



Legislation Text

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Resolution to Support Michigan High-Speed and Intercity Passenger Rail Programs

The attached resolution expresses the City of Ann Arbor's support for the State of Michigan to develop and fund a comprehensive system of high-speed rail and intercity Passenger Rail. The Michigan Municipal League (MML) has requested such a resolution from the City and other communities to help support the continued investment in this important public transportation program area.

The Michigan Municipal League is assisting the State's efforts by engaging the communities along the three existing Amtrak routes to become more involved in and express their support for these fundamentally important railroad initiatives. ***The purpose of this resolution is to express the City of Ann Arbor's support for development of High-Speed and Intercity Passenger Rail in Michigan and our interest in participating in a Municipal Rail Caucus.***

As a first step in their involvement, MML is demonstrating broad community support for the MI Department of Transportation's (MDOT) new application for funding from the \$2.5 billion second round of federal high-speed rail grants that were announced at the end of June and due by August. The MML will compile a set of local government resolutions of support from communities throughout the State and provide it to MDOT for their application to be submitted to the federal Rail Administration.

Other activities the MML lead caucus might play include working with other organizations and MDOT as the state prepares its new statewide rail plan as required by the federal Passenger Rail Investment and Improvement Act of 2008. This process, recently begun, will take off in earnest later this fall. Additionally, a coordinated effort from communities that understand and support rail investments would prove extremely valuable in state budget discussions on continuing Amtrak funding support in the state budget. The caucus can also support new legislation that could provide state-level funding for rail infrastructure projects, transit-oriented development, or commuter/light rail projects.

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Reviewed by: Roger W. Fraser, City Administrator

Sponsored by: Mayor John Hieftje

Whereas, The United States of America has made a considerable financial commitment to expanding the nation's high-speed and intercity passenger rail (HSIPR) network, appropriating \$4 billion last year for both state corridor development efforts and Amtrak state of good repair investments in the FY10 Consolidated Appropriations Act;

Whereas, The President and Vice-President announced in January 2010 an additional \$8 billion in American Recovery and Reinvestment Act (ARRA) awards for 13 corridors in 31 states including the Detroit - Ann Arbor - Chicago corridor linking Michigan, Indiana and Illinois;

Whereas, The Federal Railroad Administration received applications requesting seven times the available funds for the HSIPR ARRA grants;

Whereas, Developing this pipeline of national high-speed and intercity passenger rail projects will revitalize the domestic manufacturing industry and create additional American jobs building on the one million good-paying, middle-class creating American jobs that can never be off-shored already supported by the rail industry;

Whereas, Ridership on Amtrak grew every year from 2000 through 2008, and are on track in 2010 for its best ridership year ever, further demonstrating the increased demand for intercity passenger rail services;

Whereas, In the City of Ann Arbor, 141,558 people got on and off Amtrak's trains during 2007 resulting in our station being the busiest passenger rail station in the State of Michigan;

Whereas, In highly populated regions, including along the Detroit to Chicago line, Amtrak trains and infrastructure carry intercity passengers and commuters to and from work in congested metropolitan areas, providing a reliable rail option while reducing congestion on roads and in the skies;

Whereas, Passenger rail provides a more fuel-efficient transportation system thereby providing cleaner transportation alternatives and energy security;

Whereas, When combined with all modes of transportation, passenger railroads emit only 0.2 percent of the travel industry's total greenhouse gases and one freight train can move a ton of freight 457 miles on one gallon of fuel;

Whereas, Ann Arbor's planned Fuller Road Station is anticipated to become a source of civic pride, a gateway to our community and a tool for economic growth that supports transportation-oriented development and livable communities; and

Whereas, The City of Ann Arbor continues to work cooperatively with Michigan's Department of Transportation on the Ann Arbor to Detroit and Ann Arbor to Howell, Wally, commuter rail programs as well as partnering in the development of the MDOT High-speed and Intercity Rail Program.

RESOLVED, The City of Ann Arbor embraces the State and Nation's vision for HSIPR and continues to collaborate in full partnership with AMTRAK, MDOT, AATA, MML and other rail-related interests furthering the evolution of the existing limited intercity passenger service into a multi-faceted

commuter, intercity and high-speed rail system;

RESOLVED, The City of Ann Arbor endorses and fully supports the State of Michigan's application for funding of High-Speed and Intercity Passenger Rail improvements for funding identified in the FY2010 USDOT Appropriations Act;

RESOLVED, The City of Ann Arbor recognizes and celebrates the pivotal role that a robust intercity passenger rail system can provide for better mobility for persons of all abilities;

RESOLVED, The City of Ann Arbor requests the Michigan State Legislature provide financial, legislative and policy leadership to guide changes toward expanding access to passenger, high-speed, and commuter rail options; and

RESOLVED, The City of Ann Arbor endorses and agrees to actively participate in MML's role in facilitating a coordinated effort from rail communities providing input and support for state budget discussions on continuing Amtrak funding, support in the state budget development process and legislative initiatives to provide state-level funding for rail infrastructure projects, transit-oriented development, as well as commuter and light rail projects.