

# Griffin predicts less handouts from Washington

By TIM RICHARD

There may be more federal money for rapid transit and general education, but don't plan on paying much of it out of Washington in its tax-cutting mood.

That message came from U.S. Sen. Robert Griffin (R-Mich.) as he fielded questions on local and suburban issues with a panel of Observer & Eccentric editors and reporters.

Griffin, like most Republicans seeking reelection in 1978, is talking tax-cutting and putting a lid on federal expenses.

LATE IN 1978 the U.S. Department of Transportation announced a \$600 million was being reserved for the Southeastern Michigan Transportation Authority's (SEMTA) rapid transit plans.

"That's a sizable commitment by the federal government," said Griffin, whose residence is now Traverse City but who grew up in Garden City.

"Metropolitan Detroit is doing very well," he said.

Most of SEMTA's transit plans, however, are priced in the \$1 billion and up range. The federal \$600 million, plus \$200 million in state and metropolitan money, will fall short of funding its plans. The \$600 million was what was left from a federal transit package passed several years ago.

In 1977 Sen. Harrison Williams (D-N.J.) introduced a new public transportation funding bill. Will anything come of it?

"I THINK the federal government is going to be hit by the tax revolt," Griffin



SEN. ROBERT GRIFFIN  
Don't count on more

fin answered.

"Any idea of continued federal funding would be risky. We're moving to an era of demands for holding the line on federal spending. My advice is to plan on that (\$600 million)."

"I've heard talk they're going to try to get it h (Williams' bill) through the Senate this session. But the calendar is backed up, so there's only an outside chance. They would have to start over in 1979."

His assessment is much the same for the National Education Association's goal of achieving one-third federal funding of K-12 education. Currently, federal funds amount to 5-10

per cent of local K-12 districts' budgets, mostly for special programs.

"We may be consolidating a lot of categorical programs into general support. Then the money could be used for the needs the local people see," said Griffin.

"My general attitude is that tax credits and tax deductions are preferred to having bureaucrats hand out the money. I'm strongly for tuition tax credits."

ON MUNICIPAL spending, Griffin's approach is much the same. While he

sees justification for public works programs as an anti-recession measure, it bothers him that many suburban city halls, community centers and township halls weren't being built until federal public works money became available in 1976.

"When you have the federal government engaged in that kind of non-recession spending and when the budgets of local governments are increasingly on dependent on the federal government, that's wrong," he said.

On public housing, Griffin blistered

the U.S. Dept. of Housing and Urban Development.

"HUD is using community development block grant program in ways I don't think congress intended," the state's senior senator said. "The bureaucracy in Washington is trying to determine the composition of suburban neighborhoods. I'm not in favor of discrimination, but the bureaucrats are going beyond that."

HOW CAN the bureaucracy be curbed? Griffin had two answers.

## State paves way for GM growth

Gov. William Milliken has awarded Pontiac a \$200,000 grant for an industrial corridor road improvement. It will permit a General Motors plant expansion, creating an estimated 3,500 new jobs.

The grant, from the governor's discretionary fund, will enable GM to proceed with a plant expansion for its

truck and coach division.

The funds will be used as local match to insure a larger federal grant of \$1.2 million from the Economic Development Administration for widening and expansion of Franklin Road and other related street connectors.

"The Michigan Department of Com-

merce's Office of Economic Expansion, already has processed applications for tax abatement provided under state law for new Pontiac expansions by GM totaling more than \$25 million," Milliken said.

More than 40,000 persons currently are employed by GM in Pontiac.

"A constitutional amendment to balance the budget would force Congress and the president to make hard decisions on priorities. Sunset legislation, recently reported out of the rules committee on which I serve, would set a five-year termination date on any program. That might help."

"There's a proposal—which Levin (his Democratic opponent, Carl Levin) supports—for a one-house congressional veto of any agency rule or regulation." (Griffin recalled Michigan's 1963 constitution has such a provision; the legislature may overturn an agency rule within a specified number of days after its enactment.)

While HUD is at the top of his bad list of bureaucracies, other agencies generate problems his constituents complain about.

The Occupational Health and Safety Administration (OHS) "we hear about all the time. They're doing a better job than they did—I want to give a little bit of credit."

The Labor Department generates complaints on enforcement of overtime provisions.

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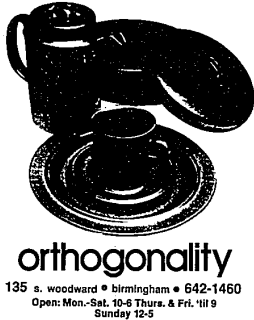
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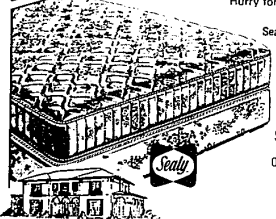
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