



**AGENDA**  
CHARTER TOWNSHIP OF MERIDIAN  
MERIDIAN TRANSPORTATION COMMISSION  
March 15, 2018 6:00 p.m.

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1. CALL MEETING TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

A. February 8, 2018

4. PUBLIC REMARKS

5. COMMUNICATIONS

A. Received and on file:

- Frank Walsh-Redi-Ride Boundary Adjustment
- LeRoy Harvey-Climate Sustainability
- LeRoy Harvey-Phase II Energy Efficiency Project
- Donna Rose-Redi-Ride Fare
- Commissioner Hudson-Ride cost
- Commissioner Vagnozzi-University Bus System
- Trustee Opsommer-Redi-Ride expanded hours

6. PRESENTATION:

A. Capital Area Transportation Authority-Brad Funkhouser, Chief Executive Officer

7. COMMISSION DISCUSSION

- A. Continue Redi-Ride Discussion
- B. Newton/Saginaw Pedestrian Bicycle Crossing Recommendation
- C. Letter of Support Okemos Road Boardwalk

8. COMMISSION COMMENTS

9. NEXT MEETING DATE

- A. May 17, 2018 Central Fire Station Community Room
- B. Township Board Meeting March 20, 2018

# DRAFT

CHARTER TOWNSHIP OF MERIDIAN  
MERIDIAN TRANSPORTATION COMMISSION (MTC)  
MEETING MINUTES OF FEBRUARY 8, 2018

PRESENT: Commissioners: Chair Hackbarth, Vice-Chair Potter, Hudson, Vagnozzi (5:50), Deschaine, and Beavers (6:05)

ABSENT: Commissioner Kolbasa

STAFF: Ken Plaga, Assistant Chief of Police  
Mark Kieselbach, Director of Community Planning and Development

## 1. Call Meeting to Order

Chair Hackbarth called the meeting to order at 5:32 p.m.

## 2. Approval of Agenda

Vice-Chair Potter moved to approve the agenda as written.

Seconded by Commissioner Deschaine

VOICE VOTE: Motion carried unanimously

## 3. Approval of Minutes

Vice-Chair Potter moved to approve the minutes of January 18, 2018

Seconded by Commissioner Hudson

Vice-Chair Potter asked to amend the minutes related to the MDOT presentation to include the following items:

- Included in the presentation was a Z-style pedestrian/bike crossing for the proposed Marsh Road/I-69BL intersection. MDOT staff agreed the proposed Z crossing could be modified to have crossings at the northeast and southwest corners to allow for safe pedestrian/bike movements in those directions as well.
- A safe non-motorized pathway through the median at Newton Road/I-69BL was part of a modified plan requested by the Township, area residents and advocates. MDOT staff indicated they were waiting to hear from Township staff on which side of Newton Road to align with the pathway through the median.
- No non-motorized pathway was being planned through the median at Towner Road/I-69BL.

VOICE VOTE: Motion carried unanimously

## 4. Public Remarks

Commissioner Deschaine asked to add item 6.C. I-69BL Corridor Improvements to the agenda

Seconded by Vice-Chair Potter

VOICE VOTE: Motion carried unanimously

Commissioner Deschaine mentioned the Township Board's approval of the Transportation Commission's recommendation on the expansion of the Redi-Ride service area.

#### 5. Communications-NONE

#### 6. Presentation/Discussion

Consensus of the Commission was to discuss item 6. B. first.

##### B. Climate Sustainability Plan Transportation Objectives and Strategies

Chair Hackbarth welcomed LeRoy Harvey, Township Environmental Programs Coordinator.

A copy of the presentation is on file.

- The Climate Sustainability Plan has 5 categories:  
Energy efficiency, Renewable Energy, Recycling and Waste Reduction, Transportation and Waste Management.
- Township annual energy expenditures for vehicles is \$100,000 on fuel and \$350,000 on street lighting.
- Transportation objectives include smart commuting, vehicle fleet, reduce miles traveled, education on transportation alternatives and monitoring savings and benefits.
- Potential role of the Transportation Commission: oversee transportation objectives, suggest policies, benchmarks, refine objectives and offer advice, report on progress, presentations and other educational outreach
- Feasibility of converting existing street lights to LED.
- Adequate street lighting is a safety issue

Vice-Chair Potter offered to assist with the Climate Sustainability Plan on issues related to transportation.

Consensus of the Commission was to discuss item 6. C. next

##### C. I-69BL Corridor Improvements

- The Commission's desire is to make a recommendation on having a pedestrian/bicycle crossing through the proposed median at the Newton/Saginaw intersection.
  - The Township's Pedestrian Bicycle Pathway Plan shows pathway on both sides of Saginaw

- Newton Road south of Saginaw a pathway on the east side and paved shoulder on the west side.
- Newton Road north of Saginaw a pathway on the west side and paved shoulder on the east side.
- Towner Road east of Saginaw a pathway on the south side and paved shoulder on the north side.

The Commission will discuss a possible recommendation at its March meeting.

A. Continue Redi-Ride Discussion

- The Commission continued its discussion on using grants to expand Redi-Ride service hours
- The Township manager is working on a service agreement with CATA
- Concern with being locked into a three year service agreement
- Agreement could include language for cancellation

Commissioner Vagnozzi moved the Transportation Commission recommend Meridian Township enter into an agreement with CATA to expand Redi Ride hours to 7:30 am to 6:30 pm on Mondays through Fridays. To pay for the additional hours of service, we recommend using the Job Access and Reverse Commute (JARC) and New Freedom Funds (NFF) federal grants, and to increase the Township's Redi-Ride fare to \$2.50 except for those who qualify for free rides. We also request CATA give us feedback once the new schedule is operational and advise the Township of any beneficial adjustments to scheduled hours.

We encourage CATA to consider subcontracting a portion of the service if it is necessary to avoid additional cost to the Township for the expanded service during the grant period. We recommend that any subcontractors used by CATA use ADA-compliant vehicles and the same procedures that CATA uses for subcontracting Spec-Tran service.

Seconded by Chair Hackbarth

Further discussion indicated an earlier start in the mornings would potentially increase ridership and brought up the question of how many people will use Redi-Ride with an increased cost.

Commissioner Deschaine moved to amend the motion by adding:

First paragraph after (NFF) add "grants and pursue opportunities for other state or federal grants"

First paragraph before \$2.50 add "up to"

First paragraph add the sentence after free rides "Consideration should be given to offering a half price, discounted fare based upon grant utilization and available revenue."

After second paragraph add the sentence "The agreement language should include a standard contract cancellation allowance."

Seconded by Commissioner Vagnozzi

VOICE VOTE ON AMENDMENTS: Motion carried unanimously

The amended recommendation reads as follows:

The Transportation Commission recommends Meridian Township enter into an agreement with CATA to expand Redi Ride hours to 7:30 am to 6:30 pm on Mondays through Fridays. To pay for the additional hours of service, we recommend using the Job Access and Reverse Commute (JARC) and New Freedom Funds (NFF) grants and pursue opportunities for other state or federal grants, and to increase the Township's Redi-Ride fare up to \$2.50 except for those who qualify for free rides. Consideration should be given to offering a half price discounted fare based upon grant utilization and available revenue.

We also request CATA give us feedback once the new schedule is operational and advise the Township of any beneficial adjustments to scheduled hours. We encourage CATA to consider subcontracting a portion of the service if it is necessary to avoid additional cost to the Township for the expanded service during the grant period. We recommend that any subcontractors used by CATA use ADA-compliant vehicles and the same procedures that CATA uses for subcontracting Spec-Tran service.

The agreement language should include a standard contract cancelation allowance.

VOICE VOTE ON RECOMMENDATION AS AMENDED: motion carried unanimously

#### 7. Commission Comments

##### Street Lights

- Public Works and Engineering has a Township map showing the location of street lights
- There is a link to Consumers Energy to report a street light that is not working on the Public Works and Engineering webpage.
- The Police Department checks areas of the Township for street lights that are not working.

##### Okemos Road Boardwalk

- Vice Chair Potter is drafting a letter of support to help fund the Okemos Road Boardwalk from the Ingham County Park and Trail millage
- The Commission will review the letter at its meeting in March

#### 8. Next Meeting Dates

- Commission's next meeting is March 15, 2018, Central Fire Station Community Room
- Township Board's next meeting is February 20, 2018

#### 9. Adjournment

Chair Hackbarth called for a motion to adjourn the meeting

Commissioner Deschaine moved to adjourn the meeting

Seconded by Commissioner Vagnozzi

VOICE VOTE: Motion carried unanimously

Meeting adjourned at 7:30 p.m.



Meridian Township  
5151 Marsh Road  
Okemos, MI 48864

P 517.853.4000  
F 517.853.4096

**Township Board:**

**Ronald J. Styka**  
*Township Supervisor*

**Brett Dreyfus**  
*Township Clerk*

**Julie Brixie**  
*Township Treasurer*

**Phil Deschaine**  
*Township Trustee*

**Patricia Herring  
Jackson**  
*Township Trustee*

**Dan Opsommer**  
*Township Trustee*

**Kathy Ann Sundland**  
*Township Trustee*

**Frank L. Walsh**  
*Township Manager*

02/08/2018

Mr. Bradley Funkhouser  
Chief Executive Officer  
CATA  
4615 Tranter Street.  
Lansing, MI. 48910

Dear Mr. Funkhouser:

**Subject: Meridian Redi-Ride Boundary Adjustment**

On February 6, 2018, the Meridian Township Board approved the expansion of the existing Redi-Ride Service area boundary to include several tax sharing areas within the Township and two locations outside the municipal boundary. Those locations are the Bath Meijer and the MSU Clinical Center.

As part of the Township Board action, they also requested that this change to the service area be made effective immediately. I've attached a map that indicates the five (5) areas to be included.

As we move forward with our contract to memorialize the original letter of agreement we will include this new service area boundary in the document. We expect to have a draft of this document in the next few weeks.

Please let me know if you have any questions regarding the request, locations to be included or the boundary map. We look forward to continuing to work together to provide the best Redi-Ride service to our residents.

Sincerely,

Frank L. Walsh  
Township Manager

# Redi-Ride Expansion

## Legend

 Township Boundary

 PA 425 & PA 108

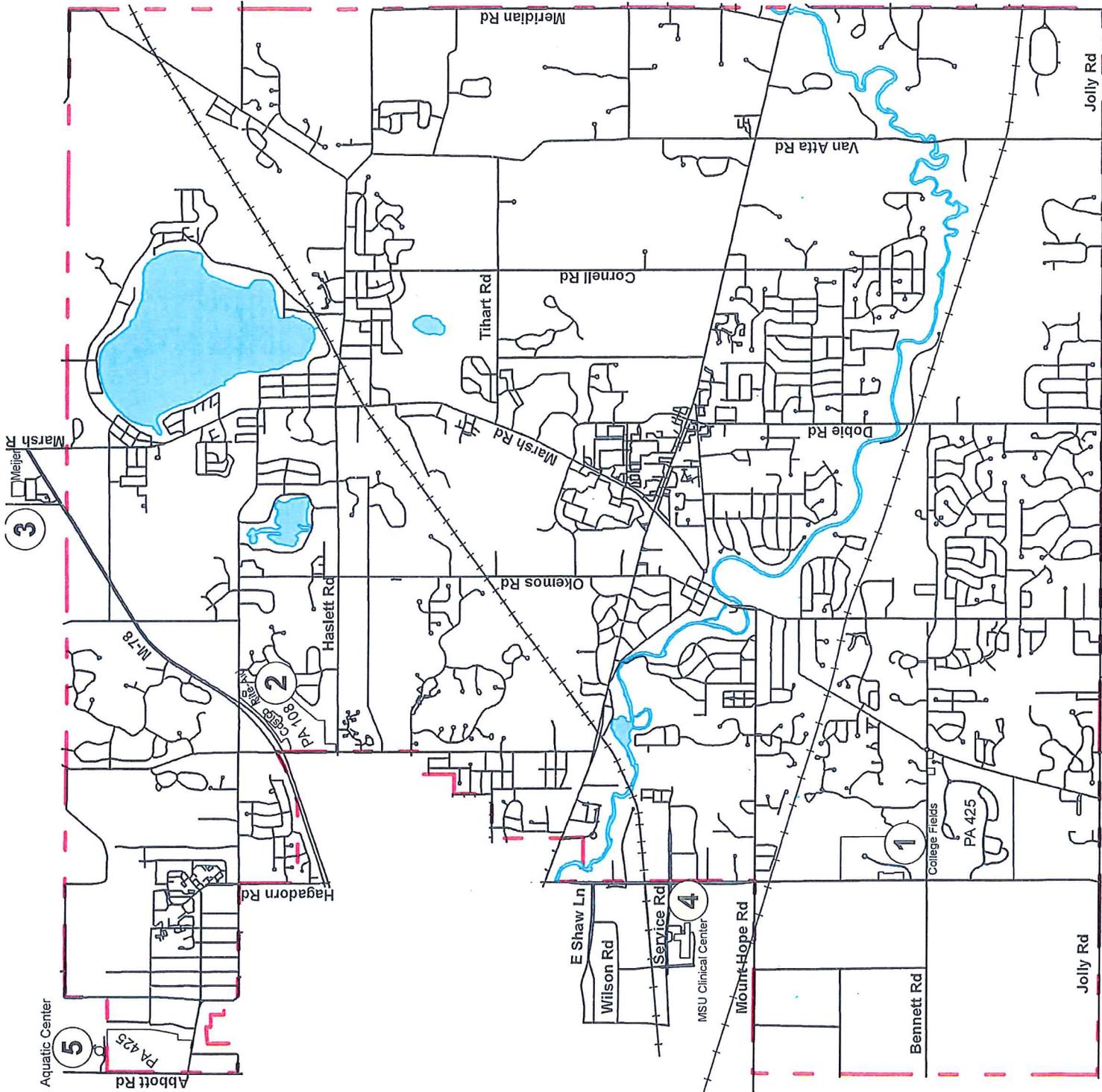
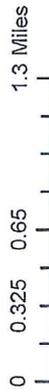
 1 College Fields

 2 Costco

 3 Bath Meijer & Gas Station

 4 MSU Clinical Center

 5 East Lansing Aquatic Center





CAPITAL AREA TRANSPORTATION AUTHORITY

Nathan Triplett, Board Chair • Bradley T. Funkhouser, AICP, Chief Executive Officer

February 13, 2018

Mr. Frank Walsh  
Township Manager  
Meridian Township  
5151 Marsh Road  
Okemos, MI 48864

Dear Mr. Walsh:

Subject: Meridian Redi-Ride Boundary Adjustment

I am in receipt of your letter dated February 8, 2018, requesting revisions to the current Meridian Redi-Ride boundary to include five new areas, illustrated on the map provided.

I am very excited to learn that the Meridian Township Board approved this expansion on February 6, 2018, and that you are asking CATA to begin serving these areas as soon as possible. As I have indicated to you in prior conversations, I consider it a privilege to provide this critical service to the residents of Meridian Township, and will continue working with you to expand and improve the service based on riders' requests.

I have instructed our Operations Department to begin serving the requested areas effective Monday, February 19, 2018. The Paratransit Department is also aware so that they can immediately begin scheduling to and from those destinations for trips as early as Monday. I've also asked our Marketing Department to promote this change so that riders in Meridian Township can immediately benefit from the expanded service.

I look forward to our continued partnership.

Sincerely,

Bradley T. Funkhouser, AICP  
Chief Executive Officer

BI-9





Meridian Township  
5151 Marsh Road  
Okemos, MI 48864

P 517.853.4000  
F 517.853.4096

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**Dan Opsommer**  
*Township Trustee*

**Kathy Ann Sundland**  
*Township Trustee*

**Frank L. Walsh**  
*Township Manager*

02/09/2018

Dear Commissioners:

Subject: Transportation Commission Role in Climate Sustainability Plan

Thank you for entertaining your role(s) in implementing the [Meridian Climate Sustainability Plan](#) (CSP) and suggesting ideas that fit within your mission.

I have attached a PDF of the slide presentation and am providing a link [here](#).

I left my full notes of your suggestions at home, but wanted to at least summarize a few points (please share your comments, additions, and/or corrections ☺):

- There is **interest** in assisting with the transportation objectives in the CSP!
- There is room for more **discussion and clarification** about how this will happen, who will participate, when, what, etc. but it was suggested that the TC might
  - suggest policies, benchmarks, etc.
  - help refine objectives and offer advice
  - report on progress
  - suggest topics for "Green Theme" presentations and educational outreach (such as "All about CATA", Complete Streets, etc.)
  - stay in touch with the Energy Team (please contact [LeRoy](#) if you'd like to be added to the email list)
- **Streetlight conversion** seems to be a hot topic – beset with potential challenges due to Consumers Energy's role – but with opportunities that could provide energy savings, cost savings, CO2 reductions, transportation benefits, economic benefits, and safety improvements – of interest to neighborhood groups, businesses, EDC, police, and others. A possibility of tying this to a road millage was mentioned. A report on streetlights and savings can be found [here](#).

Thank you again for your enthusiasm and stewardship of efficient, safe, healthy, clean, and enjoyable transportation in Meridian!

Sincerely,

LeRoy Harvey  
Environmental Programs

## MERIDIAN TOWNSHIP PHASE II ENERGY EFFICIENCY PROJECT - PART 2

### Develop a Plan to Reduce Energy for the Street Lighting System in the Township

The goal of this part of Phase II included the three tasks below.

1. Research the physical characteristics and energy economics of the current street lighting system in Meridian Township
2. Enter into discussions with Consumers Energy on future street lighting technology and maintenance plans
3. Develop pilot project for energy saving street light replacement with emphasis on economic advantages for the Township

The economics of street lighting is such that the energy consumed is not paid for directly. Instead, street lighting is billed at a fixed monthly amount depending on the size and technology of the lamp in place. Both the Lansing Board of Water and Light (BWL) and Consumers Energy were contacted to discuss plans for conversion of the street lighting grid to LEDs or other technology.

An inventory and mapping of the street lighting within Consumers Energy territory was conducted prior to this audit. The inventory of existing streetlights, including maintenance and energy charges, is presented below:

Lamp Type	Qty Fixtures	\$/month per Fixture	\$/year per Fixture	\$/month All Fixtures	\$/year All Fixtures
100 HPS	1,589	\$12.10	\$145.20	\$19,226.90	\$230,722.80
150 HPS	43	\$14.90	\$178.80	\$640.70	\$7,688.40
250 HPS	9	\$22.02	\$264.24	\$198.18	\$2,378.16
100 MV	56	\$12.67	\$152.04	\$709.52	\$8,514.24
175 MV	361	\$16.88	\$202.56	\$6,093.68	\$73,124.16
250 MV	39	\$20.62	\$247.44	\$804.18	\$9,650.16
400 MV	30	\$26.17	\$314.04	\$785.10	\$9,421.20
Totals	2,127			\$28,458.26	\$341,499.12

There are over 2,100 street lights documented in Consumers territory. These are a mixture of municipal owned and utility owned. There are almost 500 street lights that still use ancient mercury vapor technology. If energy savings are important, these are the streetlights to target for replacement. These streetlights will be replaced by Consumers with HPS fixtures on some unknown schedule. Street lighting changes are a low priority for Consumers.

The BWL streetlights comprise only 2% of the total street lighting costs and use HPS technology, offering little opportunity for significant energy savings. The BWL appears to have lower costs per fixture and per kWh than Consumers for identical fixtures. Being a nonprofit, the BWL may have less flexibility in its cost of service to provide reduced rates for energy efficient street lighting replacements.

Nearly 2/3 of the total energy consumption for street lighting is for Consumers 100 Watt HPS fixtures. These lower wattage fixtures will have a longer return on investment because there are fewer watts to pay for the costs of fixture replacement.

The Consumers mercury vapor fixtures constitute 33% of the total current electricity load for Meridian Township street lighting. These represent the greatest opportunity for energy savings because replacement LED or induction technology is replacing low lumen per watt streetlights. Improved light levels and visual acuity are a possible result of a well planned replacement process. These fixtures will eventually be replaced with less efficient HPS technology if nothing is done.

Suspended or cobra head fixtures require special equipment to repair or replace lamps whereas post top fixtures can be reached with a simple ladder. This economic reality is not reflected in the current price rate. Larger wattage lamps will obviously consume more energy, but currently the cost of energy to the customer goes down as the lamp wattage increases. This seems contrary to the cost of service and may be a byproduct of an archaic mindset encouraging the increased use of electrical power for the purpose of generating higher profits. A street lighting efficiency project will be a challenge and an opportunity to aid the utility in transforming this part of its business model to be sustainable and increase the resiliency of the street lighting grid.

Neither utility has or is planning to have an energy efficiency municipal lighting program. The township would have to initiate any discussions and be willing to finance the lighting fixture replacement. Then there is the issue of ownership of the new fixtures and the monthly price per fixture that must be negotiated. The possibility exists that the township could end up paying more per month to the utility for the improved fixtures. For the best results, negotiations should focus on determining the true cost of service to the utility for the new fixtures and an equitable profit level for the service provided.

## Mark Kieselbach

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**From:** Donna Rose <wild-rose@sbcglobal.net>  
**Sent:** Wednesday, February 14, 2018 7:14 PM  
**To:** Mark Kieselbach  
**Cc:** Nathan Triplett; Frank Walsh; Dan Opsommer  
**Subject:** Redi Ride Fare

Dear Transportation Commissioners,

I want to share some statistics with you about the composition of our township. According to the most recent US Census Bureau figures our township has a population of 42,414. Of this amount 12.1% of our residents are living in poverty. This means approximately 5,132 individuals are living at or below the 2018 HHS federal poverty guideline of \$12,140 for one person, or \$16,460 for two people. These figures do not take into account those who would be considered "very low income" or "low income", which are the next economic gradations. In just one apartment complex, Marsh Pointe, there are 108 subsidized apartment units. I was unable to determine just how many subsidized units Meridian Township contains, but if you figure in Grange Acres and Carriage Lane Apartments, both for those who have very low or less income, you have to conclude there are a lot of subsidized rental units located in our township. The median income for Meridian Township as a whole is over \$65,000 annually. People with disabilities comprise 5.6% of our township's population and of them 29.1% live below the HSS poverty guidelines, often on less than \$750 monthly, which is the amount disabled recipients receive for Supplemental Security Income SSI here in Michigan. Even with rental subsidies, individuals are extremely financially strapped.

Senior assisted living, such as Marquette House, is expensive and these centers generally provide transportation for their residents, so they are not likely going to use Redi Ride. I can assure you, anyone with a decent income is generally finding more convenient ways of getting transportation and Redi Ride would not be their first choice, neither would Spectran. I haven't seen you all using Redi Ride, with the exception of Karla Hudson. Which I think proves my point!

I am giving you this information so you can be better informed on your constituents who are most likely using Redi Ride. I want you to consider these statistics when you think about raising the fare for Redi Ride. I need you to remember, although places like Ann Arbor are charging \$4 for a same day ADA paratransit vehicle ride, Ann Arbor is loaded with fixed route bus service on just about every major thoroughfare. The bus is free, so many people with disabilities, and seniors are using that service, instead of the ADA service. They have that choice, but here in Meridian Township we have areas of transportation deserts where our residents cannot easily choose to use bus service.

My ultimate solution to higher fares would be to raise the millage just a little, so the funding is spread out across the township and not placed as a burden on lower income individuals. But, if we have to increase the fare I would recommend the fare be raised to \$2, with low income and people with disabilities paying half fare (\$1) as they do now. This would raise the current discounted fare from .60 cents and raise the full fare of \$1.25 to \$2. It would be much easier for everyone if we didn't have to come up with change all of the time. If the fare is raised any higher than this, it will become a hardship for people who do not have the option to use a fixed route bus near their home. Redi Ride was originally meant to fill in for the lack of fixed route services here and to offer same day service.

Thank you for considering my viewpoint.

Sincerely,  
Donna Rose

Positive change has never come from the top down. It's driven by everyday citizens who come together to make our democracy work for everyone. Derrick Johnson, NAACP, President & CEO

## Mark Kieselbach

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**From:** Karla Hudson <hudson.kc@live.com>  
**Sent:** Friday, February 09, 2018 9:08 AM  
**To:** Mark Kieselbach; Chris Hackbarth  
**Cc:** Dan Opsommer  
**Subject:** facts to share with the group

Hi All,

After last night's discussion about the cost of a ride I want to make certain we have our facts straight. So I took the time this morning to be the fact checker. Given that Traverse City was used as a comparable I took it upon myself to look at their web page and also made a call to their service. Yes, the cost of a Ride for individuals who do not have the characteristic of a person with a disability, senior citizen or student is \$3. However, individuals with these characteristics along with the military/veterans in their community pay \$1.50. The length of a ride at the most is 30 minutes compared to our township can keep a passenger on the vehicle for up to 40 minutes. This information is based on their door-to-door transportation service. They try to keep the shared ride experience to a minimum.

Another fact:

The Marquette, seniors and transportation

Below is the amenities provided by this facility and as you will see transportation is provided by the facility. So yes these individuals could afford \$2.50 but I am sure they would use the services offered by the facility.

Our chefs prepare three delicious meals each day, served in our beautiful dining room. We provide housekeeping, linen services, fun and stimulating activities, off-site excursions, transportation to your personal appointments and a variety of classes and programs.

Again, as I mentioned Burcham Hills is not in the service area but they also have their own transit for residents. These individuals are not going to use Redi-ride.

The last fact to consider based on the census for our township is that 12.5 percent of our seniors live in poverty.

Hope this helps us keep transit in perspective for the citizens of Meridian and the cost of a ride.

Karla

## New app reinvents University bus system to be more like Uber

Sunday, January 28, 2018 - 3:38pm



RITMO, partnering with Ford Motor Company, will allow students, faculty and staff to use on-demand shuttle transportation linked with the University bus system. Buy this photo (<http://store.pub.umich.edu/michigan-daily-buy-this-photo/>)

Max Kuang/Daily

[KATE JENKINS \(//AUTHOR/TRAINING\)](#)

Daily Staff Reporter

Reinventing Urban Transportation and Mobility aims to revolutionize public transit through an online app that turns transportation into an on-demand service. The app, which serves travelers on the University of Michigan's North Campus, first launched this month on January 16. While no timeline is set in place yet, the developers hope to eventually expand the service to the University as a whole.

RITMO, partnering with Ford Motor Company, will allow students, faculty and staff to use on-demand shuttle transportation linked with the University bus system. Riders only need to book one ticket to their destination and wait up to five minutes for their shuttle to arrive.

Pascal Van Hentenryck, the Seth Bonder Collegiate professor at the College of Engineering, is leading the RITMO project. He explained how the new system hopes to resolve inefficiencies within our current transportation system by solving the so-called [first and last mile problem \(http://blog.transloc.com/blog/eliminating-public-transits-first-mile-last-mile-problem\)](http://blog.transloc.com/blog/eliminating-public-transits-first-mile-last-mile-problem), when individuals have to walk more than a “comfortable distance,” typically 1/4 miles.

“I noticed the bus running mostly empty along the edge of campus, and I thought, ‘Wow, can we actually do an on-demand multimodal transit system here?’” he said. “That’s where the RITMO project started.”

The RITMO team has collected data on bus ridership on campus, which they will use to decide where to run buses and where to deploy on-demand shuttles that will pick up commuters and bring them to a bus route or their destination directly.

Jonathan Levine, a professor of Urban and Regional Planning at the Taubman College of Architecture and Urban Planning, has lead a team collecting data by surveying the use of transportation by students, faculty and staff.

“(We ask questions about) how you would travel under new scenarios,” Levine said. “What route would people take? We build models based on the data that comes out of hypothetical questions we ask.”

One of the team’s greatest technical challenges comes in the form of using cloud computing and artificial intelligence to optimize routes and ride-sharing in the shuttles.

“What we are doing behind the scene is analytics: Designing the system and predicting what people are going to do,” Van Hentenryck said. “We want to dispatch the vehicles as quickly as possible and maximize ride-sharing.”

Taubman graduate student Jacob Yan works with Levine on his team. He described the social responsibility that comes with designing an innovative transportation system.

“We have been talking about the travel agencies: how they might re-define the system, and how the aggregate demand for the system will look, how this will impact low-income populations,” Yan said.

Ultimately, one important goal for the RITMO project is to work with communities to revolutionize transportation by making it accessible, efficient and cost effective. While we have seen the transformation of taxi systems with applications such as Uber and Lyft, public transit has yet to become more dynamic, according to Van Hentenryck.

“We are trying to improve accessibility,” Van Hentenryck said. “In the U.S, the best predictor of poor social mobility is whether you have a car or not. If you make people walk even a quarter of a mile, you lose 50 percent of your ridership. People don’t want to walk very far to be picked up, you have to be picked up very close to your location.”

The RITMO project has strong ambitions for the future. They hope to incorporate autonomous vehicles to create a more cost-effective University transit system, as well as use electric vehicles.

“At some point, we also want to have all of these vehicles electrified to reduce greenhouse gas emission,” he said. “(Using shuttles could be a) way to integrate electric vehicles.”

RITMO will continue expanding on North Campus this year, focusing especially on serving graduate students who live within two miles of campus. Down the road, services like RITMO may be scaled to larger cities, increasing efficiency and access for all commuters.

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## MORE LIKE THIS

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TechLab to form partnerships between Mcity, startups  
(/section/news/university-creates-program-bring-mcity-research-startups)

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Hackett to be leader of new mobility services company at Ford  
(/section/news/hackett-be-leader-ford)

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From the Daily: Transit means trains (/content/daily-transit-means-trains)

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## MOST READ

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1. Game over: Michigan time to be eliminated  
(/section/academics/michigan-time-change-next-semester)
- 

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Daily Digest  
(<https://mail.michigandaily.com/lists/?p=subscribe&id=4>)

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## Mark Kieselbach

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**From:** Dan Opsommer  
**Sent:** Wednesday, March 07, 2018 11:55 AM  
**To:** Mark Kieselbach  
**Cc:** Steve Vagnozzi; Chris Hackbarth  
**Subject:** Redi-Ride Service Hour Expansion Update for the TC

Dan Opsommer has shared a OneDrive for Business file with you. To view it, click the link below.

 Redi-Ride Expansion Presentation - Township Board - 3.6.18(3).pptx

Hi Mark,

Steve asked that the Transportation Commission receive an update on the ongoing work to expand Redi-Ride service hours. There are two updates Steve was hoping you could share with the full Transportation Commission:

First, it was brought to CATA's attention that federal and state law may not allow for a flat fare structure for Redi-Ride. CATA had their attorney's review federal and state law yesterday morning and they confirmed that Redi-Ride is required to have a discounted fare of 50% of the regular fare, or greater, under 49 USC 5307(c)(1)(D) and Section 10e(4)(a)(iii) of PA 51 of 1951.

Second, as I promised Karla during that final Transportation Commission meeting where the Commission unanimously approved the motion to expand Redi-Ride service hours, I have been working with CATA to get more realistic assumptions before we submit a plan to CATA. For instance, about 74% of Delta Township's rides were covered by the JARC and NFF grants. Delta Township's ridership demographics are very similar to Meridian Township's and we have no reason to believe that Meridian Township will have a profoundly different experience in terms of JARC eligible rides provided.

After additional conversations with CATA, they believe using a 74% assumption based on Delta's experience would more accurately reflect the percentage of rides that would be grant eligible under the expanded service hours in Meridian Township. This means that we expect to be able to fund three hours of additional service with a \$1.25 discounted fare for Medicare cardholders, seniors age 62 and older, and persons with disabilities and a \$2.50 fare for regular passengers and students.

I've attached an updated presentation from yesterday's Township Board meeting based on the updated figures from CATA.

Could you please share these updates with the Transportation Commission when you have a moment?

Thanks,

Dan Opsommer  
Meridian Township Trustee  
Cell: 517.281.6034



# Expanded Meridian Twp Redi-Ride Service

PRESENTED BY DAN OPSOMMER, MERIDIAN TOWNSHIP TRUSTEE  
AND MERIDIAN TOWNSHIP CATA BOARD REPRESENTATIVE



## How can we provide expanded service?

The Township's 2016 ad-hoc Redi-Ride Committee expressed our community's desire for expanding service hours in order to accommodate residents going to and from work, run errands and meet their basic transportation needs.

Redi-Ride currently operates from 9 a.m. to 5 p.m., which means the service doesn't even allow for transportation to and from a typical 8-hour work day.



## Quick Redi-Ride Facts

A special millage was proposed and approved by Meridian Township voters in November of 1999 for the purpose of expanding CATA services to increase frequency of fixed routes and provide Redi-Ride service for Township residents.

Redi-Ride service began operating on June 12, 2000.

Our Redi-Ride millage was renewed in November of 2009 for an additional 10 years. The current millage will fund existing Redi-Ride service through 2019.



## How can we expand service with limited revenue?

There are two grants that CATA has obtained that we can utilize to expand Redi-Ride service to better meet the transportation needs of our residents:

1. Job Access and Reverse Commute (JARC)
2. New Freedom Funds (NFF)

These are three-year grants, which could be used to fund a portion of expanded service from 2018 to 2022.

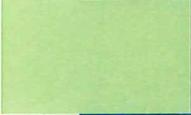


## New Freedom Funds (NFF)

The New Freedom Funds are established under the Enhanced Mobility of Seniors and Individuals with Disabilities Program to help fund new public transportation services that go beyond those required by the Americans with Disabilities Act (ADA) and are aimed at reducing transportation barriers faced by seniors and individuals with disabilities.

New Freedom Funds can be used to provide new or expanded services that increase transportation options for seniors and individuals with disabilities.

The new service must be open to the public to be eligible for New Freedom Funds.



## Job Access and Reverse Commute (JARC)

The Job Access and Reverse Commute (JARC) program was established under the Urbanized Area Formula Program to support new public transportation services that assist low-income residents to obtain and maintain employment.

JARC grants can be used to fund new services that transport individuals to and from jobs and employment-related activities, such as job training and interviews.

The new service must be open to the public to be eligible for JARC grants.

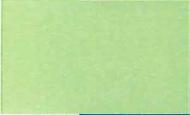


## Local Match Requirements for NFF & JARC

**These grants cover up to 50% of the operating costs for eligible rides, meaning there must be a 50% local match for operating costs.**

**These grants cover up to 80% of capital and planning costs for eligible rides, meaning there must be a 20% local match for capital and planning costs.**

**Recipients can use 10% of the grants for administrative costs and technical assistance. No local match is required.**



How can we fund these match requirements with limited revenue?

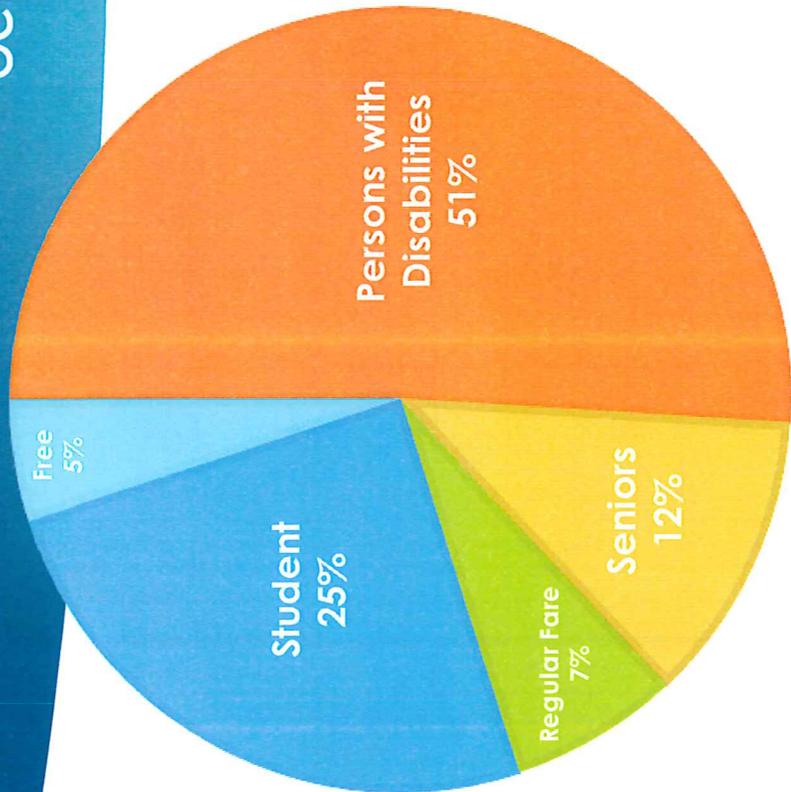
**CATA has agreed to fund the 50% local match for the NFF and JARC grants.**



**What percentage of the rides would  
qualify for NFF and JARC funding?**

# MERIDIAN TOWNSHIP REDI-RIDE DEMOGRAPHICS

OCTOBER 1, 2016 - SEPTEMBER 15, 2017

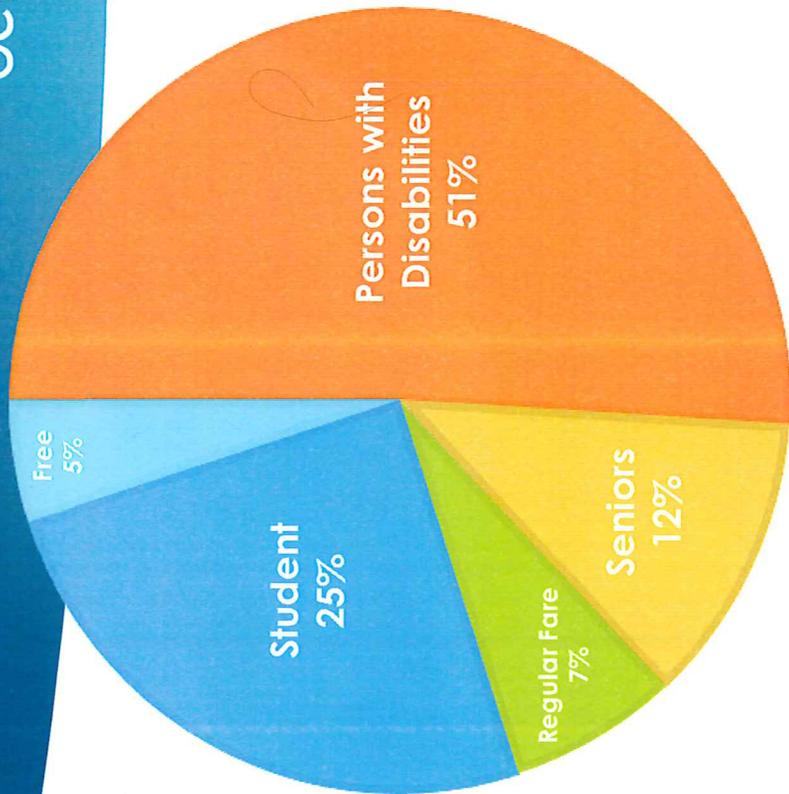


**What percentage of rides would qualify for New Freedom Funds?**

**Based on the most recent REDI-Ride data, 63% of the rides qualify for New Freedom grant funding – seniors and persons with disabilities.**

# MERIDIAN TOWNSHIP REDI-RIDE DEMOGRAPHICS

OCTOBER 1, 2016 - SEPTEMBER 15, 2017



Delta Township has very similar demographics in ridership to Meridian Township. Based on Delta Township's experience, they were able to receive grant funding for about 74% of their rides.



# So how can we use these grants to expand Redi-Ride?

EXPANDING MERIDIAN TOWNSHIP REDI-RIDE SERVICE



## Transportation Commission Recommendation

**The Meridian Township Transportation Commission passed a motion recommending that the Township Board ask CATA to expand our Redi-Ride service hours from 7:30-9 a.m. and 5-6:30 p.m., Monday through Friday.**



**7:30-9 AM Morning Service MON-FRI**  
**5-6:30 PM Evening Service MON-FRI**

Expanding three hours a day Mon-Fri would add over 27% more bus hours and increase our Redi-Ride hours of operation by 37.5%.

The current Redi-Ride system books about 3 rides per bus hour. This means that the Commission's recommended for expanded service would add the capacity to provide over 4,600 more rides per year.

This would provide a significant increase in capacity and considerably increase opportunities for residents to book same-day rides.



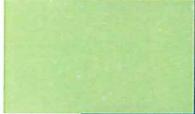
**7:30-9 AM Morning Service MON-FRI**  
**5-6:30 PM Evening Service MON-FRI**

**Two Redi-Ride buses running from 7:30-9 AM and 5-6:30 PM Mon-Fri**

**How much would it cost? Approximately \$85,466 a year.**

**How much would the grants and a CATA local match cover? An estimated 74% of the rides: \$63,245**

**How can we fund the remaining cost for expanding service: \$22,221?**



**7:30-9 AM Morning Service MON-FRI**  
**5-6:30 PM Evening Service MON-FRI**

We could also institute a \$1.25 discounted fare for Medicare cardholders, seniors age 62 and older, and persons with disabilities and a \$2.50 fare for regular passengers and students, which would generate an estimated \$21,096 annually, leaving only \$1,125 in remaining estimated cost, meaning the plan will likely be about revenue neutral and CATA is willing to cover any small contingency in funding during the grant period.



## How would we fund the expanded morning and evening service once the grants expire in 3 years?

Once we begin piloting the program, we would know exactly how much we would lose in grant funding, but it is likely to be about \$63,000 a year.

I have asked CATA to continue contributing the 50% local match after the grants expire. If they agree to this, the Township would simply need to identify about \$31,500 in General Fund revenue over the next three years to replace the federal grants when they expire.

I'm happy to answer any  
questions you have

