

**DTC BOARD OF DIRECTORS MEETING MINUTES HELD
ON MARCH 26, 2026, AT 4:00 P.M.**

BOARD PRESENT:

Chairperson
Vice Chairperson
Secretary/Treasurer

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

BOARD MEMBER(S) ABSENT:

Hon. James Tate

DETROIT TRANSPORTATION CORPORATION:

Ms. Melia Howard, General Manager
Mr. Ernest Latham, Deputy Gen. Mgr.
Ms. Ericka Alexander
Mr. Kevin Burwell
Ms. Ophelia Crawford
Ms. Pamela Day
Ms. Karen Foster
Ms. Sarah Gryniewicz
Mr. Cornelius Henry
Mr. Curt Knudsen
Ms. Michele Pollock
Mr. Cliff Powell
Ms. Leeya Sutter
Mr. Christopher Thomas
Ms. Madonna VanFossen
Mr. Tony Vinson
Ms. Gwen Wallace
Mr. Michael Walter

OTHER ATTENDEES:

Ms. Dorian Ballard
Mr. Khalil Davis, WSP
Mr. Nikki Nolan
Mr. Corey Rowe

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 4:06 p.m.

1. Approval of the Agenda

MOTION: Moved by Mr. John Paul Rea and supported by Mr. Brandon Lockhart to adopt the agenda.

VOTE: All in attendance voted to approve the agenda.

2. Approval of the Minutes of February 26, 2026

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

VOTE: All in attendance voted in the affirmative.

Action Items

3. Resolution: Authorization to enter into a Memorandum of Understanding, signaling DTC's intent to assume Ownership of the MoGo Bikeshare System

MOTION: Moved by Mr. Samuel Krassenstein and supported by Mr. Brandon Lockhart that the General Manager shall be and is hereby authorized, empowered, and directed by the Chairman of the Board of Directors on behalf of the Corporation to enter into a Memorandum of Understanding with Downtown Detroit Partnership and Shift Transit signaling intention for DTC to assume ownership of the MoGo Bikeshare system.

Discussion: Ms. Sarah Gryniewicz stated that the mobile bike share system has been in place since about 2017, through the Downtown Detroit Partnership (DDP). DDP has required some fundraising for it and believes that DTC would be a better, longer-term owner for it, as we run a public service, have experience in operations, customer service, and planning transportation in downtown Detroit. She stated that the resolution is to request the Board's permission to sign a Memorandum of Understanding. She said that this is not the final transfer agreement, but that we would like to signal the intent to the community to be able to tell this story and to help build financial support and public support for this change.

Mr. Robert Cramer asked how many more Board reviews there will be. Ms. Sarah Gryniewicz answered that there would be one more step.

Mr. John Naglick made note of the \$1,600,000 a year it would take to run the bike system. He stated that we know our budget is going to be under pressure to try to bring the Toronto cars in. He expressed his concern about taking on an additional expense unless the \$1,600,000 is revenue we believe we would receive. Mr. Naglick stated that the present condition of the bikes, especially in the cold weather, is poor. He also stated that bikes are not being ridden in cold weather. He asked if we were taking something off someone's hand that we shouldn't be. He also asked if this is a sustainable service in Detroit.

Mr. Robert Cramer stated that this is the MOU and not the purchase agreement. He stated that this is for us to continue the due diligence process to answer exactly the questions that are being asked. Ms. Melia Howard added that we do have the opportunity for grant funding to go forward with this opportunity. Additionally, there is a generous revenue stream that's out there that DDP did not explore fully. She stated that there are people who would support this project in the community. She stated that we are targeting those particular assets, and we thoroughly believe that we will have the funds to do this and bring it in-house. She stated that between the grants and the revenue, we believe we have the capacity to do this.

Mr. John Naglick requested that the next-step information be presented to the Board. Ms. Melia Howard stated that the information will include the budgets, scopes of work, and other information needed.

VOTE: All in attendance voted in the affirmative.

4. Resolution of Intent to Designate General Manager, Melia Howard, as Authorized Signatory

MOTION: Moved by Mr. Samuel Krassenstein and supported by Mr. Brandon Lockhart that THE GENERAL MANAGER, MELIA HOWARD, of the DETROIT TRANSPORTATION CORPORATION, is authorized and directed to execute said agreement 2022-0046 for and on behalf of the DETROIT TRANSPORTATION CORPORATION.

VOTE: All in attendance voted in the affirmative.

5. Resolution: Authorization to Award a Contract for Guideway Inspection and Maintenance

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 for an Guideway Inspection and Maintenance Services for a two, 2-year cycle for an amount not-to-exceed Two Million Four Hundred Forty-Six Thousand Seven Hundred Sixteen 00/100 Dollars and the one 2-year cycle renewal option shall not exceed One Million Eight Hundred Eight Thousand Seven Hundred Forty-Nine and 00/100 Dollars for a total amount of Four Million Two Hundred Fifty-Five Thousand Four Hundred Sixty-Five 00/100 Dollars (\$4,255,465.00).

Discussion: Mr. Curt Knudsen stated that this resolution is asking the Board to award a contract to NTH Consultants for the guideway survey, inspection, maintenance, and repair contract. He stated that this is a contract we have run in the past that NTH won.

Mr. Knudsen stated that the bid is two, two (2) year cycles with one two-year renewal option, totaling six (6) years. He stated that we put the contract out to bid twice using Bidnet Direct and received a single response both times. He said that we did a price analysis from the previous contract years, using a 3% inflation rate.

Mr. Samuel Krassenstein asked what we think keeps people from responding to these proposals. He also asked if we had some requirements or rail-specific things that were keeping other vendors from being interested. Mr. Curt Knudsen answered that one item that takes out a lot of competition is the A & E consulting firm that we run the general contracting through. He also mentioned different insurance liabilities from design to construction.

Mr. Samuel Krassenstein noted we have an A & E firm that also has a contractor that's doing the work for them. He asked if they were doing the work and inspecting it. He also asked if we have another company that inspects the work that NTH is contracting out. Mr. Curt Knudsen answered that they hire general contractors or subcontractors. He stated that NTH is inspecting the work of the companies that they are hiring.

Mr. Samuel Krassenstein stated that, looking at the pricing side, Mr. Knudsen stated that this was in line with previous contracts, but this is also the vendor that's providing the contracts. He stated that this isn't necessarily considering what market is; this is just that DTC paid this in the past to this particular vendor, and is this in line with what we've previously paid? Mr. Curt Knudsen stated that in the past, it was a competitive bid that NTH won. He stated that during that time we received three bids, which made it a competitively bid and awarded contract. So at least that was a competitively awarded, bid, and awarded contract.

Mr. Samuel Krassenstein asked if we knew why the other two companies didn't respond to this one. Mr. Curt Knudsen answered that one of the other groups no longer exists, and that they entered a price that was astronomical. He stated that the other group submitted a bid that was almost double what NTH won the job for.

Mr. Brandon Lockhart asked for clarity on the deck cleaning and how that changes year by year. Mr. Curt Knudsen answered that there are different sections of the guideway that are cleaned in different cycles. He added that there's a number that jumps up every 7th year, where there's a sealer that is removed and reapplied to about 60% of the guideway beams and columns.

Mr. Brandon Lockhart asked if we had gone through the process of going line item by line item to consider what those costs would look like versus just the overall contract viewpoint for additional potential savings when bidding out something like this, and what is the comparison to a prior user. Mr. Curt Knudsen responded that we looked at each unit price and went through it individually with the vendor. He stated that 3% was used for inflation and CPI and that there were a handful of unit prices that had increased less than 3% each year. He said that there was one item that had increased quite a bit, which is replacing expansion joints with a new style. He stated NTH had shown that the material cost from eight years ago has now significantly increased. He also stated that NTH's original bid a few years ago was based on a smaller gap project; the joints they had replaced were much thicker and had doubled and eventually tripled the price.

Mr. Brandon Lockhart suggested that more information on large contracts be submitted to the Board for better understanding, such as cost increases and what the changes would look like over time. Mr. Samuel Krassenstein agreed, suggesting doing our own independent cost estimate and ice work to see, for specific line items, what a vendor may charge if we were doing these tasks a la carte, which may just be a good comparable to show. Mr. Krassenstein stated that even though this is effectively a sole source, we know that the pricing is comparable to market if these were done separately. Mr. Brandon Lockhart added the comparison question of how these prices for items such as power washing and sealer joints would compare if we were to purchase and provide them on our own. He stated that these are questions at this time that he would want to dig into a little bit deeper.

Mr. John Naglick inquired about the beam escrow account and the litigation surrounding it. Mr. Ernest Latham answered that when the beams were constructed, some were discovered to have low cover. He stated that the beam escrow account through litigation was formed to provide a maintenance cycle to make sure all the beams and all the items that have low cover are maintained for the life of the system. Mr. Latham stated that there are also some ponding areas on the guideway where the decking was not sufficient for drainage, and those areas are also part of this program.

Mr. John Naglick asked if we were pulling money out of the beam escrow account to fund this. Mr. Curt Knudsen answered that the beam escrow account pays for a large portion of the project. Mr. Naglick asked how much is in the beam escrow account. Ms. Karen Foster answered that there is approximately \$300,000.00 in the beam escrow account to date. She stated that a part of that was because it was created for the purpose Mr. Latham explained; the system is 37 years old, and that the idea that there could be some sort of failure of the areas that were mentioned did not occur over this time period, and that there was an amendment to the use of the escrow fund to also include operational costs. She stated that over time, some of the funds have been used for operational costs as well as funding the NTH contract.

Mr. Robert Cramer asked if two years were more frequent than a regular cycle. Mr. Curt Knudsen answered in the negative, stating that it is the cycle for MDOT.

Mr. Samuel Krassenstein asked when the current contract expires. Mr. Curt Knudsen answered that the contract has expired.

Mr. Robert Cramer asked if this was previously a six-year contract. Mr. Curt Knudsen answered in the affirmative.

VOTE: All in attendance voted in the affirmative.

6. Resolution Authorization to approve a Purchase Order Change Action (POCA) for Comprehensive IT 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 purchase order change action (POCA) to the Auxiom contract for comprehensive IT services in an amount not to exceed One Hundred Sixty-Six Thousand Four Hundred Eighty-Four 00/100 Dollars (\$166,484.00). This amount shall be added to the existing contract, resulting in a revised total contract amount of One Million Six Hundred Forty-Nine Thousand One Hundred Four and 90/100 Dollars (\$1,649,104.90)

Discussion: Ms. Michele Pollock stated that we're asking for the Board to approve funding for an existing contract for various IT services. She stated that the network upgrade would be for this building and MCF, then the server project. She stated that we exceeded the previously approved Board dollar amount by \$166,484.00, so we are coming back to the table to ask for approval for this amount to be added to the existing contract. Ms. Pollock added that the projects are completed.

Mr. Samuel Krassenstein asked if the contract would expire for another three years. Ms. Michele Pollock answered in the affirmative, adding that item number one for the IT managed services contract states that services are provided monthly. She stated that they are paid monthly.

Mr. Samuel Krasenstein asked if the \$166,484.00 would carry us through 2029. Ms. Pollock answered in the affirmative.

VOTE: All in attendance voted in the affirmative.

7. Resolution: Authorization to approve the purchase of Antennae Bridges

MOTION: Moved by Mr. Samuel Krassenstein and supported by Mr. John Paul Rea that the General Manager is hereby authorized, empowered, and directed by the DTC Board of Directors to approve the purchase of antenna bridges from Easton Rail Services for spare parts to support the DTC fleet for Twenty-Five Thousand Dollars (\$25,000.00)

Discussion: Mr. Ernest stated that efforts to restock this item have been going on for a couple of years. We approached the OEM, Bombardier / Alston, to replace these stock items because we are low on stock. He explained that the antennae bridges hold the antennas that bring all the data back to the vehicles. He stated that Bombardier responded to DTC that they have lost their drawings for this item and currently don't have the blueprints.

Mr. Latham stated that we approached ERS and their machine shop services through our Professional Engineering services with WSP, asking if they could make them. He stated that ERS confirmed they could make the antennae bridges and perform the fabrication, testing, and painting to the Bombardier specification they were provided.

Ms. Samuel Krassenstein asked if Easton is the company that we're using for the retrofit. Mr. Ernest Latham answered in the affirmative, adding that they are a full-service train rehab refurbishment company.

Mr. Samuel Krassenstein asked how often we go through the bridge antennas bridges. Mr. Ernest Latham answered that due to fatigue and stress, they're on about a five-year cycle. Mr. Krassenstein asked if we are getting antenna bridges through the rail cars from TTC. He also asked if this is a high-turnover enough item, where the answer may be yes, but we also need more. Mr. Ernest Latham answered that what's going to happen with the TTC cars is they will have a new antenna bridge because of the conversion. He stated that these are going on the original Detroit, Mark 1 cars. He added that the TTC cars will probably have a different antenna bridge because in the TTC array - it's a dual array - it holds eight antennas instead of four, as ours does. He stated that there will be a different antenna bridge with the TTC cars. Mr. Krassenstein affirmed that the TTC cars or spare parts won't help in this particular case. Mr. Ernest Latham agreed.

Mr. Robert Cramer asked how many are being purchased. Mr. Ernest Latham answered that twelve (12) are being purchased.

VOTE: All in attendance voted in the affirmative.

8. Resolution: Authorization to purchase Broker-Recommended Commercial Insurances

MOTION: Moved by Mr. John Naglick 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 One Million Seven Hundred Sixty-One Thousand Eighty and 00/100 Dollars (\$1,761,080).

- | | |
|---|-------------------------|
| ▶ General and Excess Liability Insurance | ▶ Ocean Cargo Insurance |
| ▶ Business Auto Insurance | ▶ Crime Insurance |
| ▶ Property Insurance | ▶ Fiduciary Insurance |
| ▶ Cyber Privacy Insurance | |
| ▶ Public Officials & Employment Practices Insurance | |

Discussion: Ms. Karen Foster stated that we are seeking approval to purchase insurance policies as recommended by our two contracted insurance brokers, Arthur J. Gallagher Risk Management Services and Goss. She stated that the policies they have recommended are following a review of our operations and our properties. Ms. Foster stated that the items listed in the table are the insurance policies that are recommended. Ms. Foster pointed out that we are continuing \$25 million liability coverage, which is something that was reduced during COVID; however, before COVID, it was as high as \$50 million. She stated that we believe that, based on their recommendation, this coverage is still adequate. She said that it does meet some of the requirements for some of our contracts that require liability insurance at the level of \$25 million. Ms. Karen Foster stated that the terms for the insurance policies are 12 months, with the exception of the cyber privacy and security insurance policy, which began at a time that was not at the same time as others, and the additional period of 16 months instead of 12 will align with the upcoming expiration dates.

Mr. John Naglick inquired about the parking lot that was sold and asked if the property insurance is based on what we need. Ms. Karen Foster answered in the affirmative, adding that the parking lot had been removed from the insurance policy.

Mr. Samuel Krassenstein asked if there were any insurers or self-insurance that the City has that DTC should be leveraging, rather than procuring for all these things. Mr. John Naglick answered that we, the City, did an RFP for the broker a couple of times, and used a different broker than the one here, but it's really the broker's job to find the best deal. Mr. Naglick stated that he is well aware of both brokers and that they are fine brokers who know what they're doing and operate extensively in Detroit.

Ms. Karen Foster stated that the brokerage contract is coming to a close in approximately six (6) months and will be brought to the Board.

VOTE: All in attendance voted in the affirmative.

9. Walk-on Resolution: Authorization to enter into a Purchase Order Agreement for the purchase of a Switch Group – Hitachi PN 3CU 10130 AAAA

MOTION: Moved by Mr. Samuel Krassenstein and supported by Mr. John Naglick, that the General Manager is hereby authorized and empowered to enter into a purchase agreement with BCRTC for the purchase of a Switch Relay Group for an amount not to exceed Sixty Thousand and 00/100 Dollars (\$60,000.00)

Discussion: Mr. Ernest Latham stated that we need a Quad A switch relay group for the switch rack at the Control Center. He stated that Hitachi, the OEM manufacturer, is trying to find one from their plant in Germany. He stated that they hadn't released a timeline yet, but it doesn't seem too promising. He stated that we reached out to one of our sister systems, BCRTC SkyTrain, and asked if they had a spare, and they confirmed they had the spare.

Mr. Ernest Latham stated that they gave the price not to exceed \$50,000 plus some extra for getting it here across the border and all that entails, bringing the total to \$60,000.

Mr. Brandon Lockhart asked what shape the part is in. Mr. Ernest Latham stated that it is certified as new. He stated that Hitachi sent him a picture of the item, and it is still in the packaging. He said that they will certify it for us before sending it. He stated that we have had a relationship with them before, with shared inventory and sharing parts, and it's worked well for both, the same way we did with TTC.

Mr. Brandon Lockhart asked what the life expectancy was. Mr. Latham answered that the life expectancy is approximately 15 years before we start seeing a problem.

VOTE: All in attendance voted in the affirmative.

10. Walk-on Resolution: Authorization to enter into a Purchase Order Agreement for the Emergency Repair of Column Lighting

MOTION: Moved by Mr. John Naglick and supported by Mr. Brandon Lockhart that the General Manager is hereby authorized and empowered to enter into a purchase order agreement with Kyte Group LLC for the repairs of the conduit and 10 circuits of the Larned Street column lights. for not to exceed Sixty Thousand and 00/100 Dollars (\$60,000.00)

Discussion: Mr. Ernest Latham stated that during the event on March 13, 2026, when the vehicle dragged an object along, it took nine of the ten conduits, and the wire was pulled and exposed along the guideway. He stated that the Kyte group, the original installer and programmer, was able to get their forces here to repair it

all. He stated that the column lights are back on; the system has been repaired, which included testing and commissioning at the head end, because there is discrete programming they had to do to ensure the right color displays and use the system as needed.

Mr. John Naglick asked what the item was that got under the guideway and was dragged by the train that caused the damage. Ms. Melia Howard answered that it appeared to be heavy-gauge sheet metal that probably came off someone's fascia board.

VOTE: All in attendance voted in the affirmative.

11. General Manager / Staff Reports

- **Shutdown Update – Mr. Ernest Latham**
- **New Hires (Ms. Leeya Sutter)**
- **40th Anniversary Festival Celebration (Ms. Madonna Van Fossen)**

Shutdown Update

Ms. Melia Howard stated that our goal is to return our system to a state of good repair and that our maintenance team is working diligently to do so.

Ms. Howard presented a photo of the metal that damaged the guideway and train. She stated that it appeared that the way it looked and was fashioned, it was from someone's room and floated down.

Ms. Melia Howard stated that on March 13, 2026, we had 75-mile-per-hour winds, which is likened to a hurricane category 1 blowing through the city. She stated that we had a high wind event blow an object onto the track with additional debris, which caused the vehicle and the guideway to become damaged. She stated that on the next day, March 14, 2026, the continued high wind events caused a very large exhaust vent that was basically the size of the back of an F-150 to blow onto the track at Times Square, causing additional damage. Ms. Howard stated that between March 13th and March 16th, all the debris had been removed, the track repaired, and inspected.

Ms. Howard stated that on March 16, 2026, we lost switch number one and lost communication due to defective surge arresters, but that it was repaired on March 19, 2026. She said that we took the system back out for testing, noting that there were no passengers aboard, and the test vehicle became askew. She explained that the first three trucks crossed the switch with no issue. Ms. Howard described the switch area as our maintenance and control facility, where three tracks converge into the switch. She stated that the track that comes out of maintenance, the track that comes out of the car wash, and then the main converge, and that the switch is there to move to the left or to the right. She stated that in this particular instance, the first three trucks (wheels), noting that there are four trucks, two trucks per train, crossed the switch with no issue. She said that we had all green lights showing that there was nothing wrong with this switch and that everything was a go; however, the last truck crossed and became askew. She stated that something caused it to shift over and come out of alignment. She stated that the train was in the Michigan station and noted that we were in the Millender Center station at the platform on March 13th. She stated that it took us three days to rectify; there was no way for us to use the jacks and our crane to lift the train, because it was only a few inches between the ceiling and the train. She stated that the train had to be chiseled out with sawzalls and grinders to remove the train from the station.

Ms. Melia Howard stated that on March 20, 2026, services came in to help get the train back on track. She stated that the jacks did not work in this particular instance.

We needed a crane and were able to get the trains back to the maintenance bays, and the track has been inspected again.

Mr. Brandon Lockhart asked if this is something that will be covered by insurance. Ms. Karen Foster answered that we have reached out to our risk management individual, and they are reviewing the case, and we're gathering information. She stated that we have made sure everyone is aware of anything and everything that is related to this repair and this emergency that we are tracking what those costs are, to ensure they're all included with a potential insurance claim.

Mr. Brandon Lockhart stated that this has shown that there are no sensors that stop the train from moving if something is obstructing the tracks. He asked if this is something that we have considered or looked into at any point. Ms. Melia Howard answered that this is something we are looking into.

Mr. Tony Vinson stated that we have our CCTV wall, 96 cameras, and that the view that would have probably best displayed the event, as the item fell, was our top row, second camera. He stated that the way the camera is positioned, it's looking down, telescoping down the platform, and that the item fell at the far end, making it almost impossible for the control operators to see. He said that there were two columns there and that within seconds, it was on the guideway. He stated that it was there for less than two minutes, and then the train came through and picked up the debris. He noted that we have 234 cameras in total in the entire system.

Mr. Tony Vinson stated that we don't have cameras on the platform or on the trains looking out, but that we have arrival and departure cameras that are looking at the train as they pull in and pull out of the station. He stated that we have the departure camera on our CCTV wall, but not the arrival at Millender Station, which is a better view based on most of the circumstances.

Ms. Melia Howard stated that we are looking at a type of camera system on the front of the train so that with the CCTV cameras in control, there will always be consistent monitoring of all trains as they are moving through the system. So that if there is something on the track, they can clearly see it because it's on a lower level, pick it up, and stop the train. She also stated that with the TTC cars, as they come in, we are retrofitting those for onboard train cameras as well as exterior cameras to complement what is currently already out there in the Control Center.

Mr. Tony Vinson stated that we do have protocols in place. He said that we do a morning sweep in the morning, or anytime that the system is shut down for more than an hour, we have a physical driver, drive the train at a very slow speed, looking out, making sure that there's nothing that might have blown in the guideway overnight or as we were closed for. He added that the system's smart enough to know that two trains in auto will never collide, and that it's been, it's able to block, put like a boundary around the train. However, it's not smart enough to recognize anything else in the guideway.

Ms. Melia Howard stated that when this was picked up at Financial, the current is on the left side and coming in the Millender, the current is on the right side, and the debris was on the right side. She stated that when the switch happened with the current, that's when the debris started taking everything out. Also, as it bumped into that electrical rail, it ground itself up into the wheel.

Mr. Ernest Latham stated that it's a great idea for front cameras because there are analytics out there that can detect objects and pop up a notification when one is detected. He believes it would be a great addition to use Genetec's standard software, which includes the necessary packages. He said that it would help the operator, so they don't get inundated with too many views.

Ms. Melia Howard stated that our Control Center has the capacity to slow the train down so that if something like that were to happen, the Wally could be deployed to go out and remove whatever said debris is from the opposite direction.

Mr. Robert Cramer asked if there was any significant damage to the underside of the train. Mr. Ernest Latham answered in the negative, adding that the piece was aluminum, and it basically ground itself in. Mr. Latham stated that the power collectors are built to be sacrificial, so that if they hit something hard, they're going to give up. He stated that on that vehicle, we changed the power collectors on that side, because they may have been struck, damaged, or weakened. He said that we went through and adjusted everything on that truck, track brakes. He said that we did an underbody, checked all hoses, and cables. We were getting ready to submit the certification letter for the vehicle; it was teed up, ready to go.

Mr. Samuel Krassenstein asked what our operating thresholds are during high-wind or poor weather events. He also asked at what point we consider it no longer safe to operate, or if we have special protocols in place for high-wind or severe-weather events. Mr. Ernest Latham answered that we take a look at straight-line winds. He stated that the way the vehicle is configured, it can take 60 to 80 miles per hour winds, with no problem. He stated that what bothers us more is events like this, such as in the past during the Trolley Plaza days, a lawn chair and other objects have blown on the guideway, so when we get super high gusts, we will park the train, we will pull it into the station, and rest it.

Mr. Samuel Krassenstein raised the question regarding the threshold of considering it no longer safe to operate. He also asked why we were operating during the conditions. Mr. Ernest Latham answered that he would get the exact wind total and explained that we have a weather station at MCF.

Mr. Samuel Krassenstein asked where the exhaust vent cover came from. Ms. Melia Howard answered in the affirmative, stating that it was our cover.

Mr. Samuel Krassenstein asked if the damage to the switch was related to the weather event. He also asked if it was an unrelated failure. Ms. Melia Howard answered that it was an unrelated failure. She stated that when it was inspected, it was raised, and nothing wrong was found. She stated that the units were saying that everything was good to go, there were all green lights on the ATC, it went out to the track but went askew. Mr. Ernest Latham stated that right now, we have the OEM, Hitachi, on their way to Detroit. He said that they will be here on Monday and that we are going to look at the ATC system because it does its own reporting for those switches, and it has its own control loop. He said that we are going to take that system apart, top to bottom, and take a look at it so we can find out the root cause of what happened, and also how to prevent it from ever happening again.

Mr. Krassenstein asked what the steps are that have to happen to reopen. Mr. Latham answered that we will have to certify the ATC system, make sure it's good. He stated that we have performed guideway inspections, and also all the fasteners, all the guideway elements, power rail, which has been replaced. He stated that we have gauged it and it's ready to go. He added that we will get the switch issue resolved, then send the certification letter to the State and let them know we are ready to go. He said that the State may have other things for us to do to satisfy their needs, but we will make a petition to them to open afterwards.

Mr. Ernest Latham stated that the vehicle that was affected in the second incident is grounded until further notice. We will rebuild the undercarriages that were infected on that #4 truck. He said that we will then petition to get that vehicle certified again through MDOT to use the vehicle.

Mr. Samuel Krassenstein mentioned that Opening Day for the Detroit Tigers is one week away and asked what our timing outlook is. Ms. Melia Howard answered that the intention was to have a system back open, at least have everything fixed by the March 30th, to go through testing and recertification with the State to try to reopen on the April 2nd, however, she is not certain that that we will be up and in the state of good repair to reopen safely to get passengers through the system.

Mr. Samuel Krassenstein asked when we expect the switch to arrive. Mr. Ernest Latham answered that we are waiting for BCRTC to approve the sale, hopefully by the morning. Mr. Krassenstein asked if it was possible to run the train without the switch. Mr. Ernest Latham answered in the negative, stating that it's not a physical connection that has to be made; it's the electronic and communication signal that has to be there for the automatic train control to let you know that it's there. He stated that you have correspondence, because the way it's supposed to happen is if a train that switches out of correspondence and a train gets near that switch, it's supposed to stop all operations. That's the key thing in ATO or caps safe mode, we have to solve for and make sure that integrity is there.

Mr. Robert Cramer requested to keep the Board updated once it's ordered. Ms. Melia Howard stated that Ms. Ophelia Crawford will create an email for the Board members with updates once the information is provided to her.

Mr. Samuel Krassenstein asked if an alternative mode of transit would be provided or offered for Opening Day. Ms. Melia Howard stated that we could utilize the Park Detroit app more and have Mr. Keith Hutchings highlight and do a media spin on parking lots and using the app, because the app shows where to park and the costs for that day. Also, the transit app for those who might want to come in on SMART. QLine or DDOT would be an option.

Mr. Brandon Lockhart inquired about additional communication. Ms. Melia Howard answered that Ms. Ericka Alexander, Communications Manager, has been putting out social media highlights and media coverage around the situation. She also stated that we are getting large-scale posters to go on all the stations for high visibility and will continue to get more updated communication to update the people as we get closer.

Mr. Samuel Krassenstein looked at Google Maps and observed that it showed that there were trains that should be operating. Ms. Melia Howard asked Ms. Ericka Alexander to contact Google Maps.

Mr. Brandon Lockhart suggested additional messaging that is not anticipated on technology. Ms. Melia Howard stated that she could check with the Tigers to see if they could post something and put it on their MLB ballpark app as well.

Mr. Robert Cramer suggested deploying the volunteers and staff at each station with swag to let people know we are closed and give an easier way to get where they need to go.

Mr. Samuel Krassenstein suggested putting the banner on the top of the website, stating that the system is currently closed, along with the reason.

New Hires

Ms. Leeya Sutter announced the following new employees for the month of March:

Ms. Kayla Bogan, Facilities & Maintenance Technician

Mr. Joe Baydoun, Financial Analyst

Ms. Jacqueline DeGrande, Human Resources Business Partner

40th Anniversary Festival Celebration

Ms. Melia Howard stated that we are preparing for our 40th anniversary, which is a very special moment in People Mover history. She stated that today we learned that Coleman A. Young Airport will be turning 100 years old next year. Ms. Howard stated that next month we will start our executive committees, and then we will branch into all of the smaller committees, like renaming the station, the Financial Station, after our illustrious mayor, Coleman A Young, and working again closely with his family.

Ms. Howard stated that we are going to have some components where the public is completely involved in helping us plan our celebration. But next month, we will start kicking off and going through the ideas. She stated that we would like our Board to also participate with ideas for how we can celebrate 40 years of service to the people of the city.

Ms. Melia Howard stated that we are also going to be working to unveil the enhanced Water Square station, as well as the enhancements on the Times Square station. She announced that we will be doing a partnership with the Motown Museum during our 40th anniversary because they will be celebrating the grand opening of their new museum facility. She also stated that we will be working with the University of Michigan Center for Innovation (UMCI) building, participating in and working with them in those activities.

Ms. Howard stated that we are diligently working through our capital plans for next year and ensuring that we are using all our dollars to the fullest and making sure that we are within a completely balanced budget and being fiscally sound.

Public Participation

Mr. Nikki Nolan of Eastpointe stated that he is a MoGo Access Pass user and expressed concern about DTC acquiring MoGo. He asked for assurance that the pass or accessible bikes would not be affected. Ms. Melia Howard assured Mr. Nolan that the programs would not be affected.

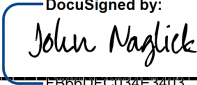
12. Board Member Comments

There were no comments from the Board of Directors members.

13. Adjournment

MOTION: Moved by Mr. John Paul Rea and supported by Mr. John Naglick to adjourn the meeting at approximately 5:20 p.m.

VOTE: All in attendance voted in the affirmative.

DocuSigned by:


John Naglick, Corporation Secretary