Buckle up-commission predicts a bumpy future

Oakland County roads will become rougher and are likely to seem a great deal narrower in the very near future.

"After this year, we simply won't have enough money to resurface, regravel, pave, widen intersections and particularly and the total annual pace," said often a county future of the Oakland County Road Commission.

costs will increase from \$13.1 million in 1980 to \$14.3 million in 1983, to \$15.5 million in 1982 and to \$16.9 million in 1983.

Similar cost increases are projected for existing levels of traffic services (sign, signal, paweneth marking and programs and overhead.

The Grubba report predict revenues will decrease sharply, from \$44.1 million in 1981 to \$40.5 million in 1982 and to \$33.7 million in 1982.

Sharpest revenue declines will occur in matching funds for construction-type road improvements. There will not be sufficient basic road commission revenue to attract such matching funds. The agency's basic revenues are the state-collected gas and weight taxes. The report said that each \$41 of gas and weight taxes that can be put into construction attracts an additional director of the Oakland County Road Commission.

Gurbba issued the warning last west he submitted the results of a yearlong study to the Board of Oakland County Road Commissioners. The study includes a projection of revenues and expenses for the next there years.

"Maintenance programs, such as road grading, chuckhole patching, and snow and ice control, will require steadily increasing amounts of money because of inflationary cost pressures," Grubba said.

The study projects that maintenance

\$1.50 of other matching funds for construction projects. The proposed construction program included in the study projects a drastic fall of ing sa and weight tax revenues available for construction over the three-year period 1981-83. In 1981, 86.5 million of gas and weight ax money is expected to be available for construction, enough to attract \$13 million of gas and read in 1982, basic revenue for construction will fall to \$3.2 million and result in only \$3.7 million in matching funds. In 1983, basic revenues for construction dip to \$1.7 million and attract only \$6.1 million of matching funds.

matching funds.

This is a "two-year net reduction of \$19.4 million in road improvements," the report notes.

"Maintenance now becomes the

"Maintenance now becomes the larest single expenditure item. . . By 1983, it will take virtually all of the (road commission's share of state gas and weight taxes) to finance the present level of service — without provisions for the construction program," the propert said

Grubba noted that the gas and weight tax revenue is expected to increase by less than 1 percent annually between 1941 and 1985. Costs are expected to increase by less than 1 percent annually between 1941 and 1985. Costs are expected to increase an average of 15 to 20 percent over the same period without increased personnel.

State transportation officials are expected to propose that the "fixed" gas star, now 11 cents per gallon, be pegged to a percentage of the wholesale price of gas. The proposal may not be considered by the state Legislature until next variant to revenue increasing proposal and that is a cars weight is also expected. By 1988 employees in construction-related departments "normal attrition could be used as one method of handling some of the reductions," Grubba stail.

The road commission's financial stanning errous, which has written a clanning errous and errous errors are constant.

said.

The road commission's financial planning group, which has written a three-year financial plan, recommend-ed immediate efforts to encourage county and local communities "to in-

crease their financial support of county road improvements."

This source has long been recognized as one of the most underutilized, said Grubba. "There is not now a county-wide tar for roads, and under current statutes, it's unlikely there ever will be," be said. "Only four of 23 townships levy a local road tax.

"What funding does come from these local sources is in the form of contributions decided by governing boards based on local priorities and availability of local funds that can be used for roads. In the case of the Board or County Commissioners, roads cannot be delayed at least a year.

'Big Business Day' to mock corporations

A mock trial of a major chemical company, a mock corporation board of directors meeting and "corporate hall of shame" awards will be featured at a meeting marking "Big Business Day."

The meeting arking big and "We don't expect too many in attended to make the properties of the proper

Big Business Day, organized by a co-alition of labor unions, consumer and senior citizen groups, is a national day of protest against corporate power abuses.

The 21 participating groups in Michi-an include the Southfield-based Michi-

Sierra show features slides

A slide show on proposed Michigan wilderness areas will be shown at the gan include the Southrield-based Michigan Citizens Lobby, the Gray Panthers, the UAW and International Association of Machinists.

Fay Gates, co-director of the Michigan Citizens Lobby, said eletters were generated to 15 corporation executives resent to 15 corporation executives re-





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