

Ford Industrial Art Is on Display in 'Modernism'

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Historical Library, Albert Kahn Associates, Ford Motor Co. Archives and Justin Macconochie.

Ford is in good company in this exhibit.

The Michigan Matters portion of the exhibit materials include reproductions of drawings from the Albert Kahn, Mies van der Rohe, Minoru Yamasaki, and Saarinen Collections.

In addition, photographic documentation depicting various modern buildings at varying time periods is on display.

Cooperation from the Balt-

azar Korab Studio, Cranbrook Archives, Museum of Modern Art NYC, State Archives, and the aforementioned Bentley Historical Library have made it possible to exhibit significant works of Michigan modern architecture in this stop for the traveling show.

Also getting its due was the Grosse Pointe Public Library (1954) and Lafayette Park in Detroit (1956-58), the latter of which was designed by noted Chicago architect Ludwig Mies van der Rohe. There are blueprints and photos there.

The larger "Modernism at Risk" exhibit runs in Ann Arbor through April 20.



PHOTO: GERALD SCOTT

Visitors check out the Ford industrial photography portion of the "Modernism at Risk" art exhibit that opened in Ann Arbor last week. The U-M Liberty Annex hosts the show through April 20.

City of Novi Hops Aboard EV Charging Bandwagon

NOVI - In response to the growing availability of electric and plug-in hybrid vehicles in the local commercial marketplace, the city of Novi in Oakland County has secured a grant for the installation of two public charging stations to be located at Novi Police Headquarters and the City of Novi Public Library.

The new EV charging stations will be ready for use by July and will accommodate all electric vehicle makes and models. Like most gas stations, users will pay for their electricity via credit card or ChargePoint card. Fees for the charging stations have not yet been determined.

The grant to Novi was awarded by the ChargePoint America Program, which is funded in part by the U.S. Department of Energy, as part of the American Investment and Recovery Act (ARRA).

This is actually the second grant that the city of Novi has received from DOE; the other being a 2010 Energy Efficiency and Conservation Block

Grant, which was used in part to fund the development of Novi's 2011 Non-Motorized Transportation Plan.

Meanwhile, the city of Novi says that it has long been a proponent of sustainability and eco-friendly initiatives.

Sustainable measures in mechanical and electrical systems, architecture, and landscaping were all used when building the new city of Novi Public Library, which opened in June of 2010, to limit impact on the natural environment.

In 2009, Novi also launched "green pages" on the city's Web site (cityofnovi.org). These pages highlight eco-conscious tips for homes and businesses, as well as ways for citizens to otherwise engage in environmentally friendly practices.

In 2010, Novi updated city ordinances to address the use of solar panels and wind turbines within city limits. Novi also hosts an Arbor Day, Earth Day and River Day community festivals.



PHOTO: GERALD SCOTT

The Automotive Hall of Fame will be repositioning itself to become a new center for auto-related tourism across Metro Detroit.

Automotive Hall of Fame Poised for Fresh Changes

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summer Woodward Dream Cruise are from out of state and they would be ideal candidates to muster in Dearborn as they come and go from the Oakland County-based Dream Cruise.

Located in a parking lot adjacent to Henry Ford Museum, Chapin doesn't see the Hall as being in competition with the Museum, but rather that they could and should complement each other's offerings.

"I don't ever want to compete with The Henry Ford," Chapin said. "They've got two exciting

new projects that are under development right now - the new Auto and American Life will open early next year, and also Racing in America, a very big project they're raising money for right now," Chapin said.

"My interest here is supporting them - we're never going to want to compete with them, we could never do that.

"My work is to see how we could fit in and complement them, so that they (visitors) would go to the Henry Ford and then value coming here as an additional experience. We can easily do that, we're working on that right now and it's not hard

to do."

Expect more shows and events to occur at the Hall, which is perhaps most famous locally for its annual induction ceremony of whatever the current class of Hall of Famers happens to be.

Chapin is looking to draw much more attention than just what the Hall gains from that signature event.

"We are really going after car clubs to come here and use the facility," he said. "The facility we have is perfect for meetings or swap meets - it's a great place to park cars.

"We're also looking to create

tour buses that start here. One of my most favorite that I've wanted to do here is the Ford Model T plant down on Piquette (in Detroit). . . is the story of how cars were made before the moving assembly line . . . imagine bringing them here to The Henry Ford and have them go through the Rouge plant (truck factory tour).

"We are looking at doing a dozen different tours that would start here. We know the auto tourism market here very well. Once we get done, we're going to be the hub for auto tourism, from a touring point of view."

Ford's Top Two Execs Do Well with Stock Awards

By TOM KRISHER
AP Auto Writer

DEARBORN, Mich. (AP) - Ford Motor Co.'s top two executives received nearly \$100 million worth of stock for their performance during 2009 and 2010, years in which the company's profits and stock price surged.

The awards, disclosed in regulatory filings earlier this month, are considered excessive by some Ford assembly line workers. But Wall Street may not see it that way. Ford's stock price rose 3 percent after the news.

CEO Alan Mulally, credited with propelling the company from staggering losses a few years ago to profits of \$2.7 billion in 2009 and \$6.6 billion last year, received stock valued at \$56.5 million before taxes.

The man who hired Mulally, Executive Chairman Bill Ford Jr., got stock worth \$42.4 million, according to paperwork filed with the U.S. Securities and Exchange Commission.

Salaries and other compensation were not listed and will be revealed later this year.

The Dearborn company was in financial peril late in 2006 when Bill Ford removed himself as CEO and hired Mulally away from Boeing Co. Ford Motor Co. lost \$12.6 billion that year.

Under Mulally, the compa-

ny mortgaged assets including its blue oval logo to borrow more than \$23 billion, allowing it to weather the recession. It avoided filing for bankruptcy or following General Motors Co. and Chrysler Group LLC in taking government aid.

Ford sold or shuttered five of its seven brands, closed or sold a quarter of its plants and cut its global work force by more than a third. It plowed the savings back into well-received new vehicles such as the Ford Fusion sedan and Ford Edge.

Mulally also improved reliability and shifted Ford's model lineup from trucks and SUVs to smaller vehicles in case higher gasoline prices changed what car buyers wanted. Sales rose 20 percent last year.

Joe Phillippi, president of New Jersey-based AutoTrends Consulting LLC and a former Wall Street analyst, said the stock awards are not out of line given Ford's turnaround.

"They made a lot of money for a lot of people," he said.

Mulally, he said, was the catalyst for Ford's comeback. "He deserves a tremendous amount of credit."

But the stock awards won't sit well with some of Ford's 40,000 U.S. assembly line workers.

Gary Walkowicz, a Ford

worker in Dearborn, said it's another reason workers must demand to get back benefits and wages they gave up to help the company when it struggled.

"They can't claim poverty," he said of Ford. "The concessions we gave up have given them abnormally high profits considering the economy is in a down period."

Since 2005, the union gave up cost of living pay raises, changed inefficient work rules and agreed to take responsibility for retiree health care with a trust mostly funded by Ford. But the factory workers this month will receive \$5,000 profit-sharing checks from the company, the first such checks since 1999.

A message seeking comment on the executive stock awards was left with a spokeswoman for United Auto Workers President Bob King.

Ford spokesman John Stoll said the awards were part of compensation packages from 2009 and 2010 that were disclosed in previous SEC filings. "We align executive compensation to company performance and long-term shareholder value," Stoll said.

Ford's stock in January closed at a five-year high of \$18.79 after falling as low as \$1.43 in 2008, when the future of Ford and its Detroit rivals was uncertain.

But the shares have since

dropped toward \$14 after Ford's fourth-quarter results fell short of Wall Street expectations and gas prices jumped due to turmoil in the Middle East.

Under the stock awards, Mulally received 3.8 million shares worth \$14.76 each on March 3, according to an SEC filing. But the company withheld 1.56 million shares worth \$23 million to pay taxes on the stock award, giving Mulally a net award worth about \$33.4 million.

Bill Ford got 2.87 million shares worth \$14.76 each, and the company withheld 1.17 million shares to pay \$17.3 million in taxes, giving him a net stock award valued at \$25 million.

Mulally also will get another 543,734 shares as of March 3, 2013, and he has options to buy another 884,433 shares over the next 10 years at \$14.76 each.

Bill Ford also will get another 253,742 shares in March of 2013, and he has options to buy another 412,735 shares at \$14.76 during the next 10 years.

How Mulally's and Ford's large stock awards will play into Ford-UAW labor negotiations later this year remain to be seen, but many auto analysts said it's not a coincidence that the entire Big Three have awarded big UAW bonuses this year.

\$5 Gas Would Spur Public Transport

WASHINGTON, D.C. - A major study released last week by the American Public Transportation Association (APTA) predicts that as gasoline prices continue increasing, Americans will turn to public transportation in record numbers in response.

APTA is calling on Congress to address this impending demand by providing a greater long-term investment in public transportation in the U.S. across the board.

The analysis reveals that if regular gas prices reach \$4 per gallon across the nation, as many experts have already forecasted, an additional 670 million passenger trips could be expected, resulting in more than 10.8 billion trips this year alone.

However, if pump prices jump to \$5 per gallon, the report predicts an additional 1.5 billion passenger trips can be expected, resulting in more than 11.6 billion trips per year.

And if prices were to soar to \$6 per gallon, expectations go as high as an additional 2.7 billion passenger trips, resulting in more than 12.9 billion trips per year.

"The volatility of the price at the pump in another wake-up call for our nation to address the increasing demand for public transportation services," said APTA Presi-

dent William Millar.

"We must make significant, long-term investments in public transportation or we will leave our fellow Americans with limited travel options, or in many cases stranded without travel options.

"Public transit is the quickest way for people to beat high gas prices if it is available."

Many of the public transit systems across the country are already reporting large ridership increases, some reaching double-digits in the month of February compared to the previous year.

For instance, the South Florida Regional Transportation Authority in Pompano Beach, Fla., increased by 10.6 percent; Southeastern Pennsylvania Transportation Authority of Philadelphia increased by 10.0 percent and the Capitol Corridor joint Powers Authority of Oakland, Calif., increased by 14 percent.

"We saw this same story in 2008 and several times before where high gas prices caught our country without adequate travel options," Millar added.

"However, this time we can write a happy ending and make sure investment is made to expand public transportation so that more Americans have a choice in how they travel."

The American Public Transportation Association said it supports the Obama Administration's transportation authorization blueprint and proposal which increases public transit investment by 128 percent over the next six years.

This type of investment would help close the gap for the 46 percent of Americans who do not have access to public transportation.

APTA is encouraging riders to tell Congress they need more transportation options by going to the site www.publictransportation.org or text TRANSIT to 86677 and join the "I(heart) transit" campaign.

APTA feels this strategy is necessary because some states have been sending mixed signals to the federal government as far as their dedication to long-term public transportation goes.

Most notably, Florida has rejected billions of dollars of federal transit money to develop high-speed rail between Miami, Orlando and Tampa in part because the costs borne by the state to support a major infrastructure project such as this would be too much for cash-strapped Florida to bear, the state governor there has declared.

APTA continues to lobby for public transport on both a state and federal basis.

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