



It is the mission of the Ann Arbor Transportation Authority to provide useful, reliable, safe, environmentally responsible, and cost-effective public transportation options for the benefit of the Greater Ann Arbor Community.

Agenda
January 17, 2013
Ann Arbor Transportation Authority
Board of Directors Meeting
Ann Arbor District Library, 343 South Fifth Avenue, Ann Arbor, Michigan, 6:30 p.m.

- 1.0 Public Hearing – None Scheduled
- 2.0 Communications and Announcements
- 3.0 Public Time – Comment on Agenda Items
- 4.0 Review and Approval of Minutes
 - 4.1 Review and Approval of Minutes of November 15, 2012 (p. 1-10)
 - 4.2 Review and Approval of Minutes of November 29, 2012 (p. 11-29)
 - 4.3 Review and Approval of Minutes of January 3, 2013 (p. 30-33)
- 5.0 Board and Staff Reports
 - 5.1 Chief Executive Officer (p. 34-42)
 - 5.2 Planning and Development Committee (p. 43-47)
 - 5.3 Performance Monitoring and External Relations Committee
 - 5.4 Local Advisory Council (p. 48-50)
- 6.0 Question Time
- 7.0 Old Business
- 8.0 New Business
 - 8.1 Consideration of Resolution Approving 2013-2017 Capital and Categorical Grant Program (p. 51-58)
- 9.0 Public Time
- 10.0 Adjourn



It is the mission of the Ann Arbor Transportation Authority to provide useful, reliable, safe, environmentally responsible, and cost-effective public transportation options for the benefit of the Greater Ann Arbor Community.

Proposed Minutes
November 15, 2012
Ann Arbor Transportation Authority
Board of Directors Meeting
Ann Arbor District Library, 343 South Fifth Avenue, Ann Arbor, Michigan, 6:30 p.m.

Board Members Present: Charles Griffith (Chair), Jesse Bernstein, Eli Cooper, Anya Dale, Sue Gott, Roger Kerson, David Nacht

Staff Present: Dawn Gabay, Ed Robertson, Terry Black, Ron Copeland, Michael Ford, Chris White, Phil Webb, Bill De Groot, Deb Freer

Recording Secretary: Elizabeth Tibai

Chairman Charles Griffith declared that a quorum was present and called the meeting to order at 6:37 p.m.

1.0 Public Hearing

There was no public hearing.

2.0 Communications and Announcements

Charles Griffith announced that Sue Gott will be taking over for Anya Dale as Chair of the Planning and Development Committee.

Eli Cooper reported on the MDOT testing of the commuter rail cars. The train came through Ann Arbor late Tuesday, November 13. Mr. Cooper reported that the preliminary testing went well and he is looking forward to hearing more from SEMCOG and MDOT as the commuter rail system continues to evolve.

David Nacht moved to amend agenda to add item to New Business: 8.2 "A reallocation of funds to support a modification of existing service on Route 5". Mr. Nacht noted that the amended service would require \$90,000 to run the service from January to September 2013.

The motion was seconded by Roger Kerson. All board members, except Jesse Bernstein who opposed, supported the motion which carried.

3.0 Public Time – Comment on Agenda Items

Jim Mogensen appeared before the Board. Mr. Mogensen commented on page 9 of the October minutes, and requested an amendment. The sentence currently states, “Mr. Mogensen suggested that municipalities are not purchasing fixed route bus service but rather the expenses associated with operating fixed route bus service.” The proposed amendment would change this statement to read, “Mr. Mogensen suggested that municipalities are not purchasing fixed route bus service but are providing the local match associated with the Ann Arbor Transportation Authority’s fixed route bus service.”

Tom Partridge appeared before the Board. Mr. Partridge, an Ann Arbor resident and advocate for disadvantaged members of society, urged the Board to revisit the unfortunate and not only disappointing but tragic withdrawal of the Ann Arbor City Council from the Countywide process. Mr. Partridge asked the AATA Board to adopt new articles of organization to transform itself into the Washtenaw County Transportation Authority and to adopt articles that would encourage countywide participation. Mr. Partridge cited the work put into AATA public surveys, which have demonstrated widespread support of the countywide initiative.

Paul Schreiber, Mayor of Ypsilanti, appeared before the Board. Mr. Schreiber commented on the CEO report item regarding a regional transit authority. Mr. Schreiber stated that AATA has helped the City of Ypsilanti quite a bit throughout the years with transportation needs. This is done through consistency of buses connecting Ypsilanti to Ann Arbor. Mr. Schreiber cited a need for a permanent solution to the yearly contract problem between Ypsilanti and AATA. Mr. Schreiber pledged to work with AATA to help incorporate a permanent transit mechanism to the east side, the transit backbone along the City of Ypsilanti and Ann Arbor. He suggested starting there with a system that is permanent and stable that could grow in the future. Mr. Schreiber stated he is looking forward to working with AATA.

With no one further appearing, Mr. Griffith declared Public Time closed.

4.0 Review and Approval of Minutes

4.1 Review and Approval of Minutes of October 18, 2012

Mr. Kerson moved approval of the minutes as written, with the amendment by Jim Mogensen, which was supported by Mr. Bernstein.

The motion to approve the amended minutes passed unanimously.

5.0 *Board and Staff Reports*

5.1 *Chief Executive Officer*

Michael Ford reported on the Blake Transit Center groundbreaking event scheduled for Monday, November 19 at 11:00 a.m. Mr. Ford announced Mayor John Hieftje, Ann Arbor DDA Board Chair Leah Gunn, and Jesse Bernstein as confirmed speakers. Congressman John Dingell, Senator Debbie Stabenow, and Senator Carl Levin have been invited to speak.

Mr. Ford reported on one action item coming out of this month's Performance Monitoring and External Relations (PMER) Committee meeting. The action item to be moved forward is the authorization to purchase vans for expanded vanpool service.

Mr. Ford reported on the status of the Transit Master Plan. Mr. Ford emphasized the record ridership AATA is experiencing and that transportation is critical for many residents. Mr. Ford stated that we respect the Ann Arbor City Council's decision to withdrawal from the process, as well as other communities, and we will continue to work with all interested communities. Initial efforts will focus on the communities that have expressed interested in moving forward. These communities include: cities of Ann Arbor, Saline and Ypsilanti, the Townships of Pittsfield, Scio, Superior and Ypsilanti and the Village of Dexter.

Mr. Ford emphasized that AATA's strong fiscal stewardship will be maintained and that although successful, services implemented as part of our initial investment under the Five-Year Transit Program may not be sustainable without additional funding. Funding options relating to these services (doubling service on Route #4, AirRide, Chelsea and Canton ExpressRide, and the expansion of NightRide) will be brought to the December PMER meeting.

Mr. Ford reported the staff recommendation to defer the Route 5 expansion of service but that the topic is up for discussion. Mr. Ford also encouraged citizens to express their desires for expanded transit.

Mr. Ford reported on the Ann Arbor public school transportation work group meeting, attended by Chris White and Justin Fenwick. The group looked at cost-

saving options for pupil transportation. The group is still considering expanded service with AATA.

Mr. Ford also reported that the project team for the Connector Alternatives Analysis met for the first time since the contract with URS was signed. Attendees included representatives from the AATA, UM, DDA, City, WATS and SEMCOG. Attendees discussed the design of the public participation effort and how to make it more effective. The steering committee will continue to meet monthly.

5.2 *Planning and Development Committee*

Sue Gott presided as the acting Chair for this month's Planning and Development Committee (PDC) meeting and provided the PDC report. The committee received a 2013 Calendar for monthly board meetings. The schedule poses no conflicts with other events or holidays.

The committee received a report on the Capital and Categorical Grant program. There are 11 replacement buses, 5 buses for expanded service and 25 vans for VanRide programmed this fiscal year, among other items. Ms. Gott stated that AATA sets funds aside for bus replacement in advance of their useful life of 12 years (as per Federal Standard). Vans are to be replaced every 4 years. Upcoming fiscal year programs were also discussed and will continue to be a topic of discussion.

The committee also received a report on the TMP process. Discussions are continuing with the communities interested in incremental expansion. AATA is starting a footprint for the interested communities and a new draft proposal is expected in December.

The committee received an update from Dawn Gabay regarding the disadvantaged business enterprise (DBE) and small business enterprise (SBE) involvement on the BTC project. The goal was to engage 10% of DBE and SBE and that goal was exceeded. Ms. Gott expressed praise to staff for not only meeting but exceeding this goal.

5.3 *Performance Monitoring and External Relations Committee*

Committee Chair Roger Kerson provided the Performance Monitoring and External Relations Committee report. The committee approved a resolution for purchasing 25 vans for VanRide. Invitation for Bid notices were posted on the AATA Website, in the Washtenaw County Legal News, and sent to 31 car dealerships, including 4 locally. Bids were opened on November 12, 2012 with

Bill Snethkamp as the sole bidder and his price was less than the current State of Michigan contract price. Thus, staff recommended approval of the purchase of 25 Dodge Grand Caravans. State and Federal dollars will be used to purchase the vans.

Staff is anticipated to come to next month's PMER committee meeting with an assessment of what resources and services were implemented based on the TMP. Staff is expected to present on the costs and options of these additional resources and services moving forward.

The committee received reports on record setting ridership. NightRide and AirRide services were also discussed. It is more expensive to provide NightRide service and there is very little financial return. Alternately, AirRide has reached a customer level that is essentially paying for itself. The committee was very glad to hear this statistic.

The committee discussed the proposed Route 5 increases in service, made by staff. The Route runs every 15 minutes and was not identified by the consultants as warranting expansion because of its frequency of service. Adding buses and increasing the frequency of service during peak hours will reduce crowding and increase on time performance. Staff recommendation was to defer the service increase until there is a better sense of where we are financially. Jesse Bernstein supported the staff recommendation. David Nacht was in favor of the immediate increase in service and asked staff to find the funds for implementation.

The PMER committee also received an update on the new website and user testing should begin soon.

5.4 *Local Advisory Council*

Rebecca Burke, Chair of the Local Advisory Council (LAC), reported on the November LAC meeting. The committee received a presentation on the U of M Magic Bus, the online vehicle location and route tracking software.

After the discussion, the LAC adopted a resolution supporting the countywide initiative. Ms. Burke read the resolution to the Board:

The local Advisory Council of the Ann Arbor Transportation Authority (AATA) has long recognized the need to expand AATA services to a greater portion of Washtenaw County. Senior citizens and those with disabilities especially require access to medical facilities, commercial establishments, housing and employment

located outside the City of Ann Arbor. Many of these services have been established or relocated since the AATA was founded in the early 1970's.

While purchase of service agreements (POSA's) have helped to provide limited access to these developments, the need exists for a more permanent and integrated approach to a solution. The proposed countywide transportation plan was designed to meet this need; its demise does not solve this problem.

Therefore the AATA Local Advisory Council, which is charged with representing seniors and those with disabilities, urges the AATA, the cities of Ann Arbor, Ypsilanti, Saline and Dexter, and Ann Arbor, Ypsilanti, Pittsfield, Scio and Superior Townships to promptly develop and implement a plan to integrate these municipalities into an expanded transportation authority to provide coordinated transit services that their residents need and deserve.

Unanimously passed by the AATA LAC on 13 November 2012

Ms. Burke announced that the LAC is looking forward to the freedom that a countywide expansion would afford seniors and those with disabilities. The LAC offered to assist in the effort.

6.0 Question Time

Charles Griffith announced his excitement for the Blake Transit Center (BTC) groundbreaking ceremony. He expressed his support of the time and effort from staff to make this project possible, especially Terry Black.

Mr. Griffith noted that AATA had a bumpy month surrounding the countywide initiative and that we should take stock with what happened. He stated that we need to be proud of the work done leading up to this point. We have solid elements of a new plan to accomplish our original goals and to garner widespread support from local officials. The implementation of the new footprint may need to be reassessed. Mr. Griffith is ready to embrace the direction the City Council has given. Mr. Griffith commented on the urban core group meeting and that they are very eager to continue to move forward with AATA.

Jesse Bernstein thanked staff for their work on the BTC project and groundbreaking ceremony. Jesse stated that Terry Black led many meetings with the public and neighboring businesses downtown, within a two year time span. The neighboring businesses came together on the BTC project which is a major shift. They had not been that involved in public discussions previously. Mr. Bernstein stated that we have the five-year and thirty-year plans and he is willing to speak with anyone and everyone on how to best implement them.

Sue Gott expressed appreciation that transit is such a priority in the community. She stated that we have an opportunity to work selectively with our neighbors to move forward. Ms. Gott stressed that planning is always evolving and we need to continue to be flexible and the board needs to remain nimble and remain focused on what core service is about. Ms. Gott looks forward to a more focused and refined approach to the plan in the next month and a more incremental roll-out of services. This is the first step to bringing ongoing service to the community.

Roger Kerson reported on both City Council meetings and follow-up meetings, held last week. With the City withdrawing from the countywide authority, there is a strong desire that we need a regional approach to transportation which suggests that partnering with our neighbors was the right course to take. Mr. Kerson counted eight jurisdictions represented at the urban core meeting. This suggests that the people still support expansion of services. Many attendees expressed the need for concrete and specific information relating to services and costs. Mr. Kerson stated that a new footprint will not take another two years since the core work and outreach was previously completed by staff and the consulting team.

7.0 *Old Business*

There was no old business for the Board to consider.

8.0 *New Business*

8.1 *Authorization to Purchase Vans for Expanded Vanpool Service*

Roger Kerson moved the following resolution with support from Jesse Bernstein.

WHEREAS, the AATA Board of Directors authorized its Chief Executive Officer to enter into a contract with VPSI for vanpool services in the Ann Arbor area, and

WHEREAS, the purchase of vans are required to provide the service, and

WHEREAS, The State of Michigan currently has a five year contract which is extended to local units of Government and Michigan Department of Transportation authorizing transit agencies to purchase vans from Bill Snethkamp's Lansing, Inc., and

WHEREAS, funds for these purchases are included in approved federal and state grants,

NOW, THEREFORE, BE IT RESOLVED, that the AATA Board of Directors hereby authorizes AATA to purchase fifteen (15) 2013 Dodge Caravans at a base price of \$21,566.00 each.

David Nacht pointed out that the contract is going to an Ingham County dealership but that invitations for bid were also sent to Washtenaw County dealerships.

The motion passed unanimously.

8.2 *Reallocation of Funds to Support a Modification of Existing Service on Route 5*

The Board considered a motion made by David Nacht earlier in the meeting supported by Roger Kerson for “A reallocation of funds to support a modification of existing service on Route 5”. Mr. Nacht brought the motion to the table because he heard concerns, voiced in different ways and avenues, that in an effort to seek countywide, it is possible the new entity could lose sight of the City of Ann Arbor residents. Mr. Nacht stated that residents of Ann Arbor have been paying a millage for services year after year. Mr. Nacht expressed support of AirRide and stated that there are enough funds from the service that can be reprogrammed to improve service on Route 5. Mr. Nacht declared the issue as purely budgetary and a matter of being who we are as a transit authority and whom we serve.

A discussion of the AirRide budget ensued with Michael Ford stating that \$250,000 is the guaranteed payment for AirRide service. Once the aforementioned threshold is met, the difference made from fares is split between AATA and Michigan Flyer. Service projections suggest that we will continue to see high ridership for at least three more months. Phil Webb stated that if ridership continues to increase, then AATA will have little to no payment until April 2013 when the contract is reset and the \$250,000 threshold must be met once again.

Jesse Bernstein quoted a portion of the memo from Chris White regarding expansion of Route 5. It stated, “The added cost of this service increase is a serious concern at a time when the budget is very tight. Staff recommends deferring a decision on implementation for now, and including this service change in the evaluation that is beginning to determine sustainable services after the demise of the Act 196 authority.” Mr. Bernstein commended the summary and stated there it is not a question of need but rather of fiduciary duty to oversee funds. Mr. Bernstein left the PMER meeting with an understanding that staff would bring additional information to the table next month, regarding funds and options for Route 5 improvements, before a decision was made.

Anya Dale expressed agreement that priority lies with moving people in the urban area and supported the Route 5 expansion. Ms. Dale also agreed with Mr. Bernstein in obtaining additional background information regarding the budget.

Eli Cooper expressed support of the expansion and stated the investment would improve the level of service and lives of those in the City of Ann Arbor. Charles Griffith noted the difficulty of the decision and expressed disappointment with the staff recommendation to defer expansion. Mr. Griffith also expressed support of moving as quickly as possible with the expansion.

Roger Kerson requested more information from staff at next month's board meeting. He expressed concern as to what would happen when the AirRide contract resets in April 2013. Mr. Kerson does not want the Board to go into reserves to fund the expansion. He also requested additional information from staff on the Canton and Chelsea ExpressRide buses and Route 4.

Mr. Ford stated that more time is needed to talk to other communities to see if they are willing to pay for services. Additional time is needed to make the most informed decision.

The motion carried with affirmative votes from Anya Dale, Eli Cooper, Sue Gott, David Nacht, and Charles Griffith; Jesse Bernstein and Roger Kerson opposed the motion.

9.0 *Public Time*

Jim Mogensen appeared before the Board. Mr. Mogensen stated that the conversation regarding the Route 5 expansion is reflective of future conversations. Mr. Mogensen stated that the relationship between AATA and the City of Ann Arbor has been complicated from the beginning. Mr. Mogensen stated that when decisions are made, service to the minority communities should be maintained.

Thomas Partridge appeared before the Board. Mr. Partridge briefly discussed a book by William Manchester titled 'The Glory and the Dream'. He stated this to be an appropriate title for agenda of the AATA Board. Mr. Partridge stated that it is up to the AATA Board, along with Michael Ford, and Washtenaw County, to step up and transform the board by changing the Articles of Incorporation into the Washtenaw County Transportation Authority.

Vivienne Armentrout appeared before the Board. Ms. Armentrout quoted the AATA mission statement, "It is the mission of the Ann Arbor Transportation Authority to provide useful, reliable, safe, environmentally responsible, and cost-effective public transportation options for the benefit of the Greater Ann Arbor Community." Ms.

Armentrout asked the Board to consider the greater Ann Arbor community. She cited the urban area around Ann Arbor as a possible fit and reminded the Board that it is the "Ann Arbor Transportation Authority" and whose main source of funding is the Ann Arbor taxpayer.

Ms. Armentrout read the charter amendment that founded the authority and reminded the Board to provide a system in the City of Ann Arbor. She mentioned the expenditure of funds for the ExpressRide buses. Ms. Armentrout also noted that the new authority was to be funded with AATA funds.

Paul Schreiber appeared before the Board. Mr. Schreiber indicated that he appreciated everyone's work at the Board meeting. He agreed with serving Ann Arbor but reminded the Board that half of Zingerman's employees live in Ypsilanti, which needs to be considered. Mr. Schreiber stated that he will do everything he can to help move forward.

10.0 *Adjourn*

Charles Griffith moved to adjourn the meeting with support from Roger Kerson. The motion carried and the meeting adjourned at 7:53 p.m.

Respectfully Submitted,

Anya Dale, Secretary



It is the mission of the Ann Arbor Transportation Authority to provide useful, reliable, safe, environmentally responsible, and cost-effective public transportation options for the benefit of the Greater Ann Arbor Community.

Proposed Minutes
Thursday, November 29, 2012
Ann Arbor Transportation Authority
Board of Directors Meeting
Ann Arbor Transportation Authority, 2700 South Industrial Highway, Ann Arbor 4:00 p.m.

Board Members Present: Jesse Bernstein, Eli Cooper, Anya Dale, Sue Gott, Charles Griffith (Chair), Roger Kerson

Absent with Notice: David Nacht

Legal Counsel Present: Kate Klaus and Rebecca Takacs

Staff Present: Dawn Gabay, Michael Ford, Ed Robertson, Phil Webb

Recording Secretary: Karen Wheeler

Chairman Charles Griffith declared that a quorum was present and called the meeting to order at 4:03 p.m.

1.0 Public Hearing

There was no public hearing.

2.0 Communications and Announcements

There were no communications or announcements.

3.0 Public Time – Comment on Agenda Items

No one appearing, Mr. Griffith declared Public Time closed.

4.0 Review and Approval of Minutes

There were no minutes presented for the Board's consideration.

5.0 Board and Staff Reports

5.1 Revised Advertising Policy

Michael Ford reported on a recommendation from staff to adopt a revised Advertising Policy based on advice from legal counsel and related to a pending legal matter.

Mr. Ford also reported on the need to adopt a formal resolution to support Board action taken in November to increase service on Route 5. The proposed resolution details steps taken to comply with Title VI requirements.

6.0 Question Time

There were no questions from board members.

7.0 Old Business

There was no old business for the Board to consider.

8.0 Executive Session: Consider Material Exempt from Discussion or Disclosure by State or Federal Statute; Michigan Open Meetings Act; Section 8 (h)

Mr. Griffith announced that he would entertain a motion for the Board to enter into Executive Session under the Michigan Open Meetings Act to consider material exempt from discussion or disclosure by state or federal statute.

Roger Kerson moved that the Board adjourn to Executive Session to consider material exempt from discussion by state or federal statute. Anya Dale supported the motion which passed unanimously on a roll call vote: Eli Cooper – Yes; Jesse Bernstein – Yes, Sue Gott – Yes; Roger Kerson – Yes; Anya Dale – Yes, Charles Griffith – Yes. The Executive Session commenced at 4:07 p.m.

Jesse Bernstein moved that the Board adjourn from Executive Session. Sue Gott supported the motion which passed unanimously. The Executive Session closed at 4:44 p.m.

9.0 New Business

Sue Gott moved the following resolution and proposed an amendment to the second “Whereas” clause (delineated by underlining) adding “to comply with current case law”. Jesse Bernstein supported the motion.

9.1 Consideration of Resolution Adopting a Revised Advertising Policy

Resolution 4/2013 Adoption of Revised Advertising Policy

WHEREAS, on March 23, 2005 the Ann Arbor Transportation Authority (AATA) Board of Directors (Board) adopted an advertising policy to support selling commercial advertising space for the purpose of generating additional revenues, and

WHEREAS, the Board now desires to update the Advertising Policy to comply with current case law, which has been approved by legal counsel,

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors hereby adopts the attached Revised Advertising Policy.

Charles Griffith commented on the resolution. The Board heard from legal counsel about why a revised advertising policy is recommended to address a request of the judge in a legal matter. It is believed that a change in policy will address the issues brought against the Authority and will place the agency in good standing moving forward to address other ads. Jesse Bernstein noted that the revised policy complies with a recent Federal Sixth Circuit Court of Appeals decision.

Roger Kerson added that the changes in policy were accepted by the Sixth Circuit Court noting the Board's intent to operate within the law and balance the needs of riders and the reputation of the organization. Mr. Kerson indicated that the court rulings and advice from legal counsel support the recommendation to revise the policy.

The motion passed unanimously.

9.2 Consideration of Resolution Adopting a Service Increase on the #5 Packard Route

Charles Griffith reported that a formal resolution was being presented for further clarification based on action taken at the Board's November 15 meeting.

Eli Cooper moved the following resolution with support from Anya Dale.

Resolution 5/2013

SERVICE INCREASE ON THE #5 PACKARD ROUTE

WHEREAS, the Ann Arbor Transportation Authority (AATA) has proposed a service increase on the #5 Packard route, and

WHEREAS, AATA staff disseminated information to riders and the public about the proposed service change, solicited comments and questions, provided multiple and diverse opportunities for riders and the public to understand the proposed changes and provide comments, objections, and suggestions, and

WHEREAS, all of the comments for this particular change supported the proposal, and

WHEREAS, AATA staff considered the public input, and determined that no revision to the proposed change was warranted based on the input, and

WHEREAS, AATA staff developed a Title VI, Environmental Justice, and Limited English Proficiency Analysis which did not find a disparate impact as a result of the change on protected populations,

NOW, THEREFORE, BE IT RESOLVED that the Ann Arbor Transportation Authority Board of Directors hereby adopts the revised service for the #5 Packard route recommended on November 15, 2012 to be effective January 27, 2013.

Chris White reported on a discussion at the November Board during which the Board indicated their support for proceeding with a service increase on Route 5. Mr. White indicated that there

was a need for the Board to take formal action to fulfill requirements around public input and to comply with new Federal Transit Administration regulations. Mr. White referred to public input (document attached) received about the proposed service change which was uniformly positive. Mr. White noted the need for the Board to formally acknowledge receipt of information about a Title VI analysis (nondiscrimination on the basis of race and income). Mr. White reviewed the Service Equity Analysis which is attached hereto and included as part of the minutes indicating that the service increase and improvement would cause no adverse impact. Mr. White responded to questions on the criteria for adverse effect of service changes new requirements for review at the Board level.

The motion passed unanimously.

10.0 Public Time

No one appearing, Mr. Griffith declared Public Time closed.

11.0 Adjourn

Roger Kerson moved to adjourn the meeting with support from Eli Cooper. The motion carried and the meeting adjourned at 4:58 p.m.

Respectfully Submitted,

Anya Dale, Secretary

Public Input Summary

Proposed Service Change:

Route - #5 Packard

Proposed Effective Date: 1/27/2013

Beginning of Input Period: 10/2/2012

End of Input Period: 11/4/2012

The steps taken to disseminate information include:

- MyRide email subscription. AATA riders subscribe to MyRide to receive information on specific routes. Subscribers to the route received notice of the proposed change, and how to provide input.
- Printed Notices. A complete description of proposed changes and how to provide input were posted at bus stops and passenger shelters on the route and passed out to riders by drivers on the route.
- AATA Website. The AATA website featured notice of proposed change on the front page and in a section for rider notices. Visitors to the website who access the schedule or real-time information for the route were informed of the proposed changes to the route.
- Social Media. AATA used Facebook and Twitter to get the word out about the proposed changes and to direct people to sources of complete information and how to provide input.
- Press Releases – AATA issued a press release which described the proposed change and how to provide input. The press release was distributed to all media outlets and more than 50 organizations including those serving housing, educational, civic, and social services.

The information included a description of the proposed changes, a description of the process for asking questions and making comments and suggestions. Available methods include:

- By email
- By telephone to a service change hotline
- By fax
- In writing
- In person at public drop-in sessions. These were 3 hours in length at two locations on the route.

The AATAs' public input process emphasizes two-way communication. The intention is not just to receive comments, but to discuss the effect of the proposed change. A response was provided to each person who made a comment or suggestion or asked a question.

The AATA has taken specific steps to solicit input from minority and low-income groups. This included distributing the notice to organizations serving primarily protected groups and choosing public meeting sites in the areas proposed for service reduction and at a variety of times. In particular, one of the two drop-in sessions was held at a Bryant Community Center, that provides services in a neighborhood with a high proportion of low-income and minority persons. The drop-in session was coordinated with staff to be at a time when many people were coming in for services.

This route serves census tracts with a higher than average number of Spanish-speaking persons with limited English capability. AATA has been working with Casa Latina to provide Spanish language translations of printed material and communicate with Spanish-speaking population. Notices were provided for translation and distribution.

Comments received concerning proposed change:

Email - 26

Public meetings - 3

Phone Message - 9

A summary of the comments which were received follows. The messages have been edited to remove information that could be used to identify the sender.

Public Input - Proposed Changes to #5 Packard Route for January, 2013

November 2, 2012

Name, first	Name, last	Method	Response?	Comments
Drew	Steding	email	yes	<p>To whom it may concern:</p> <p>I would just like to take a moment of my time to offer a comment in support of the increase in buses for Route #5. I take the bus to work (Michigan Union) 3 times per week at least, and the majority of the time the buses are quite crowded. I appreciate AATA's efforts in analyzing statistics and coming to this conclusion. I would suggest that the increase in routes be in effect during the morning as proposed, but should continue through perhaps 7pm. I usually leave work between 5-7pm every day, and I've been on crowded buses as late as 8pm as well.</p> <p>Thank you for your time!</p>
Joel	Bryant	email	yes	<p>To Whom It May Concern:</p> <p>I use the Route 5 buses regularly, and I strongly support the proposed changes.</p> <p>Regards,</p>
Cheryl	Fields	email	yes	<p>I would like to see more buses added to Route 5, in the am and pm, as buses are packed during these times.</p>
Sharona	Ginsberg	email	yes	<p>Hello,</p> <p>I saw the proposed changes listed on the website and I think these are a great idea. I take the 5 to and from campus on a daily basis and I have learned at this point that I can't trust the official schedule because the bus is so unreliable. This morning, my bus was 10+ minutes late, and that is unfortunately not such an uncommon occurrence. It would be great to have more buses on the route so that hopefully it can become more reliable and predictable, which is very important to me, as I use the bus to get to work and class. Thank you!</p>

Marina	Kounkel	email	yes	<p>Hello!</p> <p>I would like to thank you for the changes that you are trying to introduce into route 5, primarily the addition of 5AX service. It was always very annoying to walk all the way across the block in order to catch a bus that is supposed to go across Packard. I would hope that in future that they were a tad more frequent and regular, as missing a bus means much more if they go once an hour as opposed to 15 minutes, but still this is perfect. But perhaps that it would be possible to add an extra bus stop near the intersection of Eisenhower and Packard to go along with this new route?</p> <p>Thank you very much,</p>
Heather	Neylon	email	yes	<p>Hello AATA,</p> <p>First, I think you provide a great bus service. I absolutely think that the proposed route 5 changes will be beneficial, particularly if trips are added at peak times on weekends as well. I work on the weekend, so I need bus service to travel to and from work.</p>
Kristin	Sumrall	email	yes	<p>Dear AATA:</p> <p>I have been considering writing a letter about service on the #5 bus for some time now, but I wasn't sure if it was really worth making the effort. Then today I saw on your website that you're considering increasing service on this line.</p> <p>I am so happy to hear this!! Please do make it so! I live less than a 5-minute walk from a #5 stop, as opposed to 10 minutes from a #6 stop, but lately I have been catching the #6 because the #5 is always so crowded and so late. I used to catch the #5 every day because its more frequent running times were better for my work schedule, but now I just leave earlier and get in to work earlier and hang around waiting for the day to start because I know the #5 between 8am-9am is going to be (1) terribly late and (2) terribly crowded.</p> <p>I am sure there are hundreds of #5 riders who can't just ride the #6 instead; I hope you hear from them also because I am sure many of them would really appreciate extra buses on the route too.</p> <p>Thank you very much!</p>

Laura	Holladay	email	yes	<p>Regarding the proposed changes to Route 5:</p> <p>I am writing in STRONG support of adding additional bus service during peak hours on the Route 5. I use this route to commute to/from my downtown job during the week, and riding the bus has been a *terrible* experience so far this year. In past years, I can remember Route 5 always being "full" during peak times, but I was usually able to get a seat. This year, more often than not, I spend my ride to work standing in the aisles, usually crushed between other people, with the drivers politely asking over & over for people in the aisles to move back and pack together even tighter in order to pick up additional passengers. It is extremely uncomfortable and feels unsafe to be squished up against people like that -- falling into people every time the bus slows or starts suddenly. Plus, the Route 5 consistently runs at least 6 minutes late and as much as 15 minutes late (running the *next* bus's time points) during these peak hours -- I'm learning to adapt my schedule to it, but it seems silly for AATA to post a time table that the buses can almost never adhere to.</p> <p>I do want to add that most of the drivers on the route are very courteous -- they try to remain friendly and polite as they ask riders to crush closer together, so kudos to them for good handling of a bad situation.</p> <p>I want to continue riding the bus in order to have a more eco-friendly and sustainable commute than I would if I were to start driving downtown (which is also cost-prohibitive for me), but my discomfort riding the Route 5 is making me seriously consider other alternatives to the bus. I would greatly appreciate additional service on the Route 5 during peak times to make my rides more comfortable, safer, and on-time.</p> <p>Thanks for your consideration!</p>
Gary Richard	Collins II	email	yes	All comments were about other routes. Referred him to the TMP.
Mary	Qin	email	yes	<p>Dear AATA officers,</p> <p>I commute to /back from work on U-M central campus every day although I have experienced many problems with that. I am happy to see the improvement is on the way.</p> <p>I am sorry I did not see Route 5B for the morning hours to Ann Arbor in proposed service changes, it only appears in the afternoon hours.</p> <p>[Route 5] issues on Packard/ Platt</p> <p>There are two buses proposed to stop at the exactly same time on Packard/ Platt Rd during peak hours. One starts from Meijer (5C), the other runs from Ypsilanti (5AX). It is entirely unnecessary! If AATA could let the one from Meijer (which picks up few</p>

passengers on Carpenter Rd) skip Packard/ Platt, it could save people who get onto the bus at Meijer (by Ellsworth/Carpenter) at least 10 minutes without going around from Ellsworth/ Carpenter to Packard/ Platt , then back to Ellsworth so that it can go through Stone School Rd. and connect to Packard again to the U of M central campus. Currently, Route 5B runs from Ann Arbor to Meijer without going around Packard/ Platt, why can't Route 5C run the same route, just for an opposite direction from Meijer to Ann Arbor?

[Route 4] Can it be extended to Meijer (Carpenter Rd) ?

I am not sure if AATA authorities are aware that people do not take a bus simply because they can't find the service they want. it does not mean people in the area do not need public transportation.

My neighborhood is off Ellsworth Rd, walking distance to Meijer. I know quite a number of my neighbors work in UM Medical centers/ hospitals. 90 percent of them drive to work because there is no convenient/ direct bus to Medical centers/ hospitals from Meijer.

I sometimes drive and park at Washtenaw Ave (in front of Dollar Tree store inappropriately), then take Route 4 (I commute this way instead because it is more frequent than Route 5 at present), I found Route 4 very crowded during rush hours. If AATA could add a couple of more buses (just for peak hours) to Route 4, and let it extend to Meijer (Carpenter Rd), it can not only connect people from southeast side of Ann Arbor to Medical campus, but release the overloaded problem during peak hours at Washtenaw Ave.

A few my neighbors asked me to put forward the issues/concerns for them. I am happy to do that. We hope AATA will work out better plans to help more with the neighborhoods on the southeast side of Ann Arbor, especially those who want public transportation to commute to work.

Thanks a lot for your work.

				<p>passengers on Carpenter Rd) skip Packard/ Platt, it could save people who get onto the bus at Meijer (by Ellsworth/Carpenter) at least 10 minutes without going around from Ellsworth/ Carpenter to Packard/ Platt , then back to Ellsworth so that it can go through Stone School Rd. and connect to Packard again to the U of M central campus. Currently, Route 5B runs from Ann Arbor to Meijer without going around Packard/ Platt, why can't Route 5C run the same route, just for an opposite direction from Meijer to Ann Arbor?</p> <p>[Route 4] Can it be extended to Meijer (Carpenter Rd) ?</p> <p>I am not sure if AATA authorities are aware that people do not take a bus simply because they can't find the service they want. it does not mean people in the area do not need public transportation.</p> <p>My neighborhood is off Ellsworth Rd, walking distance to Meijer. I know quite a number of my neighbors work in UM Medical centers/ hospitals. 90 percent of them drive to work because there is no convenient/ direct bus to Medical centers/ hospitals from Meijer.</p> <p>I sometimes drive and park at Washtenaw Ave (in front of Dollar Tree store inappropriately), then take Route 4 (I commute this way instead because it is more frequent than Route 5 at present), I found Route 4 very crowded during rush hours. If AATA could add a couple of more buses (just for peak hours) to Route 4, and let it extend to Meijer (Carpenter Rd), it can not only connect people from southeast side of Ann Arbor to Medical campus, but release the overloaded problem during peak hours at Washtenaw Ave.</p> <p>A few my neighbors asked me to put forward the issues/concerns for them. I am happy to do that. We hope AATA will work out better plans to help more with the neighborhoods on the southeast side of Ann Arbor, especially those who want public transportation to commute to work.</p> <p>Thanks a lot for your work.</p>
Kerri	Covey	email	yes	i support more buses, more routes, all of it and any of it. more!
Susan	Yasi	email	yes	<p>Hello 'Ride' ;</p> <p>Yes! If you'd like to have more #5 to Ypsilanti runs during peak hours, I certainly think it would be a great idea. Even right now, we're packed like sardines in there.</p> <p>Thanks,</p>

Sydney	Krueger	email	yes	<p>I appreciate the thought and I guess it doesn't effect my trip so much (unless in the future I need to take earlier buses) but your schedule seems kind of confusing? 4 buses with the same name basically? So I need to think about if I can take the 5C or do I need the 5AX or am I okay with the 5B instead.</p> <p>This is really selfish but I loved that I didn't have to worry about if a 5 bus went past my house or not. If I got on the 5AX bus only to realize that skips my stop (stop 6) I would PISSED. And if I had to get off the bus or wait for the next one I would be ALSO PISSED.</p> <p>Also these buses are to deal with space issues right? The buses I take in the morning (9:05 and 9:20 if I'm feeling lazy) are always late and always crowded with students. I mean it's cool that they're late, that's why I take an earlier bus so that I won't have to worry about time, but why are all the extra buses right before this?</p> <p>Wow this email sucked, sorry.</p>
Chen	Zhang	email	yes	<p>Hello Sir/Madam,</p> <p>I would like to provide comments on the proposed service change on AATA Route 5. I am a UM student living on Packard near Stone School& Eisenhower and I mostly staying on central campus. I have discussed things in this email with about 5 friends taking Route 5 (I have done survey on Route 2 and thought it was very helpful, so why do not do it for Route 5?).</p> <p>1) Overall I welcome more buses on Route 5 because I take it daily... Thanks for the proposal!</p> <p>2) I think it might be better to change some of the 5Cs in the morning into 5Bs (to Ann Arbor). I did not understand why 5B to Ann Arbor is more in the afternoon, but to Ypsilanti is more in the morning. I think people are more stringent on time when going to work than coming home, and shortcuts would be more welcomed.</p> <p>3) I hope the 5C at becomes a little earlier (2-4 minutes is enough) after 9:30 am (maybe till noon). This is because students often need to arrive at destinations at o'clocks and :30s (9:30 am, 10 am, 10:30am etc.) and do not necessarily go to UM in the early morning; but bus stops for this route is often far away from central campus, requiring ~5 minute's walk to the destination. This is still fine if the bus was on time, but if the on-time performance is not largely improved after the service change, to me it is in an awkward situation like now... For now, if I take the 5C leaving Meijer at 9:25 am, arrive at Thompson&Madison at 9:52 am (and I usually take off two stops after that, say 9:55 am because there are often many people take off among those stops), then walk 5 minutes to my destination, it is right at 10 am. It seems OK, but given that the bus is usually late for at least 2 minutes, sometimes 5 minutes or more, I cannot risk being late. So I have to take the earlier bus, which has a longer route so is often severely delayed (5 minutes at least I would say). Then it is very inefficient for me to wait at bus stop (on Packard) for 5-10 minutes, take the bus, then go to my classroom or lab and wait another 5-10 minutes before starting to do</p>

				<p>something. Sorry this sounds more like a complaint, but I think if 5C was 2-4 minutes earlier, or it is very likely to be on time, it will be much much better.</p> <p>3) I hope there could be a little more buses in the evening and during weekends. One hour per bus is too low for this long route. I was thinking ~4 more buses on Saturday afternoons and ~2 buses in the early evening on weekdays to make it every half an hour. I think it might be even more helpful than the many increased buses in the afternoon, since so many undergrads, grads and post-docs stay on campus after 7 pm.</p> <p>In general I am still quite happy with AATA, and I think our buses are much more useful than those in other cities I have been to, bigger or smaller. So please see if you can make use of any of these comments, but please keep up your great work!</p> <p>Thanks,</p>
James	Roane	email	yes	<p>I ride the number 5 bus most days. You cannot add more buses soon enough! That bus is usually way over capacity which makes getting on and off difficult and usually causes the bus to run late also. This is long overdue.</p>
Tom	McCormack	email	yes	<p>It would be great if Route 5 (Packard) had more service, especially during rush hour.</p> <p>I take the bus to and from work (downtown) every weekday, and it would be nice to know that buses are only, say, 7 minutes apart during rush hour.</p> <p>Thanks!</p>
Courtney	Hewitt	email	yes	<p>To Whom this May Concern:</p> <p>I would be in favor of adding additional buses to Route 5. In the past few months, Route 5 has been increasingly more busy. People are being packed into the bus like sardines during rush hour time. This change would make peoples commute a lot more comfortable, less of a hassle, and overall a better experience. Please add more buses to this route!</p>
Ruxandra-Ana	Iacob	email	yes	<p>As a commuter on bus #5 I have two suggestions:</p> <p>(1) ask the people with backpacks to take them off, to avoid hurting people when they turn around in crowded buses</p> <p>(2) ask people to keep their bags on their laps, especially the corpulent ones (there are at least two regular commuters on 'my' bus who fit this description) who are already occupying almost two seats, unless you can designate special seats for them (tricky).</p> <p>Thanks.</p>
Alfreda	Onimo	email	yes	<p>It would be great if they added two trips between Ann Arbor and Ypsilanti during the morning and afternoon peak hours for the #5. I'm looking forward to that</p>

Georgia Reum	email	yes	<p>happening.</p> <p>Hello,</p> <p>I was looking at the proposed changes on Route 5. It looks like you will have an express bus between the regular Ypsi and Meijer bus. I believe that wouldn't be necessary if your bus drivers were close to the schedule times listed. I have experienced the Meijer bus being ten minutes or more off the printed schedule. The bus was crowded and it was standing room only. My feeling is that it wouldn't have been standing room only if the bus had been relatively on time. Being as late as it was, it picked up the passengers that were waiting on the bus coming from Ypsi as well as the passengers that had been waiting for the bus coming from Meijer. This meant that the bus coming from Meijer's picked up twice the amount of passengers and the bus coming from Ypsi had a light load.</p> <p>Being that you have some drivers who have a "being relatively on time" issue, wouldn't that make the Express bus and Meijer or Ypsi bus show up at the stops they would share at the same time? I can see it happening.</p> <p>Georgia Reum</p> <p>As a person whose closest bus stop is for the #5 bus and who works at the U, these changes would be wonderful.</p> <p>The infrequency of the 5 makes it often impractical to take the bus to work, given how long it takes and how seldom it comes. Missing the bus can mean at least another 20 minute wait for a 25 minute ride to work and then another 20 minute walk to my actual job location.</p>
Robin Wilson	email	yes	<p>While the #4 bus trip is a mere 10-15 minutes long from the Rec Center to the Central Campus Bus station, and much closer to my office, that requires a 35minute walk from my home. This is less than encouraging or practical, especially when traveling in inclement weather or at night.</p> <p>Have you thought about postponing the 1 bus per hour schedule until after 6:30 or 7?</p> <p>Thank you so much,</p> <p>Hi, AATA manager</p>
Changzhe Wang	email	yes	<p>I'm an exchange student lived in Arbor Village. As my office is located at the cross of Packard and Division, and the bus 4 is always busy around 8:30 AM, I prefer to take bus 14 to Stadium& Packard firstly and then catch up the bus 5. However almost every time, when I get off the bus 14 and walk up to the bus 5 stop very quickly, the bus 5 is still leaving thus I should wait for 15 mins for the next bus. This has been lasted for several weeks. I know I might cross the street much quicker or even run to the stop, but it's a rush hour and I really don't want to break the traffic regulations, I'm a good student,+:) more important, it's dangerous. so I want to say It's really a short time to take transfer. Secondly, even if I catch up the bus 5, it's so crowd. Sometimes people stand nearly the yellow line at the front. I hope more buses and</p>

			the transfer time will be taken into consideration. That's to say, more frequently buses, more flexible and comfortable travelling. And what's important, the driver will be much more patient, the passengers will much safer. Thanks.
William Teepen	email	yes	<p>after reviewing your propse plan I notice that AATA currently there are from Ann Arbor 29 trips to Ypsilanti and 22 trips from Ann arbor to Meijers. However there will be 31 trips to meijers (9 trips added) and 30 trips to Ypsilanti (1 trip added) please add more trips to Ypsilanti.</p> <p>Currently there is 28 trips from Ypsilanti to Ann Arbor and 23 trips from Meijers to Ann Arbor. however under then new plan there would be 28 trips from Ypsilanti to Ann arbor (the same) and 33 trips from Meijers to ann arbor (10 TRIPS ADDED) please add more trips From Ypsilanti to Ann Arbor.</p> <p>Then what about the weekend will there be not trips to Ypsilanti on Sunday (ADD MORE TRIPS TO YPSILANTI ON SUNDAYS)</p> <p>AND STILL NO TRIPS TO MEIJERS ON SATURDAYS ADD TRIPS TO MEIJERS ON SATURDAYS WITH OUT TAKING AWAY FROM THE TRIPS TO YPSILANTI.</p>
Jiahua Gu	email	yes	<p>Dear Sir or Madam,</p> <p>I am a first year graduate student in Umich living in Mill Creek Townhouses. I found it is very inconvenient for me to go shopping or go to school during weekends. So I am writing to see if it is possible to have route 5 bus every half an hour instead of one hour during weekends.</p> <p>Thank you very much for your great service!</p> <p>Best,</p>
Jianwei Wang	email	yes	<p>Hi AATA,</p> <p>The proposed schedule is not consistent with the aata's statement. The schedule actually reduces service frequencies for some areas. For instance, from Ann Arbor to Ellsworth, the service time from 5:00PM to 6:00 PM time frame is changed from 4 to 3, Monday to Friday.</p> <p>The improved service for Route 5 should not sacrifice some areas for the benefit of</p>

				others.
Jessica	Young	email	yes	<p>Hi,</p> <p>I live along the #5 route and just wanted to email with my support for the suggested changes (increased morning and peak buses).</p> <p>In addition, I would love if there were more evening buses. Having only hourly buses after 7pm is very difficult for those of who work late into the evening. If you miss it by 5 minutes--or even 30!--you still have to wait quite a while.</p> <p>And, as always, more weekend bus services would be great. I'd love to see a movie some Saturday evening without getting stranded!</p> <p>Many thanks, I really love the service you provide and the generosity with which you do so,</p>
Paul	Sutter	phone	yes	Wanted to know proposed start date. No problem with proposal
Gustavo	Pitino	phone	yes	Supports proposed plan
Robert	Stevens	phone	voicemail	Requested that each trip go to Meijer
Georgia	Rumm	phone	voicemail	Question about how service will operate
Angela	Doughty	phone	not requested	Expressed pleasure with the proposed increase in the number of trips
Joe	Wagner	meeting	yes	Express support for proposed changes
James	Harris	meeting	yes	Support for proposed changes. He currently has to take an earlier bus to make sure he gets to work on time.
Derrick	King	meeting	yes	Uses #5 between Ann Arbor and Ypsilanti. Very happy with the proposed faster trip during peak hours.
Nancy	Stevens	phone	not requested	Thinks it is a good idea to provide additional trips; it's needed badly
Latrice		phone	not requested	"Great idea" This will be very helpful

Christine	Cappidone	phone	not requested	Nurse on call. Concerned about Saturday service frequency and the early end to service on Saturday.
Michael	Jenrick	phone	voicemail	Takes #5 bus scheduled to arrive at BTC at 9:45 to transfer to #8. Usually misses this transfer because of late #5 bus. Requests that increased service extend until this trip (which it does).

Ann Arbor Transportation Authority (AATA)
Service Equity Analysis
Proposed January, 2013 Service Change on the #5 Packard Route

Description of Proposed Service Change

The #5 Packard route operates between Ann Arbor and Ypsilanti primarily on Packard Rd. Weekdays, 5 buses provide service every 30 minutes on a trunk route, and each of two branches:

- A. Between downtown Ann Arbor and downtown Ypsilanti
- B. Between downtown Ann Arbor and the Meijer store on Carpenter Road.

Service is provided every 15 minutes on the trunk (about 40% of the route) and every 30 minutes on each of the two branches.

The number of riders on this route has grown 35% since 2004. During peak hours, buses on several trips are crowded with standees. The increasing ridership is also increasing the operating time and on-time performance has declined to 89% in the a.m. peak period and to 63% in the p.m. peak period.

In response, AATA is proposing to add two buses to the route during the morning and afternoon peak for a total of 7 buses in operation. This is expected to reduce crowding and improve on-time performance all trips. On the trunk of the route, the number of trips is proposed to increase from four to six per hour. On the branch from downtown Ypsilanti, the number of trips will continue to be two per hour, but the trip time will be reduced by 8 minutes (18%) by a more direct routing. On the other branch, the number of trips will increase from 2 to 4 per hour.

Major Service Change Policy

The AATA's Public Input Policy for Service and Fare Changes was adopted by the AATA Board of Directors in November, 2011 following input from the public. Under the policy, the proposed service change meets the criteria of a major service change as it affects more than 25% of the riders and more than 25% of the miles of the route. The AATA prepared and submitted a Title VI update in December, 2011, which includes the adopted public input policy.

Impact of Proposed Service Change on Minority and Low-Income Community

The analysis included in the update showed that the #5 Packard route served census tracts with higher than average minority population on 79% of the route, and higher than average low-income population on 77% of the route (9.9 of 12.6 total miles and 9.7 of 12.6 total miles respectively) as shown on the map.

The proposed service change will have a significant positive effect on the minority and low-income communities on the entire route. The increased number of peak-hour trips will increase

options, reduce passenger loads on the route and improve on-time performance. The increased service frequency will provide improved access to employment centers in Ann Arbor including the University of Michigan and downtown Ann Arbor.

Because the route includes a trunk portion which is served by all trips, and branches which are served by only some trips, the impact varies. On the enclosed maps, the route is divided into three sections, A, B, and C which correspond to differing areas of impact. The specific impact by area is as follows:

Area A (trunk):

- Increase from 4 trips per hour to six trips per hour in each direction
- No change in travel time
- Reduced passenger loads
- Improved on-time performance

Area B (all trips serve area B, but with different routing):

- Increase from 4 trips per hour to six trips per hour eastbound in the a.m. peak and westbound in the p.m. peak. No change in frequency at other times.
- Decrease in travel time by 8 minutes to and from UM campus and downtown for riders boarding on Packard St.
- Reduced passenger loads
- Improved on-time performance

Area C (only some trips service Area C):

- No change in number of trips (2 per hour)
- Decrease in travel time by 8 minutes to and from UM campus and downtown
- Reduced passenger loads
- Improved on-time performance

The service change was designed to make sure that no portion of the route had fewer trips or longer trip times as a result of the proposed service change.

Four maps of the route and the surrounding area are included:

1. Showing adjacent census tracts with higher than average minority population
2. Showing ¼ and ½ mile buffers overlaid on census tracts with higher than average minority population.
3. Showing adjacent census tracts with higher than average low-income population.
4. Showing ¼ and ½ mile buffers overlaid on census tracts with higher than average low-income population.

Analysis of Benefits of Proposed Service Improvement

The AATA is using population of affected census tracts as the basis for evaluation. AATA has not yet conducted surveys to determine information on minority ridership by route.

Table 1 – AATA Service Area Population Data				
Total Population of Service Area	Minority Population	Percent Minority	Low-income Population	Percent Low-Income
192,797	36,610	19.0%	15,125	7.8%

Table 2 - Affected Census Block Area Population Data						
Route #	Change type	Total Population affected Census blocks	Minority Population	Percent Minority	Low-Income Population	Percent Low-Income
Route 5	Additional Service	65,969	9,027	13.7%	5,830	8.8%
Total		65,969	9,027	13.7%	5,830	8.8%

As shown above, the #5 Packard route serves a lower percentage of minority and higher percentage of low-income riders than live in the total service area. The AATA has not yet established a disparate impact and disproportionate burden threshold policy. However, as this change has positive rather than adverse effects, no disparate impact or disproportionate burden is found.

Public Input Processes and Procedures

The public input process and public comments are included in the attached public input summary.

November 2012



It is the mission of the Ann Arbor Transportation Authority to provide useful, reliable, safe, environmentally responsible, and cost-effective public transportation options for the benefit of the Greater Ann Arbor Community.

Proposed Minutes
Thursday, January 3, 2013
Ann Arbor Transportation Authority
Board of Directors Meeting
Ann Arbor Transportation Authority, 2700 South Industrial Highway, Ann Arbor 4:00 p.m.

Board Members: Jesse Bernstein, Eli Cooper, Anya Dale, Sue Gott, Charles Griffith (Chair), Roger Kerson, David Nacht

Legal Counsel: Kate Klaus and Jerry Lax

Staff: Dawn Gabay, Michael Ford, Ed Robertson, Phil Webb

Recording Secretary: Karen Wheeler

Chairman Charles Griffith declared that a quorum was present and called the meeting to order at 4:04 p.m.

1.0 Public Hearing

There was no public hearing.

2.0 Communications and Announcements

There were no communications or announcements.

3.0 Public Time – Comment on Agenda Items

Henry Herskovitz appeared before the Board. Mr. Herskovitz presented an analogy to illustrate an alleged bias and conflict of interest on behalf of various board members and the federal judge related to a lawsuit against AATA over an advertisement submitted for placement on AATA buses.

No one further appearing, Mr. Griffith declared Public Time closed.

4.0 Review and Approval of Minutes

There were no minutes presented for the Board's consideration.

5.0 Board and Staff Reports

There were no Board or staff reports.

6.0 Question Time

There were no questions from board members.

7.0 Old Business

There was no old business for the Board to consider.

8.0 Executive Session: Consulting with AATA Attorneys Regarding Transit Advertising Litigation, Evaluation of Personnel, and Negotiation of a Collective Bargaining Agreement

Jesse Bernstein moved that the Board adjourn to Executive Session for the purposes of consulting with AATA attorneys regarding transit advertising litigation, evaluation of personnel and negotiation of a collective bargaining agreement.

Anya Dale supported which passed unanimously on a roll call vote: Eli Cooper – Yes; Anya Dale – Yes; Jesse Bernstein – Yes; David Nacht – Yes; Sue Gott – Yes; Roger Kerson – Yes; Charles Griffith – Yes. The Executive Session commenced at 4:10 p.m.

Jesse Bernstein moved that the Board adjourn from Executive Session. Anya Dale supported the motion which passed unanimously. The Executive Session closed at 5:52 p.m.

9.0 New Business

Jesse Bernstein moved the following resolution and read it into the record.

RESOLUTION 6/2013 REJECTION OF PROPOSED ADVERTISEMENT

WHEREAS, on November 29, 2012 the Ann Arbor Transportation Authority (“AATA”) Board of Directors (“Board”) adopted a revised Advertising Policy to bring the Advertising Policy into conformity with court orders in the lawsuit filed by Blaine Coleman and with a recent decision of the United State Court of Appeals for the Sixth Circuit in *AFDI v. SMART*, 698 F.3d 885 (6th Cir. 2012);

WHEREAS, on December 17, 2012, The Honorable Mark A. Goldsmith of the United States District Court for the Eastern District of Michigan, ordered Blaine Coleman to submit a proposed advertisement to the AATA for consideration under the AATA’s revised Advertising Policy;

WHEREAS, on December 19, 2012, Mr. Coleman submitted his proposed advertisement, a copy of which is attached as Exhibit A;

WHEREAS, Judge Goldsmith's December 17, 2012 order directs the AATA to consider Mr. Coleman's advertisement under the revised Advertising Policy by January 4, 2013;

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby REJECTS Mr. Coleman's proposed advertisement because it violates paragraph B.5 of the revised Advertising Policy, *i.e.* the proposed advertisement "Defames or is likely to hold up to scorn or ridicule a person or group of persons." The placement of quotation marks around the word "Israel" implies that Israel does not exist. Further, the graphic combined with the text of the proposed advertisement holds a group of people up to scorn and ridicule.

BE IT FURTHER RESOLVED, that without regard to paragraph B.5 and as an independent basis for its decision, the Board of Directors hereby REJECTS Mr. Coleman's proposed advertisement because it violates paragraph B.7 of the revised Advertising Policy, *i.e.* the proposed advertisement "Contains political or political campaign advertising."

BE IT FURTHER RESOLVED, the Board regards the violation of paragraph B.5 and the violation of paragraph B.7 as separate and independently sufficient bases for rejecting the proposed advertisement.

Anya Dale supported the resolution.

Roger Kerson commented on the resolution indicating that the Board discussed their actions at length and wrestled with making the best decision for a public agency. The board based their decision on advice from legal counsel, a recent decision by the Sixth Circuit Court of Appeals and the advertisement's nonconformance with AATA's advertising policy.

The motion passed unanimously.

10.0 Public Time

Henry Herskovitz requested a copy of the resolution passed by the Board.

Mr. Griffith indicated that a copy would be provided.

No one further appearing, Mr. Griffith declared Public Time closed.

11.0 Adjourn

David Nacht moved to adjourn the meeting with support from Jesse Bernstein. The motion carried and the meeting adjourned at 6:03 p.m.

Respectfully Submitted,

Anya Dale, Secretary



To: Board of Directors

From: Michael Ford, Chief Executive Officer

Date: January 10, 2013

Re: Monthly Report

Planning and Development Committee Meeting

The January Planning and Development Committee meeting took place on January 10. The committee endorsed moving forward a resolution to approve the FY2013-2017 Capital and Categorical Grant Program. The resolution is included in New Business in the board packet.

The committee requested ongoing discussions around the program and discussed future park and ride lot development in particular. Staff provided updates on the Blake Transit Center project, AirRide service, Urban Core Planning and a proposed updated Freedom of Information Act (FOIA) policy.

Performance Monitoring and External Relations Committee

The Performance Monitoring and External Relations Committee is scheduled to meet next week. The meeting agenda includes two action items. If moved forward by the committee, a revised board meeting agenda will be issued.

Staff reports will include the monthly financials and performance data, quarterly service standards and a report on progress on adopted goals during the first quarter. The agenda also includes updates on the BTC construction project, website development and urban core planning. Reports coming out of PMER will be distributed at the Board meeting.

Board Meetings

I appreciate the extra time commitment and participation at the two special Board meetings held on November 29 and January 3. Proposed minutes from both meetings are included in the board packet.

Urban Core Transit Program

In November I reported on Ann Arbor City Council's withdrawal from the new countywide transit authority. Since that time, as Council requested, we have engaged in discussions with elected representatives and leaders from Washtenaw County's urban core communities who have long demonstrated a commitment to an expanded transit network. We held a meeting in November with urban core leaders and representatives from adjacent communities to discuss next steps.

The urban core footprint includes the cities of Ann Arbor, Ypsilanti, and Saline and the townships of Ann Arbor and Pittsfield. The plan will address service, governance and funding and our target for completion is April 2013. We are currently focused on the development of a service cost and evaluation model.

A review process has been designed to ensure that the AATA Board and local elected officials are kept closely and systematically informed at each step along the way. Any needed clarifications and refinements will be made before passing the plan on to the City of Ann Arbor review.

Meetings have taken place with the representatives from each of the urban core communities. Discussions have been centered on the needs and expectations of the involved communities.

I also met with representatives from the Village of Dexter and the Washtenaw Area Value Express to discuss transit needs. Although Dexter is not included in the footprint, we want to keep the lines of communication open with neighboring communities and service providers as a new program is developed.

Regional Transit Authority

The Regional Transit Authority Act was signed into law by Governor Snyder on December 19 with Washtenaw County included in the Authority. I met with former State Representative Mark Ouimet to propose an amendment to remove Washtenaw County from the RTA prior to the Senate vote. We also worked with the Michigan Public Transit Association, the Midwest Strategy Group and legal counsel on an impact analysis detailing the complexities of operation within a new authority. Despite our best efforts, the amendment was not introduced.

In late December we were asked to assist the City in generating some points of protection to be introduced as potential amendments to the RTA legislation. The concerns with the RTA legislation were presented to Bill Rustem and Dennis Schornack of the Governor's staff at a meeting this week.

Mayor John Hieftje, Eli Cooper, Charles Griffith and I attended the meeting arranged by Mayor Hieftje. The particular concerns were regarding a board member from Ann Arbor, rail, and how

federal grants are administered. Rustem and Schornack will try to address the concerns regarding board appointments and rail, but are convinced that our concerns with federal grants will be taken care of through future RTA board action and the fact that we are in a different urbanized area than metro-Detroit.

AATA has, and will stay committed to, preserving the superior level of quality transit services provided to Washtenaw County residents.

State Funding

Both we and the Michigan Public Transit Association (MPTA) have received assurances from the Governor's office that they will restore state operating assistance funds this year. Given the importance of this matter, we feel we need to stay focused on the issue.

Meetings and Events

City of Ann Arbor

Staff and I met with Mayor Hieftje and Councilmember Sabra Briere in late November to discuss the process of moving forward based on the Ann Arbor City Council Resolution of November 8, 2012 withdrawing from the new transit authority. We will continue to work them to define the process.

I also met with Steve Powers, City of Ann Arbor Administrator. We discussed working together to address Ann Arbor City Council's interests, the process for which is yet to be defined. We also talked about the City's Transportation Master Plan and the common projects that reside in both the City's Plan and our Five-Year Transit Program.

Ypsilanti City Council

In late November I appeared before Ypsilanti City Council to answer questions regarding transit service and the Purchase of Service Agreement (POSA) between AATA and the City. Council approved the POSA agreement which runs through June 30, 2013.

Ann Arbor Public Schools Transportation Working Group

The community task force looking at the sustainability of school transportation completed its six month charge. A report with recommendations will be forthcoming. It will include expanding our current pilot for high school transportation to include more routes and students, and it will consider expanding to middle schools in the future. The long-term outlook for AAPS is discouraging. They have already accomplished significant savings in the cost of school transportation. The task force examined a wide variety of options and identified additional

savings. The gap between revenues and expenditures is so great that it may be necessary for school bus service to be eliminated entirely for all levels in three or four years.

Ann Arbor District Library

I had the privilege of serving as one of three keynote speakers at a recent Ann Arbor District Library employee development day. Susan Pollay (AADDA Executive Director), John Seto (AAPD Police Chief) and I made presentations. The Blake Transit Center reconstruction project and an expanded transit network were the highlights of my presentation which was well received.

City of Saline

I recently attended a Saline City Council meeting to update their members and citizens regarding the status of the 196 transit authority and efforts going forward to expand transit services. Council expressed an interest in continuing discussions on how to bring transit services to the City of Saline. Other organizations such as SPARK and the Saline Main Street Association gave presentations outlining community initiatives that would benefit greatly from a regional transit system.

University of Michigan

Staff and I met with Steve Dolen, Executive Director, UM Parking and Transportation Services to discuss the University's interest in continuing to work with us on many of our improved and expanded transit services. We focused on exploring ExpressRide funding options for 2013 and beyond, and continued marketing support for AirRide. There was some willingness to consider providing additional funding for express routes, at least temporarily. Specific steps discussed to continue most of the service for the coming year without the need for local funding included: elimination of the last trip to Chelsea which has very low ridership, increase fares, UM providing additional subsidy for one year, payment by Chelsea or Canton. If these steps do not succeed in generating enough funds to support the service, replacement with vanpool service may be necessary.

At the monthly consortium meeting in December, Chris White met with UM staff and Susan Pollay, Executive Director of the Ann Arbor Downtown Development Authority. The primary discussion was about moving forward with the Connector Alternatives Analysis.

Geographic Information Systems (GIS)

In part to support the Urban Core Transit effort, staff recently met to form a Graphic Information Systems (GIS) User's Group. GIS allows users to create intelligent drawings of transit networks that can be used to do a wide variety of analyses. A common use is to measure the number of households within, say, a four block walk of a transit line. AATA has

had GIS capabilities in-house for some time, but the current effort aims to broaden its use as a planning and communications tool. Samples will be presented to the Board as part of the Urban Core Transit effort.

getDowntown Program Happenings

For the second year in a row, the getDowntown Program is conducting a winter commuting program called Conquer the Cold. This program features events such as Winter Bike Commuting Classes and an online winter community challenge. There are also celebrity commuters who will provide hints and tips to the general public. Around a dozen people attended the Winter Bike Commuting classes and about 100 downtown employees are expected to participate in the online competition. More details can be found at <http://getdowntown.org/Events/ConquertheCold>.

The getDowntown Program recently unveiled its new website. Enhancements to the website include the ability for customers to purchase go!passes online and a more simplified navigation. The website has the same language capabilities, and is on the same server, as the upcoming AATA website. It is anticipated that the websites will be able to easily share information.

go!pass Pricing Strategies

Chris White and Nancy Shore met with Susan Pollay and Amber Miller to discuss pricing the go!pass in future years. There was general agreement on the value of the go!pass as an important parking demand management tool. Several options discussed for the go!pass were to return to pricing the go!pass using the same price per ride as the 30 day pass and to look at ways to limit uses of the go!pass. The DDA also expressed an interest in partnering with the AATA to continue to enhance transportation services to the residents of Ypsilanti.

Ann Arbor Rotary

A presentation on the status of transit planning efforts was made to the downtown Ann Arbor Rotary in December. The presentation discussed how AATA's planning efforts have adapted in response to: first, the Ann Arbor City Council's "urban core" resolution, and now, in response to the passage of the RTA legislation.

Susan Pollay

Susan Pollay, Executive Director of the Ann Arbor Downtown Development Authority, and I met to discuss logistics of the BTC construction project. We also discussed AirRide parking fees and the go!pass program.

Work Plan Projects

Blake Transit Center

The November 19 groundbreaking ceremony for the new Blake Transit Center (BTC) was a great success. Over 60 people attended the event including Mrs. Rosemarion Blake. It was a beautiful day and the start of an exciting new era for the BTC. My thanks to everyone who contributed to the success of the groundbreaking event, and to the Board members and staff who were in attendance.

The BTC project has its own website which launched in late November. BlakeTransitCenter.com has the updated design that will be featured on the upcoming new TheRide.org website. When the new main site is re-launched, the BTC website will be included within its projects and initiatives section. The BTC website is being used to inform the community of project progress, service alerts, FAQs, and photo and video of the construction site.

Progress is being made on the construction site. Removal of the canopy is scheduled for January 14 with site preparation for the installation of the Earth Retention System (ERS) scheduled for mid to late next week. Actual installation of the ERS is expected to begin the week of January 21. This phase of the project is estimated at three to four weeks for completion. Following completion of the ERS, the foundation footings and walls will be poured.

Website Redevelopment

Testing of the new website was conducted internally in late December. Testing results have been compiled and are under review by the internal Website team. Once needed changes from internal input are complete, we will move forward with pre-launch external testing.

Ann Arbor Connector

The Connector Management Committee met in early December to discuss upcoming public input sessions. Attendees also participated in a conference with Federal Transit Administration (FTA) staff from Chicago and Washington. The rules for federal New Starts/Small Starts funding are changing with the 2012 federal legislation (MAP-21). The new procedures are still in development. We heard that FTA will not be as actively involved in review of alternatives analysis, and will not provide specific approval of the results as in the past. We were advised that document planning work and the basis for decisions will be very important.

The Memorandum of Understanding for the four local partners has been signed by AATA, UM and the DDA. It is in the process of receiving the necessary signatures at the City. Public input was conducted at six community locations on December 10 and 11 with a good deal of success.

WALLY

The Station Design and Location Study are scheduled to get underway in the next few weeks. The first phase of the work will focus on three Ann Arbor station locations: Barton Road, Downtown (between Liberty and Washington), and the UM Stadium. Later amendments to the contract will enlarge the scope to include: 1) stations to the north and 2) design and cost estimates for all stations. The TSCP grant that is funding this work will also pay for Michigan Department of Transportation staff time to conduct environmental review of the project.

On December 27, 2012, Watco Holdings Company, a Kansas City based railroad holding company, filed a proposal with the USDOT Surface Transportation Board, to acquire the Ann Arbor Railroad. A 4.5 mile segment of the AARR is crucial to bringing WALLY service into the Ann Arbor's downtown, and in past meetings, the Ann Arbor Railroad has discouraged the use of its property for running passenger service. The 4.5 mile segment would presumably be part of the sale, so that any future negotiations over use of the track would be with the new owner, with possibly a different stance on passenger service. It is unknown whether a sale would precipitate any changes in railroad management. We are hopeful that an ownership change may stimulate some thinking as to how to make the railroad more profitable.

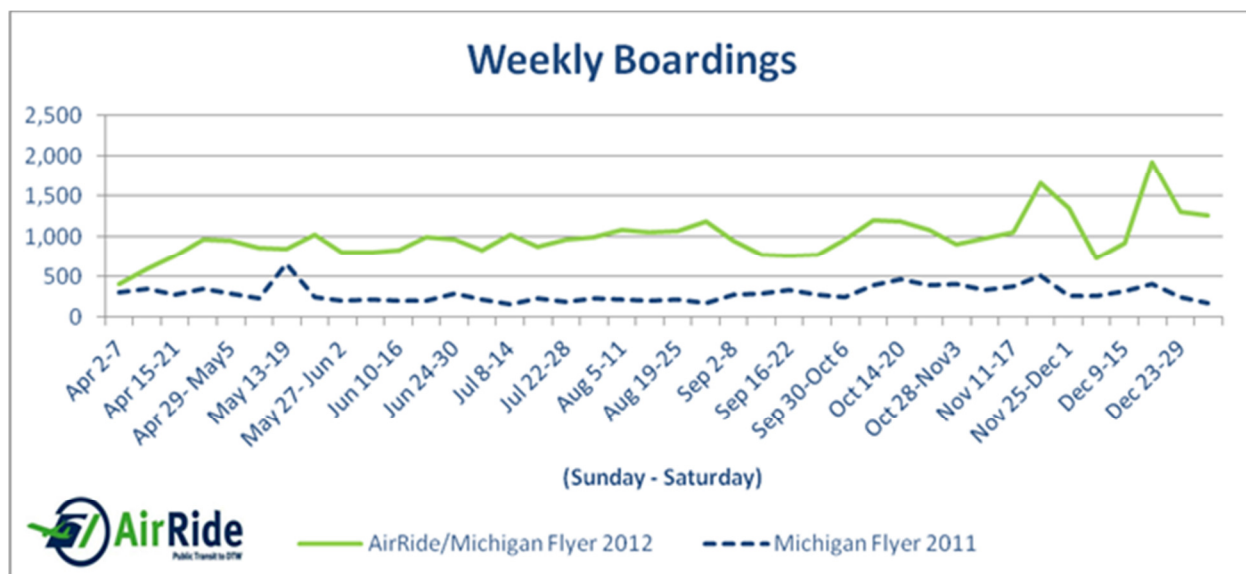
AirRide

The AirRide Service launched in April 2012 with a contract with Michigan Flyer, a division of Indian Trails. AATA pays Michigan Flyer \$81.25 per service hour for 22.67 hours per day, 365 days per year for an annual maximum of \$672,300. The contract includes provisions where our payments are reduced by cumulative passenger fares after they meet an annual minimum of \$250,000, which was the annual level of passenger fares Michigan Flyer was receiving from their existing Ann Arbor stop before our contract. Cumulative passenger fares reached \$250,000 during September 2012, the sixth month of the contract, earlier than anyone expected which resulted in no payment being required in October. In April 2013, the contract will start its second year and "reset." We will pay the hourly service, until the cumulative passenger fares once again reach \$250,000, which we anticipate could occur in August or September 2013.

Record ridership was achieved during the week of December 16-22 with a total of 1,920 passengers. Ridership remained strong through the holiday season. As a result of fares collected for three months in a row, there is no payment due on the December invoice to Michigan Flyer as was also the case in October and November.

On the marketing front, staff met with Michigan Flyer representatives to review and discuss a recent AirRide survey. The survey was sent out to the public through AATA and getDowntown

social media channels, and getDowntown’s general interest email list. Michigan Flyer sent a link to a similar online survey in its November e-blast to over 70,000 passengers throughout Michigan. The goal of both surveys was to get a snapshot of AirRide’s overall market, and to use that snapshot to identify the target market (Ann Arbor). Results from both surveys yielded that the majority of AirRide passengers are leisure travelers, and that there is work to be done to reach business travelers. Over 95% of respondents indicated they would recommend the service to others. The survey results will be dissected with the primary focus on Ann Arbor residents.



Organizational Strategic Plan

Last week we met with the consultants to review staff comments on the draft Organizational Strategic Plan document. The consultants were amenable to the changes we have suggested and will begin work on a revised document. Internally, we have more work to do to sort through staff comments and resolve conflicts and then get those back to the consultants. Late January is the target for receipt of an updated draft.

Stuff the Bus

In December we donated a bus for a U.S. Marines Toys for Tots event called “Stuff the Bus” coordinated by the Reinhart South Realty office. The bus was parked in front of the Arborland Toys ‘R Us store. After a successful day, all of the seats in the bus were filled with toys.

Holiday Giving

Holiday giving donations from AATA employees increased 13% over last year, the most generous bounty the program has yielded to date. As a result of the increase, we were able to

add three agencies to our recipient list. We adopted one family through SOS and provided Christmas gifts. The following agencies received cash contributions: Ann Arbor Community Center, Salvation Army Ypsilanti, Washtenaw Housing Alliance, Ozone House Ypsilanti, Food Gatherers, Jewish Family Services, SafeHouse, Peace Neighborhood Center, Catholic Social Services, Corner Health Center, and Adams Elementary School.

Ann Arbor Transportation Authority Board of Directors
Planning and Development Committee
Proposed Meeting Summary
January 10, 2013 – 4:00 p.m.

Present: Committee – Eli Cooper, Sue Gott

Staff – Michael Benham, Ron Copeland, William De Groot, Michael Ford, Dawn Gabay,
Sarah Gryniewicz, Ed Robertson, Elizabeth Tibai, Phil Webb, Karen Wheeler, Chris White

Absent with Notice: Anya Dale

Committee Chair Sue Gott called the meeting to order at 4:04 p.m.

1.0 *Communications and Announcements*

There were no announcements or communications.

2.0 *Public Time – Comment on Agenda Items*

Clark Charnetski, Co-Chair of the LAC, addressed the committee regarding the Regional Transit Authority (RTA) act. He stated that much discussion is revolving around Washtenaw County's participation in the RTA. He would like to hear discussion regarding AATA and how the organization would fit into the RTA. If Washtenaw County remains in the RTA, what is the outcome for AATA? Mr. Charnetski stated that the RTA has a committee similar to the LAC and he is looking at how the AATA LAC could contribute.

3.0 *Action Items*

3.1 *Capital & Categorical Grant Program: Chris White*

Chris White reported on the FY 2013-2017 Capital and Categorical Grant Program. The committee had reviewed the existing Program in November and looked at the proposed changes last month.

Chris highlighted substantial changes made to the Program since FY 2012. Funds programmed to buy vans for the vanpool program go down in FY 2014, from \$625,000 to \$550,000. There is \$1,300,000 programmed in FY 2013 for the purchase of two new buses needed for the Packard route expansion. There are funds allocated for 'Maintenance, Equipment and Bus Components' to replace the battery packs on the hybrid buses (many of which are now approaching their sixth year in service).

Chris stated that in FY 2014, \$650,000 is programmed for 'Computer Hardware and Software to replace Ultramain and to acquire Point of Sale software. There are virtually no funds programmed for dedicated Park and Ride lots, except for \$20,000 listed in FY

2014. Meijer is open to hosting a Park and Ride lot, which benefits both AATA and Meijer.

Chris stated that the Federal Formula Fund Forecast provides the funding for the Capital and Categorical Grant Program. There are sufficient formula funds to carry out the program. If some discretionary funds are later obtained (CMAQ) they will help the Federal Fund balance.

Eli Cooper applauded staff for obtaining the use of the Meijer lot for a Park and Ride, but expressed concern that no investments are anticipated for Park and Ride lots in the next five years. The lots keep cars off the street and serve as points of departure for those working outside the City. Chris stated that AATA is looking for more shared use facilities to use as Park and Ride lots since there are significant maintenance fees associated with the stand alone lots. In the near future, the Park and Ride situation will be reviewed as part of the new plans for services in the Urban Core.

Mr. Cooper expressed support of the action item but indicated that the topic should be further explored with our partners. Sue Gott agreed and added that the lots could be structured to utilize the land and parking more efficiently. She requested the item be an ongoing topic of conversation for the committee.

Discussion ensued regarding transit signal priority and the "SCOOT" system. Chris stated that the costs regarding transit priority have not yet been identified. Michael Benham assured the committee that a presentation on vehicle to vehicle communication will be given during next month's meeting. The goal is to come up with a demonstration in which AATA can participate.

Mr. Cooper reported that roads are becoming more and more congested and if we can use our transit structures more effectively, people will be able to utilize the system to get to work and we will not be foreclosing on land opportunities for businesses; the motorist will not drive as far and the transportation network will not have to be redesigned to move more vehicles off the grid. Mr. Cooper requested that staff review the Park and Ride analysis and figure out which corridors need the lots. It was also requested to keep the item high priority.

Eli Cooper recommended support of a resolution approving the Capital and Categorical Grant Program. Sue Gott seconded the motion which carried.

4.0 *New Business*

There was no new business to consider.

5.0 *Continuing Business*

There was no continuing business up for discussion.

6.0 Updates

6.1 *BTC Project: Terry Black*

Michael Ford (in the absence of Terry Black) talked about the status of the BTC project. He stated that the project began slowly because of the holiday season, but staff is working with the construction manager and architect to make certain that the project continues to progress. Ed Robertson noted that the canopy is scheduled to be taken down on January 14.

Sue Gott requested that an updated construction schedule be presented at the January 17 Board meeting.

6.2 *Regional Transit Authority (RTA) Act*

Michael Ford updated the committee on the status of the RTA Act and a recent meeting at the Governor's office to address issues arising from the RTA legislation. He wanted to ensure that AATA's federal funding will not be compromised and that the Capital and Categorical Grant Program will continue. Mr. Ford addressed AATA's service plan during the meeting and wanted to be sure that it will be included in the RTA.

There is still discussion as to whether Washtenaw County will be in or out of the RTA. Eli Cooper stated that the RTA is currently law, and it is now in the preliminary discussion stage. He stated that the interests of AATA and the City of Ann Arbor are well represented in proposed amendment language that has been articulated by the Mayor.

6.2 *AirRide: Dawn Gabay*

Dawn Gabay reported that AirRide has been in operation for nine months and has carried 40,030 passengers to date. She stated that AATA is approaching year two of the contract with Michigan Flyer and negotiations for a second year contract will start shortly.

AATA paid an average of \$54,433 per month to Michigan Flyer for AirRide service. Ridership has exceeded expectations, however, resulting in AATA not having to pay anything for this service in October, November, or December.

Eli Cooper cited the reduction in fossil fuels consumed in greenhouse gases produced as positive outcomes of AirRide. He said looking at numbers and financial data to determine success is important, but other measures can also be beneficial. He asked what benefits the community has gotten from the service that provides a link between the campus, downtown Ann Arbor and Detroit Metro Airport. He suggested utilizing a survey to determine additional data. Dawn Gabay stated that Michigan Flyer has good information on the type of riders and attempts will be made to obtain this information.

She also suggested checking with the Convention and Visitors Bureau to see if there is any feedback on the service.

Michael Ford reported that starting February 1, 2013 AirRide parking at the Fourth and William Street Parking Structure will increase from \$2 per visit to \$2 per day. This information will be marketed online and on the website. He also stated that on time performance for the service has been very good, at around 98%.

6.3 *Urban Core Planning: Michael Benham*

Michael Benham reported on the status of urban core planning. Staff is currently working on a cost model intended to take all of AATA's services and allocate costs to the communities requesting their individual service. This should be able to show them the value of their services and how that compares to what they are paying.

Michael reported that a couple of preliminary alternatives have been prepared for the public. There will also be a fully funded option in order to analyze the total cost of service and any millage required to pay for it. Michael clarified that a millage would not necessarily be the funding mechanism, but it will provide a point of reference for future decisions. Once the cost model is complete, the outlying communities will be able add or take away services and the associated costs/implications of those changes can be calculated quickly.

Michael Benham stated several meetings have been held with surrounding communities to get a sense of what services are important. The cost model should be complete by mid-February.

Sue Gott stated that Ypsilanti needs to work backward from their June budget deadline. Michael Ford stated that Ypsilanti officials need to speak with the Ann Arbor City Council and that a meeting with AATA and Ypsilanti is scheduled in February that should help them make more informed decisions. During this time, AATA will address pertinent issues and the ramifications for discontinuation of service.

Mr. Benham assured Eli Cooper that the recommendations for service that came out of the Transit Master Plan (TMP) will also be included in the new Plan.

6.4 *Freedom of Information Act (FOIA) Policy: William DeGroot*

William De Groot reported on a proposed updated Freedom of Information Act (FOIA) policy. The existing policy was discussed last month and as a result of discussions and business practices, he has written a resolution and updated policy document for PMER to recommend to the full Board. The updated policy enhances AATA's existing policy and adds more specific guidelines. Sue Gott expressed support for Mr. De Groot's

efforts and for AATA bringing the written policy in line with what has long been practiced. Bill confirmed that the policy had received approval from AATA legal counsel.

7.0 *Public Time*

Clark Charnetski, Co-Chair of the LAC, addressed the committee. He stated that the Urban Core approach was discussed at the LAC meeting and asked if a new Plan could be accomplished under the current Act 55 Board or under a 196 Board.

Michael Benham stated the type of governing board is a decision further down the road. There may even be an option to have an arrangement with AATA and the POSA communities.

Vivienne Armentrout addressed the committee regarding the current website. She stated that the website should be an accessible source of information and cited confusion with the two websites of www.movingyouforward.org and www.theride.org. She assumed that the www.movingyouforward.org website was a vehicle for the new authority push but that she is not sure how the two websites now connect. She reported difficulty in finding prior PDC meeting summaries on the website and stated that not having a search function made the website difficult to navigate.

Michael Ford stated that a new and improved website is in the testing stage and invited Ms. Armentrout to be a part of external testing.

Michael Ford stated that a tentative agreement has been made with the union. Approval of the agreement will be presented at the next board meeting.

8.0 *Future Meetings*

Tuesday, February 12, 2013 at 3:00 p.m.

9.0 *Adjourn*

There being no further business, Ms. Gott adjourned the meeting at 4:54 p.m.

Respectfully Submitted,

Elizabeth Tibai

JANAURY 8, 2013 LAC MEETING MINUTES

UNLESS POSTED, LAC MEETINGS ARE HELD THE SECOND TUESDAY OF EVERY MONTH (EXCEPT JULY) FROM 10 A.M. TO 12 NOON AT AATA's MAIN OFFICE: 2700 S. INDUSTRIAL HWY., ANN ARBOR (734) 973-6500

1.0 INTRODUCTION OF ATTENDEES

LAC Executive Members Present:

Rebecca Burke (Chair), Clark Charnetski (Co-Chair) Gloria Kolb, Stephen McNutt, Jody Slowins, Lena Ricks

LAC Executive Members Absent (with notice):

General LAC Members:

Cheryl Weber

Guests: Kristin Persu (SR), Joanne Taylor (rider)

AATA LAC Liaison: Brian Clouse

Acronyms:

AACIL	Ann Arbor Center for Independent Living
AATA	Ann Arbor Transportation Authority
AAA1B	Area Agency on Aging 1B
AADL	Ann Arbor District Library
BTC	Blake Transit Center
CSR	Customer Service Representatives
FOIA	Freedom of Information Act
LDA	Learning Disabilities Association
LAC	Local Advisory Council
MDOT	Michigan Department of Transportation
PPA	Partners in Personal Assistance
RICC	Regional Interagency Consumer Committee
RFP	Request For Proposal
SR	Select Ride Inc.
SMART	Suburban Mobility Authority for Regional Transportation
TMP	Transit Master Plan (county wide plan)
WALLY	Washtenaw and Livingston Line
WATS	Washtenaw Area Transportation Study
WCC	Washtenaw Community College
WAVE	Washtenaw Area Value Express
PMER	Performance Monitoring and External Relations

2.0 COMMUNICATIONS AND ANNOUNCEMENTS

JANAURY 8, 2013 LAC MEETING MINUTES

- 2.1** Mr. Charnetski announced that Terri Blackmore is stepping down as WATS executive director and will be taking a new position as the executive director of the North Front Range Metropolitan Planning Organization at Los Alamos, New Mexico.

- 2.2** Members received the new 2013 LAC meeting schedule.

3.0 REVIEW AND APPROVAL OF MINUTES

The LAC unanimously approved the December minutes.

4.0 PUBLIC COMMENT TIME (5 MINUTE TIME LIMIT PER SPEAKER)

- 4.1** Ms. Taylor inquired on the layout of the new BTC. Mr. Charnetski described the new station design.

- 4.2** Ms. Weber described a recent shared ride trip on ARide where another rider's grocery cart extended from the trunk into the seating area near her head making her trip unsafe. Mr. Clouse stated that the driver should not have transported that rider's personal shopping cart in the trunk of the car. Open discussion regarding the revised carry on policy and the posting of rider rules onboard ensued. Ms. Persu stated she would investigate the matter.

- 4.3** Ms. Slowins stated that her recent ARide trip of hers arrived 45 minutes late. Ms. Persu explained that on that day school was back in session and traffic congestion was the cause of her late trip arrival.

5.0 AATA BOARD MEETING REPORT

There was no report.

Governance Committee LAC Items: None

6.0 BUSINESS ITEMS

6.1 Urban Service Update

Mr. Charnetski stated that he attended a meeting that discussed expanded services such as purchase for service agreements. He stated he would attend the next service meeting and updated the LAC.

6.2 Resolution Letter Update

Mr. Charnetski nor Mr. Clouse received any feedback.

JANAURY 8, 2013 LAC MEETING MINUTES

6.3 RTA Update

Mr. Charnetski explained the passing of the Regional Transportation Authority bill for Metro Detroit and the formation of the citizen's advisory board. He stated he would be attending the first RTA board meeting this March.

6.4 New ARide Vehicle Demo

LAC member took the opportunity to board & tour one of the newly purchased ARide lift equipped vans with the new ARide logo displayed prominently on all sides.

6.5 ARide LOGO

Mr. Clouse announced the LAC's choice for the new ARide logo and that it is currently on all of TheRide's newly purchased ARide vehicles and will also replace the old logo on all ARide materials.

7.0 PUBLIC COMMENT TIME

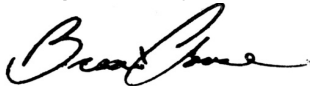
Mr. Charnetski provided an update on the recent SMART LAC meeting he attended.

8.0 FUTURE AGENDA ITEMS

1. State Application – Chris W.
2. Urban Service Update - TBA
3. RTA Update– TBA
4. State of TheRide Update – TBA

9.0 ADJOURN

Respectfully Submitted,



Brian Clouse
AATA Paratransit Coordinator

Next Meeting, Tuesday, February 12, 2013, 10:00 a.m. to 12 noon

Resolution 7/2013

APPROVAL OF FY 2013-2017 CAPITAL AND CATEGORICAL GRANT PROGRAM

WHEREAS, the Ann Arbor Transportation Authority (AATA) is required to develop a four-year program of projects for inclusion in the Transportation Improvement Program (TIP) in order to be eligible for federal funds, and

WHEREAS, the four-year program is required to be submitted to the Washtenaw Area Transportation Study (WATS) to be included in the TIP development process, and

WHEREAS, the AATA is required to submit the program for FY 2014 – FY 2016 to the Michigan Department of Transportation (MDOT) by March 1, 2013 as part of the annual application for FY 2014 funding, and

WHEREAS, the AATA has developed a current program for FY 2013-2017 by updating and revising the previously-adopted program, and

WHEREAS, the attached program has been developed to be consistent with potential funding and to comply with various federal and state requirements, and

NOW, THEREFORE, BE IT RESOLVED, that the Ann Arbor Transportation Authority Board of Directors hereby adopts the FY 2013-2017 Capital and Categorical Grant Program.

Charles Griffith, Chair

Anya Dale, Secretary

January 17, 2013

January 17, 2013

Attachment

**ANN ARBOR TRANSPORTATION AUTHORITY
FIVE-YEAR CAPITAL & CATEGORICAL GRANT PROGRAM
THROUGH FISCAL YEAR 2017**

					Working 1/5/2013	Prepared by: Chris White
DESCRIPTION	2012 complete	2013	2014	2015	2016	2017
Large Buses - Replacement <small>Quantity 11</small>	\$6,930,000	\$1,300,000 <small>2</small>	\$0 <small>0</small>	\$12,350,000 <small>19</small>	\$0 <small>0</small>	\$0 <small>0</small>
Medium/Small Buses - Replacement <small>Quantity 5</small>	\$750,000	\$0 <small>0</small>	\$0 <small>0</small>	\$150,000 <small>1</small>	\$0 <small>0</small>	\$0 <small>0</small>
Vans for Vanpool Program <small>Quantity 25</small>	\$625,000	\$625,000 <small>25</small>	\$550,000 <small>25</small>	\$550,000 <small>25</small>	\$550,000 <small>25</small>	\$550,000 <small>25</small>
Buses for Expanded Service <small>Quantity 5</small>	\$2,265,000	\$1,300,000 <small>2</small>	\$0 <small>0</small>	\$0 <small>0</small>	\$0 <small>0</small>	\$0 <small>0</small>
On-Board Systems and Equipment	\$0	\$20,000	\$0	\$0	\$0	\$1,300,000
Maint. Equip. and Bus Components	\$250,000	\$300,000	\$250,000	\$250,000	\$250,000	\$250,000
Computer Hardware and Software	\$120,000	\$150,000	\$650,000	\$150,000	\$150,000	\$150,000
Park and Ride Lots & Transfer Facilities	\$0	\$0	\$20,000	\$0	\$0	\$0
Major Buildings and Facilities	\$3,833,500	\$1,808,000	\$0	\$0	\$0	\$0
Non-revenue Vehicles <small>Quantity 0</small>	\$0	\$90,000 <small>4</small>	\$0 <small>0</small>	\$100,000 <small>3</small>	\$0 <small>0</small>	\$0 <small>0</small>
Passenger Area Facilities and Equip.	\$65,000	\$80,000	\$60,000	\$80,000	\$60,000	\$60,000
Capital Cost of Contracting	\$300,000	\$300,000	\$350,000	\$350,000	\$350,000	\$350,000
Preventive Maintenance	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000
Planning	\$1,900,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Outreach and Rideshare	\$455,000	\$455,000	\$455,000	\$455,000	\$455,000	\$455,000
Operating Assistance	\$0	\$1,474,000	\$1,400,000	\$0	\$0	\$0
TOTAL	\$19,593,500	\$10,402,000	\$6,235,000	\$16,935,000	\$4,315,000	\$5,615,000

Federal Formula Fund Forecast

Based on Capital &
Categorical Grant Program
Proposed December 2012

Shaded cells are actual figures.

Fiscal Year	2012	2013	2014	2015	2016	2017
Balance from prior year	\$4,638,981	\$874,493	\$117,689	\$3,189,285	\$76,881	\$3,564,477
Plus Allocation of Section 5307 funds	\$5,891,512	\$5,897,596	\$5,897,596	\$5,897,596	\$5,897,596	\$5,897,596
Plus Allocation of Section 5339 Capital funds	\$0	\$678,000	\$678,000	\$678,000	\$678,000	\$678,000
Plus Additional Allocation (ARRA)	\$0	\$0	\$0	\$0	\$0	\$0
Total Available	\$10,530,493	\$7,450,089	\$6,693,285	\$9,764,881	\$6,652,477	\$10,140,073
Amount Programmed for Federal Formula Funds	\$9,656,000	\$7,332,400	\$3,504,000	\$9,688,000	\$3,088,000	\$4,128,000
Amount Remaining - Carryover to following year	\$874,493	\$117,689	\$3,189,285	\$76,881	\$3,564,477	\$6,012,073

2013 allocation estimate for Section 5307 & 5339 from FTA

ANN ARBOR TRANSPORTATION AUTHORITY
FY 2013 CAPITAL & CATEGORICAL GRANT PROGRAM

Working

12/5/2012

Prepared by:

Chris White

NOTES

DESCRIPTION	LOCAL	FEDERAL		STATE	TOTAL	
		Section 5307 Formula Funds	Other Programs (see notes)			
2 Large Buses - Replacement		\$120,000	\$920,000	\$260,000	\$1,300,000	Cost estimate based on Gillig contract. CMAQ for Other federal funds
0 Medium/Small Buses - Replacement		\$0		\$0	\$0	
25 Vans for Vanpool Program		\$500,000		\$125,000	\$625,000	CMAQ funds from MDOT are another possible source for federal funds
2 Buses for Expanded Service		\$1,040,000		\$260,000	\$1,300,000	2 buses for expanded service on route #5. Need may change depending on outcome of evaluation of ExpressRide routes
On-Board Systems and Equipment		\$16,000		\$4,000	\$20,000	Use not specified = placeholder
Maint. Equip. and Bus Components		\$240,000		\$60,000	\$300,000	Associated Capital maintenance including hybrid battery replacement
Computer Hardware and Software		\$120,000		\$30,000	\$150,000	Ongoing upgrade of computer capabilities; Includes funds for GIS
Park and Ride Lots & Transfer Facilities		\$0		\$0	\$0	
Major Buildings and Facilities		\$1,446,400		\$361,600	\$1,808,000	YTC Upgrade and final amount to bring BTC funding to \$8.08 million (with an additional \$500,000 available in X641)
4 Non-revenue Vehicles		\$72,000		\$18,000	\$90,000	Replacement of 2005 driver shuttle vans
Passenger Area Facilities and Equip.		\$64,000		\$16,000	\$80,000	Shelter/benches program to comply with transit enhancement requirement
Capital Cost of Contracting		\$240,000		\$60,000	\$300,000	Operating expense - portion of subcontracted service attributable to capital costs
Preventive Maintenance		\$1,680,000		\$420,000	\$2,100,000	Operating expense.
Planning		\$320,000		\$80,000	\$400,000	Operating expense
Outreach and Rideshare	\$0		\$455,000		\$455,000	Operating expense. 100% Congestion Mitigation/Air Quality (CMAQ) funds are anticipated.
Operating Assistance		\$1,474,000			\$1,474,000	1st year of eligibility
TOTAL	\$0	\$7,332,400	\$1,375,000	\$1,694,600	\$10,402,000	

**ANN ARBOR TRANSPORTATION AUTHORITY
FY 2014 CAPITAL & CATEGORICAL GRANT PROGRAM**

Working

Prepared by:

12/5/2012

Chris White

DESCRIPTION	LOCAL	FEDERAL		STATE	TOTAL
		Section 5307 Formula Funds	Other Programs (see notes)		
0 Large Buses - Replacement		\$0	\$0	\$0	\$0
0 Medium/Small Buses - Replacement		\$0		\$0	\$0
25 Vans for Vanpool Program		\$440,000		\$110,000	\$550,000
0 Buses for Expanded Service					\$0
On-Board Systems and Equipment		\$0		\$0	\$0
Maint. Equip. and Bus Components		\$200,000		\$50,000	\$250,000
Computer Hardware and Software		\$520,000		\$130,000	\$650,000
Park and Ride Lots & Transfer Facilities		\$16,000		\$4,000	\$20,000
Major Buildings and Facilities		\$0		\$0	\$0
0 Non-revenue Vehicles		\$0		\$0	\$0
Passenger Area Facilities and Equip.		\$48,000		\$12,000	\$60,000
Capital Cost of Contracting		\$280,000		\$70,000	\$350,000
Preventive Maintenance		\$1,680,000		\$420,000	\$2,100,000
Planning		\$320,000		\$80,000	\$400,000
Outreach and Rideshare	\$0		\$455,000		\$455,000
Operating Assistance		\$1,400,000			\$1,400,000
TOTAL	\$0	\$3,504,000	\$455,000	\$876,000	\$6,235,000

NOTES

CMAQ funds from MDOT are another possible source for federal funds

Associated Capital maintenance including hybrid battery replacement

\$500,000 for replacement of Ultramain; \$30,000 for point of sale system Ongoing upgrade of computer capabilities

Location(s) not identified.

Shelter/benches program to comply with transit enhancement requirement

Operating expense - portion of subcontracted service attributable to capital costs

Operating expense.

Operating expense

Operating expense. 100% Congestion Mitigation/Air Quality (CMAQ) funds are anticipated.

**ANN ARBOR TRANSPORTATION AUTHORITY
FY 2015 CAPITAL & CATEGORICAL GRANT PROGRAM**

				Working	Prepared by:	
				12/5/2012	Chris White	
DESCRIPTION	LOCAL	FEDERAL		STATE	TOTAL	NOTES
		Section 5307 Formula Funds	Other Programs (see notes)			
19 Large Buses - Replacement		\$6,384,000	\$3,496,000	\$2,470,000	\$12,350,000	Hybrid buses at \$675,000 per bus. Hybrid increment of \$255,000 from other federal funds not yet identified
1 Medium/Small Buses - Replacement		\$120,000		\$30,000	\$150,000	
25 Vans for Vanpool Program						CMAQ funds from MDOT are another possible source for federal funds
0 Buses for Expanded Service		\$440,000		\$110,000	\$550,000	
On-Board Systems and Equipment					\$0	Associated Capital maintenance including hybrid battery replacement
Maint. Equip. and Bus Components		\$0		\$0	\$0	
Computer Hardware and Software		\$200,000		\$50,000	\$250,000	Ongoing upgrade of computer capabilities
Park and Ride Lots & Transfer Facilities		\$120,000		\$30,000	\$150,000	
Major Buildings and Facilities		\$0		\$0	\$0	Replacement of maintenance/operations vehicles
3 Non-revenue Vehicles		\$0		\$0	\$0	
Passenger Area Facilities and Equip.		\$80,000		\$20,000	\$100,000	Shelter/benches program to comply with transit enhancement requirement
Capital Cost of Contracting		\$64,000		\$16,000	\$80,000	
Preventive Maintenance		\$280,000		\$70,000	\$350,000	Operating expense - portion of subcontracted service attributable to capital costs
Planning		\$1,680,000		\$420,000	\$2,100,000	
Outreach and Rideshare		\$320,000		\$80,000	\$400,000	Operating expense.
Operating Assistance	\$0		\$455,000		\$455,000	Operating expense
TOTAL	\$0	\$9,688,000	\$3,951,000	\$3,296,000	\$16,935,000	Operating expense. 100% Congestion Mitigation/Air Quality (CMAQ) funds are anticipated.

**ANN ARBOR TRANSPORTATION AUTHORITY
FY 2016 CAPITAL & CATEGORICAL GRANT PROGRAM**

				Working 12/5/2012	Prepared by: Chris White	NOTES
DESCRIPTION	LOCAL	FEDERAL Section 5307 Formula Funds	Other Programs (see notes)	STATE	TOTAL	
0 Large Buses - Replacement		\$0	\$0	\$0	\$0	
0 Medium/Small Buses - Replacement		\$0		\$0	\$0	
125 Vans for Vanpool Program		\$440,000		\$110,000	\$550,000	
0 Buses for Expanded Service					\$0	
On-Board Systems and Equipment		\$0		\$0	\$0	
Maint. Equip. and Bus Components		\$200,000		\$50,000	\$250,000	Associated Capital maintenance including hybrid battery replacement
Computer Hardware and Software		\$120,000		\$30,000	\$150,000	Ongoing upgrade of computer capabilities
Park and Ride Lots & Transfer Facilities		\$0		\$0	\$0	
Major Buildings and Facilities		\$0		\$0	\$0	
0 Non-revenue Vehicles		\$0		\$0	\$0	Replacement of maintenance/operations vehicles
Passenger Area Facilities and Equip.		\$48,000		\$12,000	\$60,000	
Capital Cost of Contracting		\$280,000		\$70,000	\$350,000	Operating expense - portion of subcontracted service attributable to capital costs
Preventive Maintenance		\$1,680,000		\$420,000	\$2,100,000	Operating expense.
Planning		\$320,000		\$80,000	\$400,000	Operating expense
Outreach and Rideshare	\$0		\$455,000		\$455,000	Operating expense. 100% Congestion Mitigation/Air Quality (CMAQ) funds are anticipated.
Operating Assistance		\$0			\$0	
TOTAL	\$0	\$3,088,000	\$455,000	\$772,000	\$4,315,000	

**ANN ARBOR TRANSPORTATION AUTHORITY
FY 2017 CAPITAL & CATEGORICAL GRANT PROGRAM**

				Working 12/5/2012	Prepared by: Chris White
DESCRIPTION	LOCAL	FEDERAL		STATE	TOTAL
		Section 5307 Formula Funds	Other Programs (see notes)		
0 Large Buses - Replacement		\$0	\$0	\$0	\$0
0 Medium/Small Buses - Replacement		\$0		\$0	\$0
125 Vans for Vanpool Program		\$440,000		\$110,000	\$550,000
0 Buses for Expanded Service					\$0
On-Board Systems and Equipment		\$1,040,000		\$260,000	\$1,300,000
Maint. Equip. and Bus Components		\$200,000		\$50,000	\$250,000
Computer Hardware and Software		\$120,000		\$30,000	\$150,000
Park and Ride Lots & Transfer Facilities		\$0		\$0	\$0
Major Buildings and Facilities		\$0		\$0	\$0
0 Non-revenue Vehicles		\$0		\$0	\$0
Passenger Area Facilities and Equip.		\$48,000		\$12,000	\$60,000
Capital Cost of Contracting		\$280,000		\$70,000	\$350,000
Preventive Maintenance		\$1,680,000		\$420,000	\$2,100,000
Planning		\$320,000		\$80,000	\$400,000
Outreach and Rideshare	\$0		\$455,000		\$455,000
Operating Assistance		\$0			\$0
TOTAL	\$0	\$4,128,000	\$455,000	\$1,032,000	\$5,615,000

NOTES

Associated Capital maintenance including hybrid battery replacement

Ongoing upgrade of computer capabilities

Replacement of maintenance/operations vehicles

Operating expense - portion of subcontracted service attributable to capital costs

Operating expense.

Operating expense

Operating expense. 100% Congestion Mitigation/Air Quality (CMAQ) funds are anticipated.