# Subway plan may be dead Theoretically, the state could find money for rapid transit from existing revenues. As a practical matter, there

By TIM RICHARD
Chances that Detroit will get an underground light rail rapid transit line are dying.
But because Detroit Mayor Coleman
A. Young is adamant that it must be built, no one is ready to announce the funeral service.

built, no one is ready to automoci in-funeral service.

For one thing, any rail transit plan in the price range of \$750 million or more will require 20 per cent local funding in addition to the \$500 million promised by the U.S. Department of

funding in addition to the \$500 million promised by the U.S. Department of Transportation. He region has no chance of raising that kind of local money, according to chicals of the Southeastern Michigan officials of the Southeastern Michigan For another thing, the Michigan For another thing the U.S. The Michigan For another thing the U.S. The Michigan For another thing the Michigan For another thing, the Michigan For another thing, the Michigan For another thing, the Michigan For another thing the Michigan For an

anti-'subway."

"YOTERS ARE NOT willing to provide the new tax funds," said SEMTA General Manger Larry E. Salci. He was quizzed Tuesday after U.S Transportation Secretary Brock Adams told the Detroit Economic Clut the region would have quit arguing and agree on what kind of system it wants in the Woodward corridor. To Salci, that isn't the issue. "The Issue is whether we can go 20 cents on the dollar," he said. He recalled that when the legislature woted early in the fall to raise the fuel and weight classes to provide both road public bus money, the bill passed by a single vote in the House of Repre-

## analysis

sentatives, and Lt. Gov. James Damman had to cast a tie-breaking vote in the State Sente.

And that will provide only bus money.

"A subway (decision by SEMTA) will kill the whole program. That's the way I see it," Salci said.

A SEMTA board member who asked not to be identified said the board outdn't put together the required 10 votes (two-thirds majority) to approve any plan.

any plan.

That is because five of the 15 SEMTA members are hand-picked by Young and two or three others are strongly influenced by the Detroit

Young and two or three others are strongly influenced by the Detroit mayor.

And even if the board could get 10 votes for an underground line, the SEMTA member said, the idea couldn't be sold to the legislature.

SEMTA has no independent taxing authority of its own, unlike a homelic clip or a county. A creature of the state, SEMTA is dependent on Lansing outhority of its own, unlike a homelic clip or a county. A creature of the state, SEMTA is dependent on Lansing out the legislature for its local share of transit funds.

JOSEPH P. BIANCO Jr., SEMTA board member from Oakland County, said it's unlikely the region can finance its 20 per cent share of a rapid transit system for three to five years.

"The public is not willing to vote it, and then we have the Headled a mendment." Bianco said, referring to the tax limitation proposal approved Nov. 7 by voters.

The DEIS analyzes several different options for rapid transit and bus systems, including four options with different amounts of the Woodward corridor light rail line underground.

The federal government pledged \$500 million for SEMTA's capital out. also late in 1976. But the Ford Administration atlached the unsual condition atlached the unsual condition that the region would have to show that such a federal outlay would stimulate another \$500 million in private investment in Detroit.

### Bid-taking—for I-96 ramps

revenues. As a practical matter, there is no way legislators will acquise to cuts in education, social services, natural resources or courts in order to finance public transportation. Thus, the only hope for such funding is new taxes. As of Dec. 22, when the Headles amendment takes effect, the legislature will be manable to lery those continuous or the continuous distribution of the continuous continuous continuous december of the propiet is a public vote, which SEMTA people fear won't happen.

The Michigan Department of State Highways and Transportation Dec. 13 will take bids on a major construction project slated for the Novi Road—1-so interchange in Novi.

The highway department plars to build two ramps in the southwest quadrant of the interchange. The construction will round out a complete interchange system in the Twelve Cakes Mail development area.

Previous contracts for interchange construction were let in August 1976 and March 1978. In addition to the ramp construction, the department plans to demolsh a temporary overpass that carried Novi Road over the freeway. Highway department officials estimated the cost of the project at \$1.3 million. They said it could be completed next October.



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### University asks \$5.8 million for nine building projects

Oakland University is seeking \$5,775,000 in state funds to support nine priority building or remodeling projects next year

priority building or remodeling projects next year.

The requests were approved by the Board of Trustees last month and submitted to the state department of management and budget.

OU is asking for \$4.3 million for completion of Classroom Office Building No.2 Ground was broken for that facility on Nov. 2. Other projects include \$390,000 to remodel Hannah Hall of Sciences; \$400,000 to continue with the second phase of planning for an addition of 2,000 gross square feet

to Kresge Library; \$21000 to remodel Dodge Hall for a physical therapy program; and \$25,000 for initial planning for a new science building. Then the scene could be seen to be

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4. Thickening or lump in breast or elsewhere.

7. Nagging cough or

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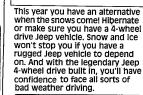
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## If you won't of cancer... You probably have the 8th. 1. Change in bowel or bladder habits.

8. A sore that does not

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8. A fear of cancer that



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