

# Suburbs apply brakes to rapid transit bill

By TIM RICHARD

Suburban state senators won a pair of battles last week over a bill to finance rapid transit and to reorganize the board of the Southeastern Michigan Transportation Authority (SEMTA).

The full senate voted 24-13 on June 18 to send the SEMTA bill to the appropriations committee for further work.

The appropriations committee on June 17 decided to substitute a "one penny, one vote" formula for allocating SEMTA board seats and to use a flat \$1 per vehicle tax as the funding tool.

"WE (SEN. KUN) actually adopt the new bill," said Sen. Carl Pursell (R-Plymouth), a member of the appropriations committee.

"I reserve my vote until I can see the draft of the new bill. There's too much at stake. All we did was to agree to some principles."

All suburban senators on the appropri-

ations committee agreed on the basic principles, he said. These include Chairman Bill S. Hoffman (D-Madison Heights), Thomas Casselle (D-Warren Heights) and Joseph Snyder (D-Ashtabula).

THE PRINCIPLES they agreed on are:

- Financing will be by a \$1 per vehicle surcharge to be levied in the seven-county region. (An earlier version proposed by Gov. William Milliken called for a larger vehicle tax to be applied in only the three metropolitan counties—Wayne, Oakland and Macomb.) A second version called for a real estate transfer tax.
- The SEMTA board will be expanded to 21 members: four from Detroit (mayoral appointments), four from suburban Wayne County (elected by suburban county commissioners only and ratified by the entire county board); three from Oakland, two from Macomb, and one each from St. Clair, Washington, Monroe and Livingston counties, two appointed by the governor and two by the

Southeast Michigan Council of Governments, he said.

Pursell, who offered that apartment plan, said it more nearly reflected population than the version offered by Gov. Milliken and Detroit Mayor Coleman A. Young. Their plan called for a 16-member SEMTA board with Detroit getting five seats.

"Language is being drafted to prevent the reorganization from taking place until SEMTA can acquire the assets of Detroit's Department of Transportation (D-DOT). (Current SEMTA board members say it is necessary to avoid the prospect of Detroit members on a reorganized SEMTA board being "on both sides of the bargaining table," in negotiation.)

"A provision in the earlier bill requiring SEMTA to take over handling of D-DOT's mass transit system is being removed. Senators felt the D-DOT question should be resolved by negotiations between Detroit

and SEMTA, not mandated by the legislature," he said.

SENATOR YOUNG's administrative assistant, William Cifello, labeled the new version "irrefutable" and "a fact."

Young is known to favor a subway, at least for the downtown section of a rapid transit network, but the bill is aimed at prohibiting a subway. That language was inserted at the insistence of Sen. David S. Hoffman (D-Detroit).

Even if the new version wins senate approval, it faces tough odds in the house, where Young has more leverage. If the house passes a bill more favorable to Detroit, the two versions would go to a conference committee where Detroit, again, would have considerable strength.

THE APPROPRIATIONS committee's rewrite was made possible by the full senate's vote to send it there for revision.

Supporting the move were all Observer

& Eccentric area senators: Hoffman, Pursell, Donald Bishop (R-Rochester), Daniel Casper (D-Oak Park) and William Faust (D-Westland).

At present, the SEMTA board has nine members—six appointed by SEMCOG and three by the governor.

There is currently no method for the southeastern Michigan region to pay its local share of construction costs for a rapid transit system. The \$1 vehicle tax is estimated to raise \$12 million annually.

Oakland County Executive Daniel J. Murphy, who attended the appropriations committee meeting, said the suburbs' "reaction stand" against the real estate transfer tax plan appeared successful.

But Murphy said he would still prefer to see the vehicle tax levied statewide so that county road commissioners could get a share.

"There's nothing wrong with the (new) board makeup," he added.

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## Murphy drops campaign hammer

What was shaping up as one of Oakland County Executive Daniel Murphy's big hammer's for re-election, his opponent's support of the proposed tax base sharing bill, has slipped away from him.

### Libertarians ready campaign

More than a dozen Oakland County residents have taken their places on the Libertarian ballot for the upcoming elections.

The Libertarian Party is newly organized and draws its support from both sides of the political spectrum favoring absolute individual freedom.

Libertarian nominees for Congress include Greg Clark, 428 Walnut, Rochester, 12th District; Frank Rising, 3881 Lanes, Troy, 10th District; and Teresa Rantow, 2020 Elmwood Drive, Birmingham, 18th District.

Clark is also campaign manager for the Libertarian senate nominee, Bette Erwin of Oak Park.

Presidential electors named at the party's recent convention are: Cheryl Bristol, 428 Walnut, Rochester, 12th District; Judith Steenberger, 3034 Woodville, Southfield, 17th District; and Louis Barbone, 2020 Elmwood Drive, Birmingham, 18th District.

State candidates include: Robert Garber of Southfield, University of Michigan Board of Regents; Louis Barbone of Birmingham, county executive; Philip Nelson of Rochester, county treasurer; and Tom Barbone, 2020 Elmwood Drive, Birmingham, state house of representatives, 48th District.

The party has filed suit, jointly with the U.S. Labor Party, to overturn the new state law requiring minor parties to acquire three-tenths of one per cent of the vote in the August primary in order to qualify for ballot position in the November election.

The party's offices are at 308 1/2 State, Ann Arbor 48106.

### OCC offers history on film

Contemporary films will illuminate 20th century American history for students on the Orchard Ridge Campus of Oakland Community College during the summer session.

American History II, taught by Tim Koerner, will focus on one film each class period and assess it in connection with assigned readings.

"These are not the type of films that passed as educational movies 15 or 20 years ago," said Koerner. "All of our films were made within the past five years and could be shown on prime time television."

The three-credit hour course will be offered for seven weeks beginning July 1. It will meet from 9 a.m. to noon, Tuesday and Thursday at the Orchard Ridge Campus, 2785 Orchard Lake Road, Farmington.

### Government is big spender, says MSU prof

The federal government is a big spender and big employer in Michigan, especially in Wayne County, says a Michigan State University economist.

David I. Verwey, associate professor in the Bureau of Business and Economic Research, notes that federal outlays in Michigan counties during 1973 ranged from \$2.6 billion in Wayne to \$2.3 million in Keweenaw County.

The U.S. Department of Health, Education and Welfare, which administers Social Security funds, spends the most, Verwey notes in an article in the Michigan State Economic Record.

But, in four counties, HEW was surpassed by U.S. Department of Defense outlays. Verwey said that total defense outlays were below the \$1 million mark in 41 of Michigan's 83 counties.

Judiciary and legislative expenditures, which are minimal in comparison, are not included, according to Verwey.

Employment dependent on federal outlays ranges from 46 per cent in Macomb County, where K. I. Sawyer Air Force Base is located, down to six per cent in Ontonagon. Most Michigan counties fall somewhere in the 13-37 per cent range of employment dependence on the federal government.

"Wayne has more federal civilian employees than any other county, followed by Macomb and Oakland. Combined, the three counties have a 14 per cent dependence on federal outlays," said Verwey.

More than half of the Wayne and nearly three-fourths of the Oakland federal civilian employees work in the postal service.

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