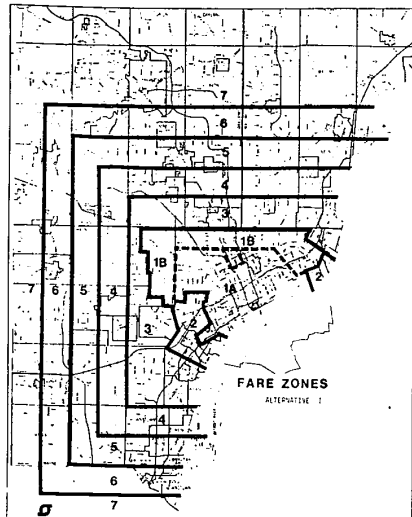
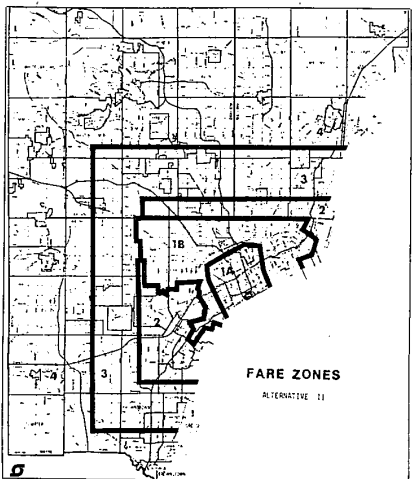


# Few object to proposed SEMTA rate restructuring



Alternative Plan I has seven zones, all about three miles wide. A 50-cent fare would be good for two zones; each additional zone would cost 15 cents for a maximum of \$1.25.



Alternative Plan II has only four zones. A 50-cent fare would be good for two zones, with each additional zone costing 25 cents for a maximum of \$1.

By TIM RICHARD  
The Southeastern Michigan Transportation Authority will move ahead on simplifying its bus and commuter rail fares with little objection—and little help—from riders.

Only six members of the public (two of them newsmen) showed up for a public hearing last week in Oakland County. And only one person had anything to say.

Gerald Naftaly, who helped set up an Oak Park "DASH" program, opposed a SEMTA plan to eliminate the punching of 40-rip passes.

Naftaly said Wayne State University students and faculty wouldn't benefit from the monthly pass system. He asked for retention of the punch-ticket system.

The hearing was held Jan. 18 in the Oak Park community building.

JOHN SAJOVEC, SEMTA's manager of bus service planning, replied that a "flash" system of presenting a monthly pass would speed up service.

A driver would need only to look at a pass and not stop to punch it, he said.

That was the extent of the testimony on two different SEMTA plans to simplify fares and make them more equitable.

Another goal, said Sajovec, is to make bus and commuter passes interchangeable. SEMTA operates not only suburban buses but a commuter rail service from Pontiac to Detroit on the Grand Trunk Western railroad tracks.

The problem of simplifying rates stems from SEMTA's history. The public authority purchased four private suburban companies in the early 1970s and inherited their fare structures. (SEMTA is also in the process of negotiating acquisition of Detroit's Department of Transportation.)

TWO ALTERNATE fare plans are under consideration.

Plan I has fare zones three miles apart—at Eight Mile, Eleven Mile, Fourteen Mile, Wixom (Seventeen Mile) and South Boulevard (Twenty

Mile) roads. Base fare would be 50 cents and would be good for two zones—that is, the zone where one boarded and the next zone. For each zone thereafter, the fare would rise 15 cents. Maximum fare would be \$1.25.

Plan II has seven zones, which makes it the more complex of the alternatives.

Plan II has four zones. Zones IA and IB are in Detroit. Zone 2 is between Eight Mile and Ten Mile east of Telegraph roads. Zone 3 is between Ten Mile and Maple roads as far west as Farmington Road; and between Eight and Ten Mile from Farmington to Telegraph. Zone 4 is north of Maple and west of Farmington roads.

Base fare would be 50 cents, good for the zone where one boards and the next one. Beyond that, the surcharge would be 25 cents per zone. Maximum fare would be \$1.

Other rate reforms in store for SEMTA riders include: more ticket outlets, mail order ticket sales, credit card purchase of tickets, a monthly

pass system and payroll deductions for ticket purchases.

Under both plans, there would be discounts for purchases of 10-rip and monthly tickets and half-price plans for students, the elderly and handicapped.

There would be surcharges for the rail trip for park and ride service and for limited stop (express) buses.

PLAN I appeared more popular with the SEMTA staff. Sajovec said both would increase ridership, but Plan II would be more costly in terms of lost revenue.

Under Plan I, said Sajovec, the dollar savings would allow SEMTA to operate the equivalent of 12 to 16 more buses. One possible new route would be a park-and-ride route from Rochester through Troy to Detroit.

Sid Alexander, manager of administrative services for SEMTA, said persons unable to attend a public hearing may write their comments. The address is: Fare Public Hearing, SEMTA, 211 W. Fort, Detroit 48226.

## Committee leadership unchanged by new year

Stability could be one word to use in describing the Oakland County Board of Commissioners.

There were few changes as the commissioners met this week for their annual organizational meeting.

Commissioners Wallace Gabler (R-Royal Oak) and Lillian Moffitt (R-Birmingham) were reelected, in 14-11 votes, chairman and vice-chairman of the board.

In nearly identical party-line votes the two Republicans defeated their Democratic challengers. Commissioners Alex Perinoff of Southfield and Betty Fortino of Waterford Township. Few changes were expected because the board hasn't changed since the 1976 election.

Despite the requests which Perinoff voiced in his invocation, opening the new year of business for the board, no leadership positions fell to the board's Democrats. Perinoff had asked that the Republicans, as guided "by the wisdom of the Lord" see fit to allow the Democrats "one or two committee chairmanships because we're not bad fellows."

The Republicans, however, once again elected themselves to positions of chairman and vice-chairman of the six standing committees.

Commissioners elected to lead the standing committees included:

•Finance Committee—Paul Kasper (D-Bloomfield Hills), chairman; Dennis Murphy (R-Nov), vice chairman.

•General Government Committee—Robert Page (R-Birmingham), chairman; James Lantini (R-Royal Oak), vice chairman.

•Personnel Committee—John McDonald (R-Farmington), chairman; Robert Gorsline (R-Milford), vice chairman.

•Public Services Committee—Henry W. Hoot (R-Troy), chairman; William Patterson (R-Clawson), vice chairman.

•Planning and Building Committee—Richard Wilcox (R-Ortonville), chairman; Robert McConnell (R-Farmington Hills), vice chairman.

•Health and Human Resources Committee—John Peterson (R-Rochester), chairman; Joseph Montante (R-Orchard Lake), vice chairman.

The only change occurred in the Health and Human Resources Committee where Peterson, who had been vice chairman, moved to chairman and Montante, who had been chairman, became vice chairman.

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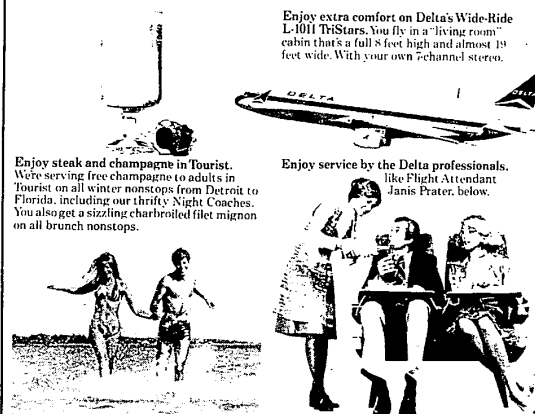
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