

Board of Director's Meeting Summary
Meeting Date/Time: March 18, 2021, 6:30-9:00pm

Location: Remote via Zoom

Board Member Attendees: Raymond Hess, Jesse Miller, Kyra Sims, Roger Hewitt, Kathleen Mozak, Richard Chang, Mike Allemang, Ryan Hunter, Sue Gott, Eric Mahler (Chair)

AAATA Staff Attendees: Matt Carpenter (CEO), Bryan Smith, Forest Yang, John Metzinger, LaTasha Thompson, Ken Anderson, Rosa-Maria Njuki

Meeting Chair: Eric Mahler

Chairman Eric Mahler called the meeting to order at 6:33 pm.

Discussion Items	
1. OPENING ITEMS	
1.1	<p>Approve Agenda Ms. Kathleen Mozak moved to approve the agenda, seconded by Mr. Roger Hewitt. In support of the motion: Mr. Hewitt: Yes Mr. Raymond Hess: Yes Ms. Mozak: Yes Mr. Jesse Miller: Yes Mr. Mike Allemang: Yes Mr. Rich Chang: Yes Ms. Sue Gott: Not available yet to vote. Mr. Ryan Hunter: Yes Ms. Kyra Sims: Yes Chairman Mahler: Yes</p> <p>The motion passed.</p>
1.2	<p>Public Comment Mr. Robert Pawlowski expressed his appreciation for the reinstatement of AirRide beginning April 26th. He also described his preference for the Gillig bus design over the Nova bus design. He prefers the seating arrangement of the Gillig bus design for the most part and noted that the Nova bus design would be good for the Washtenaw Ave. route during peak hours.</p> <p>Mr. Jim Mogensen highlighted that the August Service Recovery Proposal is a move toward permanent service as opposed to temporary, pandemic response service. He noted that he has not seen the Title VI analysis of the proposed changes yet and described the need for it to be robust and start with the previous, permanent service.</p> <p>Ms. Michelle Barney described her understanding that FlexRide East does not go to Chidester after hours during the week or weekend. She expressed her appreciation for hours being extended as well, and also described an effort to vaccinate all the senior high rises by Washtenaw Public Health and her wiliness to keep AAATA aware of when large buildings are vaccinated. She described the positive effect vaccinations may have on ridership.</p>

1.3 General Announcements

Chairman Mahler announced that this will be the last Board meeting with John Metzinger, CEO, Finance and Administration, who will be moving on to another opportunity. Below is the resolution read by Chairman Mahler:

**RESOLUTION 02/2021:
Honoring the Service of John Metzinger**

Meeting: Board of Directors

Meeting Date: March 18, 2021

WHEREAS, John Metzinger joined TheRide on May 22, 2017; and

WHEREAS, John's last day as a member of our team will be April 9, 2021; and

WHEREAS, John has accepted a position as the CEO of another transit agency; and

WHEREAS, John has served as TheRide's first Chief Financial Officer, providing strong financial leadership and advice throughout his tenure; and

WHEREAS, John led the establishment of many changes and new approaches that will benefit the agency and our communities into the future; and

WHEREAS, John has been an excellent example of integrity, sound judgment, and strong leadership; and

WHEREAS, the Board of Directors wants to express its appreciation for his contributions.

LET IT THEREFORE BE RESOLVED THAT the Board of Directors expresses its thanks to John Metzinger, Deputy CEO for Finance and Administration, and wishes him success in all his future pursuits.

Eric A Mahler

Eric Mahler, Chairperson

Kyra Sims

Kyra Sims, Secretary

Mr. Chang motioned to move the resolution into the record, seconded by Mr. Allemang.

In support of the motion:

Mr. Hewitt: Yes

Mr. Hess: Yes

Ms. Mozak: Yes

Mr. Miller: Yes

Mr. Allemang: Yes

Mr. Chang: Yes

Ms. Gott: Yes.

Mr. Hunter: Yes

Ms. Sims: Yes

Chairman Mahler: Yes

The motion passed unanimously.

Mr. Metzinger responded that serving this organization has been a great honor. He described the Board and staff as excellent and hoping that the citizens of Ann Arbor and Ypsilanti know what they have in them. He noted that excellent progress has been made together. He shared that he appreciated being recognized and honored like this but described that it has been a team effort. He recognized the great management team in his division, as well as great leadership from CEO Carpenter and the Board. He ended by saying that the work that AAATA does and the service that it provides is something that he will treasure for the rest of his career.

Mr. Allemang, Chairman Mahler, and Mr. Miller shared their appreciation for Mr. Metzinger's tenure with AAATA and wished him well.

2. CONSENT AGENDA

2.1 Minutes and Committee Meeting Reports

Mr. Hewitt moved to approve the consent agenda, seconded by Mr. Chang.

In support of the motion:

Mr. Allemang: Yes

Mr. Chang: Yes

Ms. Gott: Yes

Mr. Hess: Yes

Mr. Hewitt: Yes

Mr. Hunter: Yes

Mr. Miller: Yes

Ms. Mozak: Yes

Ms. Sims: Yes

Chairman Mahler: Yes

The motion passed unanimously.

3. POLICY MONITORING & DEVELOPMENT

3.1 Committee Meeting Discussion

None.

3.2 Board Retreat Feedback (Verbal)

Mr. Hewitt noted that the retreats were very well organized and provided an enormous amount of well-presented information. He expressed his hope for more opportunities to discuss the information and the long-range future of what transportation systems in general might look like.

Chairman Mahler described the struggle to balance the huge amount of information with enough time to discuss it all.

Mr. Hewitt further mentioned that Zoom meetings are not the ideal format for wide-ranging discussions.

Mr. Miller described coming out of the retreat excited about having more conversations and doing a deeper dive into some of the individual topics through the long-range planning process.

Chairman Mahler described that the Governance Committee will discuss this at the next Governance Committee meeting, planning future steps and recommending some future actions that will come up at future Board meetings.

Mr. Chang described the retreats as extremely helpful and useful and complemented the presentations presented by Mr. Smith and Mr. Yang, as well as CEO Carpenter.

Ms. Mozak pointed out that it had been mentioned in Committee meetings that because so much information was presented and there may not have been an appropriate amount of time to discuss it, there might be another half day retreat later on in the Summer. She supported that suggestion. Chairman Mahler responded that this will be discussed at the Governance Committee meeting and with staff.

Ms. Sims shared that one of the things missing in the retreat due to time constraints was the ability to collaborate as a Board. It is that piece that she would like to explore in a half day follow-up meeting, hopefully sooner rather than later before information is forgotten.

3.3 LAC Task Force Report

Ms. Mozak walked the Board through the policy language for Board linkage with the LAC, as well as an Executive Limitation for external relations with the LAC. She noted that the Governance and Service Committees have both recommended bringing the language to the Board for their thoughts and possibly implementation.

Chairman Mahler noted that Ms. Mozak led this project from start to finish and did a tremendous amount of work to organize and get the right result, along with CEO Carpenter and Governance Coach Rose Mercier. It was also a coordination between Chairman Mahler, Ms. Sims, the Governance Committee, and the LAC. He offered kudos to her for getting what he perceives as a very good policy in front of the Board.

Mr. Miller asked if the LAC has had an opportunity to review the policy language.

Ms. Mozak responded that this language was not presented to the LAC who just came back online in February. She described not pursuing that because it was language given by the Board, though there has been a lot of excellent feedback from the LAC in the past. She expressed her understanding that the LAC is anxious to move forward with policy governance and the Board's decision.

Mr. Miller expressed his trust in Ms. Mozak to represent the LAC's interests.

Ms. Mozak described that during the meeting she attended with the LAC in March she let the LAC know that there was new policy language, and the Board packet was available before the Board meeting. She asked that if they had any concerns, they were welcome to attend the Board meeting, but she does not believe the Board had any public comment from them at this point.

Ms. Mozak motioned to adopt the LAC Task Force policy as drafted, seconded by Ms. Sims.

In support of the motion:

Mr. Allemang: Yes

Mr. Chang: Yes

Ms. Gott: Yes

Mr. Hess: Yes

Mr. Hewitt: Yes

Mr. Hunter: Yes

Mr. Miller: Yes

Ms. Mozak: Yes

Ms. Sims: Yes

Chairman Mahler: Yes

The motion passed unanimously.

3.4 Ownership Linkage Task Force (Verbal)

Mr. Allemang reminded the Board that the Ownership Linkage Task Force (OLTF) was formed a little over 2 years ago. He described that ownership linkage is to try to have the Board engage directly with who they consider to be their owners. He noted that in the traditional sense, AAATA does not really have owners, but they consider the three bodies that create AAATA's existence and appoint the Board members to be the legal owners; generally, the residents within the communities serve to be AAATA's moral owners.

Mr. Allemang noted that the former OLTF met a number of times with Governance Coach Rose Mercier and developed a plan for doing this linkage, which was followed up with three meetings – one with Mayor Christopher Taylor of Ann Arbor, one with Mayor Beth Bashert of Ypsilanti, and one with Supervisor Brenda Stumbo of Ypsilanti Township. He shared that those were good meetings followed by the Board deciding that the linkage should be the responsibility of the entire Board and the OLTF was dissolved. Due to the pandemic, there was no further action after those meetings.

The OLTF has been reconstituted, with members Mr. Allemang, Ms. Sims, Mr. Miller, and Mr. Chang. So far, they have had a couple of meetings with the intent at the next Board meeting to bring what their consensus is relative to ownership linkage and to have a dialogue with the Board, to get their input and what they think about ownership linkage, in particular, what should be done going forward.

Chairman Mahler noted that this is a key pillar of AAATA's policy governance.

Mr. Allemang described that the focus of the dialogue with the owners should try to incorporate AAATA's Ends, to see that all are in agreement and to get input about changes.

3.5 Monitoring: Investments (Policy 2.6)

Mr. Metzinger walked the Board through the monitoring report for Policy 2.6 – Investments, presenting compliance with all elements of the policy.

Mr. Hewitt asked about Executive Limitation 2.6.2, the first interpretation indicating that the compliance with the policy will be demonstrated when account statements from financial institutions indicate that funds are held in accounts that are federally insured to the level of at least \$250,000 per account. He noted that there are two CDARS at the Bank of Ann Arbor equaling \$5M and asked Mr. Metzinger to explain that.

Mr. Metzinger explained that CDARS stands for Certificates of Deposit Account Registry Service. These funds are managed by the Bank of Ann Arbor, but they are held in Certificates of Deposit at banks around the country. While the sum is \$5M, in each bank there are amounts held of \$250,000, which is the maximum that is federally insured.

Mr. Miller asked if the accounts were capped at \$250,000, to avoid keeping a federally uninsured level in each.

Mr. Metzinger explained that AAATA does have accounts that are above that federally insured threshold. The reason for that is those funds are treated as an exception to this policy as they are funds that are held for operations. Policy 2.6.1 makes the exception for this in the language "except where necessary to facilitate ease in operational

transactions". This cash is on hand for paying bills and payroll; these check runs often top more than \$1M.

Mr. Miller asked if this policy is possibly not accomplishing what the Board wants it to accomplish if there are funds that are uninsured.

Mr. Metzinger explained that AAATA is very careful to make sure that the operating dollars are being held in banks that are fiscally secure. The Bank of Ann Arbor is very highly rated by BankRate.com.

Mr. Miller wondered if language such as "in financially responsible, solvent institutions" should be added to the policy.

Chairman Mahler suggested that this may be something the Finance Committee could discuss.

Ms. Sims described a previous discussion in regard to the rating of the banks and how support of the health and safety of the bank could be provided, which might be something to add to the policy or monitoring report at some point.

Mr. Metzinger suggested that might be good advice. He described an opportunity here to provide an additional interpretation of evidence the next time this report is presented that could perhaps indicate the fiscal strength of the financial institution.

Mr. Allemang moved to approve the CEO as (a) in compliance, seconded by Ms. Sims. In support of the motion:

Mr. Allemang: Yes

Mr. Chang: Yes

Ms. Gott: Yes

Mr. Hess: Yes

Mr. Hewitt: Yes

Mr. Hunter: Yes

Mr. Miller: Yes

Ms. Mozak: Yes

Ms. Sims: Yes

Chairman Mahler: Yes

The motion passed unanimously.

3.6 Monitoring: Communication & Support (Policy 2.10)

CEO Carpenter presented the monitoring report, suggesting level (b) of compliance (in compliance except for items noted in policy 2.10.1 and 2.10.3) for the Board's consideration.

Mr. Miller requested in the future that the report indicate when the report was scheduled to be due. He also expressed his interest in discussing how to address being informed of what other transit agencies are up to, whether it belongs in this policy or in External Relations.

Mr. Hewitt moved to approve the CEO as (b) in compliance except for items noted, seconded by Ms. Mozak.

In support of the motion:

Mr. Allemang: Yes

Mr. Chang: Yes

Ms. Gott: Not available for vote (abstention as per Chairman Mahler)

Mr. Hess: Yes
Mr. Hewitt: Yes
Mr. Hunter: Yes
Mr. Miller: Yes
Ms. Mozak: Yes
Ms. Sims: Yes
Chairman Mahler: Yes

The motion passed.

4. STRATEGY & OPERATIONAL UPDATES: CEO

4.1 Details of August Service Restoration

Mr. Yang reminded the Board that the public feedback period will run March 4 – April 2. He noted that there are quite a few public Town Halls being planned for the next couple of weeks and quite a few stakeholders have been met with as well. He reported that AAATA has not heard any major concerns yet. By April 2, all the feedback will be compiled from staff, the Board, and the public to incorporate into the final recommendation. AAATA will come back to the public in June for additional public Town Halls. At that time, it will be more for a communication purpose. Feedback will be collected then, but it will not be on time for the August service changes. It will be for future planning cycles. The service is going to be implemented on August 29th.

Mr. Anderson, AAATA Communication Service Coordinator, shared that so far AAATA has received around 70 individual pieces of feedback, mostly from the website or e-mail. In addition to that, there are 9 phone calls to which AAATA has responded. The majority of the feedback has been generalized questions such as “What is happening to my route? What is happening to my bus stop?” and requests for information. Routes 23 and 24 have received more comments than other routes. A lot of that is asking for clarification on exactly what the proposals are. But the majority of the feedback received at this point has either been supportive of the proposals or asking for clarifications. After the public comment period closes, Mr. Anderson explained that staff will finish compiling a summary sheet and provide the statistics on the types of comments received, the routes that had the most popular comments, and then make it available for the Board.

The August 2021 Service Recovery Proposal is available for review on TheRide’s website [here](#).

Mr. Miller expressed that he does not feel it is being adequately conveyed that these changes are permanent; they are not a COVID-19-related service increase but are in fact changes to AAATA’s core service that will remain until there is another re-working of the service.

Mr. Yang explained that this will be emphasized at the public Town Halls and that he will ask AAATA’s communication expert to provide further communication to make sure the public understands this to be a permanent change.

Mr. Miller expressed wanting to make sure that the public is given adequate notice that these are permanent changes so that they know to make time to provide input on this proposal.

Mr. Anderson shared that the original round of materials was put out before that type of language was able to be included, but AAATA’s Community Relations reports that in the news articles and interviews they have been giving, they are starting to use that language to reinforce those points going forward.

Mr. Yang addressed Ms. Michelle Barney's comment in regard to FlexRide East. He described that the service hours for FlexRide East are being expanded quite a bit on the weekdays from 6am to 10pm, on Saturdays 8am-9pm, and on Sundays 9am-7pm. Those service hours basically are matching AAATA's fixed routes services that used to be operating in that neighborhood.

Chairman Mahler asked generally how Mr. Anderson would categorize the comments thus far, how the tone of the comments is trending.

Mr. Anderson noted that the majority of comments are questions, but there are some people letting AAATA know that they do like some of the changes being made like simplifying the branches, and then there are others saying the changes that are being proposed are not as good in their opinion to what is already in place. He noted that it will have to be considered going forward as AAATA goes into the long-term plan, if some of the things that were done, like the more frequent service on weekends, if that is something that should be revisited or if resources need to be reverted.

Chairman Mahler asked what the timeframe is for the communication plan and if it is Mr. Anderson that generally gets back to people. Mr. Anderson shared that responses are coming from a combination of himself and Elyse Osterday in the planning department. They are catching up right now on the initial feedback with the goal of responding within several days. They do tend to respond to phone messages sooner than e-mails as phone calls seem to indicate a stronger sense of urgency.

4.2 Q1 Finance Report

Ms. Thompson walked the Board through the Q1 Finance Report, highlighting the following:

- In regard to the operating results, it has ended pretty much how staff thought it was going to end. There was a zero net income for the first quarter.
- The revenue and the expenses were at \$9.2M year-to-date, \$1.6M less than the budget. A couple of reasons for the budget variance include:
 - On the expense side, AAATA has a reduced service plan. With that there is lower fuel, materials, and supplies. And even with the pandemic, there are less purchased services as well. With no AirRide, D2A2, and even the ARide service coming in house, that causes all of AAATA's expenses to decrease at this point.
 - The revenue is going to follow the expenses. AAATA is not trying to pull federal funding for a surplus. Staff are just trying to cover the costs at this point.
 - AAATA pulled about \$1.6M in CARES Act funding for this quarter, at about \$3M year-to-date.
 - The fares are down quite considerably, about \$470K down for this quarter, which is due to the very low ridership that AAATA still has. Fixed route ridership is at about 20-25% current. That for demand response is at about 40%.
- On the balance sheet side, there is a strong net position. The reserve was at 2.9 months of annual operating expense, \$10.4 million. The months in reserve may look a little strange because the reserve is going down in total dollars, but the months are going up. That is due to the budget for FY2021 being less than FY2020.
- The investments presented are higher than the prior quarter, which is due to the CDARS program.

Mr. Hewitt asked in regard to the \$9.2 in revenue and \$3M in CARES Act, if everything had stayed the same and there was no CARES Act money, would there have been a \$3M loss recorded? Ms. Thompson explained that not to be the case. She noted that there was \$1.6M drawn for the quarter for CARES, and if it had not been drawn, other federal funding that AAATA has would have been used.

Chairman Mahler asked if there will be an increment increase, decrease, or steady state in regard to drawing in CARES Act funding going forward. Is it staying at the same level or is staff forecasting to draw more or less CARES Act funding in the next quarter? Ms. Thompson shared that AAATA is aiming to increase the money they are pulling from the CARES Act.

4.3 Q1 Service Report

Mr. Smith pointing out that the Q1 Service Report is a pre-pandemic to pandemic comparison. To see how AAATA is transitioning through the pandemic, he suggested taking a look at the comparison of Q4 to Q1. This is also the last report with pre-pandemic data.

4.4 Budget Update (Verbal)

Mr. Metzinger brought forth a concept of amending the 2021 budget primarily because with CARES Act funding, CRRSAA funding, and the potential of American Rescue Plan funding, staff are recognizing with greater confidence that AAATA will be able to spend federal funding more quickly than anticipated when the budget was adopted last September.

Mr. Metzinger described the concept to be spending a greater share of federal aid more quickly as operating assistance. Then to transfer AAATA's local property tax funding into reserve accounts, primarily as a capital reserve for future projects. This plan would allow AAATA to not only maintain operations for the next couple of years, but also to begin to make exciting progress on capital projects that have long been on AAATA's wish list. AAATA is dealing with an available \$35M in federal funds right now between CARES Act and CRRSAA funding. The plan would involve spending those funds more rapidly this year and next. Staff have confirmed with legal counsel that these plans due align with state law and are also allowable under the federal regulations for grantor relationships in accordance with the Board's policy. It is also in alignment with what voters have authorized in local millages in that they have elected to support public transportation in the service area through their millage votes. Capital and Operating projects both support public transportation. Mr. Metzinger also noted that this approach is consistent with what quite a lot of transit agencies of the same size as AAATA around the country are doing.

Next month, staff will be bringing forth a detailed plan along with a resolution and request for the Board's authorization to amend the FY2021 budget, to make some changes in expenses based upon what has occurred so far this year, minor changes. But the most impactful change is to realign the revenue and the operating budget using federal aid more promptly and then creating reserve accounts with local property tax funds for future capital projects.

CEO Carpenter added that he has spoken with three other transit CEOs, 2 in this state and another outside. What he has found is that a lot of other transit agencies are in a very similar situation to AAATA's, and almost all of them are doing something very similar to what Mr. Metzinger described. He noted that the transit agency in Des Moines, Iowa whose leader he has known for 20 years has already done this, has already begun moving their local property tax funding into a capital reserve. CEO Carpenter shared that he is confident in Mr. Metzinger's initial recommendation and is conscious of making sure perceptions of the recommendation are heard. He also noted that now is a good time to be pulling together local funding for capital. There are a lot of rumblings out of Washington, D.C. about a forthcoming infrastructure bill and even the potential in turn of congressional earmarks, about which he and Mr. Hunter will be speaking to Congresswoman Debbie Dingell. He described a concern among

some CEOs that a flood of federal infrastructure money, if there is no local money to match it, could be difficult to spend. So, he suggested now would be a good time to have local capital funding to match things.

Chairman Mahler expressed looking forward to a more fleshed out plan but conceptionally liked the idea. He agreed that public perception will matter and once it is well explained will hopefully not have a lot of objections. He described that AAATA has done much over the last several years to engender, manage, and maintain the trust of the public when it comes to fiduciary matters.

Mr. Allemang asked how soon a good estimate of the funds potentially being received from the American Rescue Plan might be known. CEO Carpenter described that it will probably take a couple of weeks as there are more formulas being applied to every new bill. In this particular case, the formulas being applied at a federal level limit every transit agency to 138% of their annual operating budget cumulatively taken from all three relief bills. He hopes to have something to communicate in a month, though it is all in the hands of the FTA.

Mr. Allemang asked if the American Rescue Plan dollars will have to be considered as part of the FY2021 budget amendment process. CEO Carpenter explained that the CARES Act and CRRSAA funds technically do not expire, but the American Rescue Plan funds are understood to expire in 4 years. So, there is a much greater urgency to use that money faster. If staff can find a way to ask for the Board's approval to spend the funds from the American Rescue Plan first, they will do that, or they may have to wait for the next amendment.

Mr. Miller expressed that the lack of capital investment has been holding AAATA back. He described that when he joined the Board, he was hoping to be breaking new ground on the YTC by now. He hopes that this budget amendment will be speeding up that timeline. Mr. Miller described his understanding that larger transit agencies have not received as great a percentage of their operating budgets from these bills as the smaller transit agencies have. He asked if any counter lobbying should be expected from the larger transit agencies.

CEO Carpenter described that it is understood by all APTA members that if a bill is passed at a national level, every district needs an incentive to vote yes. Even though New York's success is important, they could not get a federal rescue bill if they tried to hoard all of the money. CEO Carpenter expressed that he is not concerned about claw backs or any legal challenge to the proposal that Mr. Metzinger has outlined. He also described generally that the CARES Act funding was distributed in a more equal and less formulaic manner than the bills that have followed, potentially because the larger transit agencies need more funding and have a more difficult time reducing service and expenses.

CEO Carpenter described that capital projects in the industry are thought of in terms of 5-10 years; he has rarely seen a project happen in three years. In regard to the Ypsilanti terminal, he suggested that AAATA is potentially years away from a ribbon cutting due to the time-consuming aspects of development, such as numerous rounds of funding approval, local negotiations over land, and NEPA studies.

Chairman Mahler described that AAATA is in the position that they are in, to make these kinds of adjustments and moves, because of the early budget decisions they made in this pandemic, i.e., being very conservative with the CARES Act funds, cost cutting, and spending.

4.5 CEO Report

Mr. Smith described that AAATA is pleased to be offering a vaccine shuttle, having been contacted by the Washtenaw Health Department to do so. AAATA is offering a deviation of Route 4, a shuttle between BTC and YTC, and a stop in the middle at EMU. That is running from 10am-4pm, Wed.-Sat., which is when the clinic is currently open. For those that cannot get there on that fixed route shuttle, AAATA is offering ARide service that they have been offering throughout to anybody that has an appointment; that is fare free, being paid for via the CARES Act funding. For those that are outside of the ARide area, additional AAATA service is also available in some of the surrounding townships for vaccination appointments thanks to assistance from Golden Limousine. He described that if ever there was a reason to spend CARES Act funds, this is it.

Ms. Gott expressed that she was really proud that TheRide was involved in the vaccine shuttle. She described it as a great demonstration of leadership and stepping up.

CEO Carpenter complimented the AAATA planning and communications teams on the service restoration work. He described that Mr. Miller and the team made a presentation to Ypsilanti City Council this week.

In regard to AirRide service, it is getting back up and running. CEO Carpenter noted that the private company that operates the buses that are coming from Lansing through Ann Arbor to the airport (Michigan Flyer and Indian Trails) have found state money to backstop their operations. They are not being funded by AAATA. At the same time, AAATA's contract with them naturally expired during the pandemic. As they bring the service back, they do not need financial assistance from AAATA, and AAATA will not have a contract with them either. They will still be stopping at the BTC, but it will look a little bit different temporarily as the market for air travel stabilizes.

CEO Carpenter described making a requested presentation to the Board of the RTA on AAATA's current activities, to which he followed up with an ask of them to restart the Detroit to Ann Arbor service in part because UofM has announced its intent to return to in-person classes this Fall, which was a big chunk of the reason for the D2A2 service. Another chunk was the local health department asking AAATA if they could take passengers to Ford Field in downtown Detroit, which is perfect for the D2A2 service.

In regard to the transit-oriented development zoning work, CEO Carpenter described that as going well and announced that the Ann Arbor Planning Commission will be meeting on April 6th for a public hearing on it, if individuals are curious to hear more.

Lastly, CEO Carpenter responded to Mr. Robert Pawlowski's comment on Nova buses. CEO Carpenter noted that AAATA only has the one right now, with more expected sometime this Summer. He described that the seating configuration that Mr. Pawlowski was describing is not a distinction between Gillig or Nova buses, but rather a conscious decision about how the seats themselves are configured. The seats can be set up in almost any configuration, and this configuration was chosen by staff. CEO Carpenter thanked Mr. Pawlowski for his feedback and noted that if there is a lot of similar feedback, staff may revisit the configuration. He reported that staff have also heard some positive feedback about the extra room for standees and strollers.

5. EMERGENT BUSINESS

None.

6. CLOSING ITEMS

6.1 Topics for Next Meeting:

Monitoring: Policies 3.0-3.8
Board Retreat Follow-up
Budget

6.2 Public Comment

Mr. Jim Mogensen described TheRide eliminating GoldRide sedans for seniors. He also described that with taxis there is some understanding of what fares will be and backstops if people are being discriminated against. He shared that this is not the case with Uber and described additional barriers with Uber, such as individuals being canceled, surge pricing, and the need for technology and credit cards.

Ms. Michelle Barney added her praise of Mr. Metzinger. In regard to FlexRide East, she described that it lets her off on Michigan Avenue, from which she has an 8-block walk to her home in the evening. She asked for that bus system to be extended to include an area near Chidester. In regard to the August Service Recovery Proposal, she thanked staff for clarifying that the proposal is for permanent service changes. She also expressed her appreciation that Route 66 is being restarted. Lastly, she asked for staff to contact her with more information on the vaccine shuttle.

6.3 Board Assessment of Meeting (Electronic)

6.4 Adjournment

Mr. Chang moved to adjourn, seconded by Mr. Hewitt.

In support of the motion:

Mr. Allemang: Yes

Mr. Chang: Yes

Ms. Gott: Yes

Mr. Hess: Yes

Mr. Hewitt: Yes

Mr. Hunter: Yes

Mr. Miller: Yes

Ms. Mozak: Yes

Ms. Sims: Yes

Chairman Mahler: Yes

The motion passed unanimously.

Chairman Mahler adjourned the meeting at 8:25pm.

Respectfully submitted by: Keith Everett Book

Approved April 22, 2021