

business.

2. Venture capital is critical to the expansion of business, and its absence from Michigan has been a detriment to the development of a diversified employment base. The Legislature should create an investment climate which attracts investors willing to take risks on new ventures and to channel 50 percent of venture capital funds to small business, which creates the majority of new employment.

3. Legislation to attract new food-processing centers could link Michigan's second industry, agriculture, with a new employment base. The advantage would be that a food-processing industry could create unskilled and semi-skilled opportunities which the state desperately needs.

Q-The Single Business Tax has been under attack from all sides. What, if anything, should be done to change it?

I support the following modifications in the Single Business Tax:

1. The small-business credit designed to allow small business to retain more dollars should take effect in 1983, instead of delayed implementation.

2. Workers' compensation and unemployment compensation should be removed from the base of the Single Business Tax. This would remove a tax on a tax and encourage job-producing enterprise.

3. Exemptions that have been granted in the past to facilitate the change-over from a corporate income tax to

the Single Business Tax should be carefully reviewed before exemptions are extended.

Q-How will you vote if an equal rights amendment comes before the Congress and Legislature again? Why? How do you feel about the enactment of an equal rights amendment to the state constitution?

Women should be treated fairly under the law. Therefore, I support the Equal Rights Amendment and will introduce a resolution to ratify the new ERA by Michigan contingent upon Congressional action. I believe that women should receive equal pay for equal jobs, and that the law should not discriminate based on sex. I have supported legislation for women to receive credit without a husband's signature, set up shelters for battered women, institute programs to help homemakers who want to return to the work force, and to create day-care programs for working mothers. I am also supporting changes in existing Michigan laws which discriminate on the basis of sex.

Q-Why did you agree/disagree with the six-month, 1-percent increase in the state personal income tax voted in last May?

The governor recently presented the Legislature with two equally undesirable alternatives: a temporary hike of the personal income tax and encephalitis in "essential services," education, mental health and local revenue sharing.

During the unrelenting economic downturn which the state has experienced for 36 months, both executive or-

der cuts and reduced legislative appropriations have reduced government employment and cut programs in an effort to balance the budget.

Unfortunately, the budget projections of the governor's Office of Management and Budget have been either overly optimistic or deliberately deceptive.

It was in that environment of distrust that the governor presented the Legislature with yet another budget crisis. I was, at the outset, skeptical of the need and unconvincing that cuts in "nonessential" services had been fully implemented.

In the final hours of debate, the governor presented the cuts which would have been implemented, absent the tax hike. Education and mental health activities would have been further devastated.

Faced with the prospect of destruction of "basic services," I reluctantly, but responsibly, I believe, supported the governor's temporary tax hike. In doing so, I and several other senators identified and obtained from the governor \$50 million in additional cuts in nonessential programs.

The crisis dramatically demonstrated the critical importance of rebuilding our state's economy - if we are to be able to retain the services which make Michigan a good place to live.

Q-Our state and federal road system has reached maturity in the last few years and rapidly is deteriorating. What programs should be implemented to restore the roads?

Michigan's largest industries, manufacturing, tourism and agriculture, depend on our road system for the efficient movement of materials, products and people.

Therefore it is critical that maintenance of existing roads be Michigan's first road priority. The state had completed 95.6 percent of its 1,181-mile interstate freeway system and another 1,728 miles in the state freeway system. This investment must be protected, and there must be better management of available road monies. The pressure of increased construction costs and declining revenues because of the success of fuel conservation make cost-conscious management essential; and more extensive use of new "quality" construction methods to extend the life of road surfaces.

SEMTRA has experienced a 20-percent cut in its operating budget and expects more cuts as federal aid shrivels. How should the public-transit operating funds question be addressed?

Operating funding for public transportation in the future will:

1. rely primarily on the creation of a permanent local funding sources. The withdrawal of federal operating subsidies and the limits of state funds make local revenue sources vital. Cities such as Lansing, Bay City, Ann Arbor and others have been successful in gaining voter support for public transportation through local millages. SEMTA would be well advised to develop local support.

2. require rider fares to contribute a fair share of operating costs.

3. make mandatory effective cost control of operation of the bus fleet. The Magnon Oil episode illustrates that when transportation dollars are misused they do not help the transit-dependent senior citizen, handicapped youth or the job destination rider. Funds are too scarce to allow waste.

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