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OCART concept gets green light

It's not completely official, but the Oakland County Board of Commissioners has agreed in principle to help underwrite a multi-city bus system for the urbanized portion of the county. In the same 215 vote March 3, the board directed County Executive Daniel T. Murphy to begin discussions with local governments to get their participation.

The system has been dubbed OCART, for Oakheir participation.

The system has been dubbed OCART for Oakheir participation. Wurphy and commission supporters visualize a 35-vehicle fleet in the communities of Rochester. West Bloomfield. Birmingham Bloomfield, Tryy, Farmington, Southfield and Royal Oak, among others

SUPPORTING the OCART principle were commissioners Robert McConnell (R-Farmington Hills). John McDonald (R-Farmington). Illiam Moffitt (R-Bloomfield). Joseph Montante (R-West Bloomfield). Dennis Murphy (R-Novi). Robert Page (R-Birmingham). Larry Pernick (D-Southfield) and John Peterson (R-Rochester). Opposed were commissioners Henry Hot (R-Troy). Paul Kasper (R-Bloomfield Hills) and Raph Mostley (R-Birmingham).
Absent was Alexander C. Perinoff (D-Southfield).

field).

Kasper called it "giving people a Cadillac instead of a Chevrolet when a student can call for door service."

Moxley objected to the cost, citing Birming-ham's diala-ride. "For every fare of 30 cents, it costs taxpayers \$1.55 (in subsidies)." he said.

COST OF the buses will be borne by the state, which will funnel funds to the Southeastern Michigan Transportation Authority (SEMTA). First year operating cost would be borne by SEMTA, through its share of a half-cent of the state gasoline tax. Thereafter, operating costs would be \$13 million and come from:

•SEMTA (state and federal funds)—\$712,000 or \$700.

*SEWITA (state and federal funds:—\$712,000 or 5 per cent.
•Oakland County—\$162,000 or 12.5 per cent.
•Local governments—\$162,000 or 12.5 per cent.
•Tarefty revenue—\$259,200 or 20 per cent.
•Tarefty revenue—\$259,200 or 20 per cent.
No estin to of how local shares would be broken down a simmediately available. This will apparently a subject to negotiation between the county of cultive's office and local officials

A BIPARTISAN group of six commissioners sponsored the OCART plan, which was unveiled by Murphy in his 1977 state of the county address. They included Mrs. Moffitt and Dennis Murphy They included Mrs. Mothtt and Detrins marphy and four freshman commissioners from other

and four freshman commissioners from other parts in the county.

Most vocal was Mrs. Moffitt, who called the plan "sensible. It addresses the needs of senior citizens and the handicapped. It suits the needs of Oakland County," she added, noting there are several local dial-a-ride operations but no way, for example, to get from Farmington to Providence Hos-pital in Southfield or from Troy to Birmingham.



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She said OCART would fit in with either of two rival rapid transit plans—SEMTA's or the Oak-land County Road Commission's.

To charges of high costs on existing systems, Mrs. Moffitt replied. "There are high costs due to buy ridership and limited service" in existing

local systems.

"This has been well thought out," she said, citing more than a year of work by the county executive and SEMTA staffs.

Commissioners, Kuhn reach compromise

Peacn Compromise

Drain Commissioner George W. Kuhn got part of what he wanted when the Oakland County Board of Commissioners created 43 new positione that will allow him to finish up water and sewer projects begun by the old Board of Public Works. In a rare 260 vote, commissioners decided March 3 to create the jobs with the understanding they would be filled by persons in the nearly powerless Department of Public Works. IDPW which reports to County Executive Daniel T. Murphy. Kuhn sought control of the jobs because it's good management that such personnel be directly responsible and accountable to the drain commissioner, who is legally responsible as county agency on these Act 342 (public works) projects.

ty agency on these Act 32 (public works) projects.

THE ACTION represented a compromise, both on Kuhn's part and on the part of commissioners who want to see more unification of responsibility under the county executive.

Until recently, Kuhn has repeatedly sought to have the DPW merged under his office, with himself becoming an elected public works commissioner. Murphy veteed that idea, and his Republican forces on the board made the veto stick last year.

can forces on the board made the veto stick last year.

Murphy and his supporters have sought bond issuing authority for the county executive, because the creation of his position by voters automatically abolished the old Board of Public Works, which had bond issuing authority.

But the Michigan Legislature has yet to act on a bill which would give the executive that authority. Kubn, in a memo to the county board, jibed that "there is no immediate likelihood that such legislation will be passed in the near future."

PAUL KASPER (R-Bloomfield Hills; chairman of the county board of hinance committee, added in floor discussion that the DPW personnel should be transferred to the drain office "only as needed," and the board intended no wholesale shifting on a such proposal, however, Kuhn ran into a buzzsaw of trouble in board committees in recent of the water and sanitary sewer division. That proposal hasn't been reported out of committee, and probably won't be.

"Adde from it bequiffed lines the flight that the board from the proposal has to be the proposal beauth to the committee to transfer the DPW chief to his jurisdiction as direction of the water and sanitary sewer division. That proposal hasn't been reported out of committee, and probably won't be.

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