# How new state fees affect Oakland roads

The new package of state driver fees will add \$8 million to \$14 mil-ilon to the Oakland County Road Commission's construction pot.

Commission's construction poi.
And John Grubba, managing director of the OCRC, has his eyes on
two more targets:

"We're very hopeful a question
will be on the ballot either in August
or November" for county road funds.

A bill allowing "developer impact fees," though defeated last year
in the Legislature, "is going to come
in Michigan," he said, vowing to
keep on trying.

keep on trying.

OVER ALL, Grubba marked the Michigan Legislature's report card "B" for the December package of laws that will raise \$109 million in new road revenue statewide. "The reason it wouldn't rate an A is that they should have gone for a statewide fuel tax increase," he said. To put it in perspective:

Grubba surveyed local officials two years ago and found they estimated road needs for economic development at \$74 million a year beyond existing revenues. Thus, the \$8 million to \$14 million a the new bills will raise only \$11-19 percent of that.

James Pitz, director of that state Department of Transportation, puts state road needs in the billions,

\$15 million."

If approved, it would give the Road Commission a total of \$23 million to \$29 million in new revenue.
Commissioner John J. McDonald, R.Farmington, who chairs the county Board of Commissioners' transportation committee, wants to get to work on what the new laws man.

portation committee, wants to account work on what the new laws mean. No meetings have been scheduled

yet.
"I've asked Joe Mullen (legislative agent) to put together a package that I can look at," McDonald said.
But whatever the county board But whatever the county board does, McDonald anticipates some op-

position, somewhere.
McDonald's panel has no meetings scheduled yet.

THE HOUSE of Representatives

THE HOUSE of Representatives shed down, by a 2-1 margin, a bill to allow county and city developer impact fees.

As used in other states, these fees would be levied on commercial and industrial developers whose projects have a great impact on traffic. They would pay for road widenings, turn lanes, freeway ramps, traffic signals and the like.

"We're going to go back and press for that," said Grubba. "It took six tries in South Carolina and many times in Florida before it passed. In Oakland's case, he said, the ex-lating formula would yield just \$3.7 "It will bring no real major im-million to \$14 million that will start coming when the new fees take ef-

times in Florida before it passed.

"Rep. (Maxine) Berman (D-South-field) did a good job of putting to-gether a group of developers and legislators to back it, but it ran into a misunderstanding among real es-tate brokers.

"But we're going to continue to press for this because developers have an obligation to pay for im-provements for the traffic they gen-erate. This is going to come in Michi-gan."

THERE WAS something special about the \$109 million package of driver fees enacted by the Legislature, he said.

ture, he said.
"In our view, the most important element was the economic development fund — to cope with rapid economic development. For the first time, the Legislature recognized the unique problems of economic development," he said. "That bill went through with the largest majority."

The economic fund nums relia-

The economic fund pumps relatively more money into Wayne, Oakland, Genesee and Kent counties than the existing motor vehicle fund.

## Oakland called traffic pioneer

out the nation. The said.

The Federal Highway Administration (FHWA) has committed to
revise the national Traffic Control
Devices Handbook to use the flashing signal criteria developed by the
Oakland County Road Commission.

according to David Moreno, FHWA
safety and traffic operations engineer.

NO LONGER will the handbook recommend late-night flashing sig-nal operations if volumes of oppos-ing traffic at an intersection are less than 4:1.

National guidelines for late-night flashing signals at intersections are being changed as the result of a safe-ty practice pioneered by the Oakland County Road Commission.

"We're proud that our efforts in the flield of highway safety will have an impact nationally said Fred D. Houghten, OCRC chairman.

"Lives will be saved and injuries prevented not only on Oakland County roads, but also on roads throughout the nation," he said.

The Federal Highway Administra-

HOUGHTEN was re-elected chairman of the Board of Ookland County Road Commissioners for 1988.

Richard V. Vogt and Lawrence E board.

Houghten, an 11-year member of the road commission, currently is serving his second six-year term by appointment of the county Board of Commissioners.

Ing traitite at an intersection are less Commissioners. Houghten, 67, of Rochester Hills In a memo, the director of FHWA Traffic operations in Washington, D.C. credited success achieved when the Oakland County Road Commission climinated late-night flashing First of America).

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ONE NEW law gives counties the option of asking voters to approve vehicle registration fees of up to 2x. A majority of the 2x-member county board would have to approve a ballot proposal. The three appointed members of the Road Commission lack that power.

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but his boss, Gov. James J. Blanchard, wouldn't consent to a fuel tax increase.

John Grubba state earns 'B'

> How fees hit drivers The package of driver fees, enacted by the state Legislature in December and signed by Gov. Blanchard, will raise \$109 million. Here is the breakdown, according to Joe Mullen, Oakland County legislative agent:

• \$80 million from Senate Bill
152. It raises title transfer fees from
\$2 to \$6, imposes a \$5 administrative
processing fee on all eight million
registrations handled by the Secretary of State annually, raises trailer
fees 25 percent and adds 15 percent

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to heavyweight commercial vehicle fees.
 \$17 million in driver fee in-creases. House Bill 5071 hikes driver

creases. House Bill 5071 hikes driver license renewal fees to \$111 from the current \$8 and lifts fees for new license to \$122 from the current \$7.50.

• \$12 million from increases in motor carrier license fees from out-of-state trucks (\$B 154) and redistribution of auto-related sales taxes (\$B 156).





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Publish: January 11, 1966



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