

Eastern Upper Peninsula Transportation Authority
Board Meeting Minutes
9/10/2024

I. Call to Order:

Board Chair, John Waltman, called the September 10, 2024 meeting of the Eastern Upper Peninsula Transportation Authority Board to order at 10:30 a.m.

II. Roll Call was taken:

MEMBERS PRESENT: John Waltman, Nick Huyck, Joe Henne, and Lynda Garlitz

MEMBERS ABSENT: Brandon Wheeler (excused)

III. Pledge of Allegiance:

Those in attendance stood for the Pledge of Allegiance to the Flag of the United States of America.

IV. Agenda: It was moved and carried by unanimous vote:

MOTION: Joe Henne SECOND: Nick Huyck	Approve the September 10, 2024 agenda, as presented
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V. Public Comment:

- Phyllis Reed
- Lori Miller
- Mike O'Connor

VI. Minutes: It was moved and carried by unanimous vote:

MOTION: Nick Huyck SECOND: Lynda Garlitz	Approve the August 6, 2024 Regular Meeting Minutes as presented.
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VII. Finance Director Report:

- Ms. Gordon discussed the A/P and EFT transfers. A question was asked regarding A/P for Tesco. Tesco is where we purchased a wheelchair minivan from. This van was purchased with contract funds, not local monies. This is used for the Rides to Wellness program.
- Ms. Gordon discussed the Investment Policy, as recommended by the auditors. A draft was provided last month. The attorney recommended adding delegation of authority and prudence.
- Investment Policy: Discussion. It was moved and carried by unanimous vote:

MOTION: Lynda Garlitz SECOND: Nick Huyck	Approve the Investment Policy as presented with changes recommended from the attorney.
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- Michigan Class Pool Resolution: This is an additional depository and we need a board resolution and approval to become a member of the Michigan Class Pool. The group invests funds and we can withdraw or add to it any time without penalty. This is advantageous to EUPTA to be a part of this Pool. Discussion. It was moved and carried by unanimous vote:

MOTION: Joe Henne SECOND: Lynda Garlitz	Approve the Michigan Class Pool Resolution as presented.
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- Commuter Fare Adjustment: Discussed need for slight increase in ferry 20 - round, trip commuter fares to help with FY2025 slight budget deficit. The board had previously discussed small incremental increases as needed. The increase for the car and senior car is 25 Cents per round trip. Discussion. It was moved and carried by unanimous vote:

MOTION: Nick Huyck SECOND: Joe Henne	Approve increasing the Ferry Commuter Fares 20-Round Trips to \$105 for Car, \$80 for Senior Car, \$320 for Single Axle or Trailer 15'-25', and \$550 for Tandem Axle or Trailer over 25'. The increase will take effect on October 1, 2024.
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- FY2025 Budgets: Budget increases in labor for Neebish Island Ferry for the four full-time employees. There are no additional funds from COVID for FY2025. Discussed funding sources and the need for incremental increases in the commuter tickets to make up for the deficit. Small tweaking of commuter tickets increase (approved above), is included in this FY2025 Budget. Discussion. It was moved and carried by unanimous vote:

MOTION: Joe Henne SECOND: Nick Huyck	Approve the FY2025 Budget as presented
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VIII. Director's Report:

- Yesterday was first staff meeting at the new facility.
- The annual MPTA meeting is being hosted in Sault Ste. Marie on September 18 and 19, 2024. Dial-A-Ride is hosting this year, but we will be hosting the business meeting portion on September 19, 2024 and providing a tour of our new facility to the members.
- Director Paramski will be attending the PVA, Great Lakes Meeting, October 23-25. This meeting is for all ferry operators in the Great Lakes Region. USCG, other operators, Ship Builders and Naval Architects will be present at this event allowing for great networking with the various participants.
- A MERS Seminar was held last week at our facility for all employees. Informational material was provided on how MERS invests, and employees were provided with a snapshot of their current MERS information.
- The final USCG inspection for the year on the EUPTA fleet was conducted on the Sugar Islander II last week. The inspection went very well. EUPTA had four inspections without one 835 issued. This year we had zero fix it

deficiencies on 3 boats and 2 verbal recommendations that were fixed before the day was over on the other boat. The USCG recognized our crews, captains, and mechanics diligence and great work that was accomplished to make this happen. We are very proud of the crews work and the positive relationship they have built with the USCG.

- Addressed the Drummond Islander IV funding and the next step will be to complete the RFQ to bring on a Naval Architect.
- Dry docking for DIII is slated for summer of 2025. The mechanics, director and head captain will meet to determine the needs for the DIII's five year dry docking.
- We are currently procuring and soliciting bids for a new mechanics truck. The funding for the truck is covered by contract. No local funds are used for this.
- We continue to resolve punch list items at the facility. Currently we are looking at a water issue. Fine sediment is coming out of the well and settling in the filters. We have sent information and photos to the engineering firm and looking for corrective action. Discussion regarding options. This is very fine P200 material and we were hoping it would clear up as time went on. We know where the discoloration is coming from and that is the first step.
- Director Paramski met with TSA at the annual meeting. They set up a meeting at our facility and came in last week. They would like to complete a safety assessment on security, on our vessels and busses. There will not be a penalty for good, bad, or indifferent, of what they find. They will provide us ways we can improve and give their full assessment on the facility and fleet. This is a positive project as we are always looking for ways to improve.

IX. New Business

- Lynda Garlitz asked about a news article regarding tourist association and the new ferry. Director Paramski provided more information on how this has evolved: Director Paramski recommended to DITA to hire a lobbyist as this is always political when it comes to funding. Director Paramski and EUPTA have been working on this for 8 years meeting with many MDOT personnel and state legislatures.
 - New Drummond Island Ferry will serve a dual purpose.
 1. For more efficient travel to the island, especially due to the fact 4 out of five years the Drummond III has to be used to pinch hit for the other islands, while their ferry is in drydock. Drummond needs two boats in the summer. Their traffic lines are hours long when we are down to one boat.
 2. Replace an aging swing vessel. The DIII is the only boat that can fit at all three islands. The aging fleet makes dry docks longer. The EUPTA Fleet needs a backup for emergencies. Right now, if DIII is in drydock and we lost a boat at one of our islands to some type of failure, the service for that island would not just be reduced, but there wouldn't be any. The new ferry will act as the primary swing boat, DIII will be the backup.
 - 3.

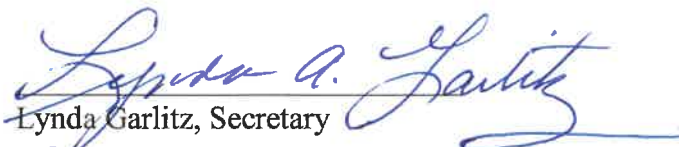
- Director Paramski addressed the size of the ferry and stated it will be a size that will fit at all three island docks. Similar in size to D3. D3 is now our oldest vessel in our fleet. He also discussed the increase on the recreational vehicles and trailers being hauled on the Drummond ferry. Logging trucks with 2 pups, and trailers hauling boats are getting bigger. In theory, the extra ferry will haul these vehicles and Drummond IV will be able to haul 23-26 cars per run.

X. Board Comment:

- John Waltman
- Joe Henne

XI. Adjourn: It was moved and carried by roll call vote to:

MOTION: Joe Henne SECOND: Nick Huyck	Adjourn the meeting at 11:21 AM
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Lynda Garlitz, Secretary


Bonnie Kaunisto

Bonnie Kaunisto, Recording Secretary

Board Approved: 10.01.2024