



Fact Sheet Information for the City of Ann Arbor
**Street and Bridge Resurfacing &
Reconstruction Millage**

For the November 8, 2011 Ballot
www.a2gov.org/StreetMillage

**PROPOSAL 1
ANN ARBOR CITY CHARTER AMENDMENT
TAX FOR STREET AND BRIDGE RESURFACING AND RECONSTRUCTION**

Shall the Charter be amended to authorize a tax up to 2 mills for street and bridge reconstruction for 2012 through 2016 to replace the previously authorized tax up to 2 mills for street reconstruction for 2007 through 2011, which will raise in the first year of levy the estimated revenue of \$9,091,000?

Yes No

Explanation of Ballot Language



Proposal 1 is the Street and Bridge Resurfacing and Reconstruction Millage.

This millage has been authorized by Ann Arbor voters approximately every 5 years since 1984. The funds raised through this 2-mill levy are used to maintain the quality of Ann Arbor roads and bridges and are used to leverage federal and state matching dollars for the same purpose. The levy amount for a property with an average market value of \$214,000 is \$214/year.

Background to the Proposed 2012 Street and Bridge Resurfacing and Reconstruction Millage (“Street Millage”). More information is posted at www.a2gov.org/StreetMillage.

- For nearly 30 years the Street and Bridge Resurfacing and Reconstruction Millage (“Street Millage”) – augmented with matching funds from federal and state grants – has been the principal funding source for resurfacing and reconstructing Ann Arbor’s neighborhood and “major” streets and bridges. The City of Ann Arbor maintains approximately 200 miles of residential streets, 100 miles of major streets, and 13 bridges.
- From 2007-2011, the Street Millage generated approximately \$46 million in tax revenue.
- In the last five years, due to the Street Millage, the City received approvals for approximately \$27 million in federal and state matching funds for reconstructing and resurfacing the city’s streets and bridges.
- In November 2011, voters will be asked to renew the 2-mill Street and Bridge Resurfacing and Reconstruction Millage for five years (2012-2016).
- Because of Michigan tax laws, the annual levy amount paid per household will vary depending on property history. The levy amount for a property with an average market value of \$214,000 is \$214/year. By operation of law, the 2-mill rate will be rolled back in subsequent years during the five years the millage would be in effect.

FAQs about the Street and Bridge Resurfacing and Reconstruction Millage

1. How are the Street and Bridge Resurfacing and Reconstruction Millage funds used?

The City of Ann Arbor maintains approximately 200 miles of residential streets, 100 miles of major streets, and 13 bridges. Prior to the 1980s, Ann Arbor had no dedicated funds for street reconstruction and repair. The overall condition of our roads was very poor at that time. As a means to improve the quality of the City’s road transportation system, citizens approved the first Street Reconstruction Millage in 1984. Voters subsequently approved the collection of 2 mills annually, approximately every five years, for the reconstruction of streets in 1988, 1991, 1996, 2001, and again in 2006.

2. How much is the Street and Bridge Resurfacing and Reconstruction Millage renewal?

On the November 8, 2011 ballot, voters will be asked to adopt a 2-mill tax for street reconstruction for five years (2012-2016), which will raise an estimated \$9 million in tax revenue the first year of the levy. If a new Street and Bridge Resurfacing and Reconstruction Millage is approved, the owner of an average house in the City of Ann Arbor (market value \$214,000) will pay approximately \$214/year.

3. How much revenue did the previous Street and Bridge Resurfacing and Reconstruction Millage generate?

- From 2007-2011, the total millage proceeds were approximately \$46 million. These funds were used on residential and major street reconstruction and resurfacing projects, bridge rehabilitation, and sidewalk ramps. Due to the Street Millage, the City received approvals

for approximately \$27 million in federal and state matching funds in the last five years for reconstructing and resurfacing the City's streets and bridges.

4. What types of projects are eligible for Street Resurfacing and Reconstruction Millage funds?

The 2012 Street and Bridge Resurfacing and Reconstruction Millage may be used for one or more of the following street and bridge projects, including, without limitation:

- Resurfacing or reconstruction of existing paved City streets and bridges, including on-street bicycle lanes and street intersections;
- Construction or reconstruction of pedestrian refuge islands;
- Reconstruction and construction of accessible street crossings and corner ramps; and
- Road Life Extension measures, including pavement crack sealing.

5. What types of projects are not eligible for Street Resurfacing and Reconstruction Millage funds?

Millage funds may only be used for rehabilitation of existing paved roadways and bridges. The following types of projects are not funded by the millage: Traffic calming (e.g., installation of speed bumps), street pothole repair, street cleaning, new sidewalk construction, paving of gravel roads, and new off-street bike paths.

6. What significant projects have been completed with the current cycle of the Street Resurfacing and Reconstruction Millage?

Millage funds support the annual street resurfacing and reconstruction program that addresses the resurfacing of residential and major streets. From the current five-year millage cycle, portions of the following streets were resurfaced or reconstructed. In addition, this past millage cycle paid for the Huron Parkway Bridge rehabilitation project and secured funding for replacing the East Stadium Bridges.

Anderson Avenue	Farmbrook Court	Liberty Street	Pontiac Street
Ann Street	Felch Street	Lincoln Avenue	Roxbury Road
Arbana Drive	Ferdon Road	Linda Vista Ave.	Seventh Street
Arlington Blvd.	Fernwood Avenue	Linden Street	Shadford Road
Ashley Street	First Street	Lockridge Drive/Ct	Soule Boulevard
Baylis Drive	Foss Street	Logan Court	Spring Street
Beakes Street	Fourth Avenue	Longman Lane	St. Francis Drive
Berkshire Road	Fuller Road	Maiden Lane	Stadium Blvd.
Boardwalk Drive	Fulmer Street	Main Street	State Street
Broadway Street	Geddes Road	Maple Road	Summit Street
Brockman Blvd.	Georgetown Blvd.	Martin Place	Sunset Road
Bruce Street	Glazier Way	Maynard Street	Sylvan Avenue

Buckingham Court	Glen Court	Medford Road	Tappan/Oakland intersection
Catherine Street	Glendaloch Circle	Miller Avenue	Tilsby Court
Cherokee Road	Green Road	Nixon Road	Traver Blvd.
Copley Street	Harbal Drive	Onondaga Street	Victors Way
Davis Avenue	Hiawatha Place	Override Drive	Virginia Avenue
Delaware Dr. & Ct.	Hill Street	Oxford Road	Ward Court
Division Street	Huntington Drive	Packard Street	Wildwood Avenue
Earhart/Geddes intersection	Huron River Drive	Parkwood Avenue	Wisteria Drive
Eisenhower/Main intersection	Kirtland Drive	Placid Way	Woodlawn Avenue
Elmcrest Drive	La Fere Street	Platt Road	Woodmanor Court
Fair Oaks Parkway	Leaird Drive	Plymouth Road	Woodside Road

A more detailed list of the roads repaired as part of the 2007-2011 millage can be found at www.a2gov.org/StreetMillage.

7. What future projects are planned using the “existing” Street Resurfacing and Reconstruction Millage fund balance (2006-2011)?

In 2012, the Annual Street Resurfacing Contract is expected to resurface/reconstruct over 20 lane miles of major and local streets. Streets that are planned for 2012 construction include Packard (Platt to US-23), Hill St (Forest to Washtenaw), E. Stadium (Packard to Washtenaw), Pontiac Trail (Skydale to M-14). Also, Dexter Road (Maple to Huron) will be fully reconstructed in 2012.

8. How does the Street Millage leverage federal funds?

Michigan receives federal transportation funds that are then allocated among local communities through organizations such as WATS* for major street projects. A grant-seeking community must supply local funds to match any federal funding received. Typically, the construction contract costs on any qualified project are split approximately 20 percent local share and 80 percent federal share, with all expenses for the engineering design of a project to be paid by local agencies. Without a local supply of matching funds, a community is not eligible to receive this type of federal aid. During the last five years, the City received approvals for approximately \$27 million in federal aid (including \$17 million for the East Stadium Bridges).

**The Washtenaw Area Transportation Study (WATS) is a multi-jurisdictional agency responsible for transportation planning in Washtenaw County. The agency is mandated by federal law to provide a continuing, cooperative, and comprehensive transportation planning process that guides the expenditure of state and federal transportation funds in Washtenaw County.*

9. How are streets selected for repairs?

The City of Ann Arbor uses a Pavement Condition Index (PCI) to rate each road from 0 (extremely poor) to 100 (excellent). Approximately every two to three years, streets are evaluated for distress elements such as dips, ruts, and cracks, and are assigned a PCI rating. Those streets with the lowest PCI ratings are then evaluated by City staff. Based on the final inspection and factors such as the impact of future projects, the volume of traffic, and public input, a number of streets are selected for resurfacing the following year. Some major streets that are in need of extensive repair are prioritized using the same criteria, but project timing can be affected by the availability of federal funds or need for other associated infrastructure improvements (e.g., underground utility work).

10. If the Street millage doesn't pass, how will the City pay for street reconstruction projects?

The planned 2011 and 2012 construction projects would be completed using funds from the current millage. Without continuing support of the Street and Bridge Resurfacing and Reconstruction Millage renewal, those street resurfacing and reconstruction projects planned for 2013 and beyond would be cancelled.

11. The City's annual budget reports a sum of money in the "Street Millage Fund." What is included in the reported figures?

The total amounts that are annually reported for the Street Millage Fund include the dollars that are already "committed" to projects that are under design or construction. These amounts were transferred to the fund from other funds to share the cost of specific projects (e.g., amounts for utilities improvement), and "uncommitted" funds intended for the near-future transportation projects. The spreadsheet is not a "fund balance" because a large part of the funds are already allocated or encumbered.

The annual Street and Bridge Reconstruction Millage is collected with the summer taxes, which are not available until late in the construction season. The bulk of one year's incoming revenues are carried over for the next year's construction projects. In addition, allocations from other City units—such as water utility monies to be used for improvements to the water, sanitary sewer, and stormwater systems in conjunction with road construction projects—are often temporarily transferred to the Street Millage Fund prior to their use.

12. My street appears worse than another street that was resurfaced this year. Why was that street chosen to repair?

Each street is unique, and the order of street repair is affected by a variety of criteria. For example, if future construction—such as underground utility work or a new building project—is planned on a street, the City will try to wait until that construction is complete before resurfacing the street. The City also tries to minimize inconvenience to residents and save money by coordinating projects on adjoining streets so that construction will take place at one time.

13. Why does it take longer to reconstruct a street in an urban environment than to reconstruct a highway?

There are many different aspects to consider when reconstructing a residential street as opposed to a highway. Often, a residential and/or urban reconstruction project will include the replacement of many underground utilities (sanitary, storm, water main, water main services, edge drain, and electrical conduit), all of which need to be installed in separate trenches while not disturbing existing utilities and the associated service leads. Also, the contractors usually must maintain access to many side streets and driveways during the installation of utilities and later with the placement of curb, sidewalk, drive approaches, and road surface, which requires completing the work in several distinct phases. Finally, late-evening work is often regulated by noise ordinance restrictions that are designed to respect the needs of residents in close proximity to the construction. Urban environments often have little room for storing construction material (e.g., sand and stone), so the construction operations are subject to the ongoing daytime removal and delivery of materials.

14. If the Sidewalk Repair Millage (Proposal 2) passes, will it be added to the Street and Bridge Resurfacing and Reconstruction Millage?

The additional 0.125 mills would be added to the funds collected through the Street and Bridge Resurfacing and Reconstruction Millage. All of the funds will be available for both street and bridge resurfacing and reconstruction and sidewalk repairs. Although the street and bridge resurfacing and reconstruction should be accomplished using the 2.0 mills, as adjusted, and the sidewalk repairs should be accomplished using the 0.125 mills, as adjusted, the combination of the funds will allow some flexibility in the event that sidewalk repairs might not use all of the 0.125 mills in one year, or might require more than 0.125 mills in one year.

15. Where can I find more information on Ann Arbor’s Street and Bridge Resurfacing and Reconstruction Millage?

More information on the Street and Bridge Resurfacing and Reconstruction Millage and the November 8, 2011 Proposal 1 is posted online at www.a2gov.org/StreetMillage.

Your comments and questions are welcomed. Thank you.

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