



TO: Mayor and Council

FROM: Tom Crawford, CFO
Craig Hupy, Public Services Area Administrator
John Seto, Safety Services Area Administrator
Robyn Wilkerson, Human Resources Director

CC: Steven D. Powers, City Administrator

SUBJECT: Council Agenda Responses

DATE: 2/18/14

CA-3 - Resolution to Revise and Approve Board of Review Guidelines for Poverty Exemptions

Question: Have asset levels been set? What is/will be the basis for this determination? (Councilmember Warpehoski)

Response: Asset levels are set to be a maximum of \$25,000 excluding the home and a car. They are also set on the home to be not more than 150% of the average assessed value of homes in the City. The basis for determining the assets an applicant has is based on their disclosure of income and assets when filing for the Poverty Exemption.

CA-9 – Resolution to Approve Agreement with the Michigan Department of Transportation for Installation of Rectangular Rapid Flashing Beacons (\$47,971.00)

Question: This agreement appears to be for installation only. Is that correct, and if so, what is the cost for the equipment itself for these three installations and how is that funded (all city or does federal safety grant cover part of that as well)? Also, what other RRFB installations are planned in the next year or two or are being considered? (Councilmember Lumm)

Response: The grant covers 80 percent of the total construction cost. This includes the equipment as well as installation by City crews up to the limit of the grant. In this case, the limit is \$33,792 which is 80% of the original grant amount. During design, the scope of the of project was increased to include additional sidewalk ramp work and an overhead flasher on Geddes.

The non-motorized plan identifies approximately 20 locations that are candidates for installation. Priority would be given to those locations with a crash history, high volumes of pedestrian traffic, and with school crossings.

Question: Why were these intersections selected? What made these three crosswalks more significant than other crosswalks? (Councilmember Briere)

Response: The locations were based on actual pedestrian or bicycle crash history. These locations each had an occurrence of one or more crash in the period between 2006-2010.

Question: Are there restrictions or limits to which RRFB installations qualify for Federal grants? (Councilmember Briere)

Response: Safety projects are competitive grants and the primary basis for ranking them is the time of return (or benefit cost ratio). Societal costs of crashes, the estimated construction cost, and the ongoing maintenance costs are evaluated. The shorter the time that the initial capital is returned, the higher the project is ranked.

DC-1 – Resolution to Return Uncommitted Public Art Funds to Originating Sources (\$819,005.00) (8 Votes Required)

DC-2 – Resolution to Establish a Timeline for Transition and to Return Uncommitted Public Art Funds to Originating Sources (\$957,140.00) (8 Votes Required)

Question: What City resources, if any, are required to complete the Jewett Memorial Chair and the Canoe Imagine Art projects? How would these projects be affected by these resolutions? (Councilmember Warpehoski)

Response: The Ann Arbor Public Art Commission has committed \$5,000 toward Jewett Memorial Project. The Canoe Imagine Art would require \$10,000 from the Ann Arbor Public Arts Commission, require the City to accept and administer a grant from MCACA, review and approve placement of the temporary art within the ROWs of downtown.

Both resolutions would end the funding for the Canoe Imagine Art. DC-2 would preserve the \$5,000 toward the Jewett Memorial.

DB-1 – Resolution Adopting a Green Streets Statement Consisting of Stormwater Guidelines for Public Street Construction and Reconstruction

Question: It indicates that this applies to construction and reconstruction of city streets, but not maintenance or re-surfacing. How many street construction and reconstruction projects are included in the CIP where this would apply? Also, the Environmental Commission passed this several months ago (in October) – is there any reason it was delayed in coming to Council? (Councilmember Lumm)

Response: This Green Streets policy statement would apply to all City-owned projects that include Road construction and Re-construction Projects in the CIP. Specifically, those Projects are:

| Project ID | FY | Project |
|-------------|------|--------------------------------------------------------------------|
| TR-SC-06-05 | 2018 | Detroit Street Brick Pavement Reconstruction |
| TR-SC-06-07 | 2019 | N. State Street Brick Pavement |
| TR-SC-08-01 | 2017 | Fuller Road and Maiden Lane/East Medical Center Drive Intersection |
| TR-SC-09-03 | 2016 | Stadium Blvd. Reconstruct (Hutchins to Kipke) |
| TR-SC-10-09 | 2015 | Geddes Avenue West (Arlington to Riverview) |
| TR-SC-10-14 | 2015 | Geddes Avenue East (Riverview to Huron Parkway) |
| TR-SC-12-17 | 2018 | Queue Jump Lanes: Washtenaw Avenue |
| TR-SC-12-20 | 2018 | Queue Jump Lanes: Plymouth Road |
| TR-SC-14-01 | 2018 | Stone School Road Improvements (Packard to I-94) |
| TR-SC-14-02 | 2015 | Stone School Road Improvements (I-94 to Ellsworth) |
| TR-SC-14-03 | 2014 | Pontiac Trail (M-14 to Skydale) |
| TR-SC-14-07 | 2017 | Fifth Ave (Kingsley to Catherine) |
| TR-SC-14-09 | 2016 | Scio Church (Main to Seventh) |
| TR-SC-14-12 | 2018 | Pauline (Stadium to Seventh) |
| TR-SC-14-15 | 2018 | Miller - Newport Intersection Improvements |
| TR-SC-14-22 | 2015 | Springwater Subdivision Street Reconstruction |

Projects that are County or MDOT – We would not have the authority to enforce the Green Streets policy statement

TR-SC-10-12 Ann Arbor-Saline Road (Oak Valley Dr to Eisenhower Pkwy)

The delay issue was a combination of getting the item into Legistar and coordinating a date when staff could attend the council meeting.

DS-1 – Resolution to Approve the Renewal Contracts with Blue Cross Blue Shield of Michigan to Provide Health Care Coverage to City Employees and Retirees and

Their Dependents and Authorize the City Administrator to Execute Necessary Documentation (\$1,437,042.90)

Question: How do these two fees for 2014 (Administrative and Stop Loss) compare with last year? Also, although \$275K does sound reasonable, how do we decide on that stop-loss level for the City? (Councilmember Lumm)

Response: The Administrative fee for 2013 was \$57.25 and the Stop Loss was \$26.07. The market had increases over 20% for Stop Loss Insurance while the City experienced only an 11% increase. The Administrative fee was negotiated down 9% for 2014 from 2013. This helps to offset the Stop Loss increase.

The stop loss level is determined on the overall claims experience over a 5 year look back. Starting with FY10 we began increasing the stop loss from \$50k to the current level of \$275k. \$275k is a comfortable level now that has saved us over \$600k in premium.

DS-2 – Resolution to Approve Application for and Accept, if Awarded, 2013 Assistance to Firefighters Grant (AFG) from the U.S. Department of Homeland Security (\$300,726.00), Appropriate Matching Grant Funds to the Fire Service Unit (\$33,414), and Establish and Appropriate Funding to a Major Grant Fund Account for the Project (\$334,140.00) (8 Votes Required)

Question: If a training facility is acquired, would such a facility be available for other departments in the region? (Councilmember Warpehoski)

Response: Yes, this will be made available to other area fire departments. It may also be utilized by police specialty teams such as SWAT.

DS-4 – Resolution to Approve the Purchase of a Combination Sewer Truck from Jack Doheny Supplies, inc. – City of Rochester Hills and National Intergovernmental Purchasing Alliance Bid (441,535.30)

Question: The City purchased a Vactor truck recently. When were these trucks purchased in the past, for which operations (water, stormwater, wastewater) and how many hours of service has each seen? Also, given the severe winter, can you tell how many additional hours have been spent on water and stormwater maintenance services this year) so far? (Councilmember Briere)

Response: The vactor trucks were purchased in 2005, 2008 and 2012. They are used for all three operations (water, stormwater and wastewater). These vehicles average approximately 1,100 - 1,500 hours per year.

DS-5 – Resolution to Approve the Purchase of One Hydraulic Excavator from AIS Construction Equipment Corporation – State of Michigan Bid (\$176,472.00)

Question: The cover memo mentions the added capabilities of this unit vs. the smaller unit it's replacing (digs deeper), but not the cost difference. How much more does the larger unit cost than the mini? (Councilmember Lumm)

Response: A comparable sized unit that is being retired would be approximately \$112,625.00 which is \$68,847.00 less than the unit we are recommending in the resolution.