

What is RCOC?

The Road Commission for Oakland County is Michigan's largest county road commission, with a 2,600-mile road system (including 850 miles of gravel roads). Only the state highway system is larger.

RCOC also maintains:

- ◆ Approximately 80 bridges,
- ◆ Approximately 1,200 traffic signals,
- ◆ Approximately 120,000 traffic signs and
- ◆ More than 230 miles of state highway.

Safety first

As a matter of policy, major road improvement projects are conducted by the Road Commission based on a safety ranking system. At RCOC "Safety First" is more than a motto.



RCOC:

- Is separate from county general government
- Receives the majority of its funding from the state-collected gas tax
- Has congested roads due to the tremendous growth in the county
- Receives no direct revenue from growth and development or property taxes
- Pays as much as \$1.5 million to pave a mile of gravel road
- Pays \$6.5 million to widen one mile of road from two lanes to five
- Is located in a state with a gas tax below the national average
- Is located in a state that ranks in the bottom nine states in per capita road funding

ROAD COMMISSION
for OAKLAND COUNTY

31001 Lahser Road • Beverly Hills • MI 48025

Board of Road Commissioners

Larry P. Crake

Richard G. Skarritt

Eric S. Wilson

Brent O. Bair

Managing Director

Dennis G. Kolar, P.E.

Deputy Managing Director

County Highway Engineer

RCOC Mission Statement

RCOC strives to provide the public with leadership in:

- Safe and convenient roads
- Sound financial management
- Responsive and dependable service

Have a question for the Road Commission?

Call or write:

Department of Citizen Services

2420 Pontiac Lake Road

Waterford, MI 48328

(877) 858-4804

TDD: (248) 858-8005

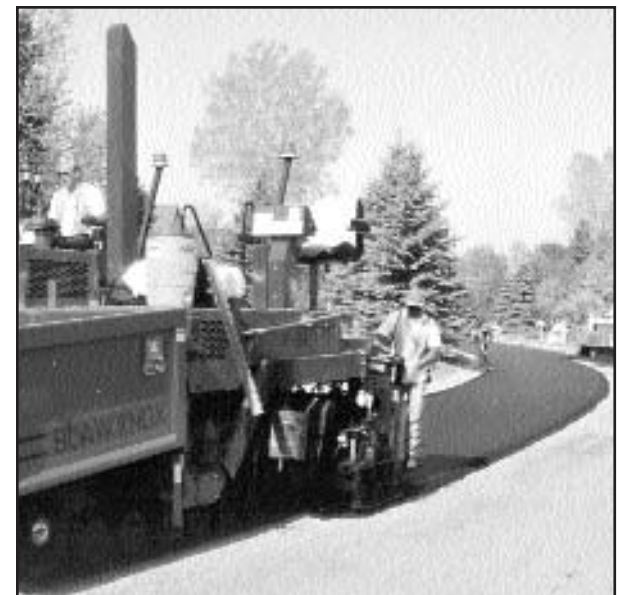
OR, visit RCOC online at

www.rcocweb.org

RCOC's

Special Assessment District

Paving Program



- What is it?
- How does it work?
- How do I participate?

ROAD COMMISSION
for OAKLAND COUNTY

RCOC'S SPECIAL ASSESSMENT PROGRAM

The Road Commission for Oakland County (RCOC) special assessment district (SAD) paving program allows property owners along residential county roads an opportunity to pave or repave their streets. This program has allowed thousands of county residents to enjoy smooth roads in their neighborhoods.



WHAT IS AN S.A.D.?

A special assessment district is a designated area where a majority of the property owners agrees to allow a governmental agency to levy a special property tax in exchange for a specific service. In RCOC's case, that service is the paving or repaving of a residential street.

With an SAD, the governmental agency agrees to pay for the cost of the service "up front," and the property owner agrees to pay back his or her share over a period of years in the form of a special property tax.

The law that authorizes property owners to empower road commissions to assess them for road paving or repaving was adopted by the Michigan Legislature in 1931 in the form of Public Act 246.

The RCOC SAD program applies only to the paving or repaving of residential streets under RCOC jurisdiction. Non-paving issues, such as drainage, are handled by other governmental agencies (the Oakland Drain Commission handles most drainage problems).

Property owners participating in an RCOC SAD paving project are allowed a 10-year period to pay their assessments, though there are no penalties for early payoff.

WHY AN S.A.D. PROJECT?

RCOC is responsible for a 2,600-mile county road system, which is the second largest road system in Michigan, second only to the state highway system. This road system is burdened with tremendous amounts of traffic due to all the new development in the county over the last several decades.



The Road Commission receives the bulk of its funding from the state-collected gas tax (it receives no direct revenue from property taxes). Michigan's gas tax rate has been well below the national average for decades, and Michigan has been in the bottom nine states nationally in per capita road funding since the early 1960s.

As a result, road funding is not adequate to meet all construction needs. In an effort to manage the available dollars, RCOC has developed a rating system based on safety factors and traffic volume to determine priorities for funding road construction projects. Residential streets with low traffic volumes and accident rates, understandably, do not qualify for a portion of the limited construction funds. Consequently, the SAD program is RCOC's only viable means to pave residential streets under its jurisdiction.

GENERAL REQUIREMENTS

In order for your street to be considered for a special assessment district paving project, it must meet the following requirements.

- It must be a public, county road.
- It must be outside corporate city or village limits (the Road Commission does not have jurisdiction over residential streets in cities and villages).
- At least 75 percent of the property along the road must be subdivided into parcels of 300 feet or less in width, or there can be no fewer than one building for every 300 feet of road frontage.
- Owners of properties representing more than 51 percent of the lineal footage along the road must support the SAD project.

HOW TO START THE PROCESS

The RCOC Board of Road Commissioners has adopted a preliminary procedure to help property owners understand the special assessment process prior to formal initiation of a project. This procedure includes RCOC staff meeting with interested residents to explain the nature of the road improvements, legal process, project cost and how property assessments are determined.

Once property owners show that sufficient interest exists to pave or repave the street(s), plans and estimates of cost will be prepared by RCOC. All property owners are notified, both in writing and through a public meeting, of the planned improvements, estimated costs and tentative assessments. This information is provided prior to any formal commitment by property owners.



Property owners interested in obtaining further information about the SAD process should call the Road Commission at (248) 645-2000, ext. 2270.