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Murphy: private bus firms are cheaper, better than SEMTA quirements," he said. Moreover, Murphy is preaching the use of private contractors as an alternative way to provide public service. "The role of government is to decide what should be done and see to it that it is done," he said. "The county must insure that public transportation is available to its clitzers. If does not have to operate that service. "I believe this is a fiscally responsible alternative to the traditional view that there are but two responses to shrinking budgets — raising taxes and cutting services."

private bus companies, competing for contracts, could provide more and cheaper bus service to Oakland County than SEMTA, the existing regional public transit authority, according to County Executive Daniel T. Murphy, "While SEMTA bus routes follow a radial pattern and converge on Detroit's central business district, most trips in the county do not have downtown destinations," said Murphy, in another hint that he wants to break ties with the seven-county Southeastern Michigan Transportation Authority. The executive made no firm recommendations in a 10-minute speech to the Oakland County Board of Commissioners. He unveiled the preliminary results of a \$150,000 "privatization" study made for the county by Urban Mobility Corp., a Washington, D.C. consultant. It was funded by a \$150,000 federal grant.

consultant. It was funded by a \$150,000 (cderal grant). KEY FINDINGS by the consultant:

• The county could sponsor a fourpronged program that would cost \$3.6 million a year — 54 percent of the \$6.7 million SEMTA attributes to Oakland

million SEMTA attributes to Oakland County — and provide broader service.

• Oakland could replace existing SEMTA services for \$2.1 million — 31 percent of what SEMTA spends.

Thus, the consultants said, for a total of \$5.7 million, Oakland could hire more work done than SEMTA does with its own staff and \$6.7 million in expenditures.

with its own staff and \$6.7 million in expenditures.

The expanded service area, Murphy said, would cover nine blocks of com-munities with \$24 square miles: Water-ford, Pontiac-Auburn, greater Roches-ter, West Bloomfield, Birmingham-Bloomfield, Troy, greater Ramington, Southfield-Luthrup and the Royal Oak complex.

Southfield-Lathrup and the Royal Oak complex.

SEMTA spokesman Michael Nicmann said Monday, "That working paper has just arrived in our offices. It's difficult for us to comment."

He noted Murphy was scheduled to appear at the SEMTA board of directors meeting Tuesday.

"SEMTA has always had private contractors," Niemann added, meetly in the areas of facilities and maintenance. He said SEMTA had been praised in print by Raiph Stanley, President Reagan's director of the Urban Mass Transit Agency (UrbAn), for its privailing efforts. MEANWHILE, Murphy continued talks on reorganizing SEMTA with other members of the Big Four — De froit Mayor Coleman Young, Wayne County Executive William Lucas and Recomb Board Chairman Water The March of the Section of

Macomb Board Chairman Walter Franchuk.

The broad plan is to replace the seven-county SEMTA with a three-county super board with funding coordinated by the Big Four.

It would leave Detroit free to continue running its own bus service and the downtown People Mover and wouldn't be required to merge its service with SERGTA. That satisfies Mayor Young.

Macomb, Oakland and suburban Wayne counties could either rup a combined operation or their separate programs.

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rams.
The state Senate has passed a bill ponsored by Sen. Richard Fessler, R-vest Bloomfield, to implement some of he Big Four plan, but a different verton is bogged down in a House compilitee. Little action is expected until apparer.

annary.

MURPHY CLEARLY likes a separate program because of what he sees as SEMTA's orientation to treating downtown Detroit as a transit hub.

"Travel demand in Oakland County is increasingly fragmented, and there exists not one but several different markets, each with its own unique re-

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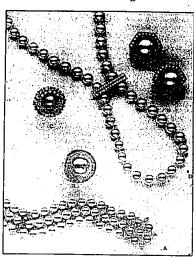
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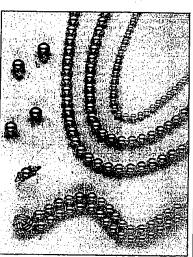
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