

Submit transit plan or risk US aid, Detroit told

By MICHAEL MATUSZEWSKI

The federal government is telling southeastern Michigan to get its rapid transportation act together, but area transit officials say they can't do a thing until Washington gives them the go-ahead.

At stake is at least \$600 million in federal transit funds pledged in late 1976. Brock Adams, secretary for the United States Department of Transportation, warned the Southeastern Michigan Transportation Authority (SEMTA), Detroit and the suburbs that they could lose the federal funds if they do not soon submit an agreed upon plan for the entire region.

"We have people lining up at the door for the money," Adams told newsmen before his appearance at a meeting of the Detroit Economic Club. "They're telling us," he said "We've passed our sales tax, and 'We've passed out gas tax.' 'They're asking us 'When are we going to get some money?' The pressure is really building up on us," the transportation secretary said.

As in the past, though, Adams refused to lay down an ultimatum. He would not give SEMTA and Detroit and suburban officials a deadline. "We haven't set a date," he said, "but they better get moving because the line (for the money) is forming at the right."

SEMTA OFFICIALS, who want to stay at the front of that line, say they are powerless to speed up the process. They are powerless, they say, because the Urban Mass Transportation Authority is late in returning SEMTA's all-important environmental impact statement about the effects of the various mass transit programs on the region.

"There's nothing we can do about putting together any acceptable proposal until we get back that impact statement," said one SEMTA spokesman.

Even after the impact statement has been returned and SEMTA and made any recommended modifications, the regional transportation authority will be hard pressed to come up with a plan agreeable to Detroit Mayor Coleman Young and suburban leaders.

The major stumbling block, every-

Markowski to talk to genealogists

The Detroit Society for Genealogical Research convenes at 2 p.m. Saturday, Dec. 9 in the Explorer's Room of the Detroit Public Library at 3201 Woodward Avenue, Detroit.

Benedict Markowski of the Burton Historical Collection will make a presentation titled "Slavic Genealogical Resources."

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-Transportation Secretary Brock Adams

from Pontiac, Ann Arbor and Mt. Clemens.

"I think there's substantial agreement on the people mover. But there is no agreement on what is to be done in the Woodward corridor," he said. "And the whole program is in jeopardy if we don't resolve our differences," he added.

EVEN YOUNG, who like Oakland and Macomb County officials threatened to pull out of SEMTA if his demands were not met, talked of cooperation.

While he gave no hint of capitulating to suburban demands, he said the city and the suburbs have different

transportation needs and each should recognize them if a regional program is to be developed.

Young, at one time, was pressing for a capital-intensive, heavy-rail subway to be built underneath Woodward Avenue from downtown to Eight Mile Road. It would have cost more than \$1 billion and has since been dropped by SEMTA as an alternative.

"I can see the need for expanding dial-a-ride in the suburbs," Young said earlier this week. "That's a very, very expensive proposal. Per capita it's very costly."

"The suburbs," he added, "must see the need for a rapid transit system for the City of Detroit."

Young, who likes to pride himself on his ability to keep funds flowing from Washington to Detroit, is worried about the potential loss of 600 million federal dollars. Young is counting on the money not only to develop a transportation system but to spur other economic development in the city and especially along the Woodward corridor.

He is afraid that Detroit could be left out in the cold.

"We've been trying to do this (develop a transportation system) for many, many years. Twenty years ago we tried and couldn't get together. 'So what happened?' San Francisco and Atlanta got the money," he said.

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