

# SEMTA blasts road commission transit plan

By TIM RICHARD

The Southeastern Michigan Transportation Authority (SEMTA) is blowing the whistle at the Oakland County Road Commission (OCRC) for the way the road commission is presenting a rival rapid transit plan to the public.

Road Commission Chairman John R. Gnuu Jr. has been soliciting local governmental and civic groups as audiences to present a talk and slide show advocating a light rail plan. Gnuu says the road commission plan is cheaper and more suburban-oriented than the heavy rail, Detroit-oriented plan SEMTA is pondering.

SEMTA'S ATTACK was prompted by board member Joseph P. Bianco Jr. after he attended the road commission's presentation at a civic meeting in the Birmingham-Bloomfield area.

"The Oakland County Road Commission has failed to live up to its commitment to provide us (SEMTA) with its origin and destination survey by the end of December, and they have failed in their promise to give us a fully documented report, with ridership, cost estimates and projections of

operating deficits," Bianco charged.

"All SEMTA saw was a slide presentation. Their little lines on a map and color slides ain't a transit plan," he added.

Bianco's own attack on the road commission was even tougher than the attack made by the full SEMTA board.

"There is a completely illegal action," he said of the road commission slide show. "They have no authority to present public transit systems under any legislative mandate."

Bianco added that the Oakland County Road Commission was wrong in suggesting the Wayne County Road Commission was part of the effort.

A spokesman for the Wayne County Road Commission told the Observer & Eccentric newspapers his body had not participated in any public meetings with the Oakland County agency. He said members of the Wayne County Road Commission had not taken any official action on the light rail plan, although they had authorized Thomas O'Rourke, managing director of the WCRC, to participate with Oakland officials in presenting the plan to SEMTA Dec. 21.

THE HEART of the problem is that both federal and state governments are headed in the direction of a single transportation fund for both roads and public transit. An expensive public transit plan, therefore, is seen as eating up money that could go to roads.

And although Gnuu says the control of transit programs is not the OCRC's chief concern, there's little doubt some road commissioners would like to take over SEMTA's operation.

In a letter to this newspaper, Gnuu said the road commissions "did suggest that the road commissions of Wayne, Oakland and Macomb counties might be a logical nucleus for a tri-county transit commission which would also include fair representation from the three county governments involved, as well as local levels of government."

This sort of structure is supported by logic. The road commissions 1) are

transportation oriented, 2) presently have on their payrolls engineering capability that is applicable to regional transit as well as roads and 3) such an approach is compatible with a national and state trend to expand the concern of governmental road agencies to include all modes of transportation.

"Further, SEMTA represents seven counties in southeast Michigan. It seems only fair to us that representation on a transit board should be limited to the area being taxed for transit purposes—in this case, Wayne, Oakland and Macomb counties," Gnuu said.

SEMTA'S STATEMENT charged that OCRC presentations are "purported to have the support of SEMTA. Moreover, it is purported that this proposal was developed with input from SEMTA."

"If what we have heard is true, we would like to make it clear that this is not the case."

"As for SEMTA input in the preparation of the road commission's proposal, this allegation is totally inaccurate."

SEMTA was careful not to denounce outright the road commission's light rail plan. "We are not passing judgment on the road commission proposal. Since we have not seen it, we are in no position to do so."

Meanwhile, SEMTA said that by March it expects to complete its so-called "alternatives analysis"—a comprehensive, computer-aided analysis of which mode and mix of public transit rolling stock would form the best regional transit system in 1985, "taking into consideration both economic and social impact, as well as the economic development potential of the selected system."

SEMTA has scheduled a series of public hearings to get citizen comment on the kinds of transportation stock—heavy rail, light rail, commuter rail, bus and people movers.

In the suburbs, one hearing will be held Wednesday, Feb. 9, in the Westland city hall, 3690 Ford Road, east of Newburgh. Another is set for Thursday, Feb. 10, in the Oakland County Board of Commissioners auditorium, Telegraph north of Elizabeth Lake roads, Pontiac. Both begin at 7:30 p.m.

## Michigan mirror

### Roadblocks close snowy highways

Snow-clogged highways cause truck vehicles. And those stuck vehicles in turn make it almost impossible to clear the roads.

But the Department of State Highways and Transportation and the Michigan State Police are working on alleviating that problem.

Under a new plan to be implemented this winter, roadblocks will be set up to close freeways whenever a storm makes driving extremely hazardous or impossible. The roadblocks will be established at places determined to be outside the edges of the storm.

While those vehicles already on the highway may still be stuck, there's less chance of other vehicles adding to the clutter.

A communications system aimed at aiding stranded motorists in slow-clearing operations and advising drivers well in advance if a freeway is closed is also part of the plan. "The primary purpose of this entire plan is to reduce the number of persons and vehicles stranded by a snowstorm, and to rescue those already stranded," says Col. George Halverson, director of State Police.

A COUPLE OF RECENT U.S. Supreme Court opinions seem to have set back women's rights, according to feminist groups who particularly objected to the ruling dealing with pregnancy leaves from work.

But the Michigan Attorney General's office has gone in the other direction—ruling that a woman may not be refused credit for a loan simply because of marital status.

"The credit worthiness of a married woman is not affected by state property laws. A married woman is responsible for her own obligations regardless of where they are incurred by purchase of a luxury or a necessity," the opinion reads.

If a woman uses her own property as collateral, her right to borrow money or goods on credit is not affected by her marital status.

Michigan's Married Woman's Property Acts, which began in 1855, gave married women the right to own and control property. More than a century later, in 1971, the State Supreme Court held that a married woman was liable for merchandise she purchased on her individual credit.

NOTE FROM the Michigan Traffic Safety Report: The American Optometric Association says the average 60-year-old needs seven times as much light as the average 20-year-old to perform the same tasks.

The eye doctors said this is nothing to be concerned about, but it does require some change in habits and attitudes.

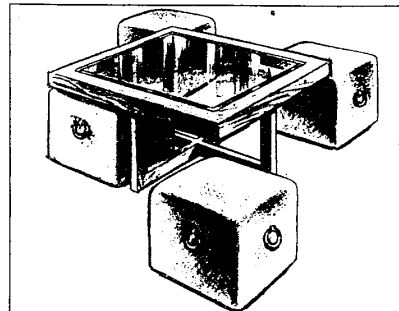
HOT LINES can help cut red tape and get quick answers to problems. That's why several of Michigan's state government agencies operate such a telephone service.

The toll free numbers include: •Public Service Commission, which helps citizens with utility problems or questions about utilities other than city-owned electric companies. Call 800-292-9555.

•Natural Resources Law Enforcement, which helps state officials enforce conservation laws. Call 800-292-7800.

•Travel Bureau, which offers information on road conditions, upcoming events and weather forecasts. Call 800-292-9521.

•Department of State Automotive Regulations, which receives complaints against auto dealers, mechanics and repair shops. Call 800-292-4204. Or in Detroit only, 800-357-5109.



### SALE! FONDUE TABLE AND 4 OTTOMANS

Fondue Cocktail Table \$179 Each Ottoman \$71

Use this table as a regular cocktail table, or add the ottomans for fondue parties or extra seating. Gloss top table of selected hardwoods in warm honey finish. . . upholstered ottomans for anywhere in your home.

### Towne & Country interiors

Dearborn—23600 Michigan Ave.

Bloomfield—4107 Telegraph Rd.

Rochester—1110 S. Rochester Rd. in Winchester Mall

Group Piano

THE KIDS WILL LOVE IT

CALL 427-0040

New Sessions Starting Soon

HAMMELL MUSIC, INC.

15630 MIDDLEBELT RD. (North of Five Mile) LIVONIA

427-0040 937-1040

Meet the many faces of DETROITBANK CORPORATION

## DETROITBANK CORPORATION CONSOLIDATED BALANCE SHEET DECEMBER 31, 1976

### ASSETS

Cash and due from banks.....	\$ 210,641,000
Time deposits with other banks.....	460,369,000
U. S. Treasury securities.....	194,294,000
U. S. Government agency securities.....	73,134,000
State and municipal securities.....	565,889,000
Other securities.....	57,069,000
Total securities.....	890,386,000
Federal funds sold and securities purchased under agreements to resell.....	77,714,000
Commercial loans.....	857,385,000
Real estate mortgage loans.....	607,889,000
Consumer installment loans.....	187,978,000
Total loans.....	1,653,252,000
Less valuation portion of reserve for loan losses.....	19,686,000
Net loans.....	1,633,566,000
Premises and equipment.....	36,836,000
Customers' liability on acceptance.....	9,645,000
Other assets.....	62,065,000
TOTAL.....	\$3,381,222,000

### LIABILITIES

Demand deposits.....	\$ 776,914,000
Savings and personal time deposits.....	1,822,451,000
Other time deposits.....	166,925,000
Deposits in foreign offices.....	77,093,000
Total deposits.....	2,843,383,000
Federal funds borrowed and securities sold under agreements to repurchase.....	174,055,000
Commercial paper outstanding and other borrowed funds.....	47,922,000
Acceptances outstanding.....	9,645,000
Other liabilities.....	70,060,000
Total liabilities.....	3,145,065,000

### SHAREHOLDERS' EQUITY

Preferred stock—no par value; 500,000 shares authorized, none issued.....	—
Common stock—\$10 par value; 4,500,000 shares authorized, 4,433,216 shares issued in 1976, 3,370,483 shares issued in 1975.....	44,332,000
Surplus.....	114,373,000
Retained earnings.....	84,050,000
Total.....	242,755,000
Less treasury stock—182,282 shares at cost.....	6,608,000
Total shareholders' equity.....	236,147,000
TOTAL.....	\$3,381,222,000

On December 31, 1976 securities having a par value of \$119,116,000 were pledged where permitted or required by the Uniform Gifts to Minors Act and the Uniform Transfers to Minors Act. Deposits of the State of Michigan of \$70,540,000 including deposits of the State of Michigan of \$17,377,000 as of the same date.

### BOARD OF DIRECTORS

E. A. Callero President—Chrysler Corporation	Walter L. Cisher Retired Chairman— The Detroit Edison Company	Frank A. Colombo Retired Executive Vice President— The J. L. Hudson Company	Rodney Craighead President	Hugh C. Daly Vice Chairman— American Natural Resources Company	Louis A. Fisher Director	Walter B. Ford II Chairman— Ford & Earl Design Associates, Incorporated	Edward J. Gilbille President—Ex Cell-O Corporation	Oscar A. Lundin Retired Vice Chairman— General Motors Corporation	Donald R. Mandlich Executive Vice President— The Detroit Bank and Trust Company	James McMillan Director	Paul S. Mirabito President—Burroughs Corporation	E. Joseph Moore President— Detroit Bar Bearing Company of Michigan	Paul W. O'Malley Chairman and President— Essex International, Incorporated	Raymond T. Paring Retired Chairman	H. Lynn Pierson Retired Chairman—Dura Corporation	Robert F. Ruelius President— Macomb County Community College	Alan E. Schwartz Senior Partner— Honnigan, Miller, Schwartz and Cohn	W. Warren Shelden Director	C. Boyd Stockmeyer Chairman	Archie O. Thalerker Chairman— Detroit Chemical Industries, Incorporated	Cleveland Thuermer Chairman— Miller, Canfield, Paddock and Stone	Hubert B. Tris Director— The Standard Products Company	William R. Yaw President—Wabash Corporation
---	---	---	-------------------------------	--	-----------------------------	---	---	---	---	----------------------------	---	--	--	---------------------------------------	--	--	--	-------------------------------	--------------------------------	---	--	--	--

DETROITBANK CORPORATION