Roads and Road Funding: An overview for Farmington Hills Council of Homeowner Associations

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WHAT IS RCOC?

- ⇨ Separate from county general government
- ⇨ 460 employees
- ⇨ $270 million budget
- ⇨ Largest county road system in the state -- 2,700-plus miles of roads
- ⇨ 750 miles = still gravel
- ⇨ RCOC maintains:

  - 230 miles of state highways (1,561 lane miles)
  - 97% of all traffic signals (1,500)
  - 100,000+ road signs

THREE LEVELS OF ROAD JURISDICTION IN MICHIGAN:

State highways (MDOT: 230 miles) -- I, M or US

I-75, I-696, I-96, M-5, Woodward (M-1), Telegraph (US-24)

County roads (RCOC: 2,700+ miles)

All roads in townships; some "mile roads" in cities & villages

<u>In Farmington Hills</u>: Haggerty, Orchard Lake, Farmington Road (south of Grand River), Middlebelt, 12 Mile, 10 Mile (west of Grand River)

City & village streets (2,700 miles)

Total: 5,700 miles of public roads in Oakland County

WHAT WE HAVE JURISDICTION OVER

Everything within the road right of way:

- Roadway
- Bridges (120)
- Large culverts (302)
- Small culverts (3,500)
- Curbs, gutters and shoulders
- Traffic signals (1,500) & electrical devices
- Traffic signs (100,000+)
- Pavement markings
- Drainage structures (tens of thousands)
- Guardrail

WHAT WE DO NOT HAVE AUTHORITY/JURISDICTION OVER

- State highways (I, M or US routes)
- City & village streets (including neighborhood streets in all cities & villages)
- Zoning & economic development decisions (including site plan approvals, land use, density)
- Transit services or routes
- Streetlights

WHY ARE MICHIGAN'S ROADS IN BAD SHAPE?



Why are Michigan's roads in bad shape?

Per capita state & local expenditures
(Michigan's rank in the nation)

Expenditures	1964*	1974*	1984*	1992*	2010*	2017**	2021**
Health	5	8	9	12	13	14	15
Education	11	7	10	11	9	33	26
Welfare	31	5	3	7	32	34	29
Roads	**43**	**44**	**42**	**49**	**50**	**44**	**36**

Sources:

*U.S. Census Bureau

**Urban Institute/Brookings Institute Tax Policy Center

AS OF **OCT. 3, 2025**, THERE IS A

NEW STATE ROAD-FUNDING PACKAGE

- For years, we had been warning, that without new funding, Michigan's faced a road-funding "fiscal cliff" after 2025.
- At that point, the previous funding increase was eaten up by inflation.
- The Legislature and Governor listened!!

NEW ROAD-FUNDING PACKAGE

Fuel Tax: $1 billion in new funding.

- Replaces 6% sales tax on fuel with 20-cent increase on gas & diesel taxes.

Neighborhood Roads Fund: $1.1 billion in new funding (grows to $1.5 billion by 2030).

- Redirects **$688 million in corporate income tax**.
- This will grow to $1.04 billion by 2030.
- Creates 24% wholesale tax on marijuana; will generate $420 million/year.

General Fund (Income Tax):

- Eliminates **$600 million contribution** to transportation.

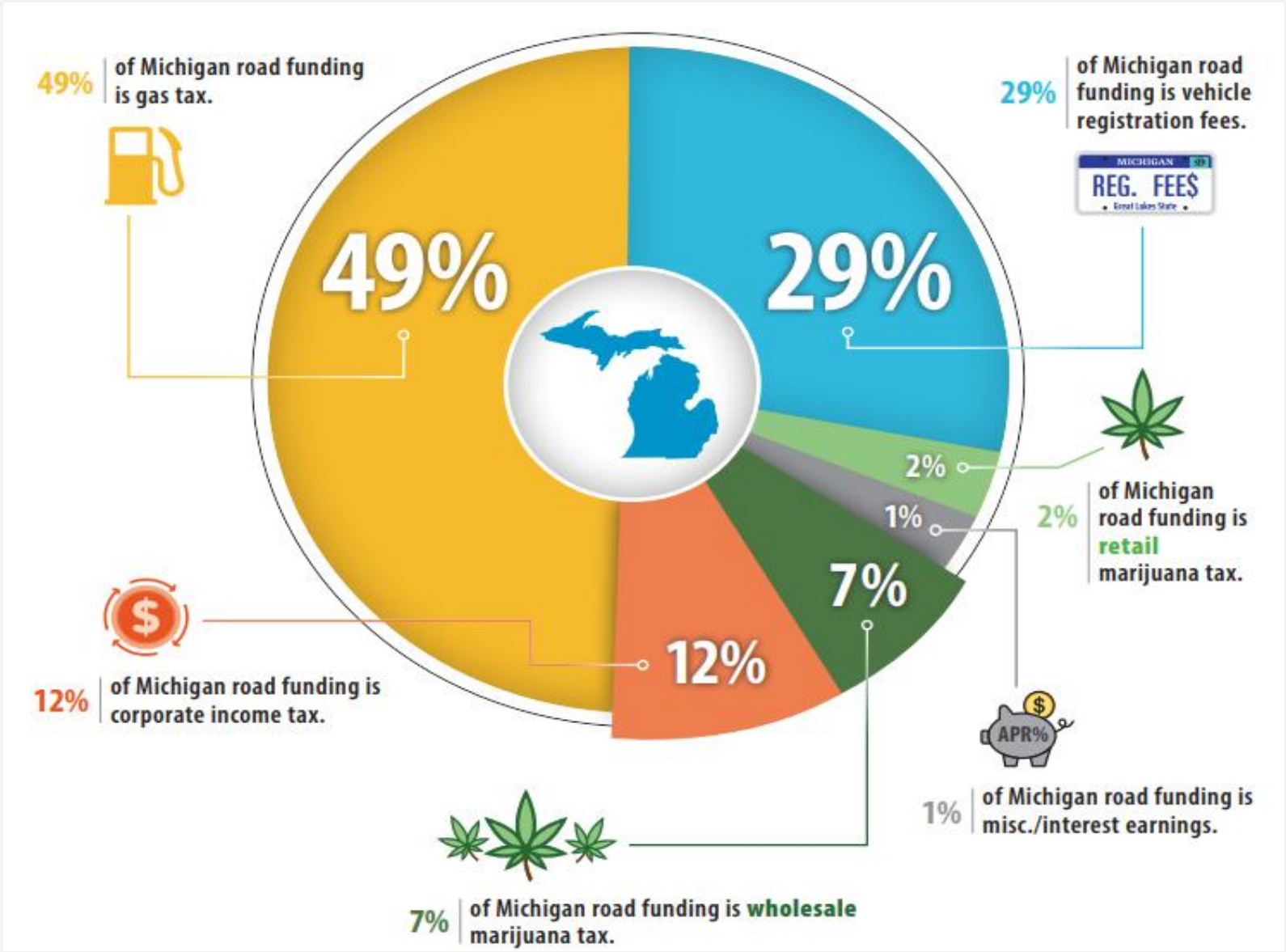
Net new income:

$1.5 B (grows to $1.9 B by 2030)

WHEN WE'RE GETTING/LOSING ELEMENTS OF PACKAGE

Item	Date getting/losing
• Loss of $600 million from General Fund:	Oct. 1, 2025
• New gas & diesel tax revenue	April 2026
• Corporate income tax revenue:	Late summer/fall 2026
• Wholesale marijuana tax revenue:	Late summer/fall 2026

STATE ROAD-FUNDING SOURCES AFTER 2025 FUNDING PACKAGE



WHAT IS THE NEW NEIGHBORHOOD ROADS FUND?

- Funded by new wholesale tax on marijuana and redirected state corporate income tax.
- How funds distributed:
  - **$100 million** annually for local bridges (70-80 percent on county roads; rest on city/village streets).
  - **$40 million** for the Local Grade Separation Fund.
  - **$100 million** split as follows: 35% to transit, 65% to new Infrastructure Projects Authority Fund.
  - **20% to MDOT** via the State Trunkline Fund.
  - **Remaining funds** distributed: 65% to county roads, 35% to city/village streets.

NEIGHBORHOOD ROADS FUND DETAILS

1. There will be a delay in getting funds. Neighborhood Roads Fund dollars will be distributed later in the year (not all year long).

2. Fund does not provide significantly more money than if the dollars had been distributed through the traditional Act 51 formula.

3. Five years from now, the distribution of the Neighborhood Roads Fund will change; our share will **drop** by $4 million/year.

4. The wholesale marijuana tax is still being argued in court.

5. With these funds, RCOC will cover 100% of cost of local-road culverts (was previously 50/50 split with community).

6. Despite the "neighborhood" name, there are **no restrictions** on where money can be spent.

WHAT NEW FUNDING MEANS FOR RCOC

- Senate Fiscal Agency estimates RCOC will receive an additional **$46 million** in FY 2026.
- Expected to grow to **$61 million** in FY 2027.
- Expected to grow to **$79 million** by FY 2030.



HOW WE'LL USE NEW FUNDING:



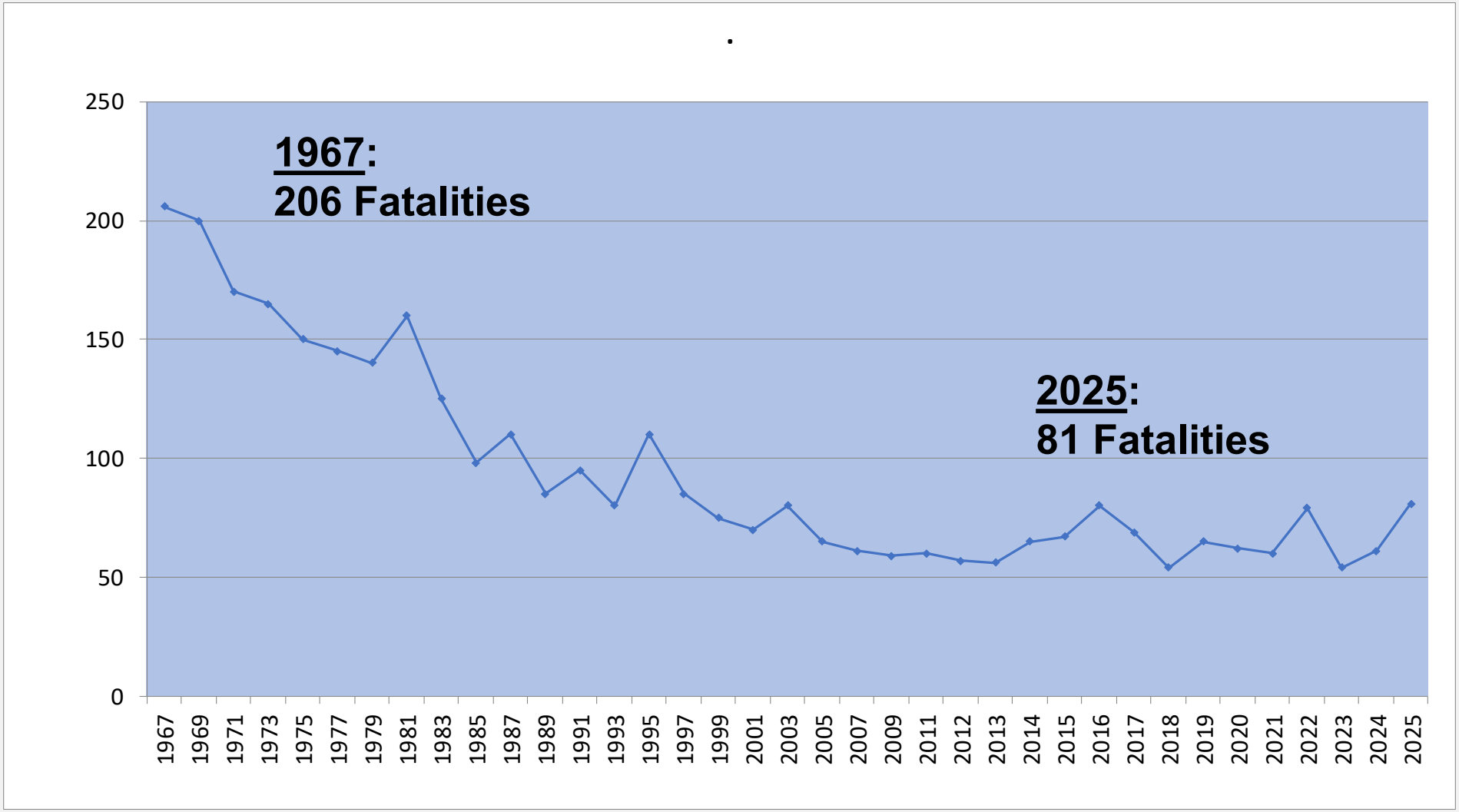
- Repave more roads (asphalt overlays and concrete repairs)
- Replace culverts and bridges
- More intersection safety improvements
- Replace ageing equipment
- Increased ditching and drainage work

ROAD COMMISSION FOR OAKLAND COUNTY'S SAFETY SUCCESS STORY

- Oakland County's roads are among the safest in the world for an area our size & population.
- This was no "accident."
- It did not happen over night!



OAKLAND COUNTY
TOTAL TRAFFIC FATALITIES



RCOC's Safety Story
Oakland County Crash Statistics

	1967	2025
• POPULATION	600,000	1.2 + Mil
• VEHICLE MILES TRAVELED (VMT)	3 Billion	13.1 Billion
• TRAFFIC FATALITIES	206	81

Fatality Rates (per 100 million vehicle miles of travel)

	1967	2025
Oakland County	6.8	0.67
Michigan	6.5	1.08
USA	5.7	1.10

Creating RCOC's safety culture

- 1978: Managing Director designating "safety is first".
- Creation of the "Highway Risk Management Program."
- Data-driven decision making.
- Goal: Include safety in everything we do.



Creating RCOC's safety culture

- Since 1978, safety considerations have been a key factor in:
  - Road-project **selection**
  - Road-project **design**
  - Selection & performance of road maintenance activities
  - Traffic-signal, sign & pavement-marking decisions
  - Development of RCOC budget

RCOC's safety culture

- **Safety reviews of top intersections & links:**
  - Signalized & unsignalized intersections
  - Paved & unpaved road links
  - Multi-departmental team
  - Includes field reviews
  - Identify long-term & interim actions



  - **Safety audits**
  - Multi-departmental reviews of planned projects
  - To ensure they address all safety issues before project design begins
- **New-employee submersion**

RCOC's safety culture

- **We do what's necessary to achieve safety:**
  - Have taken: a church, houses, a gas station, a car wash, a historic train depot (moved)
  - Always willing to try new things and one of the first to use:
    - Box spans,
    - LED traffic signals,
    - Adaptive traffic signals,
    - Traffic-signal back plates,
    - Paved shoulders,
    - High-friction surface,
    - Roundabouts,
    - Six-inch edge lines,
    - Increased sign reflectivity and larger signs
    - ITS & connected-vehicle technology
    - Etc.

Spreading the *safety culture*



- The Oakland County Federal Aid Task Force (includes RCOC and all cities & villages).
  - Distributes federal road funds coming to the county.
  - RCOC, cities and villages all agreed to make "safety" one of the top priorities for project-rating system for federally funded projects.
- RCOC provides technical expertise to locals.

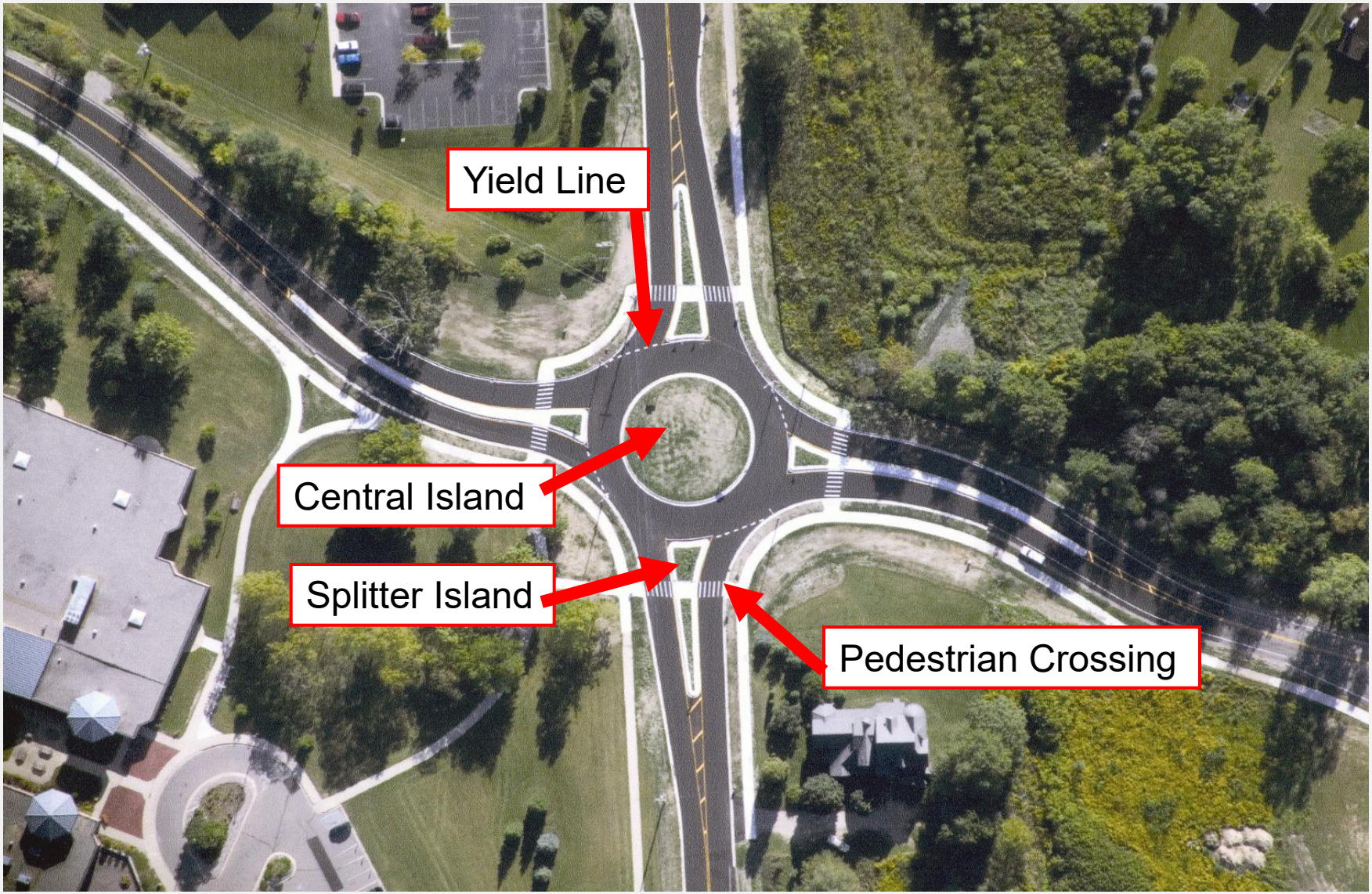
BOTTOM LINE:

Think about it …

If Oakland County met the average national fatality rate, approximately 60 more people would die on our roads every year.



ROUNDABOUTS





WHY ROUNDABOUTS?

They offer improved:

- Safety
- Capacity
- Aesthetics

RCOC has the highest concentration of roundabouts of any county in Mich. (45 with 45th opened in August this year).

SAFETY STATISTICS

- **Insurance Institute for Highway Safety:**
  - 80% reduction in injury crashes
  - 90% reduction in fatal/incapacitating-injury crashes
- **Federal Highway Administration:**
  - 76% reduction in injury crashes
  - 90% reduction in fatalities
- **RCOC:** 1 fatality, few serious injury crashes at roundabouts since we opened the first one 1999.

HOW DO ROUNDABOUTS REDUCE FATALITIES?

- Virtually eliminate crashes where people die at intersections:
  - Head-on collisions
  - T-bone collisions

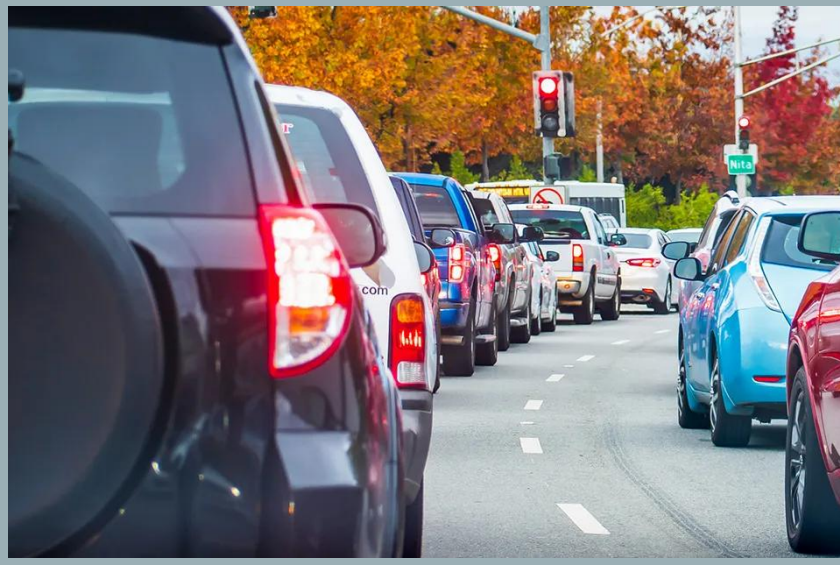


Roundabouts decrease driver delay:

1. Roundabout = **Continuous -- but reduced-speed --** travel through intersection.

2. Gets you there sooner than the stop-and-go of a signalized intersection.

3. Thus, reduced delay = **increased road capacity** (30% to 50%).

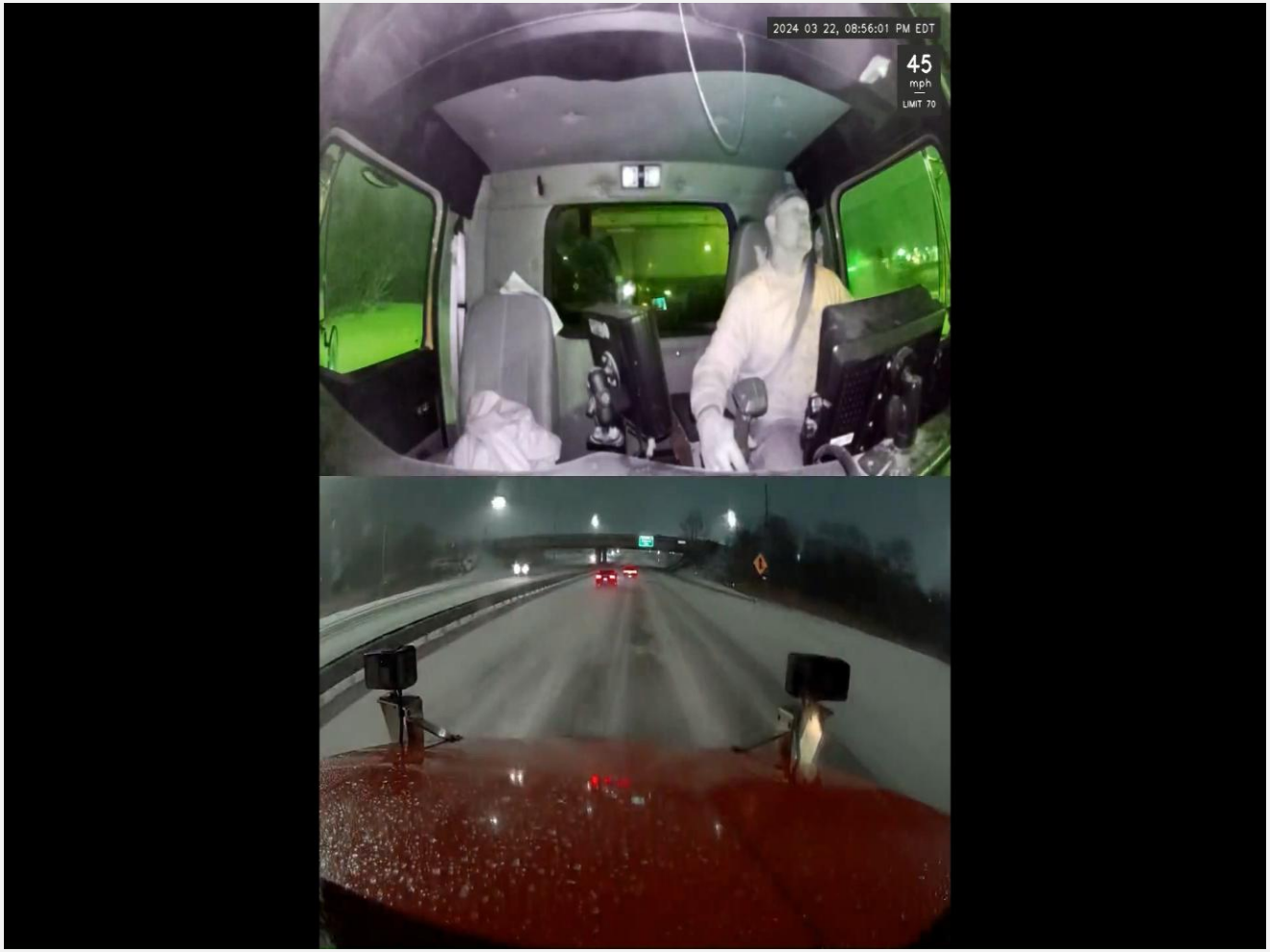


HOW TO DRIVE A ROUNDABOUT

- Signs and pavement markings will guide you
- Select your lane before the yield line
- Yield to pedestrians in the crosswalks
- Yield to traffic within the roundabout before entering
- Stay in the same lane as you enter, circulate and exit
- Do not change lanes or weave



SAMSARA



CHECK OUT RCOC'S SOCIAL MEDIA PLATFORMS

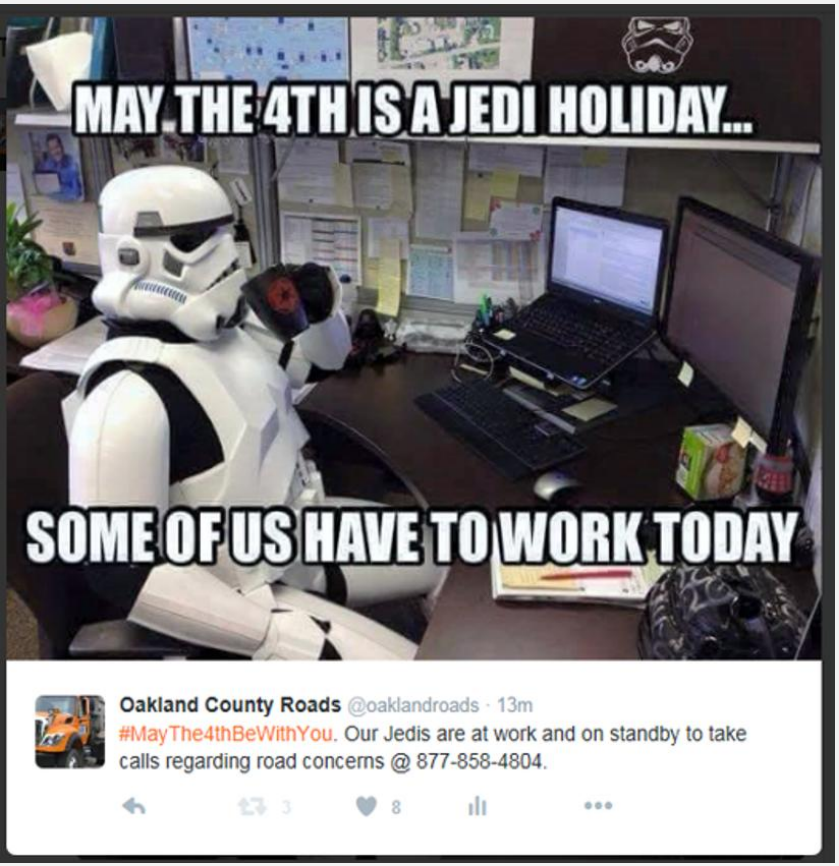


Road Commission for Oakland County
Published by Cindy M Noss [?] · December 11, 2015 ·

TGIF!







Oakland County Roads @oaklandroads · 13m
#MayThe4thBeWithYou. Our Jedis are at work and on standby to take calls regarding road concerns @ 877-858-4804.

3 8

Oakland County Roads @oaklandroads · Jun 24
Despite how this looks, we actually do NOT do this.....



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