

WHEREAS, the City Council declared that a climate emergency exists which threatens our community and human health and safety, biodiversity, and our common environment; and

WHEREAS, emissions in Vermont have risen since 1990, with the largest increases coming from the transportation sector, which also accounts for the largest share of greenhouse gas emissions in the City and State; and

WHEREAS, the climate emergency declaration, in addition to the actions to be taken by city government, called on residents to take steps to reduce vehicle miles travelled through walking, biking, and mass transit

WHEREAS, to effectively reduce transportation-related fossil fuel emissions, a comprehensive, systemic, and properly funded approach is needed to create an alternative system which is not reliant on fossil fuel powered means of transportation, especially single occupancy automobiles; and

WHEREAS, the Administration and City Council have taken steps on the road to an alternative system by requesting that a number of zoning ordinance changes be drafted, including eliminating the requirement for a minimum number of parking spaces, releasing permitting requirements for existing parking, reducing the dimensional requirements for new parking spaces, reducing the maximum number of parking spaces that are allowed to be built in new developments, creating regulatory mechanisms, including transportation demand management requirements, to ensure investment in alternative transportation, and studying how traffic impact fees can be used to support the expansion and increased use of alternative modes of transportation (including but not limited to transit, biking, and walking and then updating the City's ordinances to implement this use of impact fees; and

WHEREAS, according to internationally recognized transportation and city planning expert Jeff Speck, cities that are less automobile dependent and are highly walkable and bikeable are most livable, appealing, cost effective, and economically viable. According to Speck, if a resident take a bus ride, for every \$1 they spend, society spends \$1.50 to support that transportation. If a resident decides to drive, it costs society \$9.20 for every \$1 the driver spends. When a resident walks, the cost to society is a penny. “The more we can walk, bike, and take transit, we’re spending a lot less than the alternative, which is to drag around a two-ton carcass of steel that belches climate change,” says Speck; and

WHEREAS, recognizing that significant funding is needed to properly fund an alternative transportation system, voters amended the City Charter to allow revenues generated from on-street parking equipment and systems to be used for the proper repair or construction of streets and sidewalks, traffic or parking demand management facilities, planning, or services and other transportation-related activities; and

WHEREAS, on these street parking funds were used for the Greenride Bikeshare program because increasing non-car transportation reduces traffic by taking cars off the road;

NOW THEREFORE BE IT RESOLVED that the City Council’s Transportation, Energy and Utilities Committee (TEUC), in order to better understand how to properly fund an alternative transportation system needed to fight climate change, requests that the director of Public Works provide it with a report by its first meeting in February 2020 on (1) the revenues of the street parking system, the residential parking system, and any other parking related revenues that are not dedicated and restricted by law, (2) the current budget uses and actual uses of those funds, (3) a list of legally acceptable uses of those funds for measures that would reduce vehicle miles travelled, including but not limited to whether or not those funds could be paid to Green Mountain Transit in order to eliminate fares on one or more routes, and (4) a list of revenue raising ideas and, if possible, projected revenues to be realized from each

idea, including but not limited to the expansion of areas in which meters are placed, the raising of residential parking permit fees, and the expansion of hours for which parking is charged throughout the metered parking system.