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Resolution Endorsing the May 6, 2014 Public Transportation Improvement Millage

Whereas, the City of Ann Arbor adopted a Climate Action Plan (CAP) on 12/17/12 (R-12-572) which states “immediate, impactful action is needed to mitigate emissions of greenhouse gasses (GHGs)”;

Whereas, Michigan Department of Transportation (MDOT) estimates show expanding Ann Arbor Area Transit Authority (AAATA) services would prevent 3,594 metric tons of carbon dioxide from being released into the local environment each year;

Whereas, the CAP states that Transportation sector emissions made up approximately 22 percent of total 2010 emissions and that a “significant portion of community emissions could be reduced by continuing to promote a physical and cultural environment that supports and encourages safe, comfortable, and efficient ways for pedestrians, bicyclists, and transit users to travel throughout the City and region..” and the “Climate Action Plan supports the rapid advancement of vehicle efficiency improvements while also emphasizing the need to reduce overall vehicle miles traveled (VMT), and supports recommendations in the existing Non-Motorized Transportation Plan. While technological advances, such as electric vehicles and vehicles that utilize lower-emission fuels, will be necessary in the effort to curb climate-changing emissions, a robust system for walking, biking, and mass-transportation is also essential in reducing community emissions”;

Whereas, the CAP goals, including Land use and Access Goals 10, 15, and 17, seek to incentivize intercity and intracity public transit use; enhance and expand availability of public transit systems; ensure public transit access is available to every household throughout the City of Ann Arbor; and reduce total in-bound vehicle

traffic to the City of Ann Arbor;

Whereas, the CAP states, that the City of Ann Arbor recognizes the Ann Arbor Area Transit Authority (AAATA) as a strong local partner and the City will provide support for the AAATA current services and efforts to extend services, improve efficiency, and expand ridership;

Whereas, the May 6, 2014 Public Transportation Improvement Millage ballot proposal will propel the City toward fulfillment of these goals by increasing service area coverage, expanding hours of service, increasing routes, bus frequency, and bus hours, into and within the City of Ann Arbor;

Whereas, eighty-eight percent of Ann Arbor households are within $\frac{1}{4}$ mile of an AAATA bus stop, and ninety-nine percent are within $\frac{1}{2}$ mile and the CAP Land use and Access Goal 17 states that every household should be within $\frac{1}{4}$ mile;

Whereas, public transportation supports over 500 local jobs and the proposed transportation expansion may create up to 250 additional jobs thus creating local employment opportunities and spurring economic growth;

Whereas, beginning in 2007, AAATA has been a pioneer among transit operators nationwide in pursuing cleaner air through the conversion of its entire bus fleet to hybrid electric technology. The AAATA buses technology reduces tailpipe particulate matter, carbon monoxide, and hydrocarbons by 90% and carbon dioxide and nitrogen oxide by up to 50%. This ballot initiative will serve to lower GHG emissions by decreasing the number of VMT into and throughout the City of Ann Arbor and propel the AAATA toward the 100% hybrid technology goal. Currently 65% of AAATA's fleet is hybrid technology;

Whereas, the May 6 Public Transportation Improvement Millage ballot initiative proposes to levy a new annual tax of 0.7 mills (\$0.70 per \$1000 of taxable value) on all taxable property within the City of Ann Arbor, the City of Ypsilanti, and the Charter Township of Ypsilanti for the years 2014-2018 inclusive, to support public bus, van, and paratransit services-including expanded service hours, routes, destinations, and services for seniors and people who have disabilities;

Resolved, that the City of Ann Arbor Energy Commission strongly endorses the Public Transportation Improvement Millage that will be on the May 6 ballot because, if passed, the resulting expanded public transit will help to achieve the transit and energy goals of the Climate Action Plan.

