

August 17

data pertinent to the issues raised in this petition.

We note that the petition at hand indicates that the present City rate of 8c per mile has not been changed in at least six years. There is some apparent misunderstanding here since the present rate of 8c per mile was effected July 1, 1951. As a matter of fact, the rate of reimbursement has been practically doubled since 1941 when the rate was 4c per mile with some variations. Shortly after this base date, the rate was raised to 5c per mile. In February, 1945 it was raised to 6c, and again in February, 1948 the rate was raised to 7c per mile.

The petition speaks of studies by the Automobile Club of Michigan with which we are familiar. Our office has also studied other formulae and are conversant with the various plans offered by the Dartnell Corporation and the Runzheimer Company. A significant point in the review of all these plans is that they vary quite properly since many are designed to cover different situations. It is obvious that a plan which provides complete reimbursement for 100% usage of a vehicle would hardly be the same as one designed to provide pro rata reimbursement. It is evident, therefore, that there is a great deal of misunderstanding as to what rate of reimbursement is proper.

Our own City plan is derived from one of the above formulae with certain variations required to fit the situation. For example, our formula does not provide for the payment of interest on the purchase price of the car, on the assumption that our contract with the City employees is not a joint business venture requiring 100% use of a private vehicle. Our formula does not include parking costs since it is the policy of the City to provide for such costs where necessary on an individual basis. The City formula provides for insurance covering fire, theft, and property damage; but, it does not include collision insurance which is insurance against the employee's own negligence.

The City formula is based on the assumption that the City is responsible for fixed costs in direct proportion to the amount of usage required in City business. This could cause some hardship on employees who would be required to drive their vehicles to work every day and yet be reimbursed for only occasional mileage. As far as we are able to learn, however, there are few, if any, such cases and we have asked the departments to bring them to our attention.

The petition at hand speaks of a combination plan which would provide flat allowances per month for fixed cost and a small amount varying according to the number of miles driven. We wish to point out that our

office has studied a plan of this kind which would provide an exact pro rata allowance for fixed cost and a valid cent per mile operating cost. We found, quite significantly, that such a plan would not prove as generous as the present 8c per mile formula based upon actual cost according to our formula.

We are attaching herewith several schedules indicating rates paid in other communities according to rather recent surveys. We call attention to the fact that in relatively few cases do the rates exceed the 8c per mile paid by the City of Detroit.

Respectfully submitted,  
ROBERT S. REASON,  
Acting Budget Director.

Approved:

E. P. RIEHL, Deputy Controller.  
Received and placed on file.

Controller

August 13, 1954.

Honorable Common Council:

Gentlemen—Enclosed herewith is City Controller's Trial Balance for the month ended June 30, 1954.

Respectfully submitted,  
E. P. RIEHL,  
Deputy City Controller.

Received and placed on file.  
(For trial balance, see Treasurer's report of August 3, 1954).

Corporation Counsel

August 11, 1954.

Honorable Common Council:

In the matter of vacation of public alley, etc. Wayne Circuit Court File No. 277-345.

Gentlemen—This is to inform your Honorable Body that on August 11, 1954, an Order was signed by Hon. Joseph A. Moynihan, Circuit Judge, vacating the alley located in the City of Detroit and bounded by Artesian, Stahelin, Kirkwood and Dayton Avenues. (Common Council Petition No. 2170).

The Order provides that a public easement for public utility purposes be retained in the lands formerly comprising the alley.

We submit herewith for your consideration, a resolution directing the City Clerk to record the attached true copy of the Order with the Wayne County Register of Deeds, pursuant to the Order of the Court.

Respectfully submitted,  
ROBERT REESE,  
Assistant Corporation Counsel.

By Councilman Smith:  
Resolved, That the City Clerk be and he is hereby directed to record the attached Order within 30 days of the date hereof, vacating public alley located in the City of Detroit and bounded by Artesian, Stahelin, Kirkwood and Dayton Avenues, and converting same to a public easement



for public utility purposes, in accordance with the foregoing communication from the Corporation Counsel. Approved:

VANCE G. INGALLS,  
Asst. Corporation Counsel.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Smith, Van Antwerp, Wise, Youngblood, and President Miriani—7.  
Nays—None.

Corporation Counsel

August 6, 1954.

Honorable Common Council:

In the matter of vacation of public alley, etc. Wayne Circuit Court No. 277223.

Gentlemen—This is to inform your Honorable Body that on August 6, 1954, an Order was signed by Hon. Miles N. Culehan, Circuit Judge, vacating the alley located in the City of Detroit and bounded by Pierson, Braile, Constance and Van Buren Avenues. Common Council Petition 1476.

The Order provides that a public easement for public utility purposes be retained in the lands formerly comprising the alley.

We submit herewith, for your consideration, a resolution directing the City Clerk to record the attached true copy of the Order with the Wayne County Register of Deeds, pursuant to the Order of the Court.

Respectfully submitted,

ROBERT REESE,  
Assistant Corporation Counsel.

By Councilman Smith:

Resolved, That the City Clerk be and he is hereby directed to record the attached Order within 30 days of the date hereof, vacating public alley located in the City of Detroit and bounded by Pierson, Braile, Constance and Van Buren Avenues, and converting the same to public easement for public utility purposes, in accordance with the foregoing communication from the Corporation Counsel.

Approved as to form:

VANCE G. INGALLS,  
Asst. Corporation Counsel.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Smith, Van Antwerp, Wise, Youngblood, and President Miriani—7.  
Nays—None.

Corporation Counsel

August 11, 1954.

Honorable Common Council:

Gentlemen—On April 6, 1954 (J.C.C. Page 807), your Honorable Body approved the sale of the Department of Streets and Railway's Baker Terminal property to the Department of Public Works.

In view of this action the attached

resolution is submitted for your approval.

Respectfully submitted,  
E. A. WALINSKE, Director,  
Bureau of Real Estate.

By Councilman Van Antwerp:  
Whreas, On April 6, 1954 (J.C.C. Page 807), the sale was approved to the City of Detroit, Department of Public Works, of property known as the Baker Terminal (D.S.R., L-22),  
Now, Be It

Resolved, That said property as hereinafter described be and the same is hereby assigned to the Department of Public Works, and Be It Further

Resolved. That the Board of Assessors be and they are hereby requested to exempt said property from future taxation by virtue of its acquisition for Municipal Public Purposes, and Be It Further

Resolved, That the City Treasurer be and he is hereby authorized and directed to cancel the 1954 General City Tax lien in the amount of \$6,654.96 levied against property described as follows:

Ward 18, Item 1433, North Vernor Highway, all that part of Private Claim 268 and all that part of Lot 247, and vacated alley, Daniel Scotten Re-Subdivision of that part of Private Claim 32 and easterly of Private Claim 268 lying north of Dix Avenue, described as follows: Beginning at intersection of northerly line of Vernor Highway and westerly line of Livernois Avenue; thence North 6 degrees 14 minutes 40 seconds East, 328.97 feet along westerly line of Livernois Avenue; thence continuing along said line of Livernois Avenue, North 28 degrees 23 minutes 40 seconds West, 615.40 feet; thence South 61 degrees 32 minutes 40 seconds West, 65.26 feet to point on Michigan Central Railroad; thence along easterly line of Michigan Central Railroad South 27 degrees 10 minutes 10 seconds West, 549.60 feet; thence South 28 degrees 21 minutes 40 seconds East, 414.92 feet to a point on north line of Vernor Highway, thence along said Vernor Highway, 368.45 feet to the place of beginning.

And Be It Further Resolved, That a certified copy of this resolution be forwarded to the Board of Wayne County Supervisors so that said property will be exempted from future taxation on the County Tax rolls.

Approved:

P. T. DWYER, Corporation Counsel.

Adopted as follows:

Yeas — Councilmen Beck, Connor, Smith, Van Antwerp, Wise, Youngblood, and President Miriani—7.  
Nays—None.

Corporation Counsel

August 11, 1954.

Honorable Common Council:

Gentlemen — On July 20, 1954