

# SEMTA fights reorganization

The Southeast Michigan Transportation Authority board wants SEMTA to remain a seven-county regional authority.

The board voted 9-4 to oppose Senate Bill 363, which would replace SEMTA with a smaller agency.

Supporters of SB 363, which was sponsored by Sen. Richard Fessler, R-West Bloomfield, are working to collect votes in the lame duck session of the Michigan House of Representatives. The Senate passed the bill last spring.

FESSLER'S SB 363, introduced in 1985, is supported by members of the so-called "Big Four" — Detroit Mayor Coleman Young, Wayne County Executive William Lucas, Oakland County Executive Daniel Murphy and Macomb County Board

of Commissioners Chairman Walter Franczak.

Should the bill pass, SEMTA would be dissolved and could be replaced by three or more separate transit systems.

Critics of SB 363 told the SEMTA board the bill would add layers of bureaucracy involved in operating several transit systems in the region. They also cited the inevitable duplication of service that would result with several transit systems in existence and the costly fares involved in transferring between systems.

Don Lozen, representing the Center for Independent Living, also addressed the board. "A vote for SB 363 is a vote against the handicapped and a vote against the elderly," he said.

# Bonus plan buys MNC stock

An employees stock bonus plan now owns about 15 percent of Michigan National Corp., third-largest bank holding company in the state.

MNC, headquartered in Farmington Hills, announced it has sold approximately 160,000 shares of its common stock to the Michigan National Corp. Affiliate Bank Employee's Stock Bonus Plan for approximately \$5.7 million.

The result is that the stock bonus plan owns 2.2 million shares. MNC has about 15 million shares issued and outstanding.

MNC, with assets of \$7.7 billion, has 21 bank subsidiaries operating 271 branches.

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# When snow starts, so do plows

Keeping the 2,615 miles of state highways and county roads safe despite snow is a mission the Michigan State Road Commission is on.

It is ready as can be for conditions that usually occur here in winter," said Road Commission managing director John L. Grubbs. A fleet of 87 salt trucks equipped with underbody plows fans out from six strategically located garages. They are able to handle critical and priority routes simultaneously with these trucks.

Crews are stationed at the garages day and night. A major goal is to critical and priority routes safe for travel during rush hours.

WHEN CRITICAL and priority routes are safe, attention is turned to side roads and subdivision streets.

General procedure is to salt until there is an accumulation of one inch

of snowfall and to plow thereafter, salting as necessary simultaneously. Critical routes are those travelled by 40,000 or more vehicles daily, and include freeways and other state highways such as Telegraph (US-10), Woodward (M-1), Highland (M-59) and other numbered routes.

Trucks are typically dispatched to these at the forecast of bad conditions. The objective is to maintain at least 75 percent bare pavement on these routes.

Priority routes are those travelled by 5,000 to 40,000 vehicles daily, which includes Big Beaver, Orchard Lake, 12 Mile, Maple, Long Lake and other mile-type roads.

TRUCKS ARE typically dispatched to these at the start of bad conditions with the objective of maintaining at least bare wheel tracks.

Side roads and subdivision streets

will be plowed the same day of the storm whenever possible, even at overtime cost. This policy was begun last year in response to demand.

More than 32,000 tons of road de-icing rock salt is already in storage at Road Commission garages. Since increasing storage capacity to this level, salt supply hasn't been a problem despite use of more than 60,000 tons in the last two winters.

At an average of \$19.45 per ton delivered, salt will cost more than \$1 million.

The Oakland County Road Commission spent \$4.9 million on the winter of 1985-86 and \$4.2 million the winter before, counting labor, equipment and materials. About half of the costs are for the state's highways in the county and is reimbursed by the Michigan Department of Transportation.

An hour of all-out storm fighting can cost \$25,000 an hour or \$200,000 a day at regular-time wages. On overtime or holiday pay, the cost can be greater.

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