

# County roads could get more crowded in the '90s

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 stretch of I-696, the only major freeway construction remaining in the state is around I-69 in Lansing, Pitz said.  
 But freeway interchanges may be more frequently built to better facilitate traffic. "In the works," Pitz said, is an I-696 interchange at Tyler Road, near Inkster.  
 Pitz stressed that local municipalities will have to share the financial burden of maintaining Michigan's 9,550-mile system, which will continue to rise.  
 The state now heavily relies on a "pay as you go" 15-cent gas tax and license plate fees for revenues used for state, county and city road repairs, Pitz said.

velopers to go around." Such fees wouldn't be possible in remote areas, he added.  
 THE STATE transportation chief said new federal dollars for Michigan roads are a distinct possibility.  
 In late January, U.S. Transportation secretary Sam Skinner will outline his goals for the '90s, including allocating \$13 billion in federal highway trust fund money to the states, Pitz said.  
 That money would go a long way toward paying for \$2 billion in anticipated road expansion work over the next 10 years.  
 Meanwhile, Pitz said the proposed Haggerty Road connector, north of I-696 in Oakland County and 1/2 mile west of the current two-lane road, will do the job it is supposed to carry heavy traffic volumes and take the heat off other county surface roads.

The planned Haggerty road connector, a six-lane limited-access boulevard, will take several years to complete, with federal and state funds paying its \$75-80 million tab, Pitz said he hopes the work begins by late 1990.  
 Although projections showed that the project would handle traffic growth for 20 years, Pitz said 11-12 years is closer to reality.  
 "IT WOULD RUN at capacity (after 12 years) and be under congestion for a few years until there could be further development," Pitz said. (But) no, Haggerty will not be antiquated by the time it opens. It will clearly have a design life to approach the 20-year projection."  
 According to MDOT figures, nearly 27,000 vehicles daily traveled Haggerty in 1988. Traffic engineer Paul Filley said that figure would probably increase by 50 percent af-



James Pitz MDOT director

# Funding sought for Year 2000 reports

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 Some of his council colleagues agreed. Aldo Vagnozzi called distribution "a haphazard plan." Jean Fox asked to see Year 2000 task force recommendations before being asked to finance publication. "I would like a first-class document. I don't mean we should be chintzy," she said.

plan. "I find this cost too high," Vagnozzi said.  
 The EDC previously published a document of its own in the early to mid-1980s that served as a marketing brochure to lure businesses to Farmington Hills. Costick said he believes the Year 2000 plans could be used as yet another marketing tool.  
 The EDC has about \$570,000 to spend on various projects. But EDC are concerned whether publication expenses are appropriate considering the stringent guidelines it must follow in financing projects, said Costick, an EDC member.

SOME COUNCIL members also criticized the \$19,000 price tag — the lowest of three bids taken for the work — for development of a publication concept, format, layout and keylining of the 28-page report. But that amount has already been spent for the document. It is part of an earlier allocation for the Year 2000

After January 1987, the EDC went out of the tax-exempt bond business because of changes in the federal tax code.

"I SUPPORT the notion that we have to look at ways locally as well as at the state level" to generate new road revenue, he said.  
 Oakland County failed in a bid to do that, when voters turned down a local registration fee. "That's not a bad approach to take and it should be considered again," Pitz said.  
 A local gas tax there is another interesting possibility, he added.  
 And with new building construction booming in Oakland County, Pitz suggested turning to developer impact fees, where large developers would pay for certain infrastructure improvements.  
 "Given that there is a need to raise some money within Oakland County (for roads), I don't know what I'd rule out," Pitz said. "The developer fees are an attractive way."  
 "This is one area where... to be blunt about it, there are enough de-

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