















Attachment 2

Resolution 11/2021

ADOPTION OF FY 2022 OPERATING AND CAPITAL BUDGET

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE  
ANN ARBOR AREA TRANSPORTATION AUTHORITY**

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) Board of Directors (Board) is required by the Michigan Uniform Budgeting and Accounting Act of 1968 to adopt a balanced operating budget on or before September 30 for its next fiscal year, which begins on October 1, and

WHEREAS, AAATA staff have developed a FY 2022 Operating and Capital Budget that furthers Board Ends Policies within Executive Limitations and provides multi-year context, and

WHEREAS, the AAATA is required to develop a fiscally constrained four-year program of projects for inclusion in the Transportation Improvement Program (TIP) to be submitted to the Washtenaw Area Transportation Study (WATS) in order to be eligible for federal funds, and

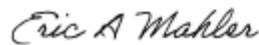
WHEREAS, the AAATA is required to submit the capital program for FY 2022 to the Federal Transit Administration (FTA) as part of the annual application for FY 2022 federal funding, and

WHEREAS, the AAATA is required to submit the capital program and operating budget for FY 2022 to the Michigan Department of Transportation (MDOT) as part of the annual application for FY 2022 state funding, which is amended by this resolution.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors hereby approves the FY 2022 Operating and Capital Budget as its general appropriations act with total expenditures as follows:


- \$55,765,850 for operations, and
- \$10,840,000 for capital investment.

BE IT ALSO RESOLVED that the Ann Arbor Area Transportation Authority Board of Directors hereby adopts the capital projects listed herein as updates to the FY 2020-2023 TIP, of which FY 2023 and beyond are subject to amendment in future years.



Eric A. Mahler, Chair

September 23, 2021



Jesse Miller, Secretary

September 23, 2021

**5. STRATEGY & OPERATIONAL UPDATES: CEO**

5.1 Service Restoration Update

Mr. Smith and Mr. Yang described that in August the ridership went back to approximately 40-50% of the pre-pandemic level. After the new service plan was implemented, for the last three weeks, the ridership is at about 60% of the pre-pandemic level, which is a little bit better than was projected. Mr. Yang explained that in early summer, the ridership was only 20-25% of the pre-pandemic level, so it has more than doubled.

5.2 Long-Range Plan Update

Mr. Yang walked the Board through the project schedule found on the final page of the [September 23<sup>rd</sup> Board Meeting Packet](#) (page 155). He highlighted that at the October 6<sup>th</sup> Board LRP Scenarios meeting, the Board will have the opportunity to review the





