

MICHIGAN PUBLIC TRANSIT ASSOCIATION 2010 CANDIDATE QUESTIONNAIRE

1) The Transportation Funding Task Force (TF2), a blue-ribbon bi-partisan committee appointed by the Governor and Legislative leadership, recommended a significant increased investment by state government in both transportation and public transportation in November, 2008. To date, not one recommendation of the task force has been implemented. If you are elected, will you support the recommendations of the task force for a "better" level of investment in Michigan's transportation infrastructure, including the funds invested in public transportation? View the final report at this link:

http://www.michigan.gov/mdot/0,1607,7-151-9623_31969-202856--,00.html

Yes ? No

Comments:

I need more information on this topic than I have time to research for during the campaign. I will certainly evaluate the pros and cons, and the economic impacts once elected. I am not likely to follow any set of recommendations blindly, however, so be prepared to provide lots of info and answer many questions.

2) For more than 35 years, Michigan state government has promoted a strategy that invests state funding in our public transportation infrastructure statewide. Many of these investments are made through local dial-a-ride type demand response bus transportation systems. If elected, will you support continued investment in this expenditure, even if it requires expanding the current state gasoline tax, or finding new methods of raising state funding for public transportation?

Yes ✓ No *Our first task is protecting our existing investment*

in roads, and an increase in funding will be needed. Increased public transportation will be needed looking to the future. There is a limit to how much tax increases we (both publically and individually) will stand for, so there will need to be several cost control measures simultaneous adopted.

3) Who is your local public transit provider? Do you know anyone associated with the entity (i.e. director, employee, board member, etc)?

Name of Agency: ? *Don't know if there is one.*

Persons you personally know at this provider: NONE KNOWN

4) Currently the state is failing to match approximately \$115 million in available federal dollars for investment in local bus capital projects (i.e. bus purchases and bus facility improvements). To fully match these available federal dollars the state needs to develop approximately an additional \$25-\$30 million in state matching funding annually. If these federal dollars are not matched, they will be released to other states that do meet the matching requirements. If elected, will you take a leadership role and work to develop methods to match these funds?

Yes: No:

Comments: *See above*

5) Cities and townships are able to opt-out of participating in a local millage levy to support public transit. This has left some counties of the state looking like a patchwork quilt. Would you support legislation to limit a city or township's ability to opt-out of a millage to support local public transit efforts?

Yes: No:

Comments:

Probably not. I like local control so would need to hear more on this subject.

6) Currently a portion of auto-related sales tax collected by the state is earmarked for the Comprehensive Transportation Fund and ultimately public transit. Would you support similar legislation to earmark the same portion of auto-related use tax to the CTF? Currently that money goes to the state's General Fund.

Yes: No:

Comments:

Gas tax increases will need to be allocated to maintain roads to be consistent with my "No New Tax" Pledge. user fee exception

7) Currently public transit is primarily funded through the state gas tax and local millages. Do you believe that these are the appropriate funding sources or

do you believe that public transit should be funded with other sources of revenue or a combination? If so, please indicate what other sources of revenue.

Support current funding sources: Yes: _____ No:

Comments: *Other sources are needed*

8) In many communities, easy access to public transit is an afterthought in the planning and economic development process. Would you support legislation to require local units of government and developers to collaborate with public transit providers to ensure that the public has appropriate access to public transit amenities?

Yes: _____ No: *not ensure access*

Comments: *but the entities should at least receive and consider input re public transit*

9) What is your opinion on the current level of public transit services in your area? How should public transportation be enhanced in your area?

Comments: *at the corner of Sudd & Warner, public transit would be inappropriate. More generally, I can see where public transit will cause development around the availability, while it may not be cost effective immediately. Relocation and redevelopment will take time*

10) In recent years some legislators have advocated for, and introduced legislation, to mandate a minimum level of farebox revenue (20%) be received by

each transit agency in order to qualify for state assistance. Currently state support to transit agencies does not require any minimum threshold of local revenue. Transit agencies have argued that ALL locally-generated revenue, (i.e. farebox, local millage, local contracts, and locally produced general fund dollars) should be included in any threshold qualification. If elected, would you support a minimum farebox level threshold for state support; a combination of all locally-generated revenues as a threshold; or no minimum threshold (current practice)?

Support minimum farebox: Yes: _____ No: _____ ?

If so, what percentage level do you feel is appropriate? _____

Support combination of all locally-generated revenue: Yes: _____ No: _____

If so, what percentage level do you feel is appropriate? _____

Support current practice, which requires no minimum threshold level:

Yes: _____ No: _____

I need much more information on this to intelligently respond.

Thank you for taking the time to provide us with your views.

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