

# 3 candidates denounce tax hike

Three rivals for the governor's chair last week denounced the Michigan Legislature's increase in the state personal income tax.

The Senate Tuesday finally gave 22-15 approval of a bill to hike the income tax from to 5.8 percent from 4.6 for six months. The measure was supported by Gov. Milliken, who will retire at the end of his term, and Lt. Gov. James Brickley, who is seeking the Republican gubernatorial nomination to succeed him.

Democrat David Plawecki and Republicans L. Brooks Patterson and Richard Headlee decried the tax hike.

PLAWECKI, a three-term state senator from Dearborn Heights, said, "I've been listening to the people of Michigan. They've had it with taxes, no ifs, ands or buts."

"It's unfortunate that some of the other legislators and Democratic can-

didates for governor have turned a deaf ear to the voices of the people of Michigan."

Budget cutbacks should be demanded of "state vendors and the \$40,000- and \$50,000-a-year bureaucrats, not just rank and file employees," said Plawecki.

PATTERSON, Oakland County prosecutor since 1973, called it "a sorry day when the citizens of Michigan are once again ordered by government to pay for government's mismanagement."

"We have witnessed brinksmanship budgeting at its worst. The result is a hasty, ill-conceived 22-percent income tax increase which is a quick fix at best but does nothing to address the long-term financial problems of this state."

Patterson said he proposes \$684 million of budget cuts which "would have more than balanced the budget, and not one penny came from essential services."

HEADLEE, president of Alexander Hamilton Insurance Co. and of the Michigan State Chamber of Commerce, said the tax hike came through "arm-twisting."

"But in so doing, the professional politicians have succumbed to the big spending special interests and ignored the will of the people."

"Gov. Milliken was wrong when he suggested that 'two back-to-back recessions are the root causes' of Michigan's economic problems."

"The real root causes of our economic crisis are this administration's failure to provide responsible revenue projections; its disregard for long-range planning; a lack of economic modeling; and poor fiscal management. These are the same root causes that resulted in the so-called temporary 18-percent state income tax increase in 1975."

"More taxes are not the solution — they are the problem."

Headlee said that as governor he would work toward these budget measures:

- Begin an operations audit of every state department and agency to remove the fat, waste and greed which still exists in state government.

- Institute a workforce program that would require all able-bodied persons receiving welfare benefits to register for work in order to qualify for their benefit payments. Of course, those unable to work would continue to receive assistance.

- Bring Michigan welfare benefit payments to parity with those in our surrounding states.

- Modify the Single Business Tax (SBT) by establishing a profit 'floor' so that if a business is actually losing money, it will not be inequitably taxed.

- Freeze all state hiring.
- Hold all state employee salaries and benefits at the current levels."

## New SEMTA buses

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Fifteen new lift-equipped coaches which incorporate a new feature for the deaf and hearing impaired have been placed into service by the Southeastern Michigan Transportation Authority (SEMTA).

The new feature, a "stop requested" sign which lights up inside the coach when a passenger signals for a stop, will assure deaf and hearing-impaired passengers that their request to stop has been acknowledged.

The sign, which will also eliminate continuous signaling for the same stop and reduce excessive noise inside the coaches, was suggested for implementation by SEMTA chief schedule writer Robert Campbell.

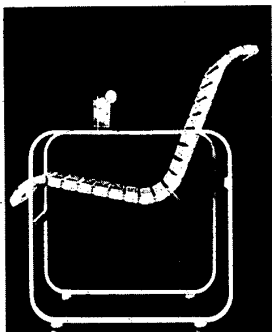
The new coaches were built in Pontiac by General Motors at a cost of

\$157,400 each and were put into service in all three SEMTA divisions in April. They replace coaches that had been in service for 20 years or more.

"In addition to Campbell's idea, the new coaches incorporate a number of features which will result in a more reliable but and increase operational efficiency for the Authority," said SEMTA General Manager Gary W. Krause.

The new buses feature a turbo-charged six-cylinder diesel engine. "Transit properties who have similar buses have experienced a 10-15 percent improvement in fuel economy over models of advance design buses with eight-cylinder engines," Krause pointed out. "At a time when we are looking for ways to conserve energy and contain costs, this is an extremely important feature."

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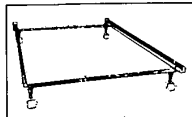
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