

Corporate lawyer tapped for transpo board

A 32-year-old Oakland County lawyer has been nominated by Gov. William Milliken to serve on the new State transportation Commission.

He is Roger D. Young, who lives in .von Township and is a partner in the outfield office of Moll, Desenberg, Ayer and Rehrendt. His background is corporate law working with many developers and on the Michigan Environmental Review Board (MERB).

And if anyone is guessing what

Young's attitude will be toward an alternative to the cancelled M-275 project in western Oakland County, Young is keeping the guessing game going.

"M-275 was docketed (cancelled by the old State Highway Commission) before MERB got to it," Young told this newspaper. "I'm familiar with most of the issues."

"But I'm withholding any position in order to review it from the perspective of the Transportation Commission."

YOUNG's appointment is subject to State Senate confirmation.

Feminist groups have announced they will fight because all three of Milliken's new appointees — as well as all three holdover members — are males. The Transportation Department has reportedly done less than almost any in state government in hiring and promoting women and minorities.

Young was nominated for a two-year term that will expire Dec. 31, 1980. He will be a Republican member of the bipartisan, six-member commission.

Milliken nominated William C. Marshall of Lansing, president of the State AFL-CIO, as a Democratic member for a term expiring this year, and Lawrence C. Patrick Jr., a northwest Detroit attorney, as a Republican for a term expiring at the end of 1981. Patrick is a member of the politically potent law firm of Honigman, Miller, Schwartz and Cohen.

Holdover members are Hannes

Meyers Jr., a Zeeland Republican; Carl Pellonpa, Ispeming Democrat; and Weston E. Vivian, Ann Arbor Democrat.

Pellonpa, Vivian and former Chairman Peter B. Fletcher were the majority when the old Highway Commission voted 3-1 in 1977 to cancel M-275.

THE SON OF a career Air Force man, Young was born in Great Falls, Mont., raised in Missoula and earned his BA (cum laude) in economics at the University of Montana.

"Montana is a very sparsely populated state — only 700,000 — and a lot of people want to keep it that way," he said.

He earned his law degree from the University of Minnesota in 1972 and

settled in Michigan later that year.

In 1975-76 Young served as finance chairman for the Oakland County Republican organization but is otherwise little known in political circles. He has never run for office.

"I've done some environmental law work — of a preventive nature," he said — "complying with rules and regulations." Among the firm's clients are Western Union Telegraph Co., Commercial Steel Corp., Giffels and Associates, Medline Industries and real estate developers.

YOUNG SERVED three years on MERB, which reviews state projects for their environmental impacts.

A "public" member of MERB, Young served on its subcommittee on pres-

ervation of prime agricultural lands and was chairman of its subcommittee on roadless area review and evaluation (RARE II).

He is a board member of the Metropolitan Fund's offshoot, Regional Citizens.

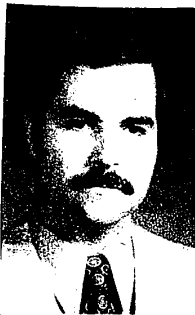
Young is the first Oakland county member of the agency that oversees Michigan highways in some years. Oakland is a highway trouble spot. Deputy County Executive Patrick Nowak calls Oakland "the place where freeways end," citing old I-96, I-275 and I-696 which terminate here.

The Transportation Commission appointment had been widely sought. A favorite among the GOP establishment had been County Commissioner Robert A. McConnell of Farmington Hills.

McConnell had been instrumental in putting together a group to suggest alternate routes and construction styles to M-275, which was to have connected I-96 and I-696 at Novi with I-75 at Davison.

The Transportation Commission was created in 1978 when voters approved Proposal M. It abolished the four-member State Highway Commission and renamed it the State Transportation Commission with clearer authority to be responsible for all forms of transportation.

Proposal M also required that the department director be a transportation expert and not just a highway engineer and made the director an appointee of the governor rather than of the commission.



RODGER D. YOUNG

In the hot seat

'Sunset' law vital—Blanchard

U. S. Rep. James Blanchard, D-Pleasant Ridge, argued that "the existence of waste, duplication and inefficiency in government programs" is a prime reason for the enactment of his "sunset" legislation.

Blanchard recently testified before the house rules subcommittee on the legislative process during the first day of hearings on HR 2, "The Sunset Act of 1979." The bill would provide the mechanism to review federal spending programs and terminate those which have not been renewed.

Among the principal reasons for sunset legislation, Blanchard said are:

- A serious gap in congressional control over the federal budget.
- The impending shortfall between needed federal programs and the money to pay for them.
- The need to coordinate tax policy and spending policy.
- Concern with proliferating rules and regulations.
- The increasing public skepticism about government.

BLANCHARD, prime sponsor of the house bill, was joined this year by Rep. Norm Meneta, D-California, and Richard Gephardt, D-Missouri, in sponsor-

ing the bill. It was first introduced by Blanchard in July 1975.

A companion bill has been introduced in the Senate by Sen. Edmund Muskie, D-Maine. The Senate passed a similar measure, 87-1, at the close of the session last fall, but too late for consideration by the House of Representatives.

In his testimony, Blanchard said: "We must adjust congressional procedures to fit the complexity and size of the federal government. We cannot allow our hands to be tied by the inadequacy of old approaches or by the inflexibility of impulsive responses."

"We all know the kind of proposals that have been put forth: meat-ax cuts in appropriations, constitutional amendments and desperate referenda."

"The problems are complex and allow for no easy solutions; and the sunset concept is no instant cure-all. The question is, however, whether we are going to approach this subject in a rational and statesmanlike manner and honestly try to set up a process to do something about it; or, whether we are going to simply react to all sorts of honest but emotional movements, their self-appointed leaders and the legislative concoctions they generate."

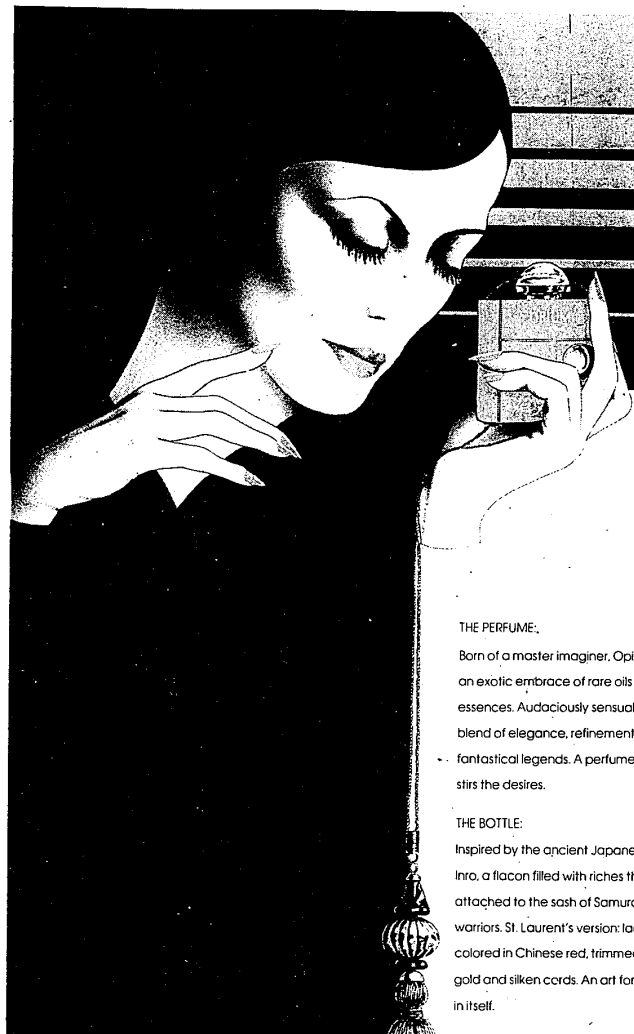
Teacher job market will worsen—MEA

Recent reports of potential teacher shortages are "misleading," says the Michigan Education Association.

Teacher union vice president Edith Swanson said recently that the reported shortages "present a very narrow view of the total teacher supply picture."

Swanson was critical of reports which quoted Michigan State University officials that job prospects for teacher graduates were considerably brighter than they were a few years ago.

"The job market for teachers is anything but good," said Swanson.



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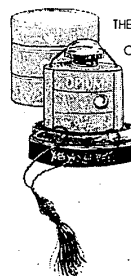
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