

Ferndale Roads and Parks Bond History

In 1994, City of Ferndale residents passed a \$45 million bond issue for the following infrastructure repairs:

- \$21.5M—Road rehabilitation and resurfacing
- \$15.5M—Sewer rehabilitation
- \$8M—Water main replacement

Financing Water and Sewer Projects are not planned for in this bond proposal. The City has prepared a 15-year capital improvement program specifically for ongoing investments in our water and sewer infrastructure.

Visit: www.ferndalemi.gov/government to view the 15-year Capital Improvement Program.

Then and Now: How do Costs Compare?

THEN: Emphasis on rehabilitating roads due to poor conditions

NOW: Emphasis will be on resurfacing roads to obtain good–excellent conditions

THEN: Average cost of asphalt was \$28 per ton

NOW: Average cost of asphalt is \$75 per ton—a 168% increase

THEN: Average cost to remove and replace curb and gutter was \$18 per foot

NOW: Average cost to remove and replace curb and gutter is \$32 per foot—a 77% increase

Election Ballot Question

Tuesday, May 5, 2015

FERNDALE STREET AND PARK IMPROVEMENT BOND PROPOSAL

Shall the City of Ferndale, County of Oakland, Michigan, borrow the principal sum of not to exceed Forty-Five Million Dollars (\$45,000,000) and issue its general obligation unlimited tax bonds, in one or more series, payable in not to exceed fifteen (15) years from the date of issuance of each series, for the purpose of paying the cost to improve, replace, resurface, and reconstruct streets in the City, including necessary rights-of-way, appurtenances and attachments thereto, and acquire, construct, furnish and equip public park improvements in the City, including related site improvements, appurtenances and attachments thereto?

YES

NO

Home Value	Taxable Value	Cost per Year
\$50,000	\$25,000	\$136
\$75,000	\$37,500	\$204
\$100,000	\$50,000	\$272
\$125,000	\$62,500	\$340
\$150,000	\$75,000	\$407
\$200,000	\$100,000	\$543
\$250,000	\$125,000	\$679
\$300,000	\$150,000	\$815
<i>Cost per year based on \$5.4323 per \$1,000 taxable value</i>		

The estimated millage to be levied in 2016 is 5.3860 mills (\$5.3860 per \$1,000 of taxable value) and the estimated simple average annual millage rate required to retire the bond is 5.4323 mills (\$5.4323 per \$1,000 of taxable value).

FERNDALE

2015

STREET AND PARK

IMPROVEMENT

BOND ISSUE

FACTS



FERNDALE

www.FerndaleMI.gov/government

FOR FURTHER INFORMATION, CONTACT:

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CITY OF FERNDALE

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Road Funding:

Fast Facts

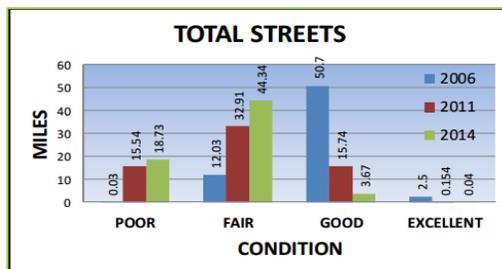
- The Ferndale Department of Public Works maintains 75 miles of local and major roads and 2,000 catch basins.
- Due to economic downturn, the City of Ferndale's road funding has not increased since 2004.
- The City receives nearly its entire road funding from fuel taxes and vehicle registration fees collected by the State of Michigan. The majority of these funds must be used on major roads within the City.
- At this time, local property taxes are not used to fund road construction or maintenance.

Current Road Conditions

The condition of Ferndale's local roads have continually declined over the past eight years.

In 2014, local roads were rated by City engineering consultants, as follows:

- 19%—Poor condition
- 44%—Fair condition
- 4%—Good condition



Poor Roads

- Cause wear and tear on vehicles, increasing vehicle ownership costs
- Potentially create hazards for cyclists and pedestrians
- Decrease neighborhood aesthetics



Good Roads

- Improve safety
- Stabilize or increase property values
- Promote neighborhood beautification
- Increase overall attractiveness of the City



www.FerndaleMI.gov/government

Ferndale Parks

In addition to maintaining and rehabilitating 75 miles of local and major roads, funding from the proposed bond issue will be used to provide improvements to local parks.

Neighborhood parks provide:

- Outdoor recreation
- Health benefits
- Neighborhood activities
- Increased property values



Proposed updated park features include:

- Skate park
- Splash pad
- Climbing boulders
- Walking paths
- Play structures
- ADA accessibility

The proposed bond is approximately 1 mill less than what is currently levied for infrastructure debt service.
