Road board, commissioners, Murphy remain at odds

Bloomfield Hills), one of the board's more powerful members as chairman of the finance committee, said he would oppose any long-term financial

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The Oakland County Road Commission is hoping for some longeration from the county board of commissioners.

That cooperation, said John Gnau Jy, road commission to do more effective commission to do more effective long-range road maintenance planning.

The road commission last week proposed a plan under which the county board would commit county general lideds five years in advance. The board cyrrently allocates ruinds to the road cyrrently allocates ruinds to the road cyrrently allocates and commission. The three-man road commission continues to the popularly-elected byard of commissioners and county executive may run into some opposition, though.

Board Chairman Wallace Gabler (R-Board Chairman Wallace Gabler (R-Boa

tion, though.

Board Chairman Wallace Gabler (R-Royal Oak) originally extended the olive branch to the road commission.

The plan proposed last week was the

first public move by the road commis-sion to seek detente between the two

sion to seek detente between the two
county institutions.

The board of commissioners had
been pushing for legislative action
which would abolish the road commission, the drain commission and the
parks and recreation commission and
bring their administrative functions
under the county executive.

"YOU DON'T HAVE to look very far to find things to criticize us for." Orau told the board of commissioners. "Your phones ring often enough with citizen complaints about the road yet.

We are relieved to learn that Chairman Gabler recognizes that ware doing a good job. considering the resources that are available." Gnau said the guaranteed funding would "make otherwise doubtful projects possible."



GNAU, HOWEVER, did not agree GNAU, HOWEVER, did not agree.

"We believe the facts show that the
Oakland County Road Commission has
one everything in its power to give
good service with the resources available." The said.

A major advantage to a five-year
contract, he continued, would be the
flexibility in would provide. That flexbility, Gnau said, would provide a
"fair and equitable distribution of

Genil 450

county general funds, which is difficult in a single-year program."

Another advantage, he said, is that the advanced knowledge of guaranteed money makes larger projects possible and makes the securing of federal aid

and makes the securing or teueran aueasier.

THE COUNTY EXECUTIVE
received the road commission's plan
with less than open arms.

Pat Nowak, County Executive Daniel T. Murphy's top aide, said the question of a long-term contract with the
road commission "presupposes that
the road commission will continue to
exist."

Nowak said the administration will continue to work with the state legisla-ture for changes which would bring the road commission 'under the juris-diction of the county executive.

Nowak, however, did not rule out cooperation. "A philosophical depar-ture." Nowak said, "should not imply that we won't attempt to work harmo-





County roads would stretch to California

"A trip from Les Angeles, Calif. to Portiac would require less mileage than there is in the Oakland County rad system," amounced William M. Richards, vice chairman of the board of Oak I and County Road Commissioners.

"In fact, you could continue on from Pontiac for 13 miles past Flint before travelling the 2,47.96 miles we have in the unincorporated area of this county," said Richards.

"Our board today certified a net addition of 26.95 miles to the Oakland Caurty road system in 1977. That influeded 28.43 miles of new streets, mostly in newly platted subdivisions, abandonment of 0.57 mile and relinquishment of 0.91 mile to other jūrsidictions.

"LAST YEAR was one of particularly heavy subdivision plating. The 25,22 miles of certified subdivision plating. The Streets platted compares to only H.61 in the previous year and about 15 miles annually in recent years," said Richards. "It looks like 1978 is going to the another strong platting year, also." He said the board annually, at the end of March, certifies to the Michigan State Highway Commission the road LAST YEAR was one of partic

mileage in its jurisdiction for purposes of qualifying for state-collected gas and weight tax revenue. Such revenue makes up 61 per cent (187.5 million) of the road commission's 1978 budget. "This year's certification report shows we have 770.03 miles of primary county roads, which qualify for 100 per cent construction funding by the state-collected gas and weight taxes. The other 1,677.53 miles are defined as focal, "which means they qualify for only 80 per cent construction funding by the state-collected gas and weight taxes and the other 50 per cent must be paid by local sources," said Richards.

HE SAID 1,481 miles of the county roads are in the "urban area" as defined by the state gas and weight tax sharing law. This means they qual-ify for a share of the 10 per cent of state-collected gas and weight taxes reserved for county roads in urban

reserved for county roads in urban areas statewise. "The Oakland County Road Commission continues to have more road mileage than any other road commission in Michigan, the in large part to the 974.65 miles of certified subdivision streets on our system."

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