SEMTA to 'downsize' plans

staff writer i

SEMTA General Manager Larry Salcl, predicting that southeast Michigan
can't count on any more federal transit
aid, wants his board of directors to
study four cheaper, "downsized" altertransit plan it approved in 1970.

"They haven't put it in writing," said
Salci of Reagan administrators Tresday. "But they've told us 19 different
ways, 14600 million is all you get."

The \$600 million in federal transit
di was promised in 1976 to the
Southeastern Michigan Transportation
Atter early reluctance, the Reagan Administration has continued to fund system development.

"WE'RE STARTING to get started on the basics of what's available," said board member Paul Kasper, Bloom-field Hills, a staunch subway opponent who is an Oakland County commission-

ernate plans would likely take five

SALCI'S ALTERNATIVES would all continue heavy reliance on large, line-haul buses for the bulk of commuters. But all the plans would trim other elements of the transit system — especially the Woodward corridor light rail

cially the Woodward corridor light rail:
Some alternatives would also eliminate or impose long delays on certain
proposed commuter train lines from
Ann Arbor, Ponitac and Mt. Clemens.
Probably the biggest impact on suburban residents of the downstring, however, would be Salci's suggestion to
trim the eventual number of small
buses — modified van-like vehicles—
from 444 to about 340. There are 275 of
the high-operating-cost vehicles in use
now.

now.

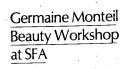
But most of the other savings were concentrated on the Woodward corridor. Under each plan, the railhead of the subway line would be a revamped railroad maintenance yard near 1-75 at Mack. There are few other similarities.

Transit board 2nd who is an Oakland County Community "It looks at the moment like we could be back to an all-bus system, said Edward McNamara, mayor of Liventa. SEMTA administrators said researching the effects of the four all-sub-ray and would run a U-shaped route from the would run a U-shaped route from the members turned down as board chairman—but make yard south to downtown, then Mack There are few other similarius. THE MOST DRASTIC — and expensive—betroit SEMTA board for re-election members turned down as board chairman—but members turned down as board chairman—but for the control of the properties of the four all-sub-ray and the properties of the four all-shaped route from the members turned down as board chairman—but for the properties of the four all-sub-ray and the properties of the four all-s spot snarls vote

Tuesday for re-election as board chairman — but they tried to be nice about it.

"The irone thing about it is we really have no beel with the chairman," and id he better the more an aide to Detroit Mayor ("Because of the way it is.")

But to time they were concerned about the "line of succession to the way as the standard and t



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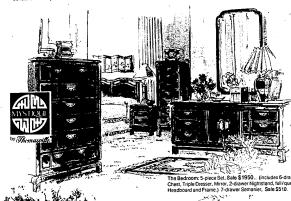
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