

Senate Fiscal Agency
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SFA**BILL ANALYSIS**

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House Bill 4247 (as reported without amendment)
Sponsor: Representative Andrew Raczowski
House Committee: Transportation
Senate Committee: Transportation and Tourism

Date Completed: 4-6-99

RATIONALE

The late D. Keith Deacon served the City of Farmington Hills in various capacities, including as a member of the charter commission and the first city council. Deacon also served two terms as mayor pro-tem and was the city's fourth mayor. During his 17 years of service on the city's economic development commission (EDC), Deacon took a particular interest in the economic development of the city and the construction of roads in Farmington Hills. He was especially concerned about the way traffic patterns affected the residents and the business community. Consequently, he was committed to finding solutions to traffic congestion along the M-5/Grand River Avenue interchange in Farmington Hills and the City of Farmington. To recognize his years of public service and efforts to alleviate traffic congestion in the community, some people want to name a portion of M-5 in honor of Deacon.

CONTENT

The bill would create a new Act to require that the part of highway M-5, located in the area lying between the interchange of highways I-96, I-696, and I-275 and 8 Mile Road in the City of Farmington Hills and the City of Farmington, be known as the "Keith Deacon Memorial Highway".

The Department of Transportation would be required to provide for the erection of suitable markers at the approach to that part of the highway only when sufficient private contributions were received to pay the cost of erecting the markers.

ARGUMENTS

(Please note: The arguments contained in this analysis originate from sources outside the Senate Fiscal Agency. The Senate Fiscal Agency neither supports nor opposes legislation.)

Supporting Argument

Since 1989, Deacon had been committed to finding solutions to traffic congestion along a portion of M-5 located in Farmington Hills and Farmington. As leader of the Farmington Hills EDC community improvement committee, he encouraged the EDC to

fund a \$90,000 preliminary engineering study of the project. When Federal funding to complete the road project could not be secured, Deacon led efforts to obtain demonstration grant funds. As a result of his persistence, approximately \$1.3 million has been advanced by the Federal government for this project. Designation of a portion of M-5, as described in the bill, would be a fitting tribute to Deacon, who reportedly believed that ensuring a free flow of traffic along this road would benefit local residents and would attract to the area businesses that would use the road to transport materials.

Legislative Analyst: L. Arasim

FISCAL IMPACT

This bill would have no fiscal impact on State or local government.

The cost to construct and install suitable markers identifying the named section of highway is estimated to be no more than \$2,000, though final costs would vary based on sign size and placement. However, the bill would require these costs to be borne by private contributions.

Fiscal Analyst: P. Alderfer

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This analysis was prepared by nonpartisan Senate staff for use by the Senate in its deliberations and does not constitute an official statement of legislative intent.