Raczowski thanked Mayor and City Council for allowing them to do this, he said joining him that evening was State Senator Ruth Johnson. He said they are going to kind of play off each other a little bit this evening. He wanted to remind everyone something that he learned when he was 10 years old, and that was the saying that Ronald Reagan said and that was beware when someone comes to you and say he was here from the government, and they were here to help. He thought that although their presentation beforehand was a very thoughtful one, and well presented by our colleagues from Oakland County and from the Commission, he said he that it was filled with a lot of holes, that makes this entire presentation look like swiss cheese. He said he would start out with some of the questions that Mayor Pro Tem Staudt had earlier. He thought he was correct. He said we always in Oakland County cherished the right to opt-out, the right for a citizen to make their own decisions. He said everywhere we hear it, we hear it from all friends across the aisle, my body, my choice, I am allowed to do this, but yet when it comes to transportation in a non-urban environment, Oakland County is still sprawling, we are treating Oakland County as if it was a large city like Grand Rapids, or Lansing, he wanted to share a couple things with you that a lot of people may not realize. He said we are asking voters, especially Novi and other communities to take on a tax next year. He said what you may not realize is under Proposal A, and he will weave this back in a moment, under Proposal A next year, we will have the largest property tax increase on business and residential property owners ever in the last 48 years. He said 5%, because Proposal A caps property tax at the CPI, which is the rate of inflation or a consumer price index, or 5% whichever is least, it is going to be 5%, next year. He said

when you hear government say that we are not getting enough money for transit, taxes our compound interest, the 5%, one year, is taxed. He explained the next year 5% is taxed on the 5%, the original 5%. He said it keeps growing and growing, and every year government gets more. He said when we hear our governmental leaders saying that we are here to help the needy, and we are here to help the poor and that they cannot get to rides. He said yet they are stealing the money from property taxes. He said rental property also goes up; everything goes up because we are putting out more services to areas that really are not asking for them. He said Chairperson Woodward talked about Mr. Roberson, the walking man, he knows Mr. Robeson, he now drives a Ford Taurus. He no longer uses mass transit or walks; he drives a Ford Taurus. He said with the amount of money that we are gathering here today; you can put that money and pool into more micro sharing and buying vans instead of putting empty buses across the cities. He invited every single person in Novi to come to his community, or come to Bloomfield, or Birmingham, or even Mr. Woodward's community in Royal Oak, he said he lives in Troy and go up and down Big Beaver Avenue, go up and down Woodward and take a look during the busiest times of the day and the and the least busiest times of the day and count how many people are on those extension buses, and how much diesel is pumped in to the environment and how few people are riding that, maybe one person, sometimes not. He said sometimes you see extension buses, you know, those accordion buses that we saw on one of the slides that Chairperson Woodward put up that have nobody driving on them, nobody riding on the inside. He said he will share this with you and, Senator Johnson and Senator Runestad, this is their area to represent, but he will share this with you, we need more micro-transit. He said if you care about the communities, you will continue to honor the opt-out language, you will be less served paying higher taxes. He said you will never have an opportunity to say otherwise, let me just share that. He said Senator Johnson wanted to say a few words as well.

Senator Johnson thanked Mayor and City Council. She appreciated this opportunity to talk to you about the proposed Oakland County Transit millage. She said she worked on this issue many years ago as a County Commissioner, and Larry Albrecht, Commissioner Albrecht and I were able to e opt-outs for those that really did not need line haul service. She stated from there we went about putting in our own system because her township has 6000 people in 36 miles, we still have 29,000 acres of farmland, we live in a very rural area. She said she was interested in the map that was shown by the County because our six townships that all share rides point to point for those that are seniors, elderly and no one is turned away, we have no more demand than we can fill. She stated we have a system, but it showed no system. She said that is incorrect. She said what we do not is charge people extra money, we do it within our own budget. She said her township completely offers complete set rides for anybody that wants them for \$6,000 a year. She said this plan wants to charge us \$300,000 a year, that is a really big difference. She explained that it is over a half a billion dollars and nullify, we will have to decide. She said if each of these packs represent a million dollars, you are paying 4 million times 10, that is 10 more packs than this, you'll be paying \$40 million. She said the question is, are you going to get your money's worth? She said she has looked allover; she sees a lot of concepts. She sees no plan, the ballot as your past Secretary of State went out yesterday. She said yesterday with no concrete plan, her area gets no services, she stated her area

for all those townships up there that provide their services may be curtailed to stay in Oakland County with their own money and we really are an extension of Genesee County, our hospital, are medical, everything. She said they have not been in the Oakland County phonebook for 40 years, we are in the Flint one because our commerce, our medicine, our hospital is in Genesee County. She said this is not about looking at what is right for seniors. She said she can guarantee you that. She said in Holly, the village of Holly, half the people live in ALICE poverty, that is asset limited, income constrained, employed, the working poor, and what do they get, a tax bill the average in the uplink county over \$150 a year that is to start, wait until phase two comes. She said often see line halls, like Rocky said that are empty or near empty. She said we provide far less services through SMART than we used to ridership is down 57% because of the pandemic and it has never recovered. It was already dropping before the pandemic and SMART is only given a third of the rides in 2021 as it was in 2008. She said it is very expensive, and not many people ride as a matter of fact, 0.4% of the county's 1.3 million residents use the bus for a job. She said 1.1% of SMART's operating budget comes from those fees 98.9 come from taxpayers, and we all pay for this because half their budget is from federal taxes and state taxes, it is not that we are not paying. She said in her area, our municipal credits, 90% goes to line haul we get to keep 10%, this is not anything fair, she said using property taxes is simply regressive. She said in 1978 we voted to passed Proposition A, we said we did not want to tax food, we did not to tax medicine, we wanted to bring down our house taxes and cap them, so we did because you need food, shelter, and medicine. She said this is an extra to put it on our homes for people that will never be able to use it for the small percentage it does is wrong. She said we are providing those services in the whole northwest corner that showed nothing on their map. She said we all have point to point transportation, we all pay for it, and we do it for anywhere from 1/6 to 1/30 less than what the County is going to do it for. She said she was coming a little bit with a heavy heart because Larry Albrecht and I when we were Commissioners started the opt out system. She said they made sure that every four years, people could vote on this resolution, which is ensure every senior and people with disabilities and our veterans are right. She said our leadership in Oakland County failed to bring this resolution to the Board of Commissioners and now they are using senior and those with disabilities as pawns to make sure that they can tax us this fee, this excessive fee for people that will get nothing out of it or very little.

Senator Johnson said she has never seen such extortion for money, for a plan that they cannot show you that it is going to hurt the poor people all over this county, not just in her area, and she has been elected for 32 years. She said she happens to have 38% ALICE poverty in her zip code. She said those are the people that are going to be hurt in this county and she does not care where they live. She stated most people are not going to use a system and if they do, there is no free transportation. It is expensive, it is just downright expensive. She said the worst thing is you have a Council up here that does what is right for you, they care about you. She thought they were transparent, they are accountable. She said they have to be, or they are gone. She said this will go to the County; your local control is gone. She said done over and when they vote they tell her oh the people are going to vote well guess what? She said she has four townships that voted Genesee County for most everything. She said it is 38,000 people out of 1.3 million,

is that a vote. She said that is like moving into a neighborhood where there are 10 houses. One or two families, they really do well to try to save money, they work extra, they do whatever they can, they build a pool, the other nine houses then vote, they vote to use their pool every other Saturday. She said that is the kind of government that we are trying to put in right now. She said it is wrong for the people, it is wrong for business, and then we have the trickle-down taxes from everybody that is taxed, which will be every restaurant, every business, every office, everything in this county. She appreciated getting the real facts on this and appreciated some of the questions. Thank you.

Chairman Raczkowski wanted to set the record straight, he believed it was Mayor Pro Tem Staudt again who brought up a very valid and important question. He said, where is the plan? Where is the timing? Why did it take the County Commission to the last meeting they could possible have before putting the ballot question in front of the voters of Oakland County? Why didn't they talk about this four months ago? Why didn't they talk about his five months ago? Why wasn't this plan brought in front of us five months ago? He said it wasn't because this is being motivated to push a proposal for social change of Oakland County.

Senator Johnson said it certainly is deception, it is manipulation, and it is putting seniors at risk to get this. She said usually these cast every four years in May, this was planned to use seniors and those with disabilities as pawns. She was happy to tell you that there is a commissioner, her commissioner, that has a resolution to save this transportation for seniors should this fail. She said they are looking out for seniors, all seniors, not just some little area or a big pot of money. Thank you.

Chairman Raczkowski said that included the disabled community, everything else. She said they had fliers if anyone was interested, because they talk about the fact that rideshare apps are making mass transit obsolete, fewer young people being polled are talking about mass transit, being a transit that they would support, and most importantly ask yourself this one very important question. He said during COVID, where were the buses? He said how were the disabled, supposed to get to the grocery store, to their doctor's appointments, during COVID? He believed SMART was shut down for a while.

Mayor Pro Tem Staudt asked Senator Johnson if there has been any discussion in Lansing about how SMART is being used as a vendor in this program and whether it is permissible under the current state laws? He wondered if there has been any discussion with legal counsel or any other group in Lansing about this. He said it seemed like this opt-out, which was built into the enabling legislation has just been circumvented. He said he thought she knew; it is an appropriate thing for the either the State Senator the State House to at least look at it and see if this is truly permissible. Senator Johnson said yes, she will have State Senator Runestad answer that. She did want to tell him that they did come wit a regional plan, both when she was a County Commissioner, and then as a Senator, she and Jim Runestad got very involved in it, it was going to be more counties than just Oakland County. She said there was one thing, then we are going to bring in \$60 billion, and then they had an amendment that was going to be hammered on that said, no ability to use Freedom of Information ACT (FOIA). She said that means we are going to cut out the citizens and media from knowing what is happening and then if you miss

appropriate, some portion of that \$60 billion, the maximum fine would be \$25,000. She said the devils in the detail always got to have a plan. She said make sure FOIA is part of it, and make sure that the fines are not limited to \$25,000 on billions of dollars. She said we have fought it. She said she will let State Senator Runestad answer your question.

State Senator Runestad asked if he could repeat the question so that he had it right. Mayor Pro Tem Staudt asked if there had been any discussion in Lansing about whether what is being proposed as in using SMART as a vendor instead of a service provider. State Senator Runestad said he did ask if that was permissible to a few of the individuals in Lansing and they thought that it would be permissible. He said there was not a lot of discussion, and unfortunately about this Proposal, not only in Lansing but also in the media. He thought that his was rushed at the last minute and very fast. Mayor Gatt said he was to answer the question only, the presentation time was over. State Senator Runestad said he did not do his presentation. Mayor Pro Tem Staudt said Senator Johnson and Senator Runestad represent areas of Oakland County where .95 mills is a significant number, how is this going to affect local government. He said in Novi, .95 mills won't be overly significant, but how about the rest of the out part of Oakland County.

Senator Johnson said 86% of the people right now owe an average of \$5,611, she was offered a charge card at a pharmacy yesterday for 29%. She said she did not care if you are working poor, poor middle class, you are usually just barely making it. She said we had COVID, now we are in a recession. She said with inflation, it is hard to get by, because she grew up under the poverty level, she gets it emotionally. She said the people that are going to get this bill averaged over \$150 per house in Oakland County. She said for those in ALICE poverty which is half in the Village of Holly and 38% of her zip code, which includes four townships that means that they already cannot buy good food that they want. That means that a lot of them go without prescriptions that they need, or they take them every over day, or simply do not get them. How will this impact them. She said it will have a horrible impact on them. They get zero out of it and how dare we tax their homes, we knew and during Proposition A that is not the way to tax, it is regressive, and it is wrong. Mayor Pro Tem Staudt said he had one last comment he wanted to make. He said it goes back to an earlier comment made that if 50% of the residents in Novi live in mobile homes, who by the way, do not pay taxes, property taxes, in another group live in apartments. Well, anybody who lives here knows that the average apartment here is not \$1,000, it is \$2000 and up and that it will, and those apartments do pay taxes in most of those apartment dwellers have two cars and professional jobs. He said we are not talking about low-income housing that is happening here. He said Novi what we are really talking about is projecting that. He said he drove through the mobile home parks recently, and virtually everyone has one or two cars sitting outside. He said that is really a good use of an example.

Member Smith asked Senator Johnson about the FOIA exempt that she mentioned earlier. He said it was his understanding of FOIA and open meetings is that nothing is exempt. He said one of his first experiences on City Council was accidentally replying all to an email, and quickly getting reminded that that violated the Open Meetings Act. He did not understand how that would be possible that this thing could be exempt from that. Senator Johnson clarified, she said she got started using Freedom of Information Acts, we

call them for years. You have seen government that has reduced for years for at the state level considerable, and when this proposal was brought to the state to Senator Runestad, and I for Oakland County to be part of a region, that would be three counties. She said it also came with three provisions that exempted it because they wanted to be exempted from FOIA. She thought so that's what we south the state what we have here, I don't know what will be passed at the state. She said she did not know when there is a lot of money involved. She said strange things happen sometimes. She said Open Meetings Act is very important too. She thought there was nothing more important to the core, to the foundation of citizens being able to be involved and the media than having FOIA, this is what they wanted. She said this is what they requested when it was three counties. She said they also wanted us to pay all the museum costs from Oakland County for another county. She said when you look at this, she thought it is number one layer, layers are coming, we are now being considered a region. She said whether you get your money's worth or not, that is something you will have to decide, but there is a shortage of workers all the way from Holly to Escanaba right now. She said she was not sure that people are going to get on a bus and ride a long way when there are plenty of jobs, even often to the hinterlands. She said she is in norther and western Oakland County that she and Jim represent. So yes, every time you tax an entity, it is a hidden tax back to the people too. She said we deserve to know how the money is going to be spent. She said we deserve to know before we vote, and as she said, the ballot started going out yesterday, she has not been able to see a clear-cut plan, only a concept, which she thought is wrong. She said it is going to impact more old people in the most negative way you can imagine with a property tax that is regressive. She said we did note to raise our taxes from 4% to 6% on disposable extra income, not on food, not on medicine and lower property taxes for a reason, it was voted overwhelmingly, that is the wrong way to tax people, people need to know what their taxes are going to get out it before they vote.

Member Thomas said she had a couple of questions. She knew that you said that your area is service, but she heard a lot of talk about senior citizens. She wondered if there were services for people who need transportation to get to their jobs or education, does that exist today. Senator Johnson said she lived in a township that has 1/3 the population per square mile than Grayling does. She said they are up north, we are agriculture, we are over half open space, so when you live in her Township you must have a car. She said she did not know if it is 55 or 60 to qualify, she can hop the bus and the bus there is usually a \$1.00 to \$3.00 charge and northern and western Oakland County, it comes and picks you up and take you where you want to go. She said that works well for us for having sort of an up north as part of Oakland County, we do not have line haul, we do not want line haul. She said it did not make sense to take room on the road and pollute to have a line haul bus up in Groveland Township she guaranteed you. Member Thomas said it was mentioned earlier that there is a lot of waste in the existing systems, saying that a lot of times vehicles are moving around with no one do you have any statistics or anything to support that. She was interested if there are nay numbers.

Chairman Raczkowski encouraged Member Thomas to come visit his community, he would be more than happy to stand along Woodward and Big Beaver and count the buses and watch maybe one or no heads in the vehicles. He wished SMART would have those statistics so that we could see actual ridership and count them during through rush

hour all the way throughout the rest of the day. He said he will invite her and hoped that she would come out and join him on Woodward and on Big Beaver to see for herself.

Senator Runestad said SMART does provide some information, they had a peak of 13.3 million rides in 2008, that dropped from 13.3 down to 9.4 in 2019, but then plunged down to 4 million rides in 2020. He said after COVID was done in 2021 it only went to 4.1. He said it went from a high of 13.3 million rides to 2008 increasing population pawns down almost 60% in ridership, and the number of people who are using SMART to get to their current jobs all the whole southern part of all SMART buss, 2500 people out of 1.2 million people. He said 2500 riders with an increase of 60% drop in riders and went up in funding every year.

Mayor Gatt appreciated and thanked them for their presentation.

MANAGER/STAFF REPORT: None

ATTORNEY REPORT: None

AUDIENCE COMMENTS:

Kelly Breen, State Representative for the 30th House District, spoke in support of the Public Transit Proposal.

Steven Kamber, West Bloomfield resident, spoke against the Public Transit Proposal.

Melissa William, West Bloomfield resident, spoke against the Public Transit Proposal.

Jay McLeod, Novi resident, spoke against the Public Transit Proposal.

Robert Smiley, Wixom City Councilman, spoke against the Public Transit Proposal.

Marian Mahoney, Novi resident said she appreciated the details from the Commissioners had and that Mayor Gatt had set out the ground rules for the presentations, she believed it became political and was disappointed in the meeting.

Jeanne Jax, Novi resident spoke in favor of the Public Transit Proposal.

Zarin Farook, Policy and Advocacy specialist at United Way for southeastern Michigan, spoke in support of improving the Public Transit in Oakland County.

Shane Trejo, Commerce resident spoke against the Public Transit Proposal.

Ross Barranco, Novi resident spoke against the Public Transit Proposal.

Julie Maday, Novi resident spoke against the Public Transit Proposal.

Nancy Quarles, Novi resident spoke in support of the Public Transit Proposal.

Scott Huggins, Novi resident spoke against the Public Transit Proposal.

Rod Schlessman, Novi resident spoke in support of the Public Transit Proposal.

Daniel Lawless, Novi business owner spoke against the Public Transit Proposal.

Sandra Carolan, Novi resident and Novi Precinct Delegate spoke against the Public Transit Proposal.

Kayla Toma, Novi resident and Novi Precinct Delegate, spoke against the Public Transit Proposal.

Tia Marie Sanders, Novi resident, spoke in support of the Public Transit Proposal.

Punita Thurman, Novi resident, spoke in support of the Public Transit Proposal.

Aaron Martinez, Novi resident, spoke in support of the Public Transit Proposal.

Willy Mena, Novi resident, thanked the City for the property transfer between the Novi Community School District and the City of Novi.

Marlene Palicz, Walled Lake resident spoke regarding taxpayers who live in condos, they pay tax on air space in condo's, they own no land, structure, or dwelling, they are constantly taxed year-round.

Susan Mills, Milford resident, recently elected as a Precinct Delegate, spoke against the Public Transit Proposal.

Lucas, Farmington Hills resident, spoke in support of the Public Transit Proposal.

Karyn Chopjian, Novi resident, spoke against the Public Transit Proposal.

CONSENT AGENDA REMOVALS AND APPROVALS:

CM 22-09-126 Moved by Fischer, seconded by Casey; CARRIED UNANIMOUSLY

To approve the Consent Agenda as presented.

- A. Approve Minutes of:
September 12, 2022 - Regular Meeting
- B. Approval to purchase twelve (12) sets of protective turnout gear for the Novi Fire Department from Phoenix Safety Outfitters, an authorized dealer for LION, who holds the National Purchasing Partners (NPP) cooperative purchase agreement for \$38,455.20.

- C. Approval of a contract with The Adams Group for the demolition and removal of the structure located at 2094 Austin for a total cost not to exceed \$47,653.00 subject to final approval of the City Manager and City Attorney and amend the budget.
- D. Approval of amendments to contracts for the City Manager and City Clerk as prepared and approved as to form by the City Attorney.
- E. Acceptance of two Conservation Easements from Pulte Homes of Michigan, LLC, for woodland conservation and wetland conservation being offered as a part of JSP20-38, Ballantyne, a single-family development located north of Eight Mile Road and east of Garfield Road.
- F. Approval to award an invasive species removal contract to Natural Community Services, the low bidder, in an amount of \$29,445.00.
- G. Approval of claims and warrants – Warrant 1116

Roll call vote on CM 22-09-126

**Yeas: Casey, Crawford, Fischer, Smith, Thomas,
Gatt, Staudt**

Nays: None

MATTERS FOR COUNCIL ACTION:

- 1. **Approval to proceed with the Meadowbrook Commons Ranch Housing Units Shingle Replacement including approval of a contract with Rapid Roofing in the amount of \$385,789 and approval to purchase underlayment materials provided by Garland Industries under the OMNIA purchasing agreement in the amount of \$166,083 and amend the budget.**

CM 22-09-127

Moved by Fischer, seconded by Casey; CARRIED UNANIMOUSLY

Approval to proceed with the Meadowbrook Commons Ranch Housing Units Shingle Replacement including approval of a contract with Rapid Roofing in the amount of \$385,789 and approval to purchase underlayment materials provided by Garland Industries under the OMNIA purchasing agreement in the amount of \$166,083 and amend the budget.

Roll call vote on CM 22-09-127

**Yeas: Crawford, Fischer, Smith, Thomas, Gatt,
Staudt, Casey**

Nays: None

- 2. **Approval to purchase a Dell Virtual Server Storage Array from Access Interactive in the amount of \$133,586 using a competitively bid contract through the Oakland County G2G Marketplace.**

CM 22-09-128 Moved by Fischer, seconded by Casey; CARRIED UNANIMOUSLY

Approval to purchase a Dell Virtual Server Storage Array from Access Interactive in the amount of \$133,586 using a competitively bid contract through the Oakland County G2G Marketplace.

Roll call vote on CM 22-09-128

**Yeas: Fischer, Smith, Thomas, Gatt, Staudt,
Casey, Crawford
Nays: None**

CONSENT AGENDA REMOVALS FOR COUNCIL ACTION: None

AUDIENCE COMMENT: None

COMMITTEE REPORTS: None

MAYOR AND COUNCIL ISSUES: None

ADJOURNMENT – There being no further business to come before Council, the meeting was adjourned at 9:16 P.M.

Cortney Hanson, City Clerk

Robert J. Gatt, Mayor

Transcribed by Deborah S. Aubry

Date approved: October 10, 2022