

- Systems Engineering Degree - OU
- Law Degree – MSU
- Intellectual Property Attorney
- Former Birmingham Parking and Safety Committee
- Resident / Business Owner Birmingham
- Former Troy Resident
- Chair State Bar of Michigan Intellectual Property Section

- *I literally review the Future of Technology every day.*

- Technologist Carver Mead (Caltech): **"We depend on the innovations of the citizens of a free economy to keep ahead of the bureaucrats and the people who make a living on control and planning."**

- The passing of Steve Jobs and thoughts of what he invented reminds us how, in comparison, ill-equipped government bureaucrats bossing around tax dollars are able to plan industries of the present, much less the future.

- **Transit center and mass transit are NOT the future.**



Transit Center AS Troy's Solyndra...

- \$535 million govt' loan guarantee - March 2009
Bankrupt August 2011
- When government takes money from the Private economy and puts it into a loser, it **not only wastes that taxpayer money but it also denies that capital to some other project in the private economy** that may have succeeded. *{opportunity cost}*
- The Solyndra emails show **HOW ILL-EQUIPPED GOVERNMENT IS TO PREDICT INDUSTRIES OF THE PRESENT, MUCH LESS THE FUTURE...**



Mass Transit Has Been In Decline Since The End Of World War II.

50% then – 2% now

- We the taxpayers - are forced to **SUBSIDIZE** at least **two-thirds of the cost** for every mass transit user.
- Per person mile (ppm) of travel, govt' spends **20 times as much on public transit** as for roadways.
- The "race" between the automobile and public transit is over. **The auto has won. *[we are in Detroit; remember?]***

United States Mass Transit Expenditures & Subsidies from 1960

Year	Capital & Operating Expenditures (2009\$)	Commercial Revenues (Including Fares)	Total Subsidies	State & Local Subsidies	Federal Subsidies	Share of Expenditures Paid by Commercial Revenues	Passenger Miles (Billions)	Work Trip Market Share	Expenditures per Passenger Mile (2009\$)
1960							48.0	12.9%	
1961-1969	\$60.6	\$57.6	\$3.0	-\$0.2	\$3.2	95.0%			
1970	\$11.9	\$9.4	\$2.5	\$1.7	\$0.7	79.3%	41.0	8.9%	\$0.29
1971	\$11.9	\$9.2	\$2.7	\$1.1	\$1.5	77.7%			
1972	\$13.0	\$8.9	\$4.1	\$1.5	\$2.6	68.2%			
1973	\$15.6	\$8.7	\$7.0	\$2.8	\$4.2	55.5%			
1974	\$16.3	\$8.3	\$8.0	\$3.9	\$4.2	50.9%			
1975	\$15.9	\$8.0	\$7.9	\$2.2	\$5.7	50.3%	38.0		\$0.42
1976	\$18.0	\$8.1	\$9.9	\$3.0	\$6.9	45.1%			
1977	\$19.8	\$8.1	\$11.7	\$3.6	\$8.1	40.7%			
1978	\$18.3	\$7.8	\$10.5	\$1.5	\$9.0	42.7%			
1979	\$19.1	\$7.5	\$11.6	\$2.8	\$8.8	39.3%			
1980	\$19.9	\$6.2	\$13.7	\$3.5	\$10.2	31.4%	39.9	6.4%	\$0.50
1981	\$22.7	\$7.0	\$15.7	\$6.1	\$9.6	30.9%	38.5		\$0.59
1982	\$24.5	\$7.8	\$16.8	\$8.8	\$8.0	31.6%	37.1		\$0.66
1983	\$26.5	\$7.8	\$18.7	\$10.0	\$8.7	29.5%	37.6		\$0.71
1984	\$27.2	\$7.8	\$19.4	\$11.6	\$7.8	28.7%	39.4		\$0.69
1985	\$27.6	\$8.5	\$19.2	\$12.4	\$6.8	30.6%	39.6		\$0.70
1986	\$28.9	\$8.7	\$20.2	\$13.4	\$6.9	30.1%	40.2		\$0.72
1987	\$29.8	\$9.0	\$20.8	\$14.3	\$6.5	30.2%	40.3		\$0.74
1988	\$29.9	\$8.6	\$21.2	\$15.4	\$5.8	28.9%	40.6		\$0.74
1989	\$29.6	\$8.7	\$20.9	\$15.4	\$5.5	29.4%	38.2		\$0.77
1990	\$30.8	\$8.6	\$22.3	\$17.3	\$5.0	27.8%	38.0	5.3%	\$0.81
1991	\$32.1	\$8.9	\$23.2	\$18.1	\$5.1	27.6%	37.5		\$0.86
1992	\$33.5	\$8.8	\$24.7	\$18.9	\$5.8	26.2%	37.2		\$0.90
1993	\$31.6	\$8.7	\$23.0	\$17.3	\$5.6	27.4%	36.2		\$0.87
1994	\$35.1	\$9.1	\$26.0	\$19.7	\$6.3	25.8%	37.9		\$0.93
1995	\$36.2	\$9.2	\$27.0	\$18.1	\$8.9	25.4%	38.0		\$0.95
1996	\$35.5	\$9.4	\$26.1	\$20.5	\$5.5	26.5%	39.0		\$0.91
1997	\$35.6	\$9.8	\$25.9	\$20.0	\$5.9	27.4%	40.2		\$0.89
1998	\$36.2	\$9.9	\$26.3	\$19.9	\$6.4	27.4%	41.6		\$0.87
1999	\$36.8	\$9.9	\$26.8	\$19.9	\$6.9	27.0%	43.3		\$0.85
2000	\$39.7	\$10.0	\$29.7	\$22.5	\$7.2	25.2%	43.4	4.6%	\$0.92
2001	\$39.8	\$10.6	\$29.2	\$21.2	\$8.0	26.7%	46.5		\$0.86
2002	\$44.7	\$10.5	\$34.2	\$25.3	\$8.9	23.5%	45.9		\$0.97
2003	\$48.6	\$10.5	\$38.1	\$29.4	\$8.7	21.6%	45.7		\$1.06
2004	\$50.2	\$11.1	\$39.1	\$30.3	\$8.8	22.1%	46.5		\$1.08
2005	\$48.9	\$11.4	\$37.5	\$28.6	\$8.9	23.3%	46.4	4.7%	\$1.05
2006	\$49.3	\$11.6	\$37.7	\$28.7	\$9.0	23.5%	48.6		\$1.01
2007	\$49.0	\$12.0	\$37.0	\$27.7	\$9.3	24.4%	50.8		\$0.96
2008	\$50.8	\$13.6	\$37.1	\$27.3	\$9.8	26.9%	52.6		\$0.96
2009	\$52.4	\$14.0	\$38.4	\$27.3	\$11.2	26.7%	52.5	5.0%	\$1.00
Total	\$1,304	\$429	\$875	\$593	\$282	32.9%			50.9%

In billions of 2009\$

Subsidy Sources: In Preference as follows based upon available data.

1-US Bureau of the Census Government database or Government Finance Series (intermittent)

2-Statistical Abstract of the United States (annual, data intermittent)

3-APTA Fact Book (annual)

Transit Work Trip Market Share:

Decennial US Census

2005 US Bureau of the Census American Community Survey

1960s state & local subsidies are net of operating profits.

2009 expenditures estimated

Expenditures do not take into consideration underpayments of employee pension obligations

Change in expenditures per passenger mile total from 1982 (last year before federal gas tax subsidy)

Some Context

- U.S. population has grown more than 50 percent since 1960
- DRIVING HAS INCREASED BY A WHOPPING 420 %.
- Those who take mass transit to work FELL since 1960.
~ 13 % in 1960; DOWN to ~ 5 % in 2009
- “transit rides” are non-workers or are being falsely counted
- “Transit rides” (known as “unlinked trips”) are not the same as personal trips. If you ride a bus then transfer to a subway, you take one personal trip but the Dept of Trans. counts it twice!

Most Recent Trends

- third quarter 2009 mass transit **6.1% below** the levels of 2008
- first three quarters of 2009 combined, it was **down 3.8%**.
- mass transit **ride costs increased 17.8%** annual rate in the six months ended in November 2009, Bureau of Labor Statistics.
- **Overall consumer prices increased only 4.2%** same period.

GOVT' WASTEFUL SPENDING

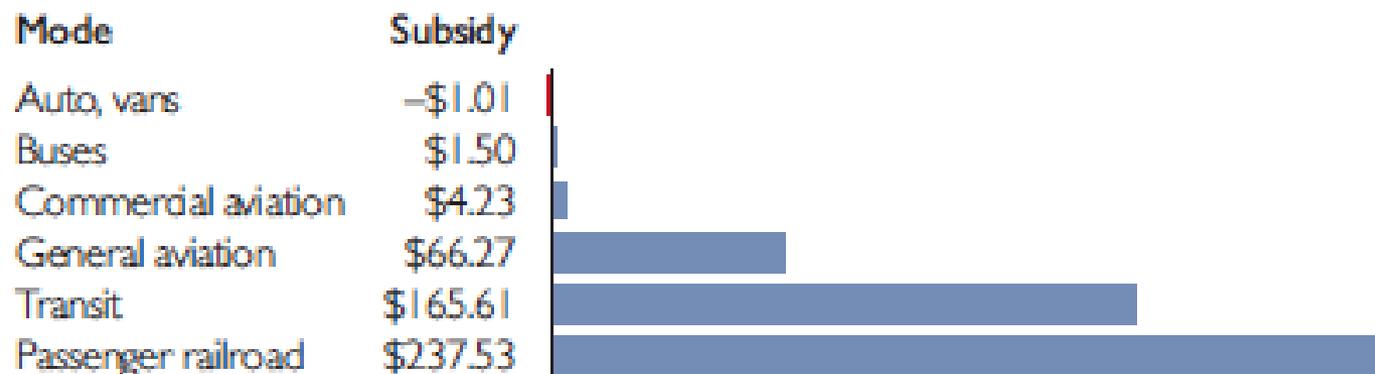
Per Passenger Mile (PPM)

- ROADS are about **3.2 cents ppm** but more than **that is covered by actual user fees**
(vehicle registration fees, license fees, gas taxes, etc.)
- = **ROADS ARE NET REVENUE GENERATORS, i.e., "PROFIT"**
- Mass transit **COSTS** about **71 cents ppm** with taxpayer-funded **SUBSIDIES OF 53 CENTS ppm.**
- "Light rail" is even **WORSE** with **SUBSIDIES OVER \$1.73 ppm.**
- "High speed" rail (which does not exist in USA) is a disaster [more on this below]

Govt' Subsidies Cheat Motorists

- **Federal Transportation Subsidies in 2006, by Mode**

Per 1,000 Passenger-Miles



Note: For an explanation of the authors' calculations, see the Appendix.

Sources: Authors' calculations based on U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000*, Table FA-5, at <http://www.fhwa.dot.gov/ohim/hs00/fa5.htm> (May 28, 2009); U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics 2009*, Table I-37, at http://www.bts.gov/publications/national_transportation_statistics/html/table_01_37.html (May 29, 2009); and U.S. Office of Management and Budget, *Historical Tables, Budget of the United States Government, Fiscal Year 2009* (Washington, D.C.: U.S. Government Printing Office, 2008), at <http://www.whitehouse.gov/omb/budget/fy2009/pdf/hist.pdf> (June 1, 2009).

THINK OF THIS THE NEXT TIME YOU HIT A POT HOLE.

NOT so SMART bus

- In 2010, the SMART bus system cost taxpayers \$122 million
- Siphoned from Michigan's annual road budget and county taxes
- users pay less than 20% of costs. (not even counting capital expenses, e.g., the buses)
- Over the next four years, SMART will generate **deficits** of:
 - \$5,800,000;
 - \$10,800,000;
 - \$15,400,000; and
 - \$17,300,000.

Mass Transit : A Tale Of Inefficiency and Ineffectiveness.

- **No Effort To Generate Compensatory Revenues From Users**
- **In No City Is Transit Run On Sound Business Principles.**
- **The reality is that virtually every planned rail system costs as much as leasing a car for every rider on an annual basis.**
- **Yet... Spending on Bureaucrats....**
- Ann Arbor Transit CEO Michael Ford = **\$183,895** in 2009.
- Grand Rapids' Transit CEO Peter Varga = **\$193,000** in 2009.
- Flint's Mass Transit general manager Robert Foy **\$106,800** in 2009

= MORE TAXES

More Mass Transit Failures...

- **Dallas, Texas**, which opened three light rail branches and one commuter rail line in the 1990s, experienced a net **decline of 3,100 transit commuters** during a period when employment increased by 96,000.
- **Portland, Oregon**, with the nation's most aggressive "smart growth" policies and two new light rail lines, has seen the share of commuters **using transit decline 20 percent since 1980** (the census before the first light rail line was opened).
- **Washington, D.C.**, after more than \$10 billion in rail expenditures, the area's transit work-trip market share **has declined from 15.2 %** --which is where it was before the extensive subway system was opened--to 10.9 % (*more gov't Limos perhaps?*).
- **Cincinnati's** proposed light rail system would have cost \$15.50 per new one-way ride, totaling \$6,975 annually for each new commuter who takes two trips a day for 225 work days. In contrast, the **same commuter could lease a \$30,000 Lexus IS-300** for less than \$5,500 annually.
- **Minneapolis** "Hiawatha" light rail line, under construction, will cost \$19.00 per new rider. This amounts to \$8,550 annually per new commuter--enough to lease a **BMW X-5 Sport Utility Vehicle**.
- **San Francisco's** proposed Third Street light rail line will cost **\$40.50 per new rider**, which is equal to \$18,225 annually per new rider. For the same money, each new commuter could lease a new **Pontiac Grand Am** throughout the "life" of the rail system **plus more than 100,000 miles of air travel** at the average ticket rate each year.

HSR - Bullet Train to Bankruptcy

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February 16, 2011

Florida's Governor Rejects High-Speed Rail Line, Fearing Cost to Taxpayers

By TIMOTHY WILLIAMS

In the most significant blow yet to the Obama administration's vision of a national high-speed rail network, Gov. Rick Scott of Florida on Wednesday rejected plans for a high-speed link between Tampa and Orlando, in the process turning down more than \$2 billion in federal money.

The CHRISTIAN SCIENCE
MONITOR

Derailed? Third GOP governor rejects Obama high-speed rail plan.

Gov. Rick Scott of Florida declines \$2 billion of federal money in deciding not to build a Orlando to-Tampa high-speed rail line. Two other governors have made similar moves. It suggests a road ahead for Obama's \$53 billion rail plan in the Republican House.

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April 23, 2011

Fast Train to Nowhere

By RICHARD WHITE
Stanford, Calif.

IT is hard for liberals like me to find good news in the latest agreement to cut the federal budget, silver lining: subsidies for high-speed rail have been sharply reduced. Why is this good news?

Ohio, Wisconsin, Florida don't want to put their taxpayers on the hook for projects destined for Insolvency Junction.



Bullet Train to Bankruptcy

WOULD YOU PAY \$1,000 SO THAT SOMEONE — PROBABLY NOT YOU — CAN RIDE A “HIGH-SPEED” TRAIN LESS THAN 60 MILES A YEAR?

- That's what the Federal Rail Administration (FRA) high-speed rail plan is going to cost: at least **\$90 BILLION**, or \$1,000 for every federal income taxpayer. Not included: **\$400 + per taxpayer for cost overruns**.
- TAXPAYERS ALREADY **COVER AMTRAK OPERATING LOSSES OF : \$28 TO \$84 PER PASSENGER**
- In Michigan, FRA is merely proposing to boost the top speeds of Amtrak trains from 79 mph to 110 mph. A top speed of 110 mph means **average speeds of only 60-70 mph**. 1930s Speeds!
- Michigan's cost: **more than \$750 million**. Proposed branches to Grand Rapids/Holland and Port Huron: bring the total above \$1.5 billion, **or \$230 for every Michigan resident, plus more than \$50 MILLION PER YEAR in operating subsidies**.

Bullet Train to Bankruptcy - CA

THE WALL STREET JOURNAL.

WSJ.com

BUSINESS | OCTOBER 17, 2011

Plan for High-Speed Rail Just Inching Along

California Project Could Be Scaled Back as Funding Dries Up, Delaying Ambitions for a Viable Alternative to Cars, Planes

By JOSH MITCHELL

The Obama administration's push for high-speed trains is foundering, as Congress moves to clamp down on funding and a showcase California project encounters new hurdles.

- California HSR Authority' cost estimates show the initial stretch will **cost \$10 billion to \$13.9 billion**. Project planners had previously pegged the section at \$6.8 bill. (Transit center increased from \$3Mill to \$10 Mill)
- The project would **double the state's bonded indebtedness**, to \$200 billion or more. This would cost each of California's 40 million residents \$275 to \$320 annually for 30 years.
- These estimates **assume, \$15 billion in "free money"**: municipalities \$5 billion, and that private investors will contribute \$35 to \$54 billion.
- (again same argument as in Michigan)

Foreign FAILURE

- HSR projects in Europe and Japan average **\$51 million per mile**.
- Per capita spending on rail alone in six European countries was comparable to the United States' ENTIRE transportation budget, yet, these countries received a poor return on their money
- **more than 90 percent of passengers chose other travel modes—mostly auto—despite hefty mass transit subsidies.**
- **SPAIN** Since 2003, has spent more on rail than on roads. Yet EU reports rail in Spain accounts for only 5.1 per- cent of ridership, almost 2 percentage points below the EU-27 average of 6.9.
- *Despite Europe's huge investment in passenger rail, its market share declined from 6.6 percent in 1995 to 6.1 percent in 2007.*
- **TAIWAN:** Since opening, the system has lost \$2.1 billion, leading *The China Post* to describe the situation as a “hyper-modern technology [that] was meant to be a source of pride, but instead has turned into a rich source of embarrassment.”
- **JAPANESE** National Railway (JNR) was losing \$20 billion per year and was issuing debt to cover all but the \$5 billion covered by direct gov't subsidies. By the mid-1980s, the JNR's accumulated debt exceeded \$300 billion. Recognizing that the JNR was **not financially sustainable** as a government program, the government **began privatizing the passenger rail system in 1987**

China's FAILURE

See a sample reprint in PDF format. [Order a reprint of this article now](#)

THE WALL STREET JOURNAL
WSJ.com

BUSINESS | OCTOBER 20, 2011

Chinese Rail Projects Grind to a Halt as Funds Dry Up

By NORIHIKO SHIROUZU

BEIJING—In the latest sign of trouble for China's multibillion-dollar rail ambitions, builders are being forced to suspend work on construction of more than 6,000 miles of railway as funds have dried up in a tight monetary environment and after a deadly July train crash, a senior railway company executive said.



Reuters

An employee washes a bullet train at a maintenance base in Wuhan. Work on new rail projects is stalling.

Railway builders are now facing a "serious problem" paying for work and materials needed to implement projects, Wang Mengshu, deputy chief engineer at railway contractor China Railway Tunnel Group, said in a telephone interview Wednesday. Mr. Wang cited China's overall monetary tightening efforts meant to rein in inflation as well as a policy shift in how railway projects are supported.

The policy change was brought about, Mr. Wang said, by the July crash of high-speed trains near the eastern China city of Wenzhou, in which two of China's bullet trains collided.

The accident left 40 people dead and nearly 200 others injured in one of the world's worst high-speed passenger-rail accidents.

About half of the halted construction work is for high-speed rail lines where trains travel above speeds of 200 kilometers (about 125 miles) per hour, according to the railway executive.

Other observers have said lenders have grown more cautious about the highly leveraged sector, the country's high-speed railway technology and its ability to complete expansion plans.

THE WALL STREET JOURNAL
WSJ.com

REVIEW & OUTLOOK | JULY 27, 2011

China's Train Wreck

Shiny new trains, but a dangerously inadequate system running them.

Saturday's tragic train crash near Wenzhou, in the coastal province of Zhejiang, raises important questions about the Chinese government's ability to ensure basic safety standards as it pursues the glory of superlative-inspiring trophy projects.

The bullet trains that collided Saturday, killing at least 38 people and injuring 192 more, did not do so because of malfunctioning cars, though the recently opened Beijing-Shanghai line has had no shortage of those. Nor did they collide because of shoddy track, though engineers have warned that corners were cut in laying the concrete used to support the high-speed lines. Instead the doomed trains collided because the signaling system, a technology first mastered more than a century ago, failed.



Associated Press

Ordinarily when a train stalls, as the D3115 to Fuzhou did Saturday evening, the system alerts other trains on the same line, causing them to halt or adjust course. This did not happen on Saturday. The D301 careened into the stalled train, sending six carriages off the tracks. Some reports suggest that high-speed lines were rushed into service before the signaling system was fully ready. The line on which Saturday's crash occurred opened in 2009, leaving many Chinese wondering why this weekend's catastrophe did not happen two years earlier.

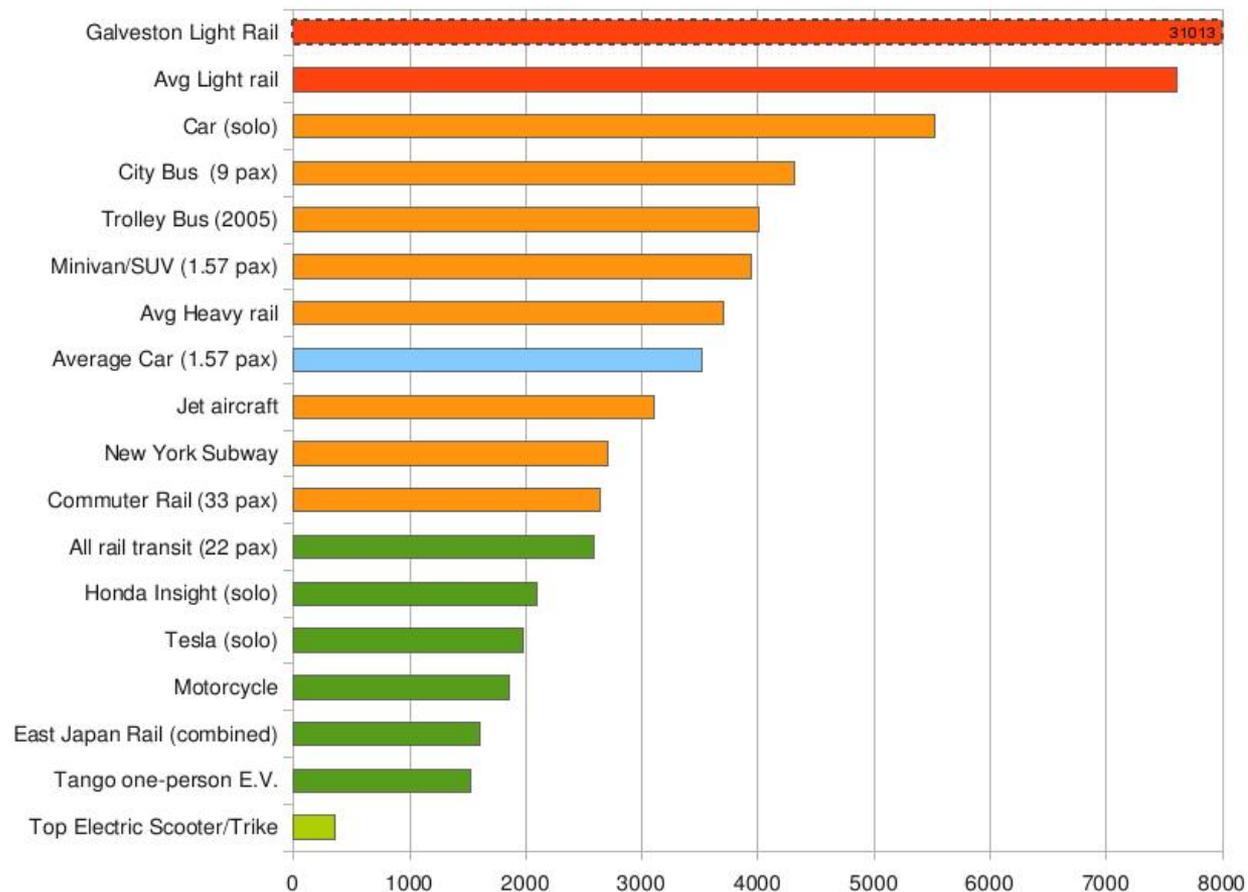
Solyndra-like Green Fad

- In the bankrupt city of Flint, the transit authority bought 2 \$1.1 million electric buses
- In Lansing, the transit authority purchased a \$783,000 hybrid bus.
- These cost 50% to 100% percent more than a regular diesel bus - and that doesn't include the infrastructure costs.
- The cost to reduce CO2 for hybrid bus was \$1,000 per metric ton. The going rate in the “marketplace” is \$10 per metric ton.
- gee-whiz “green” products that sound good and make some people feel good, but fail by any measure....
- "Their Real Goal Is To Con Taxpayers Into Giving Them More Money"

Does NOT even “save” Energy

USA Transportation Energy Use

BTUs per passenger-mile



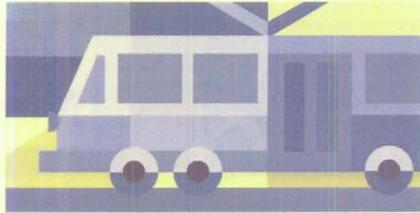
FACTS

- After decades of annual subsidies in **the tens of billions of dollars**, mass transit carries an insignificant number
- **Transit subsidies are 100 times greater than highway subsidies**, averaging 50 cents per passenger mile and \$2.50 per transit ride. Light rail subsidies are nearly 250 times greater than highway subsidies.
- **Light rail transit is particularly wasteful**, costing two-and-one-half to three times as much per passenger mile as other transit modes (**Who will pay for the \$10 million a year operational costs for the light-rail system along Woodward, from Detroit to 8 Mile?**)
- High Speed Rail (**average speeds of only 60-70 mph in MI**) is the Ultimate boondoggle that States (except and MI) are running away from
- Urban congestion is primarily a result of transportation planners **short-changing auto travel** as they divert at least \$9 billion a year in highway user fees to unproductive mass transit systems.



Who Really Wants This Transit Center Boondoggle?

- UNWILLING TO FACE REALITY, THE USUAL BIG GOVERNMENT TYPES - BUSY **REPACKAGING AN EARLY LOSER (TROLLEYS)**, WITH A NEW NAME (**LIGHT RAIL**) AND A **NEW PUBLIC RELATIONS CAMPAIGN**.
- **PASSENGER RAIL IS OLD TECHNOLOGY**, ATTRACTIVE ONLY TO GOVERNMENT BUREAUCRATS, THE SAME PEOPLE WHO THINK WINDMILLS, TINY ELECTRIC CARS, AND SOLYNDRA ARE THE FUTURE.



Transit Now!

A Forum on Mass Transportation

Please join us for a discussion on Mass Transit Planning for the Detroit Metropolitan Region with a focus on the Woodward Corridor with:

- **John Swatosh**, Deputy Director of Regional Transit Coordinating Council
- **Jana Ecker**, Birmingham Planning Director
- **Panel of elected officials**
- **Roundtable discussions** - you and your neighbors: tell your stories
- **Faith, Economics, and Justice** - for all

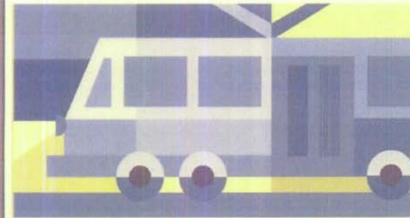
Saturday October 24 from 2:00 to 4:00 pm

First Baptist Church of Birmingham
300 Willits St., Birmingham
(one block north of Maple at Bates)

Doors open at 1:30 for refreshments and conversation

Please RSVP the First Baptist Church office 248-644-0550 or email the church at firstbaptistbirm@sbcglobal.net with **Transit Now RSVP** in the subject line.

Sponsored by:
Suburban congregations of M.O.S.E.S.



Transit Now!

A Forum on Mass Transportation Program

- 1:30 **Registration, Refreshments, and Conversation**
- 2:00 **Welcome & Prayer** (*Rev. Wesley Babian, First Baptist Church of Birmingham*)
- 2:10 **Introductions and Speakers** (*Rev. G. Patrick Thompson, Erin Presbyterian Church*)
 - John Swatosh, *Deputy Director, Regional Transit Coordinating Council*
 - Comprehensive Regional Transit Service Plan
 - Jana Ecker, *Birmingham Planning Director*
 - Troy/Birmingham Multi-Modal Transit Center
- 2:50 **Panel of elected officials**
 - State Rep. Marie Donigan, *Michigan House of Representatives, District 26*
 - Commissioner David Potts, *Oakland County Board of Commissioners, District 20*
 - Commissioner Scott Moore, *Birmingham City Commission*
- 3:00 **Legislative updates**
 - Kevin Hrit (*Constituent Services, Rep. Gary Peters*)
 - Tim Fischer (*Deputy Policy Director, Michigan Environmental Council*)
- 3:10 **Roundtable discussions**
- 3:30 **Q&A**
- 3:50 **Action and Information**
 - TRU (*Megan Owens, Director*)
 - MOSES (*Ponsella Hardaway, Director*)
- 4:00 **Closing**

Archived Blog

[◀ Back to Main Blog](#)

Tuesday, October 25, 2011

Occupy Detroit to March to Oppose Bus Cuts

The activists involved in the **Occupy Detroit** movement are planning a **march this Friday focused on bus cuts!**

They recognize that **good buses are a critical need for many of the 99%** of us non-millionaires and are as outraged as we are about lousy DDOT bus service and massive cuts in DDOT and SMART.

Join these activists and other bus riders this Friday, October 28, at 3:30pm at Grand Circus Park. They'll march to the Rosa Parks

Transit Center, handing out action alerts along the way, then over to SMART HQ and the Spirit of Detroit at the C.A.Y. Municipal Center for a short rally around 5pm where bus riders, advocates (including me) and others will speak.

It should be a great opportunity to keep the pressure on Mayor Bing to improve DDOT service and to draw attention to the proposed SMART cuts. Come join us!



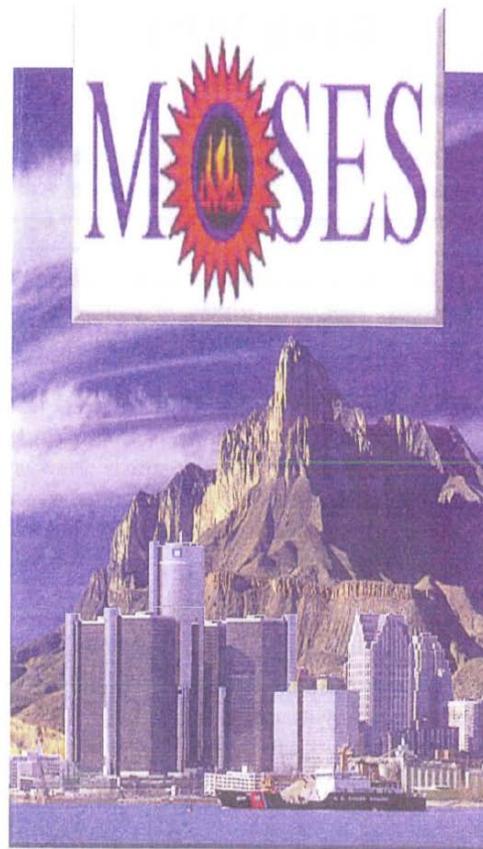
MOSES Members

Congregations

All Saints — Detroit
 Birmingham Unitarian — Bloomfield Hills
 Catholic Community of Pontiac
 Central United Methodist — Detroit
 Christ Lutheran — Sterling Heights
 Christ the King — Detroit
 Conant Avenue UMC — Detroit
 Elyton Baptist — Detroit
 First Baptist — Birmingham
 First Unitarian Universalist — Detroit
 Genesis Lutheran — Detroit
 Gesu Catholic — Detroit
 Greater Apostolic Faith Temple — Detroit
 Greater Grace Temple — Detroit
 Greater New Mt. Moriah — Detroit
 Greater Southern — Detroit
 Holy Redeemer — Detroit
 Immanuel Lutheran — Detroit
 Metropolitan Church of God — Detroit
 Mother of the Savior Lutheran — Dearborn
 Mt. Zion MBC — Ecorse
 Muslim Center — Detroit
 Sacred Heart — Grosse Ile
 Second Baptist — Detroit
 Southwestern Church of God — Detroit
 Spirit of Hope — Detroit
 St. Cecilia — Detroit
 St. John Lutheran — Detroit
 St. Luke — Detroit
 St. Mark — Ypsilanti
 St. Mary of the Hills — Rochester Hills
 St. Benedict/Madonna/Blessed Sacrament — Highland Park & Detroit
 St. Raymond & Our Lady of Good Counsel — Detroit
 St. Suzanne/Our Lady Gate of Heaven — Detroit
 St. Anne — Detroit
 Temple Emanu-El — Oak Park
 Third New Hope Baptist — Detroit
 Wellspring Baptist — Farmington
 Waterfall MBC — Detroit

Organizations

ACCESS — Dearborn
 Adrian Dominicans — Detroit
 CAIR Michigan — Southfield
 Ecumenical Theological Society — Detroit
 League of Muslim Women — Detroit Chapter
 LASED — Detroit
 Marygrove College — Detroit
 MICHIGAN — Livonia
 SEMI Synod Council (ELCA) — Detroit
 SEIU Local 3 — Detroit
 Sisters IHM — Monroe
 Southwest Detroit Business Association (SDBA) — Detroit
 United Food and Commercial Workers, (UFCW) Local 876 — Madison Heights
 UNITE HERE — Detroit
 University of Michigan — Ann Arbor



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 President

Ponsella Hardaway
 Executive Director

- MOSES:
ACORN-like agitation group associated with the umbrella **GAMALIEL Foundation** for whom Obama once worked as an “organizer.”

- **GAMALIEL:**
 MI Council of American Islamic relations (CAIR); SEIU; and Other Public Sector Unions

TRANSIT NOW! GOALS

- The “*Right*” to Public transit as “fairness”
- “fair transit” AS “social justice”
- on par with a “right” to health care.
- *Will You Admit Support For This Agenda To Voters ?*

Transit Center = Glorified Bus Station

Table 3-2. SMART Bus Routes that Would Serve the Preferred Alternative

Route	Communities Served	Trips/Day
415	Berkley, Beverly Hills, Birmingham, Detroit, Oak Park, Royal Oak, Royal Oak Township, Southfield, Troy	42
420	Berkley, Beverly Hills, Birmingham, Detroit, Oak Park, Royal Oak, Royal Oak Township, Southfield, Troy	42
460	Berkley, Birmingham, Detroit, Ferndale, Huntington Woods, Pleasant Ridge, Royal Oak, Troy	65
465	Auburn Hills, Berkley, Birmingham, Bloomfield Township, Detroit, Ferndale, Huntington Woods, Pleasant Ridge, Pontiac, Royal Oak, Troy	12
475	Berkley, Birmingham, Detroit, Ferndale, Huntington Woods, Pleasant Ridge, Royal Oak, Troy	8
780	Birmingham, Bloomfield Township, Clawson, Clinton Township, Fraser, Roseville, St. Clair Shores, Sterling Heights, Troy, West Bloomfield Township	40

Directly linked into TROY

209 times a day (at least)

Who Does Actually Occupy Transit Centers ?

- All you have to do is look at the Evidence from Detroit Transit Center

Detroit Transit Center

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Rick SNYDER
"The underlying key to success...is to change our culture."



The Michigan Standard
Michigan's Trusted Name in News

Barack OBAMA
"The nation that i automobile came from it - we need"


HOME EDUCATION PERSONAL FINANCE BUSINESS HEALTH FEATURED BREAKING NEWS

Assaults, robberies plague new transit center

Posted on Thursday, February 4th, 2010 and is filed under [Features](#). You can follow any responses to this entry through the [RSS 2.0](#) feed. You can skip to the end and leave a response. Pinging is currently not allowed.

Within the last three weeks at the Rosa Parks Transit Center, a woman has been caught bathing her cat in a sink, numerous drug deals have gone down and a man who was sleeping in a bathroom stall grew testy when he was awakened by a guard on patrol.

[LEAVE A REPLY](#)

LOCAL WEATHER

AccuWeather.com*
[Lansing, MI](#)
[Hourly Info](#) | [15 Days](#)

 **Flurries**



DDOT Drivers Refuse To Work: 'They're Scared For Their Lives'

Source: CBS News, Detroit

Detroit Transit Center



Detroit and Macomb County police crack down on drug route called "Heroin Express"

Published: Saturday, December 05, 2009, 6:49 AM Updated: Saturday, December 05, 2009, 8:27 AM



By **The Associated Press**

City and suburban police are cracking down on drug users riding public buses into Detroit along a corridor some call the Heroin Express.

Detroit Police Chief Warren Evans says in a release Friday that buses are being used to avoid seizures of vehicles by authorities under nuisance abatement laws.

Undercover operations show buses along Gratiot Avenue heading northeast out of the city are popular means of transport. Vehicles are parked in Macomb County communities, then driven away after drugs have been bought in Detroit.

Police in Detroit, Eastpointe, Roseville, Clinton Township, Fraser and Shelby Township, and the Macomb County Sheriff's Department are involved in Operation Heroin Express. Police made 28 felony arrests, 16 misdemeanor arrests and seized four vehicles early this week.



The Transit Center IS Troy's Solyndra...

- Governing ought to be about making wise choices. **THE CASE AGAINST IS OVERWHELMING.** Good government can at least not make problems worse.
- **THE CASE IN FAVOR RESTS ON FASHIONABLE PLATITUDES.**
- Mass transit is the past; not an "investment in the future".
- Birmingham already wasted \$300,000 just planning it (that we know of).
- Costs expanded from \$3 Million to over \$10 Million...
- How much \$ has Troy already wasted ?
- Grand Sakwa Appeal (what tax revenue is Troy giving away?)

JUST STOP THROWING GOOD MONEY AFTER BAD.

BORN INTO DEBT...



- \$ from Federal Govt' is STILL taxpayer money.
- every baby born today owes \$45,000 as his share of the federal debt.
- every taxpayer owes \$127,000 of the fed debt.

JUST STOP THROWING GOOD MONEY AFTER BAD.