

**Application for Membership  
City Council Boards/Commissions/Committees  
City of Ann Arbor, Michigan**

Return To: Office of the Mayor  
3<sup>rd</sup> Floor - City Hall  
100 North Fifth Ave, PO Box 8647  
Ann Arbor, MI 48107-8647

Phone: 734 794-6161  
Fax: 734 332-5986

Name Timothy M. Hull I  
 Home Address 1412 McIntyre St. ZIP 48105  
 Ann Arbor Resident: YES  NO  Number of Years Resident 4 Ward 2  
 Phone (H) 734-277-2619 (W) \_\_\_\_\_ (Fax) \_\_\_\_\_  
 Email Address tim@timhull.org  
 Occupation Computer Programmer  
 Employer Name & Address University of Michigan - Center for Comp. Medicine and Bioinformatics/2044 Palmer Commons/100 ZIP 48109  
Washtenaw Ave

Board/Commission/Committee on which you are interested in serving:

- 1) Ann Arbor Transportation Authority 3) \_\_\_\_\_
- 2) \_\_\_\_\_ 4) \_\_\_\_\_

Reasons for Seeking Appointment (Areas of Interest, Goals, etc.):

- \* Improving level of community input in decision-making
- \* Devote AATA resources to providing service for AA residents
- \* Leverage technology to make the transit experience better
- \* Bring a "bus rider" perspective to the AATA board

Please submit a resumé including your job experience and education along with this application or a detailed letter of intent delineating relevant qualifications.

**DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST**

In order to avoid any potential conflict of interest, I, the undersigned, agree not to be involved in any recommendations or decision making regarding any agency(ies) or entity(ies) for which I serve in the following capacity(ies) which may contract or subcontract with the City of Ann Arbor.

Agency	Capacity in Which I Serve
_____	_____
_____	_____
_____	_____

Signature Timothy M. Hull I Date 4/27/10

Timothy M. Hull II  
Application for AATA Board of Directors  
4/27/2010

If appointed to the AATA board, my priorities would be:

- 1) **Improve the level of community input in decision making at AATA.**  
Currently, AATA does much of its work (notably the development of new services and changes to existing services) outside of the public eye. In fact, service changes that fall beneath a threshold requiring a public hearing often are presented to the public mere weeks before they go into effect. While there may be means by which the public can express their concerns to AATA (such as phone hotlines, online complaint/concern forms, or public time at Board meetings), these mechanisms are somewhat limited and do not allow for community engagement in actual decision making. As a member of the AATA board, I would look to move key decision-making processes (notably service changes and development) into the open and offer avenues for community members to participate in said decision-making. Furthermore, I would look to establish a general advisory council to field rider concerns on a higher-level (this would be much like the current Local Advisory Council except with a focus on fixed-route riders).
  
- 2) **Focus AATA resources on providing better service to residents.**  
As it stands, the vast majority of AATA funding is provided by Ann Arbor property taxes, with the remainder provided by federal/state sources and AATA's POSA partners (neighboring townships and Ypsilanti). Given the current state of affairs, I feel that it is prudent that AATA focus its resources on providing service for residents of the areas who contribute to its funding. While commuter services such as the Canton/Chelsea express buses and the proposed Wally commuter rail to Livingston County may be good for commuters from those areas, they do little to help Ann Arbor residents. Also, these services have failed to attract the ridership sought by AATA, and the communities in question (Chelsea and Canton) have not contributed to funding. At the same time, AATA's service levels are not quite at the point where most Ann Arbor residents feel comfortable using it as their primary means of transit - buses stop after 6:30pm on weekends, and Night Ride is erratic at best. Given this, I would look to focus on expanding fixed-route service within the communities currently serviced by AATA before pursuing services that have little benefit for Ann Arbor residents and pie-in-the-sky "transit master plans". Though I do strongly support the expansion of AATA to countywide service, I believe that it needs to first demonstrate that it can work as an efficient, comprehensive transit service in Ann Arbor before expanding to outlying areas. Furthermore, if AATA wishes to pursue countywide service, it would seem prudent to seriously look at cutting operating costs - as it stands, existing POSA partners can hardly afford AATA service, and Scio Township rejected AATA due to the costs involved.

3) **Leverage technology to make the transit experience better.** One of the main barriers to using transit is knowing when the bus will arrive and what routes to take to get from point A to point B. While paper schedules (such as the AATA RideGuide) help with this, they fail to account for situations when buses are not on schedule and are less helpful the further you are from a timepoint. Additionally, they can't help with the nuances of figuring out how to get from point A to point B when a complex set of transfers and/or walking between bus stops is involved. Though Google Transit and Mobile Ride Trak can help with this, the former is not designed around the AATA system (for instance, it will suggest 10-minute ad-hoc transfers over a simple quick transfer at BTC) and the latter offers limited information. To better solve these problems, AATA needs to better leverage technology - particularly Web and mobile applications for smartphones such as iPhone, Android, or Blackberry. With the use of such technologies, AATA could design an application that would help provide real-time bus tracking information (using data from the existing Mobile Ride Trak or Magic Bus systems), route planning tailored to the AATA system, and information about pedestrian amenities near bus stops. By doing this, AATA could improve the ease-of-use and the convenience of the existing bus system without adding service hours.

4) **Bring a "bus rider" perspective to the AATA Board.** As it stands, many of the members of the AATA board don't use AATA as their primary means of transportation. When I've gone to board meetings in the past, I've been one of only a few of those in attendance who have rode the bus to the meeting. Though many of the existing members may have valuable experience that is useful in running a transit system, they lack the perspective that one gets from using transit services regularly. This seems particularly important when making decisions relating to services - a change that may look good on paper may end up being a disaster in practice (the initial post-Arborland removal solution of having riders transfer between buses on opposite sides of Washtenaw Ave being a prime example of this). As someone who has rode nearly every route on the AATA system (and the U-M system), I could help bring the perspective of a regular transit user to the Board. Furthermore, as a recent graduate of the University and as someone who served on the University of Michigan's Transportation and Parking Student Advisory Council, I would be able to speak to the needs/desires of this community (which comprises a large percentage of AATA's ridership) as well.