STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF THE VILLAGE OF CLARKSTON

RESOLUTION IN OPPOSITION OF
THE 2020 REGIONAL TRANSIT AUTHORITY
MILLAGE PROPOSAL

WHEREAS, the Regional Transit Authority (the "RTA") was initiated in 2012 with the goal to manage and secure transportation resources, significantly enhance mobility options, improve quality of life for residents, and increase economic viability for the region.

WHEREAS, the RTA's vision is to create a region with sufficient and secure funding to support enhanced public transportation options that will ensure accessibility; satisfy the integrated mobility needs of the community; and promote livable, healthy, and sustainable growth.

WHEREAS, the RTA transit system being proposed for Southeast Michigan substantially differs from other metro mass transportation system, i.e., the subway system in New York, the overhead "L" rail system in Chicago, and the express trains linking many European cities together. The RTA's primary role will be to link communities where gaps in bus service exist with the AAATA, DDOT, and SMART bus systems. The current RTA proposal does not include a rapid rail or subway system.

WHEREAS, as stated by the late Oakland County Executive, L. Brooks Patterson, and confirmed by the current RTA website program map, the RTA plan will not provide any discernable benefit for the City of the Village of Clarkston or its residents.

WHEREAS, Bob Daddow, retired Oakland Deputy County Executive, stated the following regarding the RTA 2018 proposal: "The 2018 RTA proposal would tax Clarkston residents and businesses an estimated $4,480,290 over the life of the 20-year RTA millage to cover transportation service expenses for southern Oakland, Wayne, Macomb and Washtenaw Counties as well as the City of Detroit. North of M-59 . . . you would get nothing for your investment."

WHEREAS, according to Crain's Detroit Business ("Crain's") dated November 18, 2019, "Southeast Michigan political leaders have hatched a new plan to get a mass transit millage on the November 2020 ballot in Oakland, Washtenaw and Wayne counties while bypassing opposition in Macomb County — if state lawmakers are agreeable to amend the Municipal Partnership Act of 2011 to allow the three counties (Wayne, Oakland and Washtenaw) to place individual property tax hikes for transit on the ballot next fall that could be pooled for improving mass transportation services."

WHEREAS, Crain's further states, "If the Legislature approves changes to the law, the three counties would have to craft a new regional transit service plan called the 'coalition of the willing' and the three County Commissions would have to pass resolutions to place the plan on the ballot."

WHEREAS, Crain's also specifies, "In 2016, voters narrowly defeated a 20-year, 1.2-mill transit tax proposal by fewer than 20,000 votes after Macomb County voters resoundingly rejected the plan" and that "a second attempt to get a 1.5-mill, $5.4 billion proposal on the 2018 ballot was thwarted by Oakland and Macomb counties' representatives on the Regional Transit Authority of Southeast Michigan's board."

WHEREAS, RTA and County Officials have not yet settled on a proposed tax rate for the 2020 ballot in November.

WHEREAS, RTA and County Officials have refused to confirm whether RTA transportation funds will or will not be diverted to buy down a balloon loan for the Q-Line Rail on Woodward Avenue, or used to pay off unfunded pension and retiree health care liabilities for AAATA, SMART, and DDOT transportation authorities.

WHEREAS, both the RTA General Manager and the appointed Oakland County Executive went on record stating the RTA has no intention to combine services with AAATA, SMART, or DDOT for purposes of improving operational efficiencies or achieving cost reductions, and
WHEREAS, the current RTA proposal provides no firm plan for managing a secure transportation resource to significantly enhance mobility options, to improve quality of life for the residents and to increase economic viability for the entire region.

NOW THEREFORE BE IT RESOLVED, in light of the new Oakland County administration promoting the RTA being fully aware the transportation plan will provide no benefit to the City of the Village of Clarkston, the ten north Oakland Townships or the other 6 western Oakland Townships, the City Council of the City of the Village of Clarkston is unanimous in this declaration that we are vehemently opposed to the current RTA public transportation and millage proposal because there is not a single penny of return on the City's millage investment if the ballot question were to pass, and

BE IT FURTHER RESOLVED, the Oakland County administration must include an opt-out clause in the pending state legislative amendments, which would allow any of the ten northern Townships or six western Townships in Oakland County that will not receive any direct benefit from the RTA plan, to opt-out and be considered exempt from the millage and the burdens it would create for the respective communities, and

BE IT FURTHER RESOLVED, the Council directs the Clerk to forward a certified copy of this resolution to the following: Oakland County Executive Coulter, the elected County Commissioner Representatives, the Governor, State Senator, State Representative, State Transportation Committee, Northern Oakland County Communities, Michigan Townships Association, SEMCOG Executive Director, SEMCOG Township representative and Executive Director of the RTA, for the purposes of requesting the State and County to allow the City of the Village of Clarkston the ability to opt-out of the RTA plan, or alternatively, to allow the residents of the City the right to vote on an opt-in or opt-out option.

Yes:

Absent:

No:

RESOLUTION IS / IS NOT ADOPTED.

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Jennifer Speagle, Clerk
City of the Village of Clarkston