

Board of Director's Meeting Agenda
Meeting Date/Time: November 19, 2020, 6:30-9:00pm

Location: Remote

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

AAATA Staff Attendees: Matt Carpenter (CEO), Bryan Smith, Forest Yang, LaTasha Thompson

Meeting Chair: Eric Mahler

Chairman Eric Mahler called the meeting to order at 6:32 pm.

Discussion Items
<p>1. OPENING ITEMS</p> <p>1.1 Approve Agenda Mr. Mike Allemang moved to approve the agenda, seconded by Mr. Rich Chang.</p> <p>CEO Carpenter announced that Ms. Thompson will report on the 4th Quarter Finance Report while Mr. John Metzinger is on vacation.</p> <p>In support of the motion: Mr. Allemang: Yes Mr. Chang: Yes Ms. Sue Gott: Yes Mr. Raymond Hess: Yes Mr. Roger Hewitt: Not present for vote. Mr. Ryan Hunter: Yes Mr. Jesse Miller: Yes Ms. Kathleen Mozak-Betts: Yes Ms. Kyra Sims: Yes Chairman Mahler: Yes</p> <p>The motion passed.</p>
<p>1.2 Public Comment Ms. Senovia Guevara e-mailed the following request: From: Senovia Sent: Sunday, November 15, 2020 9:06 PM To: Keith Book <KBook@theride.org> Subject: Comments for board meeting 11/19/20</p> <p>Hi, I take Route 30 and the WAVE bus daily. I reviewed the temporary changes and was disappointed there were no changes for Route 30. The bus route needs to be reinstated because of safety concerns. 3 examples:</p>

1. A co-worker has missed the WAVE twice, and it resulted in a 2+mile walk in high heat. In one instance, the bus driver failed to stop, and she could not walk back to the Wagner stop on time. She came in to work red faced and had a temperature of 100 degrees. She could not work until she had cooled down.

2. I have witnessed several times where the number of passengers exceeded the 4-person limit on the WAVE. Recently, 6 waited at the Meijer stop and 2 could not get on. The driver took those who needed to make the bus first. I heard there was a wheelchair bound woman who said this was the second time she had been left behind.

3. My sister has a schedule that has her miss the WAVE bus by 15 minutes. If the bus were in place, she could easily make it to work and back home. She has to rely on UBER and has been stranded before. She has a boot on her leg which would make it difficult to make a bus if she gets stranded again.

With Winter coming, frostbite is a concern. There will be no safe option for those that cannot fit on the Wave bus or miss it for whatever reason. Please reinstate the Route 30.

Regards,
Senovia

Ms. Michelle Barney expressed having difficulty with the AAATA telephone system. She described that sometimes she is informed that her bus will be there and to get ready, and sometimes she is not. She reported missing communications that concern her, that may and have caused her to miss her ride. She requested more consistency with communication.

Mr. Jim Mogensen described his understanding that according to the Open Meeting Act (OMA) all Board members are required to say their name, their county of residence, and from where they are calling.

In regard to the Title VI plan, Mr. Mogensen thanked Mr. Bryan Smith for making sure he had the plan. He expressed that the initial comprehensive re-evaluation of all the routes and services was based on on-time performance, at least in the consultant report, and was pre-pandemic. He noted that the question will be when getting to the point of service restoration, he would suggest looking at the new plan as it relates to the former service.

In regard to the LAC Task Force Report, Mr. Mogensen reminded that one of the reasons there is an LAC is not just due to state regulations but also due to federal regulations.

1.3 General Announcements

CEO Carpenter announced that AAATA is working with Mel Muskovitz of Dykema to make sure there is clear understanding of changes to the OMA. He reported that it does appear that starting in January 2021, those that vote on Boards electronically, in addition to stating their name at least once during the meeting, will also be compelled to state their county of residence and actual physical location during the meeting. Apparently, this is in place to ensure that there is actually a local state of emergency. CEO Carpenter will report back with further clarification next month.

2. CONSENT AGENDA

2.1 Minutes; Committee Meeting Reports; Outside Approvals: FTA Safety Plan, Title VI
Ms. Mozak-Betts moved to approve the Consent Agenda, seconded by Ms. Sims.

In support of the motion:
Mr. Allemang: Yes
Mr. Chang: Yes
Ms. Gott: Yes
Mr. Hess: Yes
Mr. Hewitt: Not present for vote.
Mr. Hunter: Yes
Mr. Miller: Yes
Ms. Mozak-Betts: Yes
Ms. Sims: Yes
Chairman Mahler: Yes

The motion passed.

3. POLICY MONITORING & DEVELOPMENT

3.1 Committee Meeting Discussion
None.

3.2 Board's Work Plan for FY2021

3.2.1 Board Retreat (Verbal)

Chairman Mahler shared the Governance Committee's discussion of the retreat planning. He noted that the general feeling of the Governance Committee was that the retreat might be best served if broken up into 2 different sessions for maybe a half day. The general focus as recommended by the Governance Committee was not to lose sight of long-range planning and the future of public transit in the coverage area. One half day would entail mostly hearing from staff about exactly where AAATA is during the pandemic and what they see coming up and then spend some time on the long-range planning and visioning process and how that is communicated in connection with owners. This may involve a revisit of the ridership versus coverage topic. Resource allocation may go along with that as well.

At this time, Chairman Mahler noted looking at a timeframe of February, to at least have this wrapped up before the budget process begins, to the extent that there are any adjustments the staff would need to make to the budget.

Ms. Gott shared her support for the approach and topics that work well as two separate sessions.

Mr. Miller offered his support for the split retreat. He asked about the Ends review, which has normally been done during the retreat. He wondered if that has been reviewed during the retreat in the past because it was a convenient time to do that or is the proposal to do the Ends review during the Board meeting. Chairman Mahler responded that the Ends review has been done during the retreat in the past. He shared that the Governance Committee suggested that overhauling the Ends or reviewing them probably would not be as valuable at this point as long-range strategic planning during what is seen and readjusting the focus to having a more short- or medium-term outlook during the pandemic so far as it can be foreseen to last.

Chairman Mahler suggested possibly making other arrangements for Ends review to be done in Committee work. He suggested that the medium- to long-range planning during this unprecedented time would be more valuable for AAATA right now.

CEO Carpenter noted that the Ends Report is due to the Board in December. He and staff are putting finishing touches on it, and it will be coming to the Board to discuss.

Mr. Allemang suggested his understanding that the Board needs to review the Ends once a year. CEO Carpenter noted that this review is in reference to the monitoring report. How much time the Board decides to spend on updating or rewriting the Ends is a decision the Board makes year by year.

3.2.2 LAC Task Force Report

Ms. Mozak-Betts walked the Board through the issue brief and attachments regarding the role of the LAC. She shared that these documents were first shared with the Governance Committee at the end of last month, which led to the formation of a Task Force consisting of Chairman Mahler, Ms. Sims, and Ms. Mozak-Betts. The Task Force has met with Governance Coach Ms. Rose Mercier to discuss the LAC's current role and the Board's vision of that role. From that meeting, Ms. Mercier is crafting policy language for consideration by the Board. Ms. Mozak-Betts shared the hope to share the beginnings of that policy language at the next Governance Committee meeting. Ms. Mozak-Betts acknowledged that the LAC has been valuable over all the years; their operational input and guidance provided to the CEO, staff, and Board has been appreciated. AAATA values their communication and support. The wish is to define them further and expand in areas such as ownership linkage, looking at Ends and policy, and planning as well to help support the Board in their goals.

Chairman Mahler described that the Governance Committee discussed the ins and outs and merits of having the LAC be more operationally focused and therefore reporting into the CEO, or having them take a more policy focus, Board leaning role in so far as they would advise on policies, strategic issues, and help the Board with governing from a policy, ownership linkage point of view. He reported that Ms. Mercier is going to work on some language that would lean more toward an operational focus, which may be keeping more in line with what the LAC would like and want to do, as well as what they are most adept at. He noted that the Board could also consult them with policy issues on an occasional basis too, in terms of Ends or simple ownership linkage spot policy decisions.

3.2.3 Bylaw Review Introduction (Verbal)

CEO Carpenter shared that last year the Board adopted a work plan which included a review of the Bylaws. This was considered something of an important housekeeping item. Then the pandemic landed, and the track of that project was lost. A few months ago, staff resurrected the project, and the Governance Committee approved a scope of work from AAATA's legal counsel, Dykema, who have begun their work. Dykema will want to reach out to each of the Board members and see what they think about the Bylaws and ultimately, combined with some best practices, some of the updates that are inevitably necessary by this point, they will bring back a list of recommended changes for the Board's consideration around New Years.

3.3 Monitoring Reports Scheduling Proposal

CEO Carpenter described the Board fiduciary responsibility to oversee organization performance which occurs through the monitoring reports. The Board establishes its expectations in advance via policy and then monitors compliance via the monitoring reports that CEO and staff submit to them. The scheduling of monitoring can be changed at any time, though they have not been changed since policy governance was adopted in 2017. CEO Carpenter shared that much had been learned since 2017 and

walked the Board through some suggested monitoring report scheduling changes as laid out in the issue brief.

The recommendations were as follows:

1. Group all 3.0 policies in one month. Previously had been spread out.
2. Group all 4.0 policies in one month. Previously had been spread out.
3. Monitor 2.6 (Cash and Investments) twice a year. Board members have suggested more frequent information.
4. Monitor 2.9 (CEO Succession) in even years and 2.3 (Comp & Benefits) in odd years. The information does not change much.
5. Consider deleting policy 2.7 (Ends Focus of Grants). This is intended from grant-making agencies and is mostly redundant with 2.4 Financial Planning. TheRide does not make grants, we receive funding via "grants". Terminology is confusing.
6. Move 2.85 (regarding public reputation) to 2.10 (External Relationships), and then monitor remainder of 2.8 (Asset Protection) in even years as the remaining information on physical assets changes very slowly.
7. Reschedule quarterly service reports to occur in same month as quarterly Finance reports. Presently offset causing problems with availability of financial data.
8. Delete policy 2.11.1.5C (reporting on capital projects) as those are now covered under the new construction policy 2.12.5, which has stricter reporting requirements.

Mr. Miller asked if there are any subjective decisions that go into who receives any of the grant funding that passes through AAATA, who is a designated recipient and conduit, to subrecipients. CEO Carpenter reported that AAATA by and large does not have any control over who receives those funds or what they do with them, aside from the federal obligation that AAATA is responsible to make sure that the subrecipients meet federal rules. This comes up as part of AAATA's tri-annual review. Ms. Smith noted that there is only one discretionary grant program (5310 non-urban area funding), and in order for AAATA not to be in a position of conflicting interest, there is a separate committee that does the awarding of it.

Mr. Miller asked for further clarification as to why policy 2.8.3 is routine and an annual monitoring is not needed. CEO Carpenter explained that to have been interpreted in the past to mean that AAATA carries adequate insurance, which the Board can decide to monitor annually if they choose.

Mr. Miller also asked how the quarterly service and finance reports play together. CEO Carpenter laid out the example that the current quarterly finance report is received in November, but the operational report is supposed to come a month earlier in October. However, Mr. Smith's operation report requires the financial information that shows up on the finance report a month later. So, Mr. Smith cannot complete his report in October until he has the numbers that do not show up until November. The current scheduling may be due to an error in writing Appendix A back in 2017 because what has actually been occurring for the last few years is that the Board receives these reports simultaneously, in the same month.

Mr. Allemang shared support for the proposed monitoring report schedule which he viewed as a significant improvement.

Ms. Mozak-Betts moved to adopt the proposed monitoring report schedule, seconded by Mr. Chang.

In support of the motion:

Mr. Allemang: Yes

Mr. Chang: Yes

Ms. Gott: Yes

Mr. Hess: Yes
 Mr. Hewitt: Not present for vote.
 Mr. Hunter: Yes
 Mr. Miller: Yes
 Ms. Mozak-Betts: Yes
 Ms. Sims: Yes
 Chairman Mahler: Yes

This motion passed.

4. STRATEGY & OPERATIONAL UPDATES: CEO

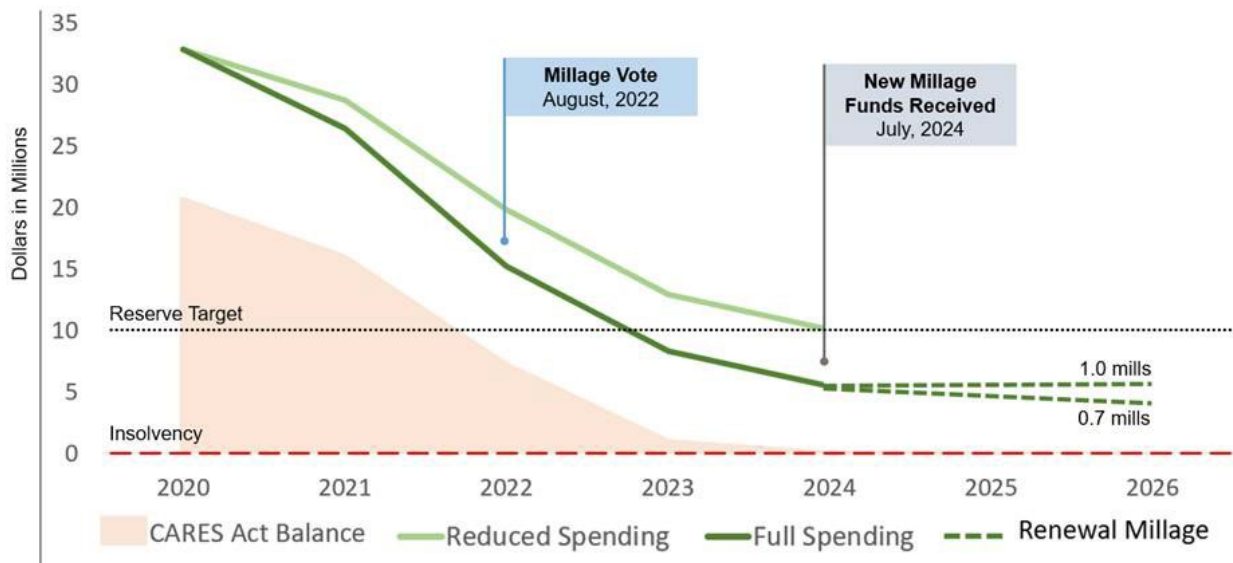
4.1 Service Restoration and Millage Plan

CEO Carpenter shared that he has begun developing a plan to restore most transit service by August 2021. Assuming the pandemic is under control by then, the major remaining issues are expected to be: financial resources, tolerance for risk, and ridership that may remain low after the pandemic. Although CEO Carpenter has already been delegated most authority to develop and execute this plan, the Board retains budget and millage control, so a consensus approach is desirable. CEO Carpenter also wishes to share this approach with staff and the public so their feedback can also be considered as a final approach evolves.

CEO Carpenter walked the Board and public through an outline of the emerging plan in an effort to spur discussion. A decision on spending levels will be necessary early in 2021. The first graph below was highlighted in the issue brief. The two solid green lines illustrate the immediate decision facing TheRide – whether to continue with present Reduced Spending (less service, lower costs, funds last longer) *or* restore most pre-pandemic service (more services, higher cost, funds expended sooner).

FINANCIAL CAPACITY PROJECTION (Q3 FY2020 through FY2026)

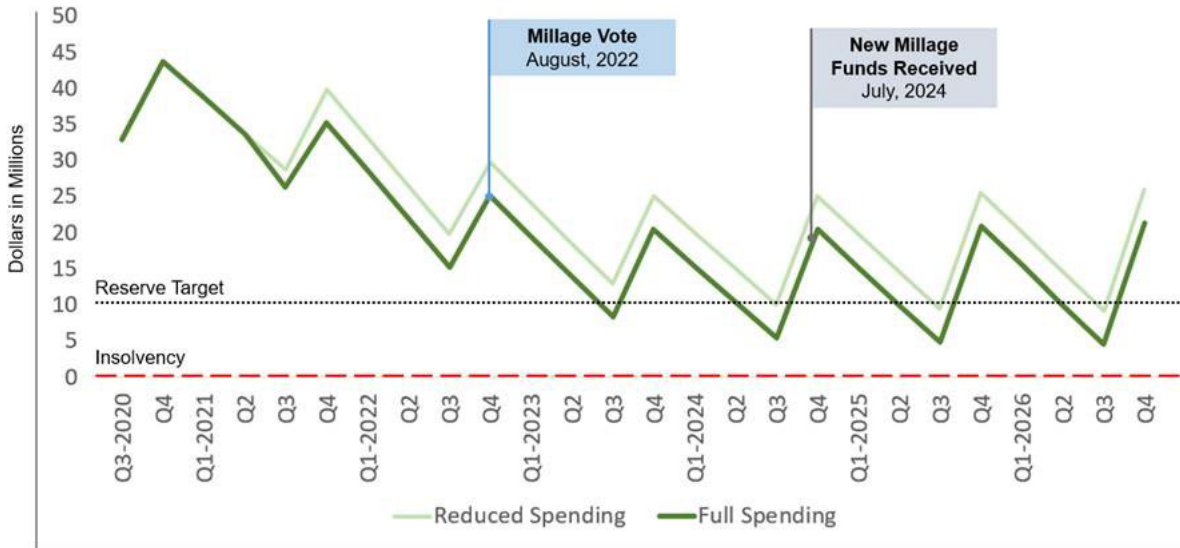
Projection of total available cash/investments and CARES Act funding at the annual low-point of June 30 each year.



TheRide’s annual cash flow is not smooth, and instead creates a “saw tooth” pattern as illustrated in the below graph. This figure displays the same information by including actual cash flow. While both spending scenarios will require dipping into reserve funds in 2023-2024, those years would only be momentary as incoming tax revenues would be received a few weeks later.

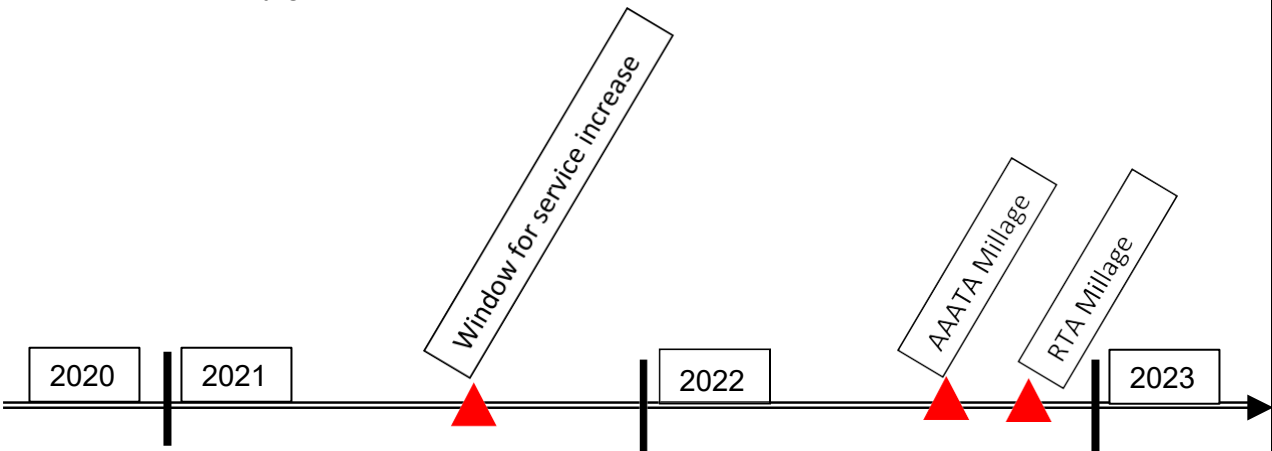
FINANCIAL CAPACITY PROJECTION (Q3 FY2020 through FY2026)

Projection of total available cash/investments and CARES Act funding at each quarter end for each year.



Timeline

- The Federal government could increase funding for transit. Additional pandemic relief could be forthcoming, as could new routine transportation funding, and infrastructure stimulus funds. However, continued gridlock is possible. The state of Michigan's budget forecast is uncertain and depends, in part, on federal actions.
- COVID-19 pandemic *could* be declining in 2021. Economic future unclear. Return of ridership demand for transit likely to lag general recovery for a few years.
- Logistically best time to make major increase in service would be summer/August 2021.
- RTA may go to polls in Nov 2022.



Mr. Hess shared his support for the plan and advocated for restoring service as soon as possible. He noted his understanding that adjustments may have to be made should the financial situation shake out differently from the projections, but appreciates the target being set and mapping out a strategy that can get AAATA back to full service within a timeframe that hopefully aligns with vaccines and when things start getting back to normal.

Mr. Allemang shared appreciation for the first graph that shows the CARES Act balance and how AAATA is depending on that to do the service restoration. He agreed with focusing on the potentially greatest risk, state funding. He expressed his support for being aggressive on restoring services because of the cushion of the CARES Act, but he

emphasized the importance of being flexible and prepared to change plans if things do not come about as projected.

Mr. Chang commended staff on trying to determine how AAATA gets back to full service. He noted that public comments indicate the desire for more service. He asked what the plot of the first graph of the issue brief would look like if it was actually possible to separate out the millage impact between the two green lines. He expressed not being sure if the public can really understand that the millage does play a huge role in the success of AAATA, in addition to state and federal funding. He suggested illustrating this to indicate a better idea of the millage impact.

Ms. Gott expressed that it will be important to try and simplify the complexity of this issue. She also suggested that the Board and staff continue to talk about how nimble and flexible they will need to be and continue to manage expectations by reminding the public that there are still some unknowns.

Mr. Miller expressed his appreciation for the work and thought that has gone into the planning, as well as his support for trying to restore services. In regard to how AAATA goes about restoring service, he expressed being glad to hear CEO Carpenter talking about the public involvement, especially since AAATA is talking about addressing pre-existing issues as part of the conversation. He would not want there to be an opinion that AAATA is using this crisis as a smoke screen to cover up problems that were pre-existing. He noted that CEO Carpenter called out the issues with underutilized routes from the 5YTIP and the cost overruns with ARide. He pointed out that public comment is going to be crucial during this, giving public not only the opportunity to speak but confirmation that they are being heard.

Chairman Mahler shared that he cannot disagree with August 2021. He hopes that it proves to be the apex of the sweet spot. He asked for more financial modeling in terms of millage and even more in terms of risk analysis, particularly if the spike in ridership happens before August 2021. He asks how quickly adjustments can be made if it looks like increased ridership happens before or appreciatively later than August 2021. Chairman Mahler agreed with Mr. Allemang that the state operating assistance is the biggest risk AAATA has. He expressed not being sure if the federal government can be counted on to step in because it is so divided. Millage planning will have to very carefully consider if there are structural deficits and low ridership, how that affects the millage plan. He would like to explore what a 0.7 millage, 1.0 millage, and possibly 0.6 millage look like in terms of the budget and service restoration. He reported being happy to support August 2021 for the service restoration accompanied with good financial modeling that takes the risks into consideration.

Mr. Allemang expressed that he would like to see numbers with different assumptions. The current charts make a lot of assumptions focused on restoring service. He would like to see additional assumptions, some more optimistic and some less optimistic.

CEO Carpenter assured the Board that additional assumptions can be made at the same time that he has instructed staff to move forward with planning to restore service under the current assumptions. He pointed out that it is easier and faster to pull back this plan than to fast track it later.

Mr. Hess expressed his desire for AAATA to not overly limit itself by looking at what the possibilities might be for the millage beyond what has already been identified. With a high percentage (about 85%) approval rating for the previous millage, Mr. Hess described the potential to shoot a bit higher. He encouraged staff and the Board to look at scenarios by which the size of the pie is increased.

CEO Carpenter shared that staff have also had discussions around what might happen if there is an opening of federal funding, like COVID relief funding or an infrastructure stimulus. He noted that planning is considering a potential scenario of the community wanting AAATA to do more as well, in case the community might be willing to support a higher level of investment.

Ms. Mozak-Betts shared her appreciation for the work that has gone into the planning thus far. She sought assurance for the public that between now and August 2021, AAATA is still going to be introducing, adding, and expanding services along the way, as well as continue to monitor the routes to see where public need arises. CEO Carpenter responded that this is absolutely correct, with windows of opportunity for that in November and January, potentially even for May and June, with the big push to be in August 2021.

Mr. Allemang suggested that the Board and staff agree on an interpretation of what the term “full service” means. He also noted that ridership versus coverage goes hand in hand with that conversation. CEO Carpenter described the 5YTIP services that were running before the pandemic as compared to the different levels of service that have been offered thus far throughout the pandemic. When talking about “full service”, CEO Carpenter clarified that what is really being talked about is returning to full expenditures, a full funding envelope. How exactly that will be organized is currently being worked on by Mr. Yang. He described scaling up the current temporary service and/or scaling down previous 5YTIP services. He pointed out some new challenges, such as the demand for weekend service to St. Joe’s Hospital, which was not available before the pandemic but has been made a priority during the pandemic and may need to continue being a priority.

CEO Carpenter reminded the Board that prior to the pandemic there was a struggle with on-time performance with the 5YTIP structure, largely due to changes in traffic over the course of the last 20 years. He described the desire to tweak planning buried in the route structure as best as possible. He suggested that the service restoration may look largely like the 5YTIP structure with shifts based on lessons learned and demand. He noted that the previous structure of paratransit services made cost control virtually impossible, and a decision will have to be made how to bring ARide back, which may include separating the ADA mandated paratransit service from the other ARide services. The other ARide services may require a premium fare, for example.

Mr. Yang shared that one of the guiding principles for the service plan development is maintaining similar service coverage while incorporating as many lessons learned and as much public input collected during the pandemic as possible in the given timeframe.

4.2 Q4 Service Report

Mr. Smith shared that the report includes a lot of large percentages that would not normally be seen where ridership is down and has had a disproportionate affect on some of the ratios that are displayed. He expressed how proud he is to work for TheRide and with his coworkers, on the front lines, in the office, and at home. He described the teamwork that it has taken, with the primary focus on staying safe for the employees and passengers. He shared that there is new service being added back this Sunday, adding back a modified route 26 and weekend service on FlexRide. He thanked Board member Kathleen Mozak-Betts for attending the Town Halls.

Mr. Miller asked about the FlexRide boardings, with the report showing stable boardings for the West service area but decreased boardings for the East service area. Mr. Smith described that when he looked at those numbers, he was gratified to see the increase in Q4 of this year, indicating that as a temporary substitute for fixed routes, this was working. He did not look so much at the difference between the current East and West

side numbers. It may provide indication going forward as to whether some routes should remain with FlexRide rather than return to a fixed route. He noted that there was a change to now allow FlexRide to drop off at the YTC, and he looks forward to seeing how useful that ends up being.

Mr. Miller asked what data was being collected on the FlexRide, like location data on pick-up/drop-off. Mr. Smith reported that this very data is being collected to inform the service restoration planning.

Ms. Sims pointed out an increase in ridership of the fixed route service from Q3 to Q4 possibly attributable to easing restrictions in the area. She asked if this is also mostly an effect of the students and if there is any concern with the students not coming back for a winter term. Mr. Smith responded that as long as there is the pandemic and a suggestion for reduced capacity on the buses (maximum 20 passengers) a limited route structure, he is actually not all that concerned about not having students to transport. It means that those that are riding at this point do not have other options. Mr. Smith expressed not being overly concerned about the students not being back for the winter season. He pointed out that it does make the challenge that much harder when there is a vaccine and AAATA is able to get back to full service because people do establish patterns on how they travel, and AAATA will have to break into those habits and convince them that AAATA is the better option. He shared his belief that AAATA can do this, but until there is a widely distributed vaccine, he actually is not that worried about having low passenger counts. He expects these numbers to be flat going forward, if not declining a little as travel restrictions decrease.

CEO Carpenter noted that the Ends Monitoring Report will reflect similar, hopefully temporary, volatility.

Mr. Miller asked if there has been any discussion of the essential trips only postings on the buses. CEO Carpenter reported that he and Mr. Smith discussed this and AAATA will be keeping the words essential trips on the buses for the foreseeable future. CEO Carpenter noted that AAATA relies a lot on the county health department to signal them if things are getting safer or not, as well as orders from the state government. He also mentioned that AAATA is not asking passengers why they are traveling.

4.3 Q4 Finance Report

Ms. LaTasha Thompson presented the Q4 Financial Report (1st close). She shared that there is an audit coming up at the end of this month, and she will be coming back with a second close report, which will be very close to the final numbers. She noted that the only revenue category that did not decrease was property taxes as there has not been an impact yet on property tax from the pandemic. She reported that AAATA maintained a strong net position with a strong cash reserve of 2.6 months, primarily due to lower expense and property tax revenue that kept that cash reserve strong. She pointed out that investments in the prior year; there was a higher level of investment. This year AAATA did not because the interest rates became so low that keeping it within the regular operating bank account was more profitable for AAATA than the usual investments. \$5M was moved on October 1st to a different vehicle (CDARS), so that there could be a little more investment income, not much more, but better than sitting in the operating cash. She also noted that the trend is still consistent as far as cash and investment. Those still went up as may be expected with the property taxes coming up. There was a little bit of a higher cash and investment because property tax revenue goes up a little bit each year because of taxable value and also the lower expenses.

Mr. Allemang noted that there is a nice summary in the detailed Q4 report of the expenditures of the CARES Act. Ms. Thompson reported that right now, AAATA is expecting to use about \$2.2M of the CARES Act, though the numbers are not final and

that may fluctuate a little bit. Mr. Allemang emphasized that the amount of utilization of the CARES Act funds is determined by AAATA's financials without using the CARES Act funds, and therefore AAATA is able to show a breaking even for the full year; the CARES Act funds are used to come out to approximately breaking even.

4.4 CEO Report

CEO Carpenter pointed out that the WATS Policy Committee met yesterday, and AAATA was very happy to be able to help out the City of Ypsilanti. The City is attempting to do some pedestrian and non-motorized improvements along Hamilton and a few other major corridors in the City, but they were a little short of money. Meanwhile, AAATA had access to some federal funding that it looked like AAATA was not on track to be able to use in a timely manner. Mr. Metzinger got a request from Bonnie at the City if there was anything AAATA could do to help. This federal funding will help the City, as well as get a couple AAATA bus stops paved. The City did get all of the funding they were looking for for that improvement. CEO Carpenter described that we are all in this together and every bus passenger is a pedestrian at the beginning and end of their trip, so AAATA cares about the sidewalks.

He also highlighted the preliminary feedback from the virtual tour of the prototype Nova Bus. He noted that generally customers were excited about it, liking a lot of features. He shared that there was a large number of written comments encouraging AAATA to look for clean propulsion technology, either electric or hybrid vehicles. He noted that this is something that AAATA is still interested in as well. AAATA is participating in the City of Ann Arbor's Carbon Neutrality project.

Ms. Mozak-Betts asked if the new orders have affected the opening of the transit centers and their bathrooms. Mr. Smith shared that AAATA has delayed opening up the BTC and YTC for just purely waiting for the bus. BTC is open for ticket sales. The bathrooms are open at both transit centers, which are cleaned twice a day. As far as having a location at both locations for people to wait for the bus out of the cold and rain, AAATA is in the process of getting tents put up at the YTC because there is not enough room inside the building. AAATA is having to go through a building permit process for that. As soon as that is done, there will be a location under roof at the YTC and then there will be a judgement call from there as to what to do about the BTC. Gail Roose, the AAATA Facilities Manager, has engaged with AAATA's electrician about putting in electric heating elements outside and also is getting a source for temporary propane ones as well.

Mr. Hewitt pointed out that his understanding from the state is that tents outside are defined as a roof and one side, at least for dining. If there is more than one side, it is considered inside.

Mr. Allemang reported a development at the Ann Arbor City Council having to do with transit support and development. CEO Carpenter shared that the new Ann Arbor City Council had their first meeting on Tuesday. The Council resurrected a transit-oriented development that had been tabled much earlier in 2020 or late 2019. Ultimately, they passed a resolution directing the planning commission to come back to them with a city-wide transit-oriented development ordinance. It seems that the thrust of it is to allow higher density, mixed-use development along major transit corridors in the community. This could be a big step in the direction of the AAATA Board's Ends policies that pertain specifically to urban development being transit supportive. AAATA has been asked to be involved with this development. Chairman Mahler expressed looking forward to working on this with the City Council.

5. EMERGENT BUSINESS

None.

6. CLOSING ITEMS

6.1 Topics for Next Meeting:
Ends Monitoring Report
Board Retreat
Service Restoration and Millage Plan
Mr. Chang asked for an update on the EZFare Mobile App.

6.2 Public Comment

Mr. Jim Mogensen shared that he feels able to confirm that more people are driving themselves into Ann Arbor that work at the university because parking is not as bad. He expressed that this societal change may not be entirely linked to pandemic control; if the cultural change about people working from home continues beyond pandemic infection control, that may influence transit.

He also pointed out that there are two millages – the 5YTIP millage (0.7 millage) and the structural Ann Arbor millage that was passed in 1973 and because of when it was passed does not have to be renewed. He noted that the challenge is the internal dynamics of the financing of TheRide between the East and West parts of the service area. There may be a situation where the transit millage is still in place in Ann Arbor even if the 0.7 millage left.

Mr. Mogensen also noted that AAATA should have LAC style committees that are assembled given the complexity of the questions that were brought up even in this meeting. He suggested that AAATA not just have public town halls but should have some special committees to chew through some of these things and explain the incredible complexity within.

[6.3 Board Assessment of Meeting \(Electronic\)](#)

6.4 Adjournment

Mr. Chang moved to adjourn the meeting, seconded by Ms. Mozak-Betts.

In support of the motion:

Mr. Allemang: Yes

Mr. Chang: Yes

Ms. Gott: Yes

Mr. Hess: Yes

Mr. Hewitt: Yes

Mr. Hunter: Yes

Mr. Miller: Yes

Ms. Mozak-Betts: Yes

Ms. Sims: Yes

Chairman Mahler: Yes

Chairman Mahler adjourned the meeting at 8:49pm.

Respectfully submitted by: Keith Everett Book

Approved December 17, 2020