

**DTC BOARD OF DIRECTORS MEETING MINUTES HELD ON JULY 30, 2026
AT 4:00 P.M.**

BOARD PRESENT:

Chairperson
Vice Chairperson
Secretary/Treasurer

Mr. Robert Cramer
Mr. Samuel Krassenstein
Mr. John Naglick
Mr. John Paul Rea
Mr. Brandon Lockhart
Hon. James Tate

BOARD MEMBER(S) ABSENT:

DETROIT TRANSPORTATION CORPORATION:

Ms. Melia Howard, General Manager
Ms. Ericka Alexander
Mr. Kevin Burwell
Ms. Ophelia Crawford
Ms. Pamela Day
Ms. Jela Ellefson
Ms. Karen Foster
Ms. Sarah Gryniewicz
Mr. Curt Knudsen
Mr. Ernest Latham
Ms. Michele Pollock
Mr. Cliff Powell
Mr. Christopher Thomas
Mr. Anthony Vinson
Ms. Gwen Wallace

OTHER ATTENDEES:

Mr. Terry Cramer
Mr. Khalil Davis, WSP
Ms. Patty Fidawa
Mr. Elias Fischer (AECOM)
Mr. Robert Gorski
Mr. Jacob Graham
Ms. Farai Gundan
Mr. Tim Hoeffner
Mr. Aaron Knorr
Ms. Torria Love
Mr. Jacob Meiers
Mr. Robert Pawlowski
Ms. Crystal Starr (Detroit Documentaries)
Ms. Rhonda Stowers
Mr. Jeromie Winsor (AECOM)

Meeting Called to Order/Opening Remarks

Chairperson Mr. Robert Cramer called the meeting of the Detroit Transportation Corporation Board of Directors to order at approximately 4:04 p.m.

1. Approval of the Agenda

MOTION: Moved by Mr. John Paul Rea and supported by Mr. Samuel Krassenstein to adopt the amended agenda to include the Closed Session to discuss pending litigation and a presentation by AECOM on the System Plan & Downtown Mobility Study.

VOTE: All in attendance voted to approve the amended agenda.

2. Approval of the Minutes of June 26, 2026

MOTION: Moved by Mr. John Paul Rea and supported by Mr. John Naglick to adopt the Minutes for the Board of Directors meeting held on June 26, 2026.

VOTE: All in attendance voted in the affirmative.

3. Closed Session

MOTION: Moved by Mr. Samuel Krassenstein and supported by Mr. John Naglick to convene a Closed Session to discuss a proposed settlement of pending litigation at approximately 4:06 p.m. Roll call was taken by Ms. Ophelia Crawford.

DTC BOARD OF DIRECTORS ROLL CALL	YES	NO
Robert Cramer, Chairperson	X	
Samuel Krassenstein, Vice-Chairperson	X	
John Naglick, Secretary/Treasurer	X	
Brandon Lockhart, Member	X	
Hon. James Tate, Member		Absent
John Paul Rea, Member	X	

VOTE: All in attendance voted in the affirmative.

The DTC Board of Directors entered into a Closed Session at approximately 4:07 p.m.

Hon. James Tate entered the Board Meeting during the Closed Session at approximately 4:09 p.m.

MOTION: Moved by Mr. John Paul Rea and supported by Mr. Brandon Lockhart to adjourn the Closed Session and return to the public meeting at approximately 4:20 p.m.

VOTE: All in attendance voted in the affirmative.

The DTC Board of Directors reconvened the public meeting at approximately 4:22 p.m.

Mr. Robert Cramer offered to accept a motion to approve the closed session discussion.

MOTION: Moved by Mr. John Paul Rea and supported by Mr. Brandon Lockhart to ratify the action taken in closed session regarding the approval of the settlement as proposed.

VOTE: All in attendance voted in the affirmative.

4. System Plan & Downtown Mobility Study Presentation by AECOM

The System Plan & Downtown Mobility Study Presentation was presented by Mr. Jeromie Winsor and Mr. Elias Fischer of AECOM.

Mr. Jeromie Winsor stated that downtown Detroit has changed significantly over the 40 years of the People Mover. He stated that there has been new development, land use patterns, and less of an emphasis on some of the work-based, employment-based densities in downtown and more evolution toward tourism and residential neighborhood-type development in and around not only the areas of the People Mover, but also downtown as well. He said that this leads to different trip patterns and needs. Mr. Winsor stated that the study was really aimed at trying to understand those changes and to craft areas where we think the People Mover could adapt to better serve those needs in the future.

Mr. Jeromie Winsor stated there was a stakeholder committee that met three times, a series of public meetings, virtual surveys, and such, to gain people's impressions of the People Mover and how it could change. The study was also focused on downtown mobility, understanding that not every problem from getting around downtown is something a People Mover can or needs to solve in the future.

Mr. Jeromie Winsor stated that four (4) different broad themes or categories were identified as enhancements that could improve the People Mover:

Recognized: Making sure that the People Mover itself is recognized as a vital asset for residents, workers, visitors, and investors in the downtown area.

Connected: Connected to key places and spaces within the Greater Downtown.

Integrated: Seamlessly integrated into the transit and mobility network serving Detroit and the region.

Sustained: Sustained with public support and funding to maintain an accessible, reliable, safe, and efficient service for the long term.

Mr. Jeromie Winsor listed other types of enhancements that could be developed, such as:

Station signage, signal upgrades, and expansions to places like Corktown and Michigan Central, and other areas that are recommended for further exploration within the plan.

Mr. Jeromie Winsor stated that the study did go through a fairly comprehensive review of different types of public dollars, such as federal, state, local, and other opportunities, that could be applied to some of the projects and tried to mix and match every project that is in the plan. He stated that there was a conversation with stakeholders at the end of this process, looking at opportunities for joint development or tax capture or opportunities to use some innovative financing methods to make sure that something like a station and a rebranding of that station or building of an enhanced new station would be something that you'd be working with partners on and other entities who would bring dollars to the table.

Mr. Elias Fischer stated that AECOM came up with a list of actions that the People Mover can do to start advancing some of the items and to also do some thinking about longer-term planning.

- Signage & Wayfinding
- Downtown Transportation Working Group
- Asset Condition Assessments
- Explore Modes & Technologies
- Safety & Accessibility
- DPM, DDOT & QLine Integrations
- Station Redesign & Placemaking
- Real Estate Plan
- Regional Funding
- System Expansion

Mr. Samuel Krassenstein asked what kind of public engagement was done throughout this process. Mr. Jeromie Winsor stated that there were three (3) rounds with the stakeholders. He stated that there were approximately 20 – 40 stakeholders and groups from around the downtown area. He also stated that public meetings were held.

Action Items

5. Resolution: Authorization for approval of Labor Agreement between DTC and Teamsters Local 214 Sergeants Unit

MOTION: Moved by Mr. John Paul Rea and supported by Mr. John Naglick that the General Manager shall be and is hereby authorized, empowered, and directed by the DTC Board of Directors on behalf of the Corporation to implement the wage increase between DTC and Teamsters Local 214, Sergeants Unit, consistent with the Tentative Agreement reached and ratified on July 10, 2026.

Discussion: Ms. Sarah Gryniewicz stated that the two labor groups have ratified their agreements: Teamsters Local 214 Sergeants and the Transit Police Officers. She stated that this resolution is for the Sergeants unit.

Mr. Robert Cramer stated the last agreement was a three-year deal but only had the wages set for the first year with a reopener. He asked if this was us negotiating for the second year, the next 12 months, and then we'll do it again. Ms. Sarah Gryniewicz answered in the affirmative. He asked if both ratified the approval. Ms. Melia Howard answered in the affirmative.

VOTE: All in attendance voted in the affirmative.

6. Resolution: Authorization for Approval of Labor Agreement between DTC and Teamsters Local 214 Transit Police Officers Unit

MOTION: Moved by Mr. John Paul Rea and supported by Mr. Samuel Krassenstein that the General Manager is hereby authorized, empowered, and directed by the DTC Board of Directors on behalf of the Corporation to implement the wage increase between DTC and Teamsters Local 214, Transit Police Officers Unit, consistent with the Tentative Agreement reached and ratified on July 10, 2026.

VOTE: All in attendance voted in the affirmative.

7. Resolution: Authorization to Award a Contract for Law Enforcement Uniform and Accessories

MOTION: Moved by Mr. John Naglick and supported by Mr. John Paul Rea that the General Manager is hereby authorized, empowered, and directed by the DTC Board of Directors to enter into an agreement with NYE Uniform Company for law enforcement uniform and accessories purchased through a voucher-based system for three years for an amount not to exceed Thirty Thousand 00/100 Dollars (\$30,000.00).

Discussion: Chief Cliffawn Powell stated that we are looking to renew the contract with NYE Uniform. He stated that we put out the RFP and received three (3) proposals, and only NYE's was complete. He stated that it was responsive, fair, and reasonable, not to exceed the cost of Thirty Thousand Dollars (\$30,000.00) to provide officers with standard uniforms and equipment as well as leather gear.

Mr. Robert Cramer asked if we knew why the other two bids were incomplete. Ms. Michele Pollock answered that there were two bids; one of them was incomplete. She stated that they weren't able to do the uniforms, but they provided pricing for the accessories, so they were determined non-responsive.

Mr. John Naglick asked if bulletproof vests were included in the contract. Chief Powell answered that they are provided upon hiring and then every five years. Mr. Naglick asked if it was a separate contract. Chief Powell answered in the affirmative.

Mr. Robert Cramer asked if these are items that DTC pays for or are these items that the officers pay for. Chief Powell responded that these are items that DTC pays for.

Mr. Samuel Krassenstein noted that year three costs are higher than the costs for years one and two, but the overall contract value for years one, two, and three is the same. He asked if there are any concerns about Thirty Thousand Dollars and 0/100 (\$30,000) being sufficient for the contract in year three. Ms. Michele Pollock answered that the officers are given a \$500.00 voucher. Chief Powell stated that there is a voucher program for \$500.00 every year in July.

VOTE: All in attendance voted in the affirmative.

8. Resolution: Authorization to approve a Contract Amendment for Price Correction and Freight Charges

MOTION: Moved by Mr. John Paul Rea, supported by Mr. John Naglick, that the General Manager is hereby authorized, empowered and directed by the DTC Board of Directors to approve a contract amendment with Protectolite to increase the contract by One Thousand Four Hundred Ninety-Seven 00/100 Dollars (\$1,497.06), consisting of a \$720.00 pricing correction and \$777.06 in freight charges, bringing the total contract amount to Ninety-One Thousand Five Hundred Seventy-Seven Dollars and 06/100 (\$91,577.06).

Discussion: Ms. Michele Pollock stated that the resolution requests that the Board approve additional funds for the previously approved contract. She stated that it's for the correction of the quote; Ninety Thousand Eighty Dollars (\$90,080) should have been Ninety Thousand Eight Hundred (\$90,800.00), making a difference of Seven Hundred Twenty Dollars (\$720.00).

Ms. Pollock informed the Board about freight charges. She stated that Protectolite had delivered partially, so it's a total of three (3) shipments for Seven Hundred Seventy-Seven Dollars (\$777.00). She's asking the Board to approve One Thousand Four Hundred Ninety-Seven Dollars and 0/100 (\$1,497.00) for the contract and added that this is for the wall mounts.

VOTE: All in attendance voted in the affirmative.

9. Resolution: Authorization to approve a Contract Extension with UniFirst for Uniform and Mat Rental Services

MOTION: Moved by Mr. John Paul Rea and supported by Mr. John Naglick that the General Manager is hereby authorized, empowered, and directed by the DTC Board of Directors to approve a three (3) month contract extension with UniFirst for uniform and to approve an associated contract increase in an amount not to exceed Seven Thousand Six Hundred Fifty-Six Dollars and 0/100 (\$7,656.00).

Discussion: Ms. Michele Pollock stated that we are asking the Board to approve the second three-month contract extension. She stated that the solicitation was put out, responses were received; however, they did not meet specifications. Ms. Pollock stated that we are looking to revise the specifications and put the solicitation out again. Therefore, we need additional time and funding to continue the use of the uniform rental.

VOTE: All in attendance voted in the affirmative.

10. Resolution: Authorization to enter into a Contract with Colassanti Construction Services for Water Square Station Rehabilitation

MOTION: Moved by Mr. John Paul Rea and supported by Mr. Samuel Krassenstein that the General Manager is hereby authorized, empowered, and directed by the DTC Board of Directors to enter into an agreement with Colassanti Construction Services for Water Square Station Rehabilitation for an amount not to exceed One Million Seven Hundred Eight Thousand One Hundred Eighty-Three 31/100 Dollars (\$1,708,183.31).

Discussion: Ms. Michele Pollock stated that there's a need for the Water Square Station rehabilitation. She said that Procurement put the solicitation out for bid and received four (4) responses. She stated that the evaluation committee evaluated according to the criteria in the RFP, and it was determined that Colassanti Construction Services was the best value to DTC.

Mr. Robert Cramer asked what the A&E vendor had estimated the project would cost before bids were received. Mr. Curt Knudsen responded that the estimate was approximately \$1 million, with an alternate deduction of One Hundred Thirty Thousand Dollars (\$130,000.00).

Mr. Curt Knudsen added that within the project schedule, there are some long-lead material items that compress the schedule. He stated that what we're trying to do is get this station looking fantastic before the Final Four comes to Detroit next year. He stated that the project should end in February, but March 6, 2027, is the date. He also said that the material, the compressed schedule, and having to complete items in the cold increased the risk for the contractors.

Mr. Knudsen shared a rendering of the project with the Board, which included vinyl facades on the front, fresh paint, and new metal panels, many of which have blown off over the years in the wind tunnel by the river.

Mr. John Naglick made note of the Five Hundred Thousand Dollars (\$500,000.00) from Sterling and asked if the remaining \$1.2 million is a budgeted line item, or how do we find out. Mr. Curt Knudsen responded that we have a few things we are going to do. He stated that we may VE (?) a couple of items and work with the City since we are completing some renovations on city property. He stated that they can perhaps come in and do them themselves, which will take money out of this contract. Mr. Knudsen stated that there are also other projects that we have ADA grant funding identified that will extend into other fiscal years and be moved into this project.

Mr. Robert Cramer stated that this will be covered with a combination of grant funding and value engineering.

VOTE: All in attendance voted in the affirmative.

11. Resolution Authorizing the General Manager to enter into a Purchase Agreement for Vehicle HVAC Repair

MOTION: Moved by Mr. John Paul Rea and supported by Mr. Samuel Krassenstein that the General Manager shall be and is hereby authorized, empowered and directed by the DTC Board of Directors on behalf of the Corporation to enter into a Purchase Agreement with Technical Hot and Cold to repair vehicle HVAC systems on Car #9 and Car #10 for the amount of Forty-Five Thousand Four Hundred and Seventy-Four Dollars (\$45,474.00).

Discussion: Mr. Ernest Latham stated that the resolution is to replace two (2) compressors; one for vehicle #9 and the other for vehicle #10. Mr. Latham explained that this is the cooling plant for the vehicles that have leaking shaft seals.

Mr. Latham stated that Technical Hot and Cold was selected as the HVAC vendor. He stated that the cost would be Twenty Thousand Dollars and 0/100 (\$20,000.00) each, with a 10% contingency of Two Thousand One Hundred Dollars and 0/100 (\$2,100.00) in case of incidentals.

Mr. Ernest Latham stated that the project would take approximately two (2) days for each vehicle. Mr. Robert Cramer asked if Technical Hot and Cold will be performing the work on site. Mr. Ernest Latham answered in the affirmative.

VOTE: All in attendance voted in the affirmative.

12. WALK-ON RESOLUTION: Authorization to purchase Broker-Recommended Commercial Insurances

MOTION: Moved by Mr. Samuel Krassenstein and supported by Mr. John Paul Rea that DTC is hereby authorized, empowered, and directed by the DTC Board of Directors to purchase and maintain continued coverage of the following insurance policies, as recommended by the insurance brokers for an amount not to exceed Four Hundred Fourteen Thousand Seven Hundred Eighty-Three and 00/100 Dollars (\$414,783.00).

Discussion: Ms. Karen Foster stated that we are seeking approval to continue insurance coverage. She said that we have a broker, Arthur J. Gallagher and Goss, who has searched for the best insurance opportunities for both property and fine arts insurance for a 12-month term, beginning August 1, 2026, through July 31, 2027. She noted that there was a typo in the memo that stated the insurance was through July 2026, not July 2027, as the end date.

Mr. John Naglick asked how this compares to the premium. Ms. Foster answered that premium increases were for the property, approximately a \$5,000.00 to \$6,000.00 increase, and for fine arts insurance, less than \$500.00.

Mr. Samuel Krassenstein asked if we have to outline the duration of the contract. Mr. Robert Cramer agreed to amend the resolution to include the duration of coverage.

VOTE: All in attendance voted in the affirmative.

13. General Manager / Staff Reports

Ms. Sarah Gryniewicz presented the system metrics for the fiscal year, July 2025 through June 2026. She stated that there is a large difference in ridership during events and that there have been at least four (4) days when DTC had over 10,000 riders. She stated that the DDP has an AI tool that estimates how many people downtown are engaged in different activities.

Ms. Gryniewicz stated that we have an aging system and our ideal service is to run three (3) trains at a time with a waiting time of approximately five (5) minutes. She said that we are averaging a little above two (2) trains, and the wait time is approximately six (6) minutes.

Ms. Sarah Gryniewicz commended the Transit Police on the job they are doing and stated that they are averaging 48,567 train boardings.

Mr. Robert Cramer asked how the average wait time is calculated. Ms. Sarah Gryniewicz answered that it is calculated by trains per hour divided by 15 minutes.

Mr. Samuel Krassenstein inquired about the meaning of the Transit Police Train Boardings. Mr. Cliffawn Powell explained that it means the officers actually conduct individual boardings throughout their day; they each get on and off the train. He stated that we count that number and keep a tally of it. Mr. Samuel Krassenstein asked about the number of officers. Mr. Cliffawn Powell answered that there are nine police officers and five (5) sergeants. Mr. Krassenstein asked if the sergeants boarded. Mr. Powell answered in the affirmative. Mr. Robert Cramer asked if two (2) officers boarding the train at the same time counts as one (1) boarding or two (2). Mr. Powell answered that it counts as one (1) boarding. He also explained that some prefer to go out by themselves and some prefer to pair up. Mr. Samuel Krassenstein asked how many boardings the officers are doing per day. Mr. Cliffawn Powell answered that there are approximately 20 boardings per day per officer per shift.

Mr. Samuel Krassenstein inquired about the unsheltered population on the trains and in the stations. Mr. Cliffawn Powell stated that primarily in the winter months, when the unsheltered population wants to stay warm, we will see them on the trains. Mr. Powell stated that the usual familiar faces are riding around a few times, then move on to other destinations. He said that since he's been in the position as Chief, he's noticed that the officers have a good rapport with them, allowing the unsheltered to be in the system and ride, then move about their day.

Mr. Krassenstein asked if the officers give referrals to the unsheltered for problems such as those resources the City offers. Mr. Powell answered in the affirmative, stating that the officers have a book with references and resources to places like DWIH, COTS, and St. Peter and Paul.

Mr. Samuel Krassenstein asked if the 15 violations in April were related to Opening Day. Mr. Powell answered in the affirmative, adding that some were also parking violations. Mr. Krassenstein asked if we retained the revenue from the tickets issued. Mr. Cliffawn Powell answered in the negative.

Mr. Brandon Lockhart cited the issues with DV7. He asked how the numbers compare over previous years. Ms. Melia Howard stated that our focus, as the trains operate every day, every revolution around, and getting older and older, is tracking which vehicle has the most faults, what repairs are being done, and how we can work our hardest to mitigate some of this. She stated that the data is very useful for us for many different reasons.

Mr. Samuel Krassenstein asked what software is used to track maintenance work order management. Mr. Ernest Latham answered that the software is PMC. Ms. Melia Howard stated that we are looking into other software to manage our work orders.

Mr. Samuel Krassenstein asked if DV7 and DV8 are a pair. Ms. Melia Howard answered in the negative, stating that DV6 and DV7 are usually paired. Mr. Robert Cramer stated that historically, it was DV6 and DV7; however, they've been paired with others.

Mr. Samuel Krassenstein asked if DV1, DV2, and DV3 are out of service. Ms. Melia Howard answered in the affirmative, stating that they are out of service and being decommissioned [Ophelia, verify with Melia]. Ms. Howard stated that DV6 is down for a new truck, the first and second set of wheels, and DV8 is down for a new truck and axle.

Mr. Samuel Krassenstein asked if the trains can run as a single train, or if they have to run as a pair. Mr. Robert Cramer stated that we ran a single train during the NFL Draft. Mr. Krassenstein said that the goal we are attempting is to run three (3) trains a day; however, we are succeeding in running two (2) sets of two. He asked if it is worth considering running three (3) singles. Mr. Robert Cramer answered that the issue is that right now, if you pair the trains together, then each of them has a VOBC, and the train can keep running if one fails; you can have a chance to reset it. If you have one train and it goes down, then it E.B.'s (emergency brakes) on the tracks. He stated that we ran a single train during the draft with a driver on the train all the time. He stated that doing this will require using a maintenance worker. Ms. Howard stated that we would have to have more staff on the train to drive the trains and handle the signaling that occurs through control.

Mr. Samuel Krassenstein stated that VOBC is the most common fault and asked if the fault is limited to and across all the trains, or if it is skewed by DV7 being the problem. Mr. Brandon Lockhart stated that this is why the numbers matter. Ms. Howard commented that these are the things we are digging into regarding the trains and as we transition into the T.T.C. cars.

Hon. James Tate asked if there is any time that's the lowest in terms of ridership. Ms. Sarah Gryniwicz answered that it's fairly even during the weekdays and higher during events. Mr. Samuel Krassenstein inquired about a data chart that shows an hour-by-hour weekdays versus hour-by-hour weekends. Ms. Sarah Gryniwicz stated that in terms of our turnstiles or the things that we record, we can report that using day-by-day data. Ms. Melia Howard stated that the days she observes the least number of employees are Mondays and Fridays. She added that Fridays compensate because we have events in the system. Hon. Tate asked if we removed the football season, what is the ridership on Sundays? Ms. Howard stated that there are many events on Sundays. Mr. Samuel Krassenstein stated that it would be helpful to analyze a typical Tigers game on a Wednesday versus a regular Wednesday night to see how it impacts our ridership. He stated that it may be helpful to figure out how we are targeting and messaging your ridership. He also stated that it would help us find out if we need to push out messaging with Olympia. Ms. Melia Howard stated that we've started doing

a new Park, Ride, Save initiative with Mr. Keith Hutchings, where we are attempting to push people to park in the peripheries of the system, where there is cheaper parking as opposed to closer downtown. She stated that people can take the People Mover, particularly from the Times Square Station, and pay approximately \$10.00 or \$15.00 at the Rosa Parks Transit Center, as opposed to driving into the downtown area and paying more for parking. Mr. Samuel Krassenstein asked if we had talked to the RTA about their park-and-ride program for QLine. He stated that it may be helpful if there is central messaging showing what options are available and where.

14. Public Participation

Ms. Patty Fidawa, a long-time transit bike advocate, expressed her concern about MoGo. She asked for an update on DTC's plans regarding MoGo. Mr. Robert Cramer stated that we have not inherited MoGo. He stated that it is still to be determined. He said that there are discussions going on and that DDP has a part as well as other partners.

15. Board Member Comments

Mr. Samuel Krassenstein thanked the Board for their flexibility in rescheduling the Board meeting.

16. Adjournment

MOTION: Moved by Mr. Samuel Krassenstein and supported by Mr. John Paul Rea to adjourn the meeting at approximately 5:22 p.m.

VOTE: All in attendance voted in the affirmative.

DocuSigned by:

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John Naglick, Corporation Secretary