

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

Agenda

April 16, 2015

Ann Arbor Area 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 March 11, 2015 (p. 1-4)
 - 4.2 Review and Approval of Minutes of March 19, 2015 (p. 5-16)
- 5.0 Board and Staff Reports
 - 5.1 Chief Executive Officer (p. 17-24)
 - 5.2 Planning and Development Committee (p. 25-32)
 - 5.3 Performance Monitoring and External Relations Committee
 - 5.4 Local Advisory Council
- 6.0 Question Time
- 7.0 Old Business
- 8.0 Executive Session – Review Written Opinion of Legal Counsel
- 9.0 New Business
 - 9.1 2015 Updates of the Adopted Five-Year Transit Improvement Program (p. 33-51)
 - 9.2 Approval of Contract Award for A-Ride Paratransit Services (p. 52-53)
 - 9.3 Employment Agreement with Matthew Carpenter
- 10.0 Public Time
- 11.0 Adjourn

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

Proposed Minutes
Wednesday, March 11, 2015
Ann Arbor Area Transportation Authority
Special Board of Directors Meeting
AAATA Main Office, 2700 South Industrial Highway 4:30 p.m.

Board Members Present: Anya Dale, Susan Baskett, Jack Bernard, Eli Cooper, Sue Gott, Larry Krieg, Eric Mahler, Gillian Ream Gainsley, Charles Griffith (Chair), Roger Kerson

Staff Present: Michael Benham, Jan Black, Terry Black, Rob Bolog, Ron Copeland, Connie Curry, Bill De Groot, Deb Freer, Dawn Gabay, Joel Grimm, Sarah Pressprich Gryniewicz, Robert Guenzel, Ken Miller, Jeff Murphy, Ketmany Rasasack, Julia Roberts, Ed Robertson, Mary Stasiak, Elizabeth Tibai, Phil Webb, Karen Wheeler, Michelle Whitlow, Reggie Whitlow

Recording Secretary: Elizabeth Tibai

Chairman Charles Griffith declared that a quorum was present and called the meeting to order at 4:34 p.m.

1.0 Communications and Announcements

There were no communications or announcements.

2.0 Public Time – Comment on Agenda Items

Carolyn Grawi from the Ann Arbor Center for Independent Living (AACIL) addressed the board. She was pleased that the AAATA CEO search was an open and transparent process. Ms. Grawi wants to make sure that people with disabilities have equal access within the community. She announced that on Saturday, March 14 at 5:30 p.m. the AACIL is hosting its 2015 Annual Gala Benefit.

3.0 Interview CEO Finalists

Charles Griffith reported that Harris Rand Lusk, the executive search firm, recommended 14 candidates to the internal AAATA CEO Search Committee. Four of those candidates were screened internally, and three were ultimately chosen to be

interviewed. Mr. Griffith noted that each candidate will have one hour for the interview and questions. The goal is to make a decision by the next AAATA board meeting on Thursday, March 19.

Each candidate was asked the following questions by board members:

1. **Major Projects:** Tell me about a time when you identified a market need and then implemented a major project. How did you plan and communicate it? What challenges did you encounter? How did you deal with those challenges?

2. **Budget Planning:** Describe how you have addressed budget development with staff. What was your strategy for resolving competing interests? What challenges did you encounter? How did you overcome those challenges?

3. **Services for People who have Disabilities:** What, specifically, have you done to increase access for people who have disabilities? Why did you choose to do that? How did you manage the resources needed?

4. **Regional Transit Efforts and Planning:** How have you worked collaboratively in your region or with local partners to advance the interests/experience of transit riders? How might this apply to our current situation with our local communities and RTA? How might this fit in with Transit Oriented Development, and Development Oriented Transit?

5. **Board:** What, specifically, do you think the role of the Board ought to be relative to a transit authority? What would you want and expect from your Board? Let me follow up with another Board-related question. If we asked members of your Board to talk about you, what would they tell us? Just one last line of questions—can you tell us about a circumstance in which you were at odds with your Board (or some Board members) and how you worked to resolve it?

6. **Environment:** Our agency is in the process of developing an environmental policy to that would help us weigh future environmental decisions. How have you made environmental decisions in your organization, particularly balancing costs and other factors?

7. **Customer Service:** Describe who you think your customers are, and tell us about your best and worst customer interaction. How do you prioritize competing needs among customers?

8. **Management Style:** If we talked to your staff, how would they describe your management style? What has been your approach to hiring and organizing senior staff? How have

Marty Sennett was asked an additional question from the board:

9. Improving the Organization: What actions have you taken to improve the efficiency, effectiveness, and/or responsiveness of your organization? What processes are now in place to maintain these?

Interview Candidate A – Andrew Johnson

Charles Griffith introduced Andrew Johnson. Andrew Johnson greeted the board and had appreciation for the opportunity to interview for the CEO position. Mr. Johnson responded to the questions from board members. At the conclusion of that process, board members responded to questions from Mr. Johnson. Mr. Johnson concluded his remarks indicating that he is excited to help achieve the goals of the authority. He thanked the board for the ability to come and looks forward to building relationships with Authority board and staff members.

Interview Candidate B - Marty Sennett

Charles Griffith introduced Marty Sennett. Marty Sennett thanked the board for choosing him as one of the three finalists. He recalled a time when he brought several of his board members to AATA to see how an organization should be operated. Mr. Sennett responded to the questions from board members. At the conclusion of that process, board members responded to questions from Mr. Sennett. Mr. Sennett concluded his remarks thanking AAATA for having him. His organization is not as well funded as TheRide. Marty distributed marketing communications (pamphlets, cardboard bus, sunglasses, etc.) his organization uses to let the community know what they are doing.

Interview Candidate C - Matt Carpenter

Charles Griffith introduced Matt Carpenter. Matt Carpenter thanked the board for their time. Mr. Carpenter responded to the questions from board members. At the conclusion of that process, board members responded to questions from Mr. Carpenter. Mr. Carpenter concluded his remarks noting that AAATA has a strong reputation. He thanked the board and staff for their time and interest.

Discussion/Concluding Remarks

Charles Griffith announced that he would collect the public input sheets that were distributed at the commencement of the meeting. Board members discussed the possibility of conducting the CEO candidate vote with paper ballots, once the time comes to reach a decision. The paper ballots would be collected and read out loud but would reduce the influence of other board member opinions. There was a suggestion to choose one candidate, as opposed to rating the three candidates.

Mr. Griffith asked board members to submit follow up questions for the candidates by Thursday, March 12 by 5 p.m. The answers from all three candidates will be due by end of day on Monday, March 16. The follow-up questions and answers will be distributed to board members. Anya Dale suggested not providing the candidates another opportunity to answer a question that was already asked.

Mr. Griffith confirmed that the Governance Committee will prepare a framework and package for negotiations with the chosen candidate. Jack Bernard proposed that the board authorize the Governance Committee to develop the package and conduct negotiations. Susan Baskett requested to see the completed framework, once available.

3.0 Adjourn

Gillian Ream Gainsley moved to adjourn the meeting with support from Roger Kerson. The motion carried and the meeting adjourned at 8:28 p.m.

Respectfully Submitted,

Susan Baskett, Secretary



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Proposed Minutes

March 19, 2015

Ann Arbor Area Transportation Authority

Board of Directors Meeting

Ann Arbor District Library, 343 South Fifth Avenue, Ann Arbor, Michigan, 6:30 p.m.

Board Present: Jack Bernard (arrived 6:46), Eli Cooper, Anya Dale, Gillian Ream Gainsley, Charles Griffith (Chair), Roger Kerson, Larry Krieg, Eric Mahler

Absent: Susan Baskett, Sue Gott (with notice)

Staff: Michael Benham, Jan Black, Terry Black, Ron Copeland, Connie Curry, Bill De Groot, Dawn Gabay, Sarah Pressprich Gryniewicz, Bob Guenzel, Ken Miller, Ed Robertson, Mary Stasiak, Phil Webb, Chris White, Michelle Whitlow, Reggie Whitlow

LAC Representative: Rebecca Burke

Recording Secretary: Karen Wheeler

Charles Griffith declared that a quorum was present and called the meeting to order at 6:33 p.m.

1.0 Public Hearing – None Scheduled

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

4.1 Review and Approval of Minutes of February 26, 2015

Eric Mahler moved approval of the minutes as written with support from Larry Krieg. The motion carried. Anya Dale abstained.

5.0 Board and Staff Reports

5.1 Chief Executive Officer

Bob Guenzel presented the CEO report to the Board. Mr. Guenzel reported on follow-up items from the December board meeting noting that all items had been addressed. Mr. Guenzel reported that the fourth year of the AirRide contract will begin on April 1. AAATA's portion of the cost of providing AirRide service has been steadily decreasing over the life of the contract as ridership on the service has increased. Mr. Guenzel reported that AAATA's expense in year one was \$326,600 in year one, \$216,522 for year two and was is estimated to be \$103,000 for year three when year three of the contract ends on March 31. The expense for year four of the contract is estimated to be \$80,000. Mr. Guenzel added that state operating funds cover the cost of AirRide, not local millage dollars. Mr. Guenzel acknowledged that there have been recent issues around AirRide, but overall the service has been well received by the community.

Mr. Guenzel referred to a resolution to extend his contract as Interim CEO on a month-to-month basis to terminate no later than June 1. Mr. Guenzel noted that the original six month contract expires on April 13, which is prior to the next board meeting, and a new CEO is not expected to be hired by then.

Mr. Guenzel complimented the board and staff for their commitment to the CEO search process. Mr. Guenzel observed that the plan was followed through and the March 11 public meet and greet session and candidate interviews were a success.

Mr. Guenzel reported that comments were submitted on the MDOT US-23 Environmental Assessment and were acknowledged by MDOT. Mr. Guenzel reported that efforts continue to identify a date for the board retreat, and a new request for board member availability would be forthcoming.

5.2 Planning and Development Committee

Larry Krieg provided the Planning and Development Committee (PDC) report. The committee discussed the draft board retreat agenda which includes three main topics: Customer Service, Capital and Categorical Needs and Prioritization,

and Board Committee Structure. There was discussion around hiring a professional facilitator; a decision needed soon, in order to follow the procurement process. The committee received a presentation on the CAD-AVL project and supported staff's recommendation to contract with Clever Devices. A presentation on the Capital and Categorical Grant Program included details of a reduction in the federal allocation which requires an adjustment to the program. Staff recommended a reduction in planning funds for the FY2015 program. The US-23 Environmental Assessment was discussed and a resolution proposed outlining what AAATA would need in order to effectively provide the kind of service requested by MDOT. The committee received reports from staff including details of the public input process for the proposed August 2015 Service Changes and developments on the Sustainability Policy.

WATS

Larry Krieg reported on the Washtenaw Area Transportation Study (WATS) Policy Committee meeting. The committee approved funding for buses, and discussed new transportation authorization projects that are on hold until the federal government passes a new transportation funding authorization. Funding for the MDOT proposal for US23 improvements has to go through WATS. There was considerable discussion, and the committee postponed a decision until their April meeting.

5.3 Performance Monitoring and External Relations Committee

Roger Kerson presented the Performance Monitoring and External Relations Committee report. The Committee endorsed an action item for consideration by the full Board: award of a contract for a Point of Sale System. The Committee received a presentation on PDC's recommendation to purchase a new CAD/AVL system. Staff presented the financial report including an update on fuel futures. The Committee also received a report on performance data.

5.4 Local Advisory Council

Rebecca Burke presented the Local Advisory Council report. The Council received a report on the accessibility plan of Jewish Family Services. Jeff Murphy, AAATA's Bus Stop Coordinator, made a presentation on bus stop accessibility. Attendees received printed copies of a survey on the impending renovation of the Ypsilanti Transit Center.

6.0 Question Time

Eli Cooper, Board Treasurer, announced that he would undertake an initiative to review the policy regarding conference and travel related expenses with an eye toward

assurance that the policy and practices are aligned with the mission of the agency. Mr. Cooper indicated that a proposal would be brought before the Board for consideration.

Charles Griffith thanked Mr. Cooper for his commitment to review the expense policies.

7.0 Old Business

There was no Old Business for the Board to consider.

8.0 New Business

Roger Kerson moved the following resolution with support from Jack Bernard.

8.1 Consideration of Resolution 15/2015 Award of a Contract for Intelligent Transportation Systems (ITS) Computer Aided Dispatch and Automated Vehicle Locator (CAD-AVL) System

WHEREAS, Ann Arbor Area Transportation Authority (AAATA) uses a Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) system for dispatching and tracking fixed route buses as well as providing real time bus information to fixed route bus customers, and

WHEREAS, the current CAD/AVL system used for fixed route buses is 18 years old, and

WHEREAS, AAATA will need to invest in CAD/AVL equipment for up to 60 new buses over the next five (5) years, and the cost of this investment is estimated to be in excess of \$900,000 for fixed route buses only, and

WHEREAS, in May 2015, AAATA will begin scheduling rides on Paratransit vehicles thus requiring the procurement of a CAD/AVL system in order to track Paratransit vehicles, and

WHEREAS, given the large investment needed to procure CAD/AVL technology for these two initiatives, AAATA chose to investigate options for other more advanced technology that would meet the needs of AAATA for both fixed route and paratransit services well into the future, and

WHEREAS, in February 2014, AAATA's Board of Directors approved a contract with TranSystems of Boston, MA to perform consulting services for the purchase of a CAD/AVL system which produced specifications for the CAD/AVL technology AAATA requires, and

WHEREAS, in October 2014, AAATA issued Request for Proposal (RFP) 2015-09

for the provision, installation and implementation of a new CAD/AVL system, and

WHEREAS, four (4) proposals were received and Staff representing all AAATA departments evaluated the proposals based on the proposed system's capability, proposer's experience, implementation process, qualifications and price, and

WHEREAS, the proposal from Clever Devices LTD of Woodbury, NY has been determined to be the most advantageous to AAATA,

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the Chief Executive Officer to enter into a contract with Clever Devices LTD at an amount not to exceed \$3,617,000 which includes 10% contingency.

IT IS FINALLY RESOLVED that Staff will provide periodic updates to the Performance Monitoring-External Relations (PMER) Committee to make certain that TheRide's funding is correlating to successful use.

Jan Black made a [presentation](#) on the features of the current and new CAD-AVL systems. Ms. Black reviewed a diagram depicting the entire CAD-AVL system describing the features of system components and how they are interconnected. Ms. Black responded to questions from board members regarding real-time passenger information. Real-time bus data will be available to third party developers for creating apps for customers. Andre Young from Clever Devices was present and reported on CAD-AVL systems, installed by Clever Devices, currently in use in Chicago, New York, Pittsburgh, Milwaukee, Washington, DC and at Disney World.

The motion passed unanimously.

Eric Mahler moved the following resolution with support from Eli Cooper.

8.2 Consideration of Resolution 16/2015 Revise FY2015-2019 Capital and Categorical Grant Program

WHEREAS, in December, 2014 the Ann Arbor Area Transportation Authority (AAATA) adopted a Capital and Categorical Grant Program for FY2015-2019, and

WHEREAS, the FY2015 element was based on a projected amount of federal formula funds, and

WHEREAS, the actual allocation of federal formula funds for the Ann Arbor urbanized area has been released and is less than expected,

NOW THEREFORE, BE IT RESOLVED that the Ann Arbor Area Transportation Authority Board of Directors hereby revises the FY2015 element of the FY2015-

2019 Capital and Categorical Grant Program to reduce the programmed federal formula funds for planning from \$320,000 to \$136,470 to balance the program with available federal funding.

Chris White reported that the actual allocation of federal funds was lower than the amount published in the Federal Register. The shortfall necessitated a reduction to the FY2015 Capital and Categorical Grant Program. Planning funds were recommended for reduction to balance the program. The planning budget appears to be healthy enough to withstand the expenditure. Mr. White cautioned that if Congress does not take up new transportation authorizing legislation in the summer, a longer term look needs to be taken as to what to do with the programs.

The motion passed unanimously.

Larry Krieg moved the following resolution with support from Eli Cooper.

8.3 Consideration of Resolution 17/2015 Express Bus Service on U.S. 23

WHEREAS, traffic congestion due to incidents and obsolete design on U.S. 23 between Brighton and Ann Arbor has reached unacceptable levels during morning and evening peak periods; and

WHEREAS, the Michigan Department of Transportation (MDOT) proposes to address design deficiency and add capacity during peak periods; and

WHEREAS, MDOT also proposes to monitor and control traffic by means of electronic systems; and

WHEREAS, MDOT has further proposed that the Ann Arbor Area Transportation Authority (TheRide) provide express bus service between a park-and-ride lot on land to be provided by MDOT and destinations in the Ann Arbor area; and

WHEREAS, financial support will be necessary to provide the aforesaid express bus service; and

WHEREAS, attracting significant numbers of riders to an express service requires service characteristics, including trip reliability, travel speed competitive with or faster than a single-occupancy vehicle along the same route:

NOW, THEREFORE, BE IT RESOLVED that Ann Arbor Area Transportation Authority Board of Directors shall agree to provide express bus service along U.S. 23 only if and when the following conditions are met:

1. Adequate funding is available above and beyond current income sources to build and properly maintain a suitable park-and-ride facility;
2. Adequate funding is available to operate express bus service at a market based fare that will foster ridership;
3. Provision is made for express buses to bypass traffic congestion so that service will be reliable and competitive with travel in single-occupancy vehicles.

Larry Krieg introduced the resolution he drafted regarding Express Bus Service on U.S. 23. Dr. Krieg reported that Michigan Department of Transportation (MDOT) representatives have been in conversations with staff about what would be necessary to provide express bus service during MDOT's project on U.S. 23. Dr. Krieg suggested that the Board take a position to make clear to staff and MDOT what would be necessary in order to operate an effective and efficient bus service.

Board members discussed the resolution weighing in with opinions for and against the proposal. Opposition was based on the prospect of missing an opportunity to provide express bus service, similar to AirRide, if all requirements are not met. Opinion in favor of the resolution included the idea that service would be studied as part of the north-south rail study.

Dr. Krieg indicated that it was his intent that the minimum requirements are set, and not for the resolution to make a firm commitment to provide service.

Eric Mahler offered a friendly amendment to the "RESOLVED" clause to give the Board an opportunity to determine if service still fits, even if the terms in the resolution are met.

NOW, THEREFORE, BE IT RESOLVED that Ann Arbor Area Transportation Authority Board of Directors shall agree to consider ~~provide~~ providing express bus service along U.S.23 only if and when the following conditions are met:

Board members discussed the proposed amendment. It was suggested that it would be important for bus service to be included at the outset of the project as opposed to getting involved at a later date, and noted that AAATA submitted formal comments on the Environmental Analysis. It was further suggested that it was important for the board to take a position in order for that to be known for the vote at WATS in April, which is scheduled to take place prior to the April AAATA board meeting.

Charles Griffith offered a second friendly amendment to strike the first "WHEREAS" clause.

~~WHEREAS, traffic congestion due to incidents and obsolete design on U.S. 23 between Brighton and Ann Arbor has reached unacceptable levels during morning and evening~~

~~peak periods, and~~

The two friendly amendments were accepted. The amended motion carried with seven affirmative votes: Griffith, Cooper, Ream Gainsley, Krieg, Mahler, Dale, Bernard. Kerson voted No.

Charles Griffith announced the need to appoint an Acting Secretary. Roger Kerson moved the appointment of Gillian Ream Gainsley as Acting Secretary. Eric Mahler supported the motion which passed unanimously.

Larry Krieg moved the following resolution with support from Eli Cooper.

8.4 Consideration of Resolution 18/2015 Extend Contract with Interim CEO

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) Board of Directors (Board) approved an Agreement with Robert E. Guenzel (Guenzel) on September 29, 2014 for Guenzel to serve as Interim Chief Executive Officer beginning on October 13, 2014, and

WHEREAS the Agreement is for a term of six months or employment of a permanent Chief Executive Officer (CEO), and

WHEREAS, the budgeted amount of the Agreement has not been met, and funds remain available, and

WHEREAS, the Agreement includes a stipulation that the term of the Agreement may be extended beyond the initial six months in the event a permanent CEO has not been employed, and

WHEREAS, the six month term will end on April 13, 2015, and it is anticipated that a permanent CEO will not be employed by that date,

NOW THEREFORE, BE IT RESOLVED that the Ann Arbor Area Transportation Authority Board of Directors hereby authorizes an extension of the Agreement with Robert E. Guenzel on a month-to-month basis to terminate no later than June 1, 2015.

Charles Griffith reported on a desire to extend the contract with the Interim CEO to have an overlap period once the new CEO is hired.

The motion passed unanimously.

Larry Krieg moved the following resolution with support from Jack Bernard.

8.5 Consideration of Resolution 19/2015 Approval of Contract Award for Purchase of Point of Sale System

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) requires integrated point of sale software to support Customer Service, Operations and Finance functions, and

WHEREAS, AAATA's current process for fare merchandise sales include an Access database and manual processes, which are outdated and very difficult to support, and

WHEREAS, AAATA issued Request for Proposals (RFP) 2014-11 – Point of Sale System (POS) for the provision, installation and implementation of commercial software to replace these manual processes, and

WHEREAS, one response was received, and

WHEREAS, AAATA staff evaluated the proposal and determined that the submittal from Productive Solutions was most responsive and responsible to support the customer service, operations and finance functions, and

WHEREAS, POS software is a commercial product in use by over 80 customers in the United States, and

WHEREAS, the transition to POS software will have limited, if any, impact on the customers' experience at the time of fare merchandise purchase, and

WHEREAS, an anticipated benefit of the POS software is that AAATA staff will have more efficient tools for sales and reconciliation for accounting purposes, and

WHEREAS, the cost of acquiring, implementing and training staff to use the software is \$152,000 and the cost for Maintenance and License Fees for Years 2 through 5 would total an additional \$58,000 and AAATA would pay the fees annually as they became due,

NOW, THEREFORE, BE IT IS RESOLVED, that the Ann Arbor Area Transportation Authority Board of Directors hereby authorizes the Chief Executive Officer to execute a contract with Productive Solutions for the purchase and implementation of Point of Sale software and maintenance and license fees for Years 2 through 5.

Phil Webb reported on the Point of Sale (POS) System noting the need to improve the processes of managing fare media and issuing identification cards, both of which are currently handled manually. Mr. Webb noted that the new system will cut down on segregation of duties within the accounting office and network the system. The POS will include smart card capability, and Mr. Webb confirmed that a unified fare media for the region could be accommodated through a common farebox.

The motion passed unanimously.

8.6 Consideration of Resolution 20/2015 Authorization to Enter into Negotiations for Employment Agreement for Chief Executive Officer Position

Charles Griffith introduced the discussion around entering into negotiations for an employment agreement for the Chief Executive Officer position. Three candidates were interviewed on March 11. Since that time additional questions were answered regarding the candidates.

Larry Krieg requested a point of order noting that the resolution did not name an individual. Dr. Krieg requested the opportunity to discuss the candidates.

Board members discussed the search process and the three candidates. Trustees Bernard, Cooper, Dale, Ream Gainsley, Griffith, Kerson, and Krieg identified Matt Carpenter as their preferred candidate and stated their reasons for doing so. Trustee Mahler indicated that Mr. Carpenter was not his preferred candidate, and shared his reasons.

Charles Griffith reported that reference checks on Mr. Carpenter were positive.

Bob Guenzel responded to a request to report on the feelings of staff about the candidates. Mr. Guenzel reported that the majority of staff were comfortable with Mr. Carpenter.

Roger Kerson thanked Mr. Guenzel for his leadership as Interim CEO adding which gave the Board the time to get qualified candidates to fill the permanent position.

Anya Dale moved that the Board of Directors extend an offer for the position of CEO to Matt Carpenter pending successful negotiation of an employment agreement under the terms of the following resolution. Gillian Ream Gainsley support the motion.

Resolution 20/2015

Authorization to Enter into Negotiations for Employment Agreement
for Chief Executive Officer Position

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) Board of Directors (Board) interviewed three finalists for the position of Chief Executive Officer (CEO) at a special meeting on March 11, 2015, and

WHEREAS, at the conclusion of the meeting the Board discussed extending authority to the Board Governance Committee (Governance Committee) to negotiate an employment agreement with the preferred candidate,

NOW, THEREFORE, BE IT RESOLVED that the Ann Arbor Area Transportation Authority Board of Directors hereby authorizes and empowers the Governance Committee to extend an offer for the position of Chief Executive Officer, and enter into negotiations for an employment agreement with the preferred candidate, and

BE IT FURTHER RESOLVED that the Governance Committee may consult with AAATA's legal counsel regarding the terms of the employment agreement, and

BE IT FINALLY RESOLVED that the final decision of the terms of the employment agreement shall rest with the Board.

The motion carried with seven affirmative votes: Griffith, Cooper, Ream Gainsley, Krieg, Kerson, Dale, Bernard. Mahler voted No.

9.0 Public Time

Carolyn Grawi from the Ann Arbor Center for Independent Living (CIL) appeared before the Board. Ms. Grawi thanked Bob Guenzel for his leadership as Interim CEO, and voiced her support for Matt Carpenter for the permanent CEO position. Ms. Grawi restated her request to add service for buses to go two ways on Research Park Drive to provide access to service agencies and a school. Ms. Grawi noted the coordination needed with the City of Ann Arbor to achieve her request. Ms. Grawi announced that 20 cents is donated to the CIL for each reusable bag sold at Lucky's Market on Industrial.

Michelle Barney appeared before the Board. Ms. Barney commented on a recent public meeting where attendees learned about the proposed August service expansion for Ypsilanti and Ypsilanti Township. Ms. Barney suggested two technology enhancements for the redeveloped Ypsilanti Transit Center: a picture map that displays the actual movement of buses and audible voice announcements, within the terminal, indicating the arrival and departure of buses to help people with visual impairments. Ms. Barney indicated that buses have been leaving early from and the YTC. Ms. Barney commented on construction planned for US-23 and I-96 suggesting that the construction will only add to congestion on US-23. Mr. Barney commented on a recent news article about meal expenses of former AAATA CEO Michael Ford.

Teri Wilcox, Secretary of The National Federation of the Blind of Michigan (Federation) appeared before the Board. Ms. Wilcox expressed gratitude for the transportation services for people who have disabilities. Ms. Wilcox submitted a [resolution](#) from the Federation for the record. Ms. Wilcox shared details of a recent trip using AirRide service and difficulties she encountered due to the move of the stop location. Ms. Wilcox indicated that the current stop has eliminated her ability to have an independent experience. Ms. Wilcox requested the Board's assistance for a call to action to help the Federation get the DTW AirRide stop moved back to International arrivals, or a place in close proximity to the airport.

Ody Norkin from Michigan Flyer appeared before the Board. Mr. Norkin commented on the National Federation of the Blind of Michigan's efforts to improve service for people with disabilities and seniors. Mr. Norkin commented on a [petition](#) with 170 signatures from the Social Justice Council of the First Unitarian Universalist Congregation of Ann Arbor. Mr. Norkin stated that the petition, [to] "Protect people with disabilities, the elderly and other public transportation bus riders from discrimination by Detroit Metropolitan Airport!" was dropped off at the Governor's office. Mr. Norkin thanked the board and staff for their cooperation with Michigan Flyer and offered Michigan Flyer's assistance with providing additional bus service to Lee Road, or other service the board may have in mind.

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

10.0 Adjourn

Eli Cooper moved to adjourn the meeting with support from Gillian Ream Gainsley. The motion passed unanimously and the meeting adjourned at 8:29 p.m.

Respectfully Submitted,

Gillian Ream Gainsley, Acting Secretary



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TheRide.org **Online**

MEMO

To: Board of Directors
From: Robert E. Guenzel, Interim CEO
Date: April 10, 2015
Re: Monthly Report

Message:

New CEO

The Board Governance Committee has reached agreement on a contract with Matt Carpenter. Pending approval of the contract by the full Board, Matt would begin his employment with the agency on June 1.

Board Retreat

The Planning and Development Committee confirmed the date of Wednesday, May 20 for the Board Retreat. The May 21 board meeting date will be canceled, and any urgent board business conducted prior to the retreat. We are working out the final details on the meeting start time and location.

We moved forward with the process of hiring a facilitator for the Retreat through a Request for Quotation let on April 2. Proposals are due on Thursday, April 16 with an anticipated award date of April 22. Once a facilitator is hired, we will schedule meetings between the facilitator and board members, and further refine the meeting agenda.

March Board Meeting Follow-Up

Last month we received the following requests during public comment:

- Restatement of a desire for two-way bus service on Research Park Drive
- Technology enhancements at the redesigned Ypsilanti Transit Center
- Board support for a call to action regarding the AirRide stop at Detroit Metropolitan Airport

We restate our commitment to consider adding service on Research Park Drive when the necessary infrastructure improvements have been made so that AAATA buses can safely turn left out of Research Park onto Ellsworth.

The technology enhancements of displaying the actual movement of buses on real-time information monitors, and the addition of audible voice announcements, will be considered as part of the redesign of the Ypsilanti Transit Center.

A response to the National Federation of the Blind of Michigan's request for a call to action was made on behalf of the Board. Our response follows.

On September 22, 2014 the Wayne County Airport Authority (WCAA) moved the Public Transit boarding location from the Detroit Metropolitan Airport (DTW) McNamara terminal to the Ground Transportation Center (GTC). While the previous stop location at the McNamara International Arrivals remains the preferred boarding area for public transit, the Ann Arbor Area Transportation Authority (AAATA) is in partnership with WCAA and the terms of a Memorandum of Understanding (MOU) govern the relationship between the parties. AAATA has a contractual relationship with Michigan Flyer to operate AirRide service. We have to balance complying with the terms of the MOU with WCAA and fulfilling the agreement with Michigan Flyer.

AAATA has an ongoing commitment to fulfill the requirements of the Americans with Disabilities Act and make public transit service accessible to people with disabilities. In addition to AAATA's ongoing efforts, a lawsuit settlement against WCAA in October 2014 called for improvements to the AirRide boarding area at the GTC. Although AAATA was not a party to the lawsuit, we recognize that there continues to be an opportunity to improve the AirRide boarding area, and AAATA is working with WCAA to make improvements at the GTC.

There was additional action related to the lawsuit when in February 2015 a *Motion to Enforce* the terms of the settlement was filed. We await a ruling on the motion.

AAATA's primary interest remains providing excellent public transit service for AirRide customers. Given the pending legal matter and our ongoing obligation to comply with the terms of the MOU between AAATA and WCAA, and the contract with Michigan Flyer, we are not able to join in a call to action with the Federation at this time. We appreciate the efforts of The Federation of the Blind of Michigan to pursue service improvements at DTW.

Board Committee Meetings

The **Planning and Development** (PDC) met on April 7. The committee spent the bulk of their meeting discussing the A-Ride contract and the Michigan Department of Transportation's US-23 project.

The Committee supported moving two action items forward to the full Board for consideration on April 16:

- Rescind Previous Award and Approval of Contract Award with New Vendor for A-Ride Paratransit Services
- Approval of the 2015 Updates of the Adopted Five-Year Transit Improvement Program

A detailed meeting summary is included in the board packet.

The **Performance Monitoring External Relations** (PMER) Committee is scheduled to meet on April 14. The agenda includes financial and performance reports for the second quarter ended March 31, 2015, a Work Plan update and the customary project updates. Action items moved forward by the Committee will be included in a revised board packet following the PMER meeting.

AAATA Board Appointments

The terms of Anya Dale and Roger Kerson end on May 1, 2015. Charles Griffith and I recently met with Ann Arbor Mayor Christopher Taylor to discuss the appointment process. It appears as though the two new appointments will not be final before May 1. The AAATA Articles provide that the incumbents holdover until a successor is appointed.

Connector

The Connector Management Committee is preparing for an update on the Alternatives Analysis project in the next few months. This local outreach will be strategized, taking into consideration the timing of the Michigan Department of Transportation's US-23 Environmental Assessment, the Ann Arbor Station Study, upcoming Regional Transit Authority planning meetings, and the May 5 Transportation ballot vote. A final recommendation and subsequent report for alignment and mode is anticipated within the year. The most recent news and information can be accessed at the Connector's website: AAconnector.com.

DDA Approves Funding Request

Late last month Nancy Shore presented the FY2016 funding request for getDowntown and TheRide funding to the Ann Arbor Downtown Development Authority (DDA) Operations Committee. The request of DDA for \$748,200 included funding for getDowntown, the go!pass, service support for Routes 4 and 5, service support and go!pass discount support for NightRide, and go!pass discount support for ExpressRide. The DDA board approved the request on April 1.

At the same meeting Michael Benham provided an update on the DDA/AAATA Board Forum. The next meeting of representatives of the two boards is scheduled for Wednesday, April 29. Proposed topics for discussion include the GSA Walkway and Greyhound operational needs at the Blake Transit Center and the Fourth and William parking structure.

New Bike House Wins Approval by DDA

The Ann Arbor Downtown Development Authority (DDA) board recently approved funding for another Bike House for downtown Ann Arbor to be located at the Ann/Ashley parking structure. A Bike House is a secure, keycard access bike parking facility. Bike Houses are in high demand by many employers in downtown Ann Arbor who have employees who are looking for a secure place to park their bikes. The DDA already has one Bike House constructed at the Maynard Parking Structure. More information on the Maynard Bike House is available at the following link:

<http://getdowntown.org/Bike/MaynardBikeHouse>.

The getDowntown Program manages rentals for the Maynard Bike House and will also manage rentals at the Ann/Ashley location, once it is constructed. In addition, the getDowntown Program manages the rental of 24 bike lockers in downtown Ann Arbor and will soon be taking over management of the bike locker located at the Plymouth Road Park and Ride lot.

Sidewalk Ordinance: Snow Clearing

Ann Arbor City Council considered an updated ordinance regarding sidewalk snow/ice clearing recommended by the Pedestrian Safety and Access Task Force (of which Sarah Pressprich Gryniewicz is a member) and developed by City Staff. It will come back to City Council in May after the Commission for Disability Issues reviews it. The current ordinance includes paved bus stops as part of what needs to be cleared of ice and snow, but it is not explicitly laid out. The proposed language specifically calls this out to provide clarity (e.g. paved walks leading to a

bus stop are considered part of the sidewalk). Access is core to TheRide's mission and this change will assist city communication and aid rider access to transit. TheRide would remain responsible for clearing shelters.

Outreach

A series of five public meetings were held between late February and late March to discuss the August 2015 service changes proposal. As noted earlier in this report, the Planning and Development Committee endorsed the recommended changes.

Our outreach efforts in the community continue. Focus has been on collecting input from community members to inform plans for the Ypsilanti Transit Center renovation project and other initiatives to support public transportation. AAATA staff will be on hand at the April 19 Ann Arbor Earth Day Festival, Pittsfield Township's annual "Passport" event on April 26, and the May 1 Green Commute Day/Commuter Challenge Kick-Off. Upcoming events geared toward expanded service include the April 23 Urban Core Working Group meeting and the Saline City Council budget working session on April 27.

Proposal 1

On May 5 Michigan voters have an opportunity to vote on Proposal 1. The Safe Roads Yes! Campaign provides sufficient transportation funding while raising revenue for transportation and schools.

The [ballot proposal](#) would do two major things:

- Increase the state sales tax from 6% to 7%, which will continue to go to Schools, and State and Local Government.
- Convert existing gasoline (19 cents/gal) and diesel taxes (15 cents/gal) to a wholesale version while **removing sales tax on fuel** (18 cents for a gallon priced at \$3.00). At \$3.00 gas, the total increase on a gallon of fuel would be 4 cents. All revenue would go to transportation.

The proposal also:

- Eliminates annual registration fee discounts
- Increases fees for heavy trucks
- Creates new surcharges for electric and hybrid vehicles
- Expands the Earned Income Tax Credit
- Provides about \$300 a million a year in targeted tax relief for low-income families

In 2017-18, when fully implemented, the proposal would raise an extra

- \$1.3 billion for roads;
- \$116 million for transit and rail;
- \$200 million for the School Aid Fund;
- \$111 million for local governments, and
- \$173 million to the state's general fund

\$269 million would be withdrawn to fully restore the Earned Income Tax Credit.

The Good:

Transit is included! There was strong support from Governor Snyder and many legislators to ensure that transit was part of the transportation solution. Though road funding has been updated in years past, state transit funding has not been increased in 25 years.

Critics often claim that Michigan has mismanaged its transportation funds as it has a particularly high tax on fuel but we still have roads in very poor condition. However, Michigan spends less per capita on roads than other states. This is in part because in Michigan per gallon gasoline and diesel taxes fund transportation, but the sales tax charged on fuel is constitutionally reserved for schools and local, and state governments. In addition, many of the road funds are used make bond payments for the road expansion constructed under former Governor Engler.

Eliminating sales tax on fuel allows all gas and diesel taxes to go to transportation. Increasing the sales tax ensures that schools, local and state governments are not harmed by the loss of gas sales tax. A significant increase in the Earned Income tax credit is included to ensure that low income families are not overly burdened by the increase in sales tax.

In the end, this proposal raises significant and much needed revenues for roads AND transit, while ensuring that schools and local governments are not harmed. Other proposals raise funds for road repair, but significantly jeopardize school and local funding.

Governor Snyder is actively campaigning under the Safe Roads Yes! Banner. A wide range of groups have endorsed the proposal, including: Michigan Public Transportation Association, Michigan Environmental Council, Michigan Sierra Club, Michigan AFL-CIO, Michigan Education Association, Detroit Chamber of Commerce, Ann Arbor/Ypsilanti Chamber, Business Leaders for Michigan, and

Small Business Association of Michigan, MLive Media Group, The Free Press, and the Detroit News.

The Bad:

The proposal is complex, raises taxes, has opposition, and is polling poorly. The Michigan Chamber is remaining neutral.

It took years to get to this point. There is no other plan that has any prospect of being adopted. A no vote is a vote to continue the inadequate level of funding for the foreseeable future. Given the legislature's current political makeup, lawmakers are very unlikely to develop a future package that would pass, raise sufficient funds, or include (or protect) transit, schools, and local governments; particularly if they see Proposal 1 failing by a large margin.

Transit and TheRide

If the package passes, this would be a **significant** boost to TheRide and transit throughout the state. We would anticipate an increase in funds to TheRide which could shore up operating funds for current and future service improvements. However, estimating a precise amount is unadvisable given the emerging RTA and growth of transit throughout the state. That being said, MPTA has estimated that instead of State Operating assistance hovering at 32% of our eligible funds it could be raised to ~50%.

If the package fails, the transit formula will remain as status quo, which has meant that

- Each transit agency's share of the fixed pot of money will continue to decrease each year as transit agencies improve and expand services. This has been a significant challenge, but will be particularly problematic if and when the Detroit-area transit services (and others) expand and improve.
- Continuation of the status quo would not affect our ability to implement the 5-Year Transit Improvement Plan promised to voters unless other reductions in transit funds are made, but it would make it much more difficult financially to do other service expansions to meet growing demand.

Though transit is not the headline or focus of the campaign, TheRide is helping to raise public awareness and educating riders and community members through social media and newsletters. The Michigan Public Transportation Association is contributing to a get-out-the-vote campaign, promoting the campaign on social media, and creating information pieces for transit agencies.

Representative Adam Zemke recently made a presentation on Proposal 1 to the Washtenaw Area Transportation Study. We have invited Representative Zemke to the April 16 board meeting to answer questions; his attendance has not yet been confirmed. Included below are two links with additional information on the proposal and campaign.

<http://www.mml.org/advocacy/safe-roads-yes.html>

<http://mptaonline.org/sites/default/files/BetterConnectionsBetterFuture.pdf>

Ann Arbor Area Transportation Authority Board of Directors
Planning and Development Committee
Proposed Meeting Summary
April 14, 2015 – 3:00 p.m.

Present: Committee – Eli Cooper (telephone), Sue Gott (Chair), Larry Krieg, Eric Mahler (telephone), Gillian Ream Gainsley

Board – Jack Bernard

Staff – Brian Clouse, Ron Copeland, Michael Benham, Jan Black, Terry Black, Ron Copeland, Bill De Groot, Dawn Gabay, Sarah Pressprich Gryniwicz, Bob Guenzel, Don Kline, Ed Robertson, Mary Stasiak, Al Thomas, Elizabeth Tibai, Karen Wheeler, Chris White, Michelle Whitlow, Reggie Whitlow

Guests: Clark Charnetski, Jim Mogensen

Committee Chair Sue Gott called the meeting to order at 3:06 p.m.

1.0 *Communications and Announcements*

There were no communications or announcements.

2.0 *Public Time – Comment on Agenda Items*

Jim Mogensen appreciates staff taking the time to complete the Title VI analysis.

3.0 *New Business*

There was no new business up for consideration.

4.0 *Continuing Business*

4.1 *A-Ride Contract: Brian Clouse and Bill De Groot*

Bill De Groot reported that SelectRide, the current A-Ride provider, is in breach of their existing contract. For a period of time, the Living Wage was not paid to employees as contractually agreed upon; the estimated amount SelectRide owes in back pay is just under \$72,000.

Mr. De Groot reported that TheRide did not feel it is in the best interest of customers or the organization to negotiate a new contract with SelectRide, and recommended that the committee rescind resolution 1/2015, adopted on November 20, 2014, to enter into a contract with SelectRide beginning May 1, 2015. The Authority requested that the committee adopt a resolution to negotiate with the next responsive and responsible

proposer: Blue Cab. The contract with Blue Cab will likely be for a duration of three years with options to discontinue. If the Board approves, Blue Cab would operate the A-Ride ambulatory service beginning May 1, 2015. Staff would return to the Board with a long-term solution to be in place by December 2015. AAATA would operate the lift service. Brian Clouse noted that, through preliminary discussions, it was found that Blue Cab is able to provide 18 vehicles to meet the ambulatory needs of the community. The vehicles would have clear A-Ride branding.

Mr. De Groot cited a plan in the current RFP to purchase vans for the paratransit service. TheRide is looking to acquire vehicles from peer systems, all of which meet the Buy America standards. Terry Black confirmed that maintenance personnel are on standby to make sure the paratransit vehicles are ready for service on May 1.

Mary Stasiak reported that a communication letter was sent to all paratransit users in early April 2015, alerting them that a change in provider may occur. Mr. Clouse reported that he received fewer than 12 phone calls regarding the letter. Another communication piece is planned to go out, once a decision regarding the provider is finalized. Ms. Stasiak noted that TheRide has several ways to communicate with customers, such as: TheRide website, direct mailings, text messages, and press releases.

Mr. De Groot noted that the current A-Ride contract includes clauses discussing a transition period. It is the hope of TheRide that SelectRide will work through the transition in good faith. Mr. De Groot reported that TheRide is in a good place to absorb an increase in the budget expected to occur, if there is a change in service providers. It was noted that other projects in the FY2015 Work Plan would not be compromised. Phil Webb will have a revised budget prepared for the PMER committee in May. Jack Bernard suggested considering the use of reserve funds, if needed.

Sue Gott thanked staff for their heroic effort on the matter and impeccable communication to the board.

4.2 *US-23 Corridor Issues: Michael Benham*

Michael Benham reported that increased activity regarding MDOT's proposal of upgrading US-23, warrants another look at the Authority's involvement in this project. He would like to have a clear sense of what position TheRide would like to take on the project. When considering a position on the project, the committee should consider AAATA's relationship with MDOT and any and all interests in mobility in the corridor.

WATS pointed out a misstatement in the paper Mr. Benham prepared regarding the proposed project. They noted that the bridge work in the corridor will move forward *regardless* of the ATM project. As a point of clarification, a negative vote at the WATS policy meeting would be expected to stop MDOT from moving the project forward.

1. What would have the strongest impact in improving transit in the corridor?
2. What is the best bet to get a bus that is effective?

Mr. Benham cited a projected start date of late 2016/early 2017 and it would take approximately two years to complete.

Eli Cooper expressed concern that MDOT has not provided data on primary issues requested, namely: HOV lanes. The City of Ann Arbor has argued for a more comprehensive review of MDOT's proposal. Chris White noted that MDOT did not respond to a recent question regarding the evaluation of what the downstream effect is for this proposal.

Sue Gott reported that the University of Michigan has spent time evaluating challenges and opportunities of MDOT's proposal and is supportive. They respect MDOT's responsibility of the area and trust they are seeking solutions and opportunities for the public. U of M is concerned about patients getting to the hospital and staff getting to work. The University considers the proposal fairly low cost and identified potential opportunities for UMTRI to offer technological assistance in directing traffic. The University views MDOT's proposal as an opportunity, along with rail and other initiatives.

Gillian Ream Gainsley expressed a concern for additional traffic in the City. She would like to see further studies of the proposal and requested staff to focus on the 30 year plan which specifies a focus on WALLY before an express bus. She would like the Authority to focus on the corridor, but keep the focus on high capacity transit. Ms. Gott noted that the highway is a current cross section that needs enhancements. It is an incremental opportunity, not a replacement for WALLY or rail service. The proposed improvements could help contribute to continued vitality in the area.

Larry Krieg is a former college professor at a community college. He was interested in transportation because his students had no options, other than cars, to get around. The Authority should continue to aim to reduce dependency on automobiles and to increase transit options for the public. This proposal has reduced his trust in MDOT and in spite of many voices urging them to consider HOV lanes, they have refused to consider it. Mr. Krieg believes their reasons are inadequate to ignore HOV lanes. He is concerned that if there is no big push to get transportation in a more sustainable mode, the area will not be able to sustain the projected growth in the City.

4.3 *Annual Board Retreat Planning: Sarah Pressprich Gryniowicz*

Sarah Pressprich Gryniowicz discussed annual board retreat planning. She will be sending out surveys to all board members to better focus the customer service discussion. Ms. Gryniowicz noted that item #4, '*How should we prioritize our use of Operating and Capital for projects?*' has been edited. An RFQ for a facilitator was issued

on April 2 and proposals are due on April 16. During the interview process, staff members will look at the candidates' past experience and reference checks. The candidates have been asked to submit a creative brief or project approach for staff to evaluate.

Ms. Gryniewicz asked the committee to send along any questions they may have for the facilitator candidates. Gillian Ream Gainsley would like someone with an innovative and participatory approach. She is very interested in a facilitator who can run the meeting effectively. She noted that transit experience is not necessary. Jack Bernard would like staff to reconsider spending 45 minutes on budget discussions during the retreat. He is not sure it is the best use of time. He would like the board to focus on the Authority's relevance to the community. Larry Krieg would like to discuss long term plans and how they are maturing, during the retreat.

5.0 *Action Items*

5.1 *Service Changes for August: Chris White*

Chris White reviewed the proposed revisions to the adopted Five Year Transit Improvement Program (5YTIP) with the committee. The overall impact of adoption of the recommended changes is a reduction in service hours and total cost compared to the hours included in the 5YTIP. The proposed resolution to adopt the plan revisions is a culmination of a seven month public input, and data gathering, process.

Mr. White highlighted one change from the process: an additional bus on Route 3. The need was determined from analysis of the route, rather than from public input. The Authority would like to add the bus during peak hours, beginning this fall.

Board member Gillian Ream Gainsley recommended support of the motion as written.

Larry Krieg seconded the motion. All were in favor of the motion and it will be forwarded to the full board for further consideration.

5.2 *A-Ride Contract*

Bill De Groot presented a draft resolution for approval of a contract award to Blue Cab Company for A-Ride paratransit services. Phil Webb will bring a budget amendment to the PMER committee in May which will project the overall impact of A-Ride changes to the budget.

Board Member Larry Krieg recommended support of the motion as written.

Gillian Ream Gainsley seconded the motion. All were in favor of the motion and it will be forwarded to the full board for further consideration.

6.0 Reports/ Updates

6.1 Sustainability Policy: S. Pressprich Gryniewicz

Staff have made significant progress on the Sustainability Policy, Bus Research, Driver Training, and Fuel and Technology Savings Fund.

Sustainability Policy

Over the past 2 months staff have:

- Hosted a Resource Group to get initial feedback on our approach. Members include: Matt Naud (City of Ann Arbor), Dave Konkle, Andy Berki (UM), Kim Easter (LCV), Bonnie Bona (Clean Energy Coalition), and Richard Murphy (MML, aided Ypsilanti plan). The group provided excellent insight on how they developed their own plans, challenges, and best practices. They will convene for their first Working Session in late-May to review data and initial work products.
- Developed inventory of current environmental investments
- Commenced baseline data collection, using established and industry-comparable measures
- Commenced drafting of document, including policy statement, definition of sustainability, etc.

Related Items

Bus procurements and grants: Staff meet regularly and are conducting research and analysis on various bus types for deliveries in 2017, 2018, and 2019.

Grants: few discretionary grants are available. However, staff recommend that research continues and that the organization develop a preferred path forward, allowing the organization to strategically apply or request funding. Capital Planning and prioritization are on the Board Retreat agenda.

Hybrid-Electric: Staff are in communication with the manufacturer about options and improvements. Technology appears to be evolving slightly, but appears that it will remain at a high cost.

CNG: Staff have started working with the Clean Energy Coalition on assessing CNG as an option. Staff plan do further environmental, infrastructure, and cost research based on the findings below:

Staff observations with the bus manufacturer indicate that the industry is moving toward CNG for maintenance, cost, and environmental benefits--all buses were either CNG or low emission conventional, (no hybrids).

This was confirmed with a visit at three Ohio-based transit agencies who have moved to CNG fleets; they report less expensive and complicated repairs due to a cleaner burning fuel as well as lower fuel costs, allowing the additional capital costs to be recouped. However, fueling takes longer.

Articulated: Though not an alternative-propulsion technology, higher capacity buses may be recommended for already-frequent high-ridership routes. This needs to be taken into consideration with future bus orders and capital planning. Staff are assessing costs, timing, and infrastructure needs.

Electric: Staff have done preliminary research. It appears that there is only one manufacturer who has successfully sold buses to US transit agencies-- they operate with interim fast-recharges at a station while on route. Staff are planning further research and a visit to another transit agency to address operational, maintenance, and rider satisfaction questions.

Driver Training: Today, staff are concluding a preliminary 3-month effort to assess fuel mileage efficiency and the effect of driver training. A report and recommendations will be developed shortly.

Fuel and Technology Savings Fund: Staff will start reporting on this quarterly at PMER this month.

6.2 *Ypsilanti Transit Center: B. De Groot and R. Whitlow*

The YTC Team has continued to collect information since our last update. We have been analyzing the current and future operational pulse. The operational pulse is the number of buses arriving at the YTC at the same time requiring parking stands. The number of buses is important to understand because we only have 6 parking stands at the YTC. Currently our maximum pulse is five buses serving the Routes 3,4,5,11,20 on the half hour (X:30).

X:00 and/or X:30
Routes 3,4,5,11,20

X:15 and/or X:45
Routes 4, 6, 10, 46

The 5YTIP plan for the YTC included the use of 6 bus stands at the YTC on the hour (X:00) and half hour (X:30) and 5 stands at 15 and 45 after the hour. It also included the continued used of the bus stop on Adams in front of the EMU College of Business. For the new routes I have included both the route letters in the 5YTIP and the route numbers we will be actually using.

X:00 and X:30
Routes 4, 5, J(43), K(44), L(45), N(47)

X:15 and X:45
Routes 4, 6, I (42), M(46),

COB
H(41)

With the current and future pulse identified, the team moved to property ownership. TheRide owns the property directly under the YTC structure but leases the mall area from the City of Ypsilanti. The parking area adjacent to the YTC is owned by the City of Ypsilanti and Eastern Michigan University. This is important for our future design work because we may be able to negotiate with the City or EMU for additional leased property for our operations.

We have generated a matrix listing and tabulating the responses to our internal and rider surveys. To this point, the three highest ranking concerns are the feeling of safety, the number of bathroom spaces for employees and public, and the congested entry area.

Finally, the team walked PDC Chairperson Gott through the YTC on Tuesday March 31, 2015. If there are additional PDC Members that would like to take a tour of the YTC please contact:

Bill De Groot	(734) 794-1765
Reggie Whitlow	(734) 794-1709

6.3 *RTA Developments: B. De Groot and S. Pressprich Gryniewicz*

Staff continue to work with the RTA to define expectations. Staff will meet this week with Ben Stupka, Manager of Planning and Finance to initiate planning discussions, particularly as the RTA starts to integrate Master Plans and "Michigan Ave" corridor planning. Providers are also starting to work on mutual-eligibility for ADA riders in the RTA area, and continue to study Fare Integration.

Sue Gott would like AAATA staff to continue to monitor RTA activities and identify opportunities where the AAATA board can be proactive. The board would like to have more direct, and appropriate, involvement in the RTA.

6.4 *R&D Projects: Michael Benham and Chris White*

The N-S Rail Feasibility Study is fully up and running. The study Steering Committee, composed of key elected officials from stakeholder jurisdictions had its initial meeting on February 25, followed by an Advisory Committee meeting on March 4. Public Information meetings were held on March 12, March 16 and March 29, attracting a total of over 100 people. Comments were primarily supportive of the study.

A shortened version of the N-S Rail project, dubbed the N-S Shuttle, was reviewed for consideration as a traffic mitigation measure for the US-23 project. That investigation ceased after learning that even the shortened version of the project would require going through the federal NEPA process, making it unlikely the project could be accomplished in time.

6.0 *Public Time*

Clark Charnetski thanked Authority staff for working on the A-Ride situation. His main concern is to make the transition as easy as possible. Mr. Charnetski noted that the City of Ann Arbor is reviewing their utility trucks and would like to move toward CNG. There may be a possibility for cooperation or a shared facility. He extended an invitation to the committee to join him at the Amtrak train station on April 9 at 1:00 p.m. for a groundbreaking installation of a national prototype of height adjustable train platforms. This will be a two year trial of the platforms.

LuAnne Bullington reported that Blue Cab has one phone number for NightRide and HolidayRide. She would like to know if there will be a separate number to book A-Ride reservations. She would like to see information on how the services will work together.

Jim Mogensen stated that prior to the transit millage, there was differential service between local routes in Ypsilanti and there was an issue relating to Sunday service. Mr. Mogensen commented on the US-23 corridor study, the Connector Study and the MRide agreement suggesting that what is good for the University is not always good for the rest of the area.

With no one further appearing, Ms. Gott declared public time closed.

8.0 *Future Meetings*

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

9.0 *Adjourn*

There being no further business, Ms. Gott adjourned the meeting at 5:00 p.m.

Respectfully Submitted,

Elizabeth Tibai

2700 S. Industrial Highway

Ann Arbor, MI 48104

734.973.6500 **Phone**

734.973.6338 **Fax**

TheRide.org **Online**

MEMO

To: Planning and Development Committee
From: Chris White, Manager of Service Development
Date: April 7, 2015
Re: Recommended Changes to the 5YTIP for August, 2015

Message: In January, staff presented several proposed revisions to the adopted Five-Year Transit Improvement Program (5YTIP) for 2015. The public input process has been completed, and after consideration of comments, the proposed changes are recommended for adoption as shown on the first attachment: *Recommended revisions to the 5YTIP for FY 2015*.

Also attached are the following documents:

- Public input summary. The summary has two sections. The first section is only those comments related to the proposed revisions to the 5YTIP. The second section includes all other comments and suggestions.
- Title VI disparate impact analysis. No disparate impact was found.
- 5YTIP Programmed Service Changes August 2015. These are the service changes that are already going into effect based on the adopted 5YTIP and are included for reference.
- Resolution to adopt plan revisions

The overall impact of adoption of the recommended changes is a reduction in service hours and total cost compared to the hours included in the 5YTIP.

Recommended Revisions to the 5YTIP for FY 2015

Day of Week	Route Name and Number	Description of Recommended Revision	Date	Level of Change	Notes	Status	Change in Plan Svc Hrs
Weekday	33 EMU Shuttle	Eliminate service in 2016 rather than 2015	2016	Major	FYTIP specified that this change depended on EMU agreement to eliminate route #33, and replace with combination of new route #41 and expanded route #3. We do not have an agreement with EMU to begin a pass program in August, 2015 so it will be implemented in 2016	Included in public input for clarity, although not required because of inclusion of variable date in 5YTIP	1,985
Weekday	41 EMU Leforge Depot Town (H)	Implement new route in 2016 rather than 2015					-4,429
Weekday	3 Huron River	Add 1 additional bus for peak-hour service on existing route in 2015 to improve on-time performance.	2016	Major	5YTIP included the operation of an additional bus and a revised route in Ypsilanti as part of service change around EMU. Midday service and the revised route will wait until 2016.	Included in public input although not required because of inclusion of variable date in FY 2015	-1,275
Weekday	46 (M) Huron-Textile	Provide deviation on one morning and one afternoon trip to Arbor Prep H.S. on Hitchingham Rd. south of Textile	August, 2015	Minor route deviation	Arbor Prep H.S. (800 students) and East Arbor M.S. (800 students)	Evaluating ability to turn around at school. Adds 1.5 miles to trip (~7 min.) Eliminates layover at YTC and increases travel time for existing riders.	0
Weekday	14 Geddes - E. Stadium	Add 2:52 p.m. trip from PHS to Medford/Manchester at 3:02	August, 2015	Minor improvement	Current departure time at PHS do not fit with planned school bell time (2:43 p.m. for 2015-16 school year)	a.m. schedule adjustment made in January, 2015.	.15 / weekday 38 annual
Weekday	67 (P) Platt - Michigan Avenue	New route. Hourly service weekdays only on route between Meijer (Carpenter) and Walmart (Michigan Ave.) via Pittsfield offices	August, 2015	Major - Included in 5YTIP for August 2014	Included in 5YTIP for August, 2014. Implementation delayed until agreement signed with Pittsfield Twp. <u>Requires 1 additional bus in operation weekdays.</u> No evening or weekend service scheduled initially..	Procurement underway for small buses to operate service. Small route revisions being evaluated to improve access to service on streets without curbs and sidewalks	0 (in plan in 2014)
Sunday	10, 11, 20 Ypsilanti Local Routes	Add Sunday service from about 8:00 a.m. to 6:00 p.m.	August, 2015	Major	Not included in 5YTIP. Route reorganization in May, 2016 adds Sunday service on local routes in Ypsilanti	Also requires adding A-Ride service on Sunday.	24 / Sunday 936 until May
Sunday	9 Jackson-Dexter	Change Sunday departures from BTC from X:48 to X:18	August, 2015	Minor	This change is required in order to extend the #1 Pontiac and #6 Ellsworth routes on Sunday	One additional trip will be operated to maintain service	.67 / Sunday 26 until May

August 2015 Service Change Proposals Public Input Compilation

A public comment period was held from 2/23/15 – 3/27/15.

49 email submissions were received (included below) and 42 people in total attended a series of 5 public meetings at:

- Ypsilanti District Library (3/3/15),
- SPARK-East (3/10/15),
- Pittsfield Township Hall (3/18/15),
- Ann Arbor District Library – downtown branch (3/19/15), and
- EMU McKenny Hall, Tower Room, Floor 3 (3/26/15)

The comments are divided into two sections.

- The first section includes only comments on the proposed revisions to the 5YTIP. These are the comments that are directly relevant for the adoption of 5YTIP changes.
- The second section includes all other comments. The suggestions will be recorded in the on-going compilation of suggestions, including the person making the suggestion. This enables us to contact them when action is contemplated related to their suggestion.

SECTION 1 – Comments Related to Proposed Revisions to 5YTIP

Ypsilanti District Library meeting notes 2 people in attendance

- No comments related to proposed revisions to 5YTIP

Ypsilanti SPARK-East meeting notes 10 people in attendance

Routes 3, 33, & 41:

- Direct connection from Huron River Dr/LeForge Rd area to WCC will be severed under the proposed route changes.

Routes 10, 11, & 20:

- Adding Sunday service will allow people who currently use route 46 to connect to other areas.

Route 46:

- Make sure proposed school trips are clearly marked in the schedule.
- Create route deviation to Chidester Place.
- Create route deviation into Marriot for several trips a day.

Route 9:

- Extra communications will be required for proposed changes to Sunday service times.

Pittsfield Township Hall meeting notes 22 people in attendance

Route 67:

- Provide bus stops on Platt Rd at Whitehall Rd and at Morgan Rd near small business parks.
- New development planned for Michigan Ave at Old State Rd.

Ann Arbor District Library meeting notes 5 people in attendance

Routes 3, 33, & 41:

- Direct connection from Huron River Dr/LeForge Rd area to Cross St would be lost.
- Have route 3 pull into St. Joe's Heart and Vascular Center (like route 7 currently does).

Route 9:

- A Concern about Sunday times being changed from :18 past the hour to :48 past the hour.

McKenny Hall, Eastern Michigan University meeting notes 3 people in attendance

Routes 3, 33, & 41:

- Saturday/Sunday service through EMU campus area will benefit students and employees.

Routes 10, 11, & 20:

- Adding Sunday service will allow people who currently use route 4 to connect to other areas.

Received through other sources (such as tabling events at the Blake Transit Center and Ypsilanti Transit Center)

Routes 3, 33, & 41:

- Provide direct service on route 41 to Beatty Early Learning Center on LeForge Rd (1661 LeForge Rd, Ypsi, 48198 – about 0.2 mile north of LeForge/Clark intersection)

Received through email

Message:

Hi. For the additions coming in August 2015, will there still be a stop/route coming to the Busch's in Saline?

Response:

Mr. and Mrs. L,

The adopted plan does not include the addition of service to Busch's in Saline in August, 2015. It does include the addition of service in Pittsfield Township as far west as Walmart. A route providing peak-hour express service between Saline and Ann Arbor is also scheduled for August, 2015, although its status is uncertain as Saline has not decided to provide the necessary local funding. That service would probably not have a stop near Busch's.

I am interested in the reason for your question. That is, are you interested in using service if it existed to get to Busch's for work or shopping and where would the trip originate?

Since that time, the number of riders has continued to grow and we are once again having some very crowded buses as you describe. The next step is probably the purchase of larger buses. You may have seen what are called articulated buses in other cities. Here's a picture of one in Chicago:

<http://commons.wikimedia.org/wiki/File:CTA-articulated-bus.jpg>

We are also reviewing other options for this and some crowded buses on a couple of other routes, but do not have an easy solution.

Message:

My name is B, and I live at Chidester Place. I am advocating for the #11 to run on Sundays.

There are many tenants here who have mobility issues; we are somewhat isolated out here.

The #46 has been a great help with getting to the Whittaker rd. library, Kroger, and other places but getting up the hill on Catherine St. is difficult or impossible for those of us in wheelchairs or who use canes or walkers, and with the recent snow and freezing rain most of us don't even attempt it.

Maybe I'm being unrealistic here, but the sooner the #11 starts running on Sundays the better (is it Truly necessary to wait until August? Really?).

Response:

Ms. B,

Thank you for writing and expressing your desire to have Sunday service on route #11. I particularly appreciate the details.

As you may know, TheRide's service improvement plan includes the addition of Sunday service on Ypsilanti Local routes in May, 2016. We are now considering adding service earlier, in August, 2015. We have received a number of suggestions for this change as well as suggestions for other changes to the adopted plan. We are collecting input on potential changes. The AAATA Board of Directors is scheduled to consider whether to adopt revisions to the plan at their May meeting. We will let you know the results.

August is the earliest that this change can take place both because of the need to coordinate the revised and existing service and funding considerations.

Message:

Hello there, I am so glad to know that in August Bus #11 will run on Sundays. I will not have to walk 15 minutes to Ypsilanti Transit Center then. I am looking forward to that. Thank you very much!

Response:

Thank you for letting us know that this would be helpful to you. We have proposed adding Sunday service on the #11 route and the other Ypsilanti local routes (#10 and #20). It has not yet been approved and depends on the available funding. The AAATA Board is scheduled to decide in April.

Message:

I am very glad to see that Routes 10, 11, and 20 may be gaining Sunday services in August. It's important to be able to connect to Route 46 that day, to reach the Library and get to the Kroger store at the Paint Creek Shopping Center.

Response:

I appreciate your email. We are receiving a good deal of support for adding the Sunday service in August. We still have to determine the funding before it can be approved.

Message:

Good Morning,

I am an AATA user routinely between Ann Arbor and Ypsilanti. In our one car family this transportation is invaluable. Having the service also available on Sundays will be a big asset.

Thank You for this consideration.

Response:

Ms. W,

Thank you for writing to express your support for the proposed Sunday service.

Message:

I understand that significant changes to the #3 are expected to be delayed to 2016, but I would like to ask that the coordination of #3 and #22 routes be examined earlier as a system performance question:

I commute from downtown Ypsilanti to the northeast side of Ann Arbor -- Plymouth/Green area. While this is a major employment area, and geographically close to Ypsi, it requires a very indirect route to access, using either the 3 or 4 to connect to the 22.

Even when this connection works, it is time-consuming, but the real barrier is that the #3 Inbound seems to miss the #22 Northbound approximately 1/3 to 1/2 the time, leaving me stranded at the VA for 30 minutes. (If I watch the real-time website carefully and realize that I will miss the connection, I typically get off on Huron Parkway and walk the last 1.2 miles to my office, part of which lacks sidewalks.)

Therefore,

* Immediately, please consider any route changes to the #3 that might save a few minutes, streamlining this transfer. (Perhaps serving Huron HS from Fuller, rather than Huron Parkway?)

* Longer-term, please look at opportunities for network changes that increase access between Ypsilanti and the Plymouth/Green/Earhart area of Ann Arbor.

Response:

Hi M,

I hope you're doing well. Thanks for writing this down. First of all, we're aware of the lack of direct connection between Ypsilanti and northeast Ann Arbor. This has come up most often regarding connections to WCC. We've looked at it in the past. In the development of the 5-Year transit plan, Steer, Davies, Glevé and AAATA also looked at it and decided not to include a direct connection in the original plan or the adopted plan. I'm sure we will be revisiting this in the future.

We are struggling with on-time performance on the #3 route, particularly in the afternoon. Ridership hasn't changed much; it is primarily due to traffic. This has been a growing problem over several years. We have taken some steps to reduce the operating time, but at this point we're out of options to improve on-time performance without adding service. We did look at the possibility of switching service to Fuller Rd. by HHS, as you suggested. It would save 1-1.5 minutes (which is significant), but it skips Geddes Lakes Townhouses which is a significant generator of trips and it would be difficult and/or expensive to provide a good bus stop on Fuller near HHS because of the pedestrian facilities on Fuller.

The 5YTIP includes an additional bus for route #3 weekdays in August 2015.. This was intended to be done in conjunction with other changes in service to/from EMU. In the plan documents, we stated that this was dependent on agreement with EMU. We don't have an agreement with EMU yet – that's a long story – and as a result, we have proposed putting off the #3 addition until 2016.

We have been working on the details of the service improvement for the #3 route for 2016. We are essentially using the additional bus to add travel time to the #3 route. I believe the scheduled time from the YTC to the BTC will change from 45 minutes to 51 minutes during the p.m. peak period. This is primarily just to reflect how long this trip now takes.

We are expecting to be able to maintain a coordinated transfer between the #3 and #22, but we have not worked out all the details. The transfer point with the #22 may change as a result of the time change.

Give me a call if you want to talk about the details. I have a question for you: Given that the connection between the #3 and #22 has gotten somewhat undependable, why do you choose to use it rather than connect with the #4 and #22? (I don't know where in Ypsi. you're starting from, which may explain it.)

Message:

Very glad to know service on weekends on the 9 will change to :18 after the hour from downtown, as this coordinates better with the 12. Also glad for the extended hours on Sunday.

As more of us give up car travel, we are depending on AATA to provide transportation to the downtown area for shopping on weekends.

Response:

Ms. A,

Thank you for writing and letting us know your support for the service changes.

Message:

Hello The Ride

I support expanded evening bus service on Saturdays and Sundays. Please let me know what is decided.

Response:

Mr. H,

Thank you for writing with your support. We will inform you and other commenters of the Board's action.

Message:

As a resident of Ypsilanti, I would appreciate the extensions of service in our area. More evening and Sunday service would be greatly appreciated. All of the changes proposed system wide seem well thought out. Thank you.

Response:

G,

Thank you for writing to let us know your support.

21 additional messages in support of the 10, 11, & 20 Sunday service improvements.

SECTION 2 – Comments Not Related to Proposed Revisions to 5YTIP

Ypsilanti District Library meeting notes 2 people in attendance

Route 46:

- Extend service to Tuttle Hill Rd and Merritt Rd area.

Ypsilanti SPARK-East meeting notes 10 people in attendance

Other:

- Would like to see route 9 extended to serve Quality 16 theater and the Scio Farms area.
- Would like NightRide service extended to Chidester Place and other locations on the south side of Ypsilanti.
- Use old Ford plant on Spring St for park-&-ride lot on proposed Ypsilanti Express route.

Pittsfield Township Hall meeting notes 22 people in attendance

Other:

- Provide service to Lohr Rd area (south of Oak Valley Dr).
- Provide service to Lake Forest subdivision (near Ellsworth Rd & Maple Rd).
- Provide service along Textile Rd and Carpenter Rd.
- Extend A-Ride hours in Pittsfield Twp to match the span of service in Ann Arbor.

Ann Arbor District Library meeting notes 5 people in attendance

Routes 3, 33, & 41:

- Provide Saturday service to Washtenaw Community College for employees.
- Have route 3 pull into St. Joe's Heart and Vascular Center (like route 7 currently does).

Other:

- A Concern about consistency of 6A/6B through-routing at the Ypsilanti Transit Center.
- Provide Saturday service to Meijer on route 5. Person wants connection from the Mallets Creek Library area.
- Provide service to Domino's Farms area.
- Determine if there is a way for callers to skip the NightRide reservation phone line introduction message.
- Provide clearer no smoking signage at Blake Transit Center.
- Concerns about NightRide service quality – trips arrive quite late after requested times.

McKenny Hall, Eastern Michigan University meeting notes 3 people in attendance

No comments unrelated to proposed changes to 5YTIP

Received through other sources (such as tabling events at the Blake Transit Center and Ypsilanti Transit Center)

Routes 3, 33, & 41:

- Provide weekend service on route 3 so employees can reach jobs.

Other:

- Extend evening hours of routes 16 and 20 for employees who work later hours.
- Provide RideGuides printed in Arabic.
- Provide method for obtaining Fare Deal cards at the Ypsilanti Transit Center.
- Provide service to Textile Rd area.
- Provide service connection between Milan and Ann Arbor or Ypsilanti.
- Provide service on Avis Dr area off of State Rd.
- Provide seat belts on passenger seats in buses.

Received through email

Message:

Hello,

I work at 4840 South State Rd (just north of Avis Farms). For some reason, I thought the express bus from A2 to Saline via State Street (X730) was going to be implemented in August 2015. Was I incorrect or has this been delayed?

Response:

Ms. B,

I'm sorry to take so long to respond to this question and to tell you that implementation of route #730 has been delayed. Neither Pittsfield Township nor Saline is a member of the AAATA. In order to implement this route, both units of government have to agree to provide the local funding for the portion of this route in their area. While our discussions with both have been positive, and they will be providing funding for some other service, they have not yet agreed to fund this route. I appreciate your interest, and we know there are others in this employment area who would like to use bus service. We will keep trying to get the agreements to begin service.

Message:

Please increase bus service on the 2A route during busy morning and evening commutes.

inbound bus service at Green/Nixon is currently only 3 buses per hour:

7:14, 7:24, 7:44, 8:14, 8:24, 8:44, 9:14, 9:24

I pick up the bus at Nixon/Bluett/Meade Ct intersection. With the old schedule if I missed an 8:44 bus, I had time to walk to Plymouth Mall and catch that 2B passes there. With this new schedule the 8:44 bus does not reach my area until nearly 8:48 and then there is not enough time to walk to plymouth mall. When ridership is down (like UM breaks or school holidays) then these buses tend to pass this stop early and just go up to wait at Plymouth mall to catch up on schedule. On this schedule, when that happens, I am stuck for 30 minutes. At least with the old schedule if I figured out or saw the bus pass early then I could walk to the mall and catch the B.

Can you please add another 2A inbound bus to increase it to at least 4 buses per hour and eliminate the huge gaps created by this system (30 minutes between some buses, but only 10 minutes between others)

Evening bus returns between 4:30 and 5:30 have some extremely over crowded buses, especially the one that passes the hospital at 5:00. That one has at times left bus riders stranded because there was physically no more room to admit people. Please increase the number of buses running between these times.

I have been riding the bus for 6 years, this same route. It's great to increase buses on weekends and late at night, but your core ridership is getting to work for normal business hours, please improve our service with the millage.

Response:

Ms. R,

Thank you for writing. I appreciate you taking the time to provide so many details about how you use service. I think you are correct that the schedule needs some work to make the intervals more uniform. We're also seeing more very crowded buses on route 2A. This is also partly the result of the timing of the route, although an increase the frequency of the buses would be most helpful. I'm sorry that I cannot promise you that we will address this right away, but developing alternatives will take some time and we have a number of other areas that need attention. But we will do it, and I'll let you know when I have more information.

Please feel free to contact me if you don't hear from me. Also, you mentioned "early" buses. We do not tolerate a driver leaving a timepoint early. For you, that would mean leaving the timepoint at Green and Nixon before the scheduled time. If you think this has happened, please let AAATA know right away. We need to make sure you and other riders don't miss a bus because the bus was ahead of schedule.

Message:

Dear AAATA,

In all your service improvements, you've neglected to increase service on the route with the most demand and riders - #4 between AA and Ypsi.

During morning and evening commuting hours, the Route 4 bus transports passengers so tightly packed that sometimes additional people can not even board the bus.

Do you know how difficult (and time consuming) it is to exit the bus when a person can't get past all the other people standing squished together in the aisles?

How can you ignore this problem?

Please add more buses during morning and evening commuting hours to Route #4.

Response:

Ms. M,

I am sorry to take so long to respond to you. We have not neglected to increase service on the #4 route. In 2012, we doubled the number of trips all day on weekdays, which increased the frequency of buses during morning and afternoon peak hours from every 15 minutes to every 5-10 minutes. This also doubled the cost of operating the service. It was actually the first improvement implemented in the 5-Year Transit Improvement Plan.

Since that time, the number of riders has continued to grow and we are once again having some very crowded buses as you describe. The next step is probably the purchase of larger buses. You may have seen what are called articulated buses in other cities. Here's a picture of one in Chicago:

<http://commons.wikimedia.org/wiki/File:CTA-articulated-bus.jpg>

We are also reviewing other options for this and some crowded buses on a couple of other routes, but do not have an easy solution.

Message:

Hello,

I would like to begin by saying that I believe the AAATA system is a vital piece to the success of our city and are SO lucky to have such fantastic transportation. As a downtown business owner who uses the bus (as well as most of my staff), I believe the busses still are not running late enough into the night. Our particular business is open until 11; and by the time we finish our closing list and serving our last customer, we are lucky to be out by 11:30pm, just missing the last bus. What if Thursday-Saturday (especially April-August) bus hours were extended to midnight or even 2:30 am after the bars close? Would more people come to downtown on the weekends knowing they didn't have to deal with parking/driving and stay to enjoy some of the nightlife? I know the buses start running at 5am or so in the morning, correct? It would be interesting to know if there were more people needing it in the later hours rather than the early morning hours.

So, my suggestion for changes made in August would be to extend bus hours to midnight or later Thursday - Saturday from April through August!

Response:

Hi,

Thank you for the kind words and the patronage. You probably know that we extended weekday service an hour later on pretty much all of the routes last August. We are evaluating the growth in ridership on that service with an eye to the potential for later service in the future. It is something of a balancing act. We know that there is demand for later service, but the ridership level declines throughout the evening on all routes (i.e. fewer riders 8-9 than 7-8, fewer riders 9-10 than 8-9, and so on). The later service added last August is following this pattern so far.

This August, we will be adding later weekend service, an hour later on Sunday and two hours later on Saturday. The service plan adopted for the millage vote last May does not include any later weekday service at this time. However, we continue to review both the ridership and suggestions for potential changes.

By the way, weekday service is not so early. The first route is about 6 a.m. and most routes don't begin until about 6:45.

Thanks again for writing.

Message:

As a resident living on michigan ave (arbor meadows) to be exact i am elevated to know that this route is implemented it will help us as commuters the great problem of having to either walk or call a cab to go to meijer and other places as we will now be able to take this bus and connect to meijer.

Thanks for giving us this new route.

Response:

I'm happy you are looking forward to the new service. We have been trying to get service to Arbor Meadows for a long time. However, I think from your email that you may not be aware that this new route is not in the plan for implementation until 2017. I am sorry that we were not able to do include it in an earlier time.

Message:

I have as suggested service change for Route 2 starting August 2015.

I ride the Route 2 bus toward downtown as my daily commute home after work Monday through Friday. I board the bus between 6 and 7 pm at the stop at the intersection of Plymouth and Murfin, which is just after the Plymouth Mall stop reported on the service schedule. I can board any of the three variations for Route 2 (2A, 2B, or 2C) to make my daily commute home.

My suggestion stems from a long wait time between buses, especially in the winter. Looking at the Route 2, To Downtown, Monday-Friday service schedule, there is a 34 minute wait between the 2A bus that arrives at Plymouth Mall at 6:18 pm and the 2B bus that arrives at Plymouth Mall at 6:52 pm. I would like the maximum wait time between the arrival of any two Route 2 buses (A, B or C) at Plymouth Mall to be reduced between 6 pm and 7 pm on Mondays to Fridays in the winter months. I suggest 20 minutes as a maximum wait time for this case.

Response:

Mr. P,

Thank you for writing. Between 6 and 7 we are transitioning from peak-hour service to the evening service. We have buses going out of service and the 34-minute gap between buses occurs. I'll look and see if there is an adjustment that can be made to reduce the time between buses.

Message:

Thank you for this information. What I had hoped for is later hours on Saturday and Sunday for the #8/#15. But we do have a really good bus system for our size of a city. I no longer have a car and I enjoy the buses every day. Also I wished the buses ran on holidays to make getting to church easier. Thanks.

Response:

Ms. B,

Thank you for writing. In response to your suggestions, below. The plan includes later Saturday and Sunday service on routes #8 and #15 which will take place in August when the hours will be extended two hours later on Saturday and an hour later on Sunday. We don't have any plans to extend regular bus service on the 6 holidays per year on which we do not operate service. You probably know that we do offer Holiday Ride on those days. If you're not familiar, I would be happy to send you information on Holiday Ride.

Message:

Very glad to know service on weekends on the 9 will change to :18 after the hour from downtown, as this coordinates better with the 12. Also glad for the extended hours on Sunday. As more of us give up car travel, we are depending on AATA to provide transportation to the downtown area for shopping on weekends.

Response:

Ms. A,

Thank you for writing and letting us know your support for the service changes.

Message:

I live on Route 14. I would be able to utilize bus service in Ann Arbor if the following were true:

If the 14 ran downtown and did not end and start at UM Hospital.

If the 14 ran after 9 Am, and before 3:30, even and hour more: until 10 Am and again at 2:30 or 3 PM.

If the 14 ran late enough to GET to or HOME FROM DOWNTOWN in the evening. It only runs from the hospital to Pioneer after 6 PM until 7 PM.

I have attended several community meetings surrounding bus service and transit improvements and often heard the platitude, " we have historically low ridership on the 14".

Have you considered that the current 14 service does not meet the needs of this community?

What have you done to find out, specifically, what the residents along route 14 would utilize if provided? Is the 14 even a viable route as designed? What is the demand to get from Pioneer to the hospital in such a circuitous manner?

Not all of us who live on Rt 14 work 9-5, Not all of us work at the UM Hospital, so having the last AM bus at 9 am doesn't get me downtown when I need, and getting out after 6 Pm, can't get home. The 14 outbound runs from the hospital but in order to get to the hospital, I have to catch the 609 which ends around 5:40. This is useless! What benefit to running the 14 til 7 Pm, but not from downtown?

I don't see the benefit of mixing the 609 & 14 service together. I have an downtown employer willing to give a bus pass, but I can't use it to get to work or home because of lack of service within 3 miles of downtown!

I have no need to ride the 14 to Pioneer. My kids could ride the 14 to Tappan in the morning if the schedule meshed with the start time, but it gets them there too late.

I would ride the 14 to the shopping centers at Platt & Washtenaw, or north to Plymouth Road shopping areas, but it doesn't reach them.

Arborland is serviced by the #4, and there is a transfer point at Manchester, so that's not really an issue.

Your transit improvements promotional brochure touts “getting home from a sports game at Huron High” which seems a reasonable task but can’t be done on the 14- even though Huron high would be a good destination for service on the 14, since the 14 runs through a portion of the residential area for Huron HS.

The brochure also touts going to a movie at Michigan Theater, which we could get to, IF we were willing to walk from the HOSPITAL, IF the show was before 6 Pm, BUT we wouldn’t be able to get home. Most people going to a 7:30 or 8 Pm show at the Michigan Theater or State Theater or Hill Auditorium or Power Center - or even the Summer Festival, would not be able to take the last inbound 14 bus before 6Pm, (which would only get us to the hospital) and still would have no way to get home!

I have lived in many communities with reliable public transportation, and some have been smaller than Ann Arbor, and some larger. I would love to be able to USE public transportation in Ann Arbor. I live 2-3 miles from downtown. It should be a fairly easy task to design transportation routes that meet the needs of residents who are interested in riding, and for whom a portion their not-insignificant taxes are paid to support the bus system.

I look forward to a reply regarding improvements to service on the 14.

Response:

Ms. P,

Thank you for writing. I understand the concern that the #14 route is the only service in the Geddes/Arlington area and very limited - both where it goes and the very short operating period. At this point, there is no increase in service in this area included in the adopted five-year plan (5YTIP), but we can certainly discuss your desire for a higher level of service with better connections.

First let me explain about our knowledge of demand in this area. The current route and schedule have been in place since August, 2008. Before that, for more than 15 years, a more complete schedule and route were operated. Evening and weekend service also operated on the route for several years. The attached pages are from the April, 2008 RideGuide. Ridership and productivity (passengers per service hour) were always low. Productivity was about 60% of the average for all service and most of the ridership was during the morning and afternoon peak periods. In 2008, our Board of Directors directed staff to identify low-productivity service and propose replacing such service with service in higher productivity areas. The proposal to reduce the #14 to limited service was included in the proposed changes and adopted by the Board after considering public input. Only a couple people objected to the service reduction; many more people objected to other proposed reductions, some of which were not adopted or modified as a result of the input. After implementing the #14 reduction, we received only a couple of complaints over the next few months, which surprised me.

We developed the 5YTIP over several years with an extensive public outreach campaign to solicit input from people on service need. This included many meetings throughout the service area including Tappan MS. The original draft plan, prepared mainly by a consultant did not include any improvements to the #14. We received only a few requests concerning the #14 route, but did add a couple trips in the early evening and Saturday service in August, 2014 as a result of the comments we did receive.

I appreciate your letting us know that you would ride if better service were available. We do keep track of all such requests. Please let me know if you have other questions, or want to discuss it further.

Message:

I did not receive notice of the meeting at Pittsfield Township Hall that was held March 18th, but I wanted to say that I am in support of the proposed "Q" bus route from the Ann Arbor Saline Road Meijers to Saline and the Michigan Avenue Wal-Mart.

There is no public transportation available in this area and I believe there is a great need for a bus route to provide alternative transportation for seniors, youth, and others. A lot of people live in this area and they are completely cut off from Ann Arbor and medical facilities and dependent upon expensive taxis if they do not own a car - or a second car. A bus route will see increased use as more families and couples try to reduce the number of vehicles they own.

Response:

Ms. Kittel,

Thank you for writing us with your support of route Q. Route Q was originally included in the plan for implementation in August, 2015. However, this route requires the local jurisdictions, Pittsfield Twp. and the City of Saline, to pay the local share of the cost of service. At this time, neither jurisdiction has agreed to pay for this route. It is helpful that you included the Supervisor on your email to inform the Township of your interest in this route.

Message:

As a resident of Ypsilanti, I would appreciate the extensions of service in our area. More evening and Sunday service would be greatly appreciated. All of the changes proposed system wide seem well thought out. Thank you.

Response:

G,

Thank you for writing to let us know your support.

Service Equity Analysis of Five-Year Transit Improvement Program for Sunday Service on Routes 10, 11, and 20 in August 2015

Introduction

Under Title VI regulations, the Ann Arbor Area Transportation Authority (AAATA) is required to assess the impact of proposed major service changes on protected populations.

- Measure the impact of proposed major service changes and proposed fare changes – positive and negative - on minority populations,
- Compare the impact with that on non-minority populations,
- Determine if a disparate impact would result. If so, measures to avoid or mitigate the disparate impact will be considered and appropriate steps, will be taken in response.

Major Service Change Policy

The AAATA's adopted Public Input Policy for Service and Fare Changes was adopted by the Board of Directors in November, 2011. It defines a major service change:

- Change affecting more than 25% of riders of a route, or
- Change affecting more than 25% of the miles of a route, or
- Change on multiple routes affecting more than 10% of riders or route miles of overall fixed route service.

The subject of this analysis is the service increase in the incorporation into the AAATA Five-Year Transit Improvement Program (5YTIP) of added Sunday local fixed-route service on Routes 10, 11, and 20 in August 2015.

The 5YTIP is a large-scale increase to the local fixed-route service, an increase of about 82,000 annual service hours. While some of the changes included in the 5YTIP do not pass the threshold for a major service change individually, the overall effect of a 42% increase in annual service hours clearly constitutes a major change. It makes sense to perform the equity analysis on the effect of the changes, as a whole. A complete description of the full equity analysis, planned improvements, the public process used in the development of the 5YTIP, and the extensive public input process is included in the AAATA Title VI Update 2014.

New Sunday Service

Adding Sunday service to these routes eight months in advance of the May 2016 changes, impacts a majority of riders on routes 10, 11, and 20. Figure 1, on the following page, details how advancing the implementation of new Sunday service affects these three routes with higher than average minority populations for the service area.

Figure 1

Span of Service and Headways

SUNDAYS

August 2015

Route	Minority?	Current Start Time	Current End Time	Span of Service (hours)	New Start Time	New End Time	Increase in Service (hours)	Headway
Local Fixed Route								
1	Yes	8:18 AM	6:27 PM	10:09	8:18 AM	8:15 PM	1:48	60
1U	Yes							
2	Yes	8:48 AM	6:13 PM	9:25	8:48 AM	7:13 PM	1:00	60
3	No							
4	Yes	8:30 AM	6:30 PM	10:00	7:48 AM	7:30 PM	1:42	60
5	No	8:48 AM	6:15 PM	9:27	8:48 AM	7:15 PM	1:00	60
6	Yes	9:00 AM	6:55 PM	9:55	9:00 AM	8:15 PM	1:20	60
7	Yes	8:18 AM	6:15 PM	9:57	8:18 AM	7:15 PM	1:00	60
8	No	8:18 AM	5:45 PM	9:27	8:18 AM	6:45 PM	1:00	60
9	No	7:55 AM	6:15 PM	10:20	7:55 AM	6:45 PM	0:30	60
10	Yes			0:00	8:15 AM	7:00 PM	10:45	60
11	Yes			0:00	8:00 AM	6:30 PM	10:30	60
12	No	8:18 AM	6:45 PM	10:27	8:18 AM	7:45 PM	1:00	60
13	No							
14	No							
15	No	8:48 AM	6:15 PM	9:27	8:48 AM	7:15 PM	1:00	60
16	No	9:03 AM	6:45 PM	9:42	9:03 AM	7:45 PM	1:00	60
17	No	9:48 AM	6:00 PM	8:12	9:48 AM	7:00 PM	1:00	60
18	No							
20	Yes			0:00	8:30 AM	7:15 PM	10:45	60
22	No							
33	Yes							
36	Yes							
46	Yes	9:15 AM	7:09 PM	9:54	9:15 AM	7:09 PM	0:00	60
609	No							
Commuter Express Service								
710	No							
711	Yes							
Airport Service								
787	Yes	3:55 AM	11:15 PM	19:20	3:55 AM	11:15 PM	0:00	60

* Sunday headways are the same all day

Increase in the Days of Operation of a Route or Routes:

A finding of disparate impact is made if a) the service improvement is on non-minority route(s), and b) after the change, the route(s) with increased days of service operate on days on which the majority of minority routes do not operate. All three routes are minority routes with higher than average minority population for the service area.

Equity Analysis in Context of Later Sunday Service

While the new Sunday service does not change later Sunday service for the 5YTIP, it is helpful to understand this in context for the equity analysis. Figure 1 also shows the Sunday end time for each route currently in service. Many existing routes have later end times in the 5YTIP. There are several routes that do not have Sunday service before or after the change, which are not included. In Figure 1, all routes have a later end time between 6:15 and 7:55 p.m. Routes numbers highlighted in orange are the 10, 11, and 20, which are proposed to have new Sunday service in August of 2015, ahead of the original May 2016 schedule. For the equity analysis, the question is whether after the change, routes with new Sunday service are inequitably distributed across majority non-minority routes. All three routes are minority routes with higher than average minority population for the service area. Therefore, this does not indicate disparate impact with regard to new Sunday service, nor as it relates to later Sunday service for the 5YTIP.

Conclusion

No instance of disparate impact was found in this analysis. The analysis shows no disparity for local fixed-route Sunday service, since Sunday service on all local routes operates every 60 minutes. During these proposed service changes and development of the 5YTIP, care was taken to analyze the impacts of service revisions. In addition, the extensive public involvement during the review of the draft plan acted as another check on the inclusion of inequitable distribution of the benefits. So this outcome is not surprising, but rather a final check on adding Sunday service for routes 10, 11, and 20 in August 2015, rather than May 2016 for the 5YTIP.

5YTIP Programmed Service Changes FY 2015 -AUGUST Bid

Day of Week	Route Name and Number	Description of Service in 5YTIP	Date	Level of Change	Notes	Status	Change in Service Hours
Weekdays	2C Plymouth	More frequent midday service (every 30 min.) and service extended into early evening (8:40 p.m.)	FYTIP August, 2015	Minor for each route, but major in combination		Ready for implementation	16/weekday 4,080 annually
Weekdays	3 Huron River	Add one bus and extend running time to improve on-time performance during peak hours	FYTIP August, 2015	Minor for each route, but major in combination	In 5YTIP, this is part of service reorganization around EMU campus	Other portions of changes around EMU are being deferred until 2016. Improvement in on-time operation during peak hours cannot wait. Remainder of scheduled changes and added midday service to be implemented with other EMU changes in 2016	7/weekday 1,785 annually
Weekdays	46 Huron-Textile	More frequent weekday service (every 30 min.)	FYTIP August, 2015	Minor for each route, but major in combination		Ready for implementation	13.5/weekday 3,442 annually
Saturday	1,2,4,5,6,7,8, 9, 10,11 12,15 16,17, 20 22	Extend Saturday service to end between 10 and 11 p.m.	FYTIP August, 2015	Minor for each route, but major in combination		Ready for implementation	29.7/Sat. 1,544 annually
Sunday	1,2,4,5,6,7,8, 9, 12,15 16,17	Extend Sunday service to end between 7 p.m. and 8 p.m.	FYTIP August, 2015	Minor for each route, but major in combination		Ready for implementation	8.5/Sun. 425 annually
Sunday	1 Pontiac	Extend service to entire route to Pierpont Commons on North Campus	FYTIP August, 2015	Major		Ready for implementation	5.5/Sun. 275 annually
Sunday	6 Ellsworth	Extend service to entire route to YTC	FYTIP August, 2015	Major		Ready for implementation	6.62/Sun. 331 annually

5YTIP Programmed Service Changes FY 2015 -AUGUST Bid

Day of Week	Route Name and Number	Description of Service in 5YTIP	Date	Level of Change	Notes	Status	Change in Service Hours
All Days	A-Ride	Expand hours of service and service area of ADA service consistent with fixed-route expansion. 1. Extend Saturday service to 10:45 p.m. 2. Extend Sunday service to 7:45 p.m.	FYTIP August, 2015	N/A		Ready for implementation	
All Days	Night Ride	Begin service at 11:00 p.m. on Saturdays and 8:00 p.m. on Sundays (about 1 hour after fixed route service)	FYTIP August, 2015	N/A		Ready for implementation	

Resolution 21/2015

2015 Updates of the Adopted Five-Year Transit Improvement Program

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) Board of Directors adopted the Five-Year Transit Improvement Program (5YTIP) in January, 2014, and

WHEREAS, the 5YTIP includes a 2015 element which includes specific services to be implemented and changes to route #3, #33, and new route #41 that are optional for 2015 dependent on agreement with EMU, and

WHEREAS, the AAATA Board adopted an annual process to update and revise the 5YTIP in December, 2014, and

WHEREAS, consistent with the update process, staff proposed several revisions to the 5YTIP service changes for August, 2015, and

WHEREAS, AAATA staff disseminated information to riders and the public about the proposed plan revisions, solicited comments and questions, provided multiple and diverse opportunities for riders and the public to understand the proposed revisions and provide comments, objections, and suggestions, and

WHEREAS, staff has considered the public input, changed the proposed revisions in response to the input, and provided the input for, and

WHEREAS, AAATA staff developed a Title VI analysis of major changes for Board consideration which did not find a disparate impact as a result of the change on protected populations,

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby adopts the 2015 plan revisions briefly described as follows:

- Operation of Sunday service on routes #10, 11, 20 beginning in August, 2015
- Operation of weekday service on new route #67 in Pittsfield Township beginning in August, 2015
- Operation on an additional bus on route #3 only during weekday peak hours
- Operation of an additional partial trip weekdays on route #14 to better coincide with the afternoon bell time at Pioneer High School
- Deviation of two trips per weekday on route #46 to serve Arbor Prep High School

BE IT FURTHER RESOLVED that the Board of Directors hereby acknowledges that the following optional elements will not be implemented in 2015:

- Elimination of route #33
- Operation of new route #41
- Operation of an additional bus on route #3 midday

Charles Griffith, Chair

Susan Baskett, Secretary

April 16, 2015

April 16, 2015

2700 S. Industrial Highway
Ann Arbor, MI 48104

734.973.6500 **Phone**
734.973.6338 **Fax**
TheRide.org **Online**

MEMO

To: Planning and Development Committee
From: Robert E. Guenzel, Interim CEO
Date: April 3, 2015
Re: Status of A-Ride Paratransit Contract

Message: It is critical to the mission of the Ann Arbor Area Transportation Authority to provide paratransit service. We understand how important this service is to the people who use these services and all those who rely on it to get to work, medical appointments, and other destinations. Our primary objective is maintaining uninterrupted service under the existing contract and under a new contract beginning May 1, 2015.

However, we have determined that we are unable to negotiate a successful contract with SelectRide, Inc. for paratransit (A-Ride) services beginning May 1, 2015 and are asking the Board to rescind resolution 1/2015 adopted on November 20, 2014 and adopt a resolution with the next responsive and responsible proposer, Blue Cab.

We have reached out to paratransit service customers to let them know that beginning May 1, 2015 advance trip reservations will be taken by an employee of TheRide. Same-day trip reservations will continue to be taken by the paratransit service provider.

In the event the service provider is not prepared to undertake full operation of the service by May 1, 2015 due to the short time to prepare, TheRide would directly operate accessible service during an initial transition period. In order to keep customers fully apprised, we also issued a notice that a change in the service provider may occur.

Resolution 22/2015

APPROVAL OF CONTRACT AWARD FOR A-RIDE PARATRANSIT SERVICES

WHEREAS, the Ann Arbor Area Transportation Authority's (TheRide) primary consideration is to continue to provide A-Ride service for people with disabilities and seniors without interruption and with consistently high quality service, and

WHEREAS, TheRide issued Request for Proposal (RFP) # 2014-01 "Para-transit Service Providers" for the purpose of identifying firms to deliver para-transit services, and

WHEREAS, on November 20, 2014 TheRide Board approved the CEO to enter into negotiations with Select Ride for demand response paratransit services (A-Ride) beginning May 1, 2015, and

WHEREAS, in preparation for negotiations it was determined that Select Ride was not in adherence to current contractual terms for paratransit services (A-Ride) due to expire on April 30, 2015 resulting in a Breach of Contract, and

WHEREAS, consistent with TheRide's purchasing procedures, it can enter into negotiations with the next responsive and responsible proposer for these services,

NOW, THEREFORE, BE IT RESOLVED, that the TheRide Board of Directors rescinds its resolution #1/2015, dated November 20, 2014, and authorizes the CEO to negotiate and enter into a contract with the next responsive and responsible proposer, Blue Cab Company, beginning May 1, 2015 for up to a three year contract term, with the award amount not-to-exceed an annual amount of \$2,000,000, for the first year, subject to annual negotiation in subsequent years, and

BE IT FURTHER RESOLVED, that because Blue Cab is not prepared to undertake full operation of the service by May 1, 2015 due to the short time to prepare, TheRide will directly operate accessible service during an initial transition, and

BE IT FURTHER RESOLVED, that staff will evaluate long-term operating alternatives including complete operation of the service by TheRide, complete contracted service, and a mixture of directly operated and contracted service, and make a recommendation to TheRide Board of Directors by December 31, 2015 for the long-term operation of existing paratransit services (A-Ride) and the expanded service included in the adopted Five-Year Transit Improvement Program.

Charles Griffith, Chair

Susan Baskett, Secretary

April 16, 2015

April 16, 2015