

Drug ordinance needs work

Oakland County's drug paraphernalia ordinance will need a bit more work before the Attorney General's office will advise Gov. James J. Blanchard to sign it.

Roderick T. MacGillis, assistant attorney general, otherwise approved the ordinance, passed 2-0 by the Oakland County Board of Commissioners at its final meeting in 1986.

Purpose is to prohibit trade in "hash" pipes, cocaine spoons, empty gelatin capsules and syringes.

"I'm sympathetic with the effort — to the extent it's constitutional," Blanchard said during the closing days of his 1986 election campaign.

MacGILLIS APPROVED the drafting of the ordinance "subject to the following requirements":

- The ordinance should be more clearly worded to indicate no interference in the affairs of cities, villages or townships which pass their own ordinances. MacGillis said Oakland's ordinance indicates "it would

have countywide application notwithstanding local ordinances within the county."

- The ordinance should be corrected to refer to the 1978 U.S. Public Health Code rather than the now-repealed 1971 Controlled Substances Act.

- The title should be amended from "Paraphernalia Ordinance" to "Drug Paraphernalia Ordinance."

- The ordinance should contain more comprehensive provisions in a model drug paraphernalia act promulgated by the federal Drug Enforcement Administration.

COMMISSIONER James Doyon, D-Madison Heights, indicated he will seek the changes.

Doyon was a co-sponsor of the original ordinance whose chief author was Commissioner Betty Fortino, D-Waterford. Fortino vacated her county post to win election as township clerk last year.

Commissioners dubbed it "Betty Fortino's going-away present."

Oakland officials generally preferred that the Legislature pass a statewide law. Such a bill, sponsored by Sen. William Sederburg, R-East Lansing, was passed by the Senate but founded in the House.

Road panel deal: signed contracts

The Oakland County Road Commission is offering a deal to those opposed to spending general funds on roads.

The Road Commission is offering formal contracts. "If the county provides the money, the county should have control over the use of it," said Road Commission Chairman Fred D. Houghten.

County Executive Daniel T. Murphy last week said he opposed using a general fund surplus on roads. Instead, he is seeking changes in state laws to abolish the Road Commission as a semi-autonomous body. He would bring its administrative structure under the executive and give its policy-making powers to the county Board of Commissioners.

HOUGHTEN countered: "Our board has adopted a resolution offering to contract with the county to guarantee that all road improvement funds generated and made available by the county of Oakland shall be used exclusively for projects as selected by the county."

"The county always has had control of money it provided for roads. All projects that we do with county funds are first submitted to the county board for approval. The county executive has veto power over county board actions."

"However, to date, the county's contribution to roads have been for

relatively small amounts, notably \$1 million or less per year. Arrangements between the county and the Road Commission have been by resolutions.

"Contracting is a means for such control which is authorized by existing law."

The county itself presently uses contracts with local units of government for such things as solid waste disposal agreements. We use contracts with many units of government for a variety of purposes.

"Contracting has been a very successful tool. Contracts provide necessary controls and prevent misunderstandings. Performance as specified in the contracts can be forced via the courts, if necessary."

"We are very encouraged by the county executive's support for increased funding of roads."

THE ECONOMIC boom has strained two-lane county roads at the same time smaller and more fuel-efficient vehicles have generated less gasoline tax revenue, he said.

"Such funding is wholly inadequate," Houghten said.

"We are seeking improvements in state funding for county roads, which is essential. But it is unlikely that the state will provide all of the funds that are needed, and indications are that state will require also greater local road funding effort such as from the county."

Bus riders to be quizzed

Bus riders will be surveyed by the Southeastern Michigan Transportation Authority in mid-May. SEMTA is seeking to plan better transportation services in Wayne, Oakland and Macomb counties.

SEMTA conducted a similar passenger survey in 1980. Those results will be compared with this year's to

determine what changes in ridership and travel patterns may have occurred.

Some areas on which the survey will focus are the origins and destinations of users, the times they use buses, various characteristics of users and their opinions of SEMTA services.

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