### Oakland looks at 3rd SEMTA board plan

"The mayor (Coleman Young of Detroit) has nothing to say on SEM-TA; the three counties have nothing to say on (operations in) Detroit," Nowak said of the new plan.

IF APPROVED, the plan would be the third major organizational change in the 20-year life of SEMTA, begun in 1967 as a method of consoli-

# are needed

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By Tim Richard stall writer and the state capital before fail, but Oakland county commissioners already are studying a plan to reorganize the Authority.

Little action is expected in the state capital before fail, but Oakland county commissioners already are studying a plan to reorganize under the Authority. Transportation Authority. Transportation Authority, and the properties — one for Detail and oak of the studying a plan to study and the state of the studying a plan to study and the studying a plan to study and the studying a plan to study and the studying a plan to study under Young's appointment of Transportation Committee. It has some resemblance to a 1986 bill studying a plan to study a studying a plan to study a studying a plan to study under the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is still a separate the study under Young's appointment of Transportation is study under the study under the study under the study under the stu

sored by Richard Fessler, R-Commerce.
Hertel's bill would set up a Reglonal Transit Coordinating Council
under the so-called Big Four; Young,
Oakland County Executive Daniel
Murphy, Wayne County Executive
Edward McNamara and Macomb
board Chairman Mark Steenburgh.
Their decisions would have to be

unanimous. "It's the best way to pro-tect each entity's interests. We're ab-solutely convinced it's the only way," said Nowak, recognized as Murphy's voice on major political is-

DDOT CONTINUES intact under the Hertel bill.

SEMTA continues as the suburban operating authority under the Big Three of Murphy, McNamara and Steenburgh.

The Big Four's RTCC will make all federal and state money applications for the subordinate groups.

"There is wide latitude for privatization," said Nowak, who with Murphy is an advocate of paying private contractors rather than government-ale mployees to perform services.

"It's strictly a governance bill. There's nothing on taxation or finance," said Michael McGee, attorfinance," said Michael McGee, attor-

ney from the firm of Miller, Can-field, Paddock & Stone and himself a former aide to McNamara when he was mayor of Livonia. "Can the board of commissioners withdraw from SEMTA?" asked Commissioner Dennis Aaron, D-Oak Park.

Park.
Yes, said McGee, though Oakland
would be unable then to contract
with SEMTA for bus service.
FOUR OUTER counties — notashy Washlenaw, which has extensive
public transportation — are now
part of SEMTA but would be excluded under the new bill.
"The outer counties have no say,"
objected Commissioner Don Jensen.

R-Birmingham, also a member of the transportation committee of the Southeast Michigan Council of Governments.

"The outlying counties can decide for themselves," said McGee. "The Big Four doesn't want to dictate to them. The outer counties can withdraw and contract with SEMTA or just withdraw."

"How much money would Oakland have to put in?" asked Commissioner Ruel McPherson, D-Hazel Park.
"The bill doesn't get into that at all," said Nowak. "There is no provision for taxation.

"Our people won't vote for a tax until they see a system operating."

SEMTA WAS set up in 1967 with a nine-member board, three appointed by the governor and six by the SEM-COG General Assembly.

In 1976 it was reorganized in a deal between Mayor Young and then-Gov. William G. Milliken to provide for a 15-member board on which Young would have five dreet appointments. The outlying counties and SEMCOG appointed their own members.

and SEMCOG appointed their own members.
Young resisted merging DDOT with SEMTA because Detroit was subsidizing its fare-box losses and SEMTA, with no taxing authority, couldn't guarantee to maintain Detroit's level of service.

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