



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
October 19, 2017 6:00 p.m.



1. CALL MEETING TO ORDER
2. APPROVAL OF AGENDA
3. APPROVAL OF MINUTES
 - A. September 28, 2017
4. PUBLIC REMARKS
5. COMMUNICATIONS
 - A. Received and on file:
 - Ody Norking-Ann Arbor Area Transportation Authority Contract
 - Ody Norkin-Redi-Ride Cost
 - Donna Rose-Meeting Format and Redi-Ride
 - Donna Rose-CATA RFP and Supplemental Services
 - Andrew Brieschke-CTF Funds and Meridian Redi-Ride
 - Commissioner Hudson-Public Transit Options Ypsilanti
 - Commissioner Hudson-CATA Board Meeting Schedule
 - Andrew Brieschke-Delhi and Delta
 - Mark Kieselbach-Moving Mid-Michigan
6. COMMISSION DISCUSSION:
 - A. Continue Redi-Ride Discussion
7. COMMISSION COMMENTS
8. NEXT MEETING DATE
 - A. November 16, 2017 Meridian Municipal Building Town Hall Room
 - B. Township Board Meeting November 9, 2017
10. ADJOURNMENT

DRAFT

CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION (MTC)
MEETING MINUTES OF SEPTEMBER 28, 2017

PRESENT: Commissioners: Chair Hackbarth, Vice-Chair Potter, Hudson, Vagnozzi, Deschaine,
and Beavers .

ABSENT: Commissioner Kolbasa

STAFF: Dave Hall, Chief of Police
Mark Kieselbach, Director of Community Planning and Development

1. Call Meeting to Order

Chair Hackbarth called the meeting to order at 6:05 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 asked to amend the minutes of August 24, 2017 for the public remark made by Leonard Provencher to include the intersection improvements at Saginaw Highway and Towner Road would not work for cyclists and pedestrian and his concerns with the proposed Michigan left turns.

Vice-Chair Potter moved to approve the amended minutes of August 24, 2017

Seconded by Commissioner Deschaine

VOICE VOTE: Motion carried unanimously

4. Public Remarks

Leonard Provencher indicated the Saginaw Highway and Marsh Road intersection is outside of the Township. He felt the proposed intersection improvements at Saginaw Highway and Marsh Road would not work for cyclists or pedestrians. He also stated non-motorized improvements should be made to Newton Road.

Ody Norkin provided a hand out (on file) that calculated the cost for Redi-Ride per ride and per mile for an average ride. He also gave a cost comparison to the Ann Arbor Area Transportation Authority.

5. Communications

The Commission accepted the communications that had been received and placed on file.

6. Presentation/Discussion

A. Update on Capital Area Transportation Authority (CATA)

Chair Hackbarth welcomed Brad Funkhouser, Deputy CEO and Andrew Brieschke, Director of Operations for CATA.

Mr. Brieschke provided the Commission with an updated packet of information for the Redi-Ride service in the Township. The packet included information on service hours and ridership as well as what the Township has been paying in tax revenue per passenger and per hour for the service. (A copy of the information is on file)

- Fiscal Year 2017
 - Vehicle hours-7,985
 - Ridership-19,155
 - Tax Revenue Received by CATA-\$326,000
 - Tax Revenue Cost Per Hour-\$40.83
 - Tax Revenue Cost Per Passenger-\$17.02
- Booking Analysis (October 2016 – September 15, 2017)
 - Total trips Booked – 22,053
 - Capacity-369
 - Percent of Capacity denials-1.6%
 - Client refusals-30
 - Cancelations-2679
 - Percent of Cancelations-12.1%
 - No Shows-2226
 - Percent of No Shows-10.1%
 - Days of operation-297
- Fiscal Year 2016-Percentage of Rides by Type
 - Persons with Disabilities-45%
 - Youth-28%
 - Regulars-12%
 - Seniors-10%
 - Free-5%
- Fiscal Year October 2016-September 15, 2017 Percentage of Rides by Type
 - Persons with Disabilities-51%
 - Youth-25%
 - Seniors-12%
 - Regular-7%
 - Free-5%
- May 8, 2017 start of same day cancellation with up to 4 hours prior notice
- Busiest time to ride 3-5 p.m.

- Expand hours to 7 p.m.
- Is there a need to expand hours on Saturday
- New call back feature, a person does not need to wait on the phone to schedule a ride
- Email cancellations
- New app to track your bus ride
- Next step is for an app to track your ride on Redi-Ride
- App could help with schedule and no-shows

B. Brad Funkhouser-Update on CATA

- Items being discussed at CATA
 - Cross boundary service
 - Demand response service
 - Tracking the bus at the bus shelter
 - Provide service to the airport
 - Working with Tri-County
- Should be able to purchase a ticket prior to boarding
- Redi-Ride should have a pre-pay system
- Policy at this time is not to allow public service announcements on a bus
- In the future a kiosk could be located by the shelter for announcements

7. Commission Discussion/Review

A. Continue Redi-Ride Discussion

A. 1. Trustee Dan Opsommer - Redi-Ride Service Expansion Grant Opportunities

- Current millage will fund existing Redi-Ride service through 2019
- Two grants used by CATA
 - Job Access and Reverse Commute (JARC)
 - New Freedom Funds
- JARC can be used to fund new services that transport individuals to and from jobs and employment related activities
- NFF can be used to provide new or expanded services that increase transportation options for seniors and individuals with disabilities
- 63% of the rides qualify for NFF
- Percentage of rides that qualify for JARC but not for NFF is approximately 5%
- Four possible options for evening services
 - Option 1: 5-7 p.m. Monday - Friday
 - Option 2: 5-7 p.m. Monday - Saturday
 - Option 3: 5-8 p.m. Monday - Friday
 - Option 4: 5-8 p.m. Monday - Saturday(A copy of presentation is on file)
- The \$2000 cost to the Township is similar in Option 1 and Option 4
- The feasibility of Saturday service

- Determine if there is a demand for service until 8 p.m.
- Need for a comparison of what other communities provide
- Delta Township has service from 5-9 p.m.
- Option 1 would be least disruptive

A. 2. Commission Members Suggestions/Priorities

- Need approval to operate in Bath Township
- Need to designate specific hubs for service
- Commission members need to put their thoughts in writing prior to the next meeting
- Township Board made the decision not to provide service outside of the Township

8. Commission Comments

- Consensus to move the October 26, 2017 meeting to October 19, 2017
- Concern the Township Board had not scheduled a meeting with staff from MDOT to discuss Grand River Avenue
- Glad to know the gap in the pathway on Okemos Road will be completed

9. Next Meeting Dates

- Commission's next meeting is October 19, 2017, Fire Station 91 Community Room
- Township Board's next meeting is October 3, 2017

10. Adjournment

Chair Hackbarth called for a motion to adjourn the meeting

Commissioner Deschaine moved to adjourn the meeting

Seconded by Vice-Chair Potter

VOICE VOTE: Motion carried unanimously

Meeting adjourned at 8:15 p.m.

CONTRACT

THIS CONTRACT, between Ann Arbor Area Transportation Authority, called AAATA, and Blue Cab, Contractor is effective as of February 1, 2015.

1.0 SCOPE OF WORK

The Contractor is to perform all work to provide goods and services to AAATA as defined in the Scope of Services in AAATA's Invitation for Bid #2015-01 Nightride Services and the Contractor's Proposal as accepted by AAATA. All provisions and terms and conditions of the RFP are incorporated as part of this Contract.

2.0 CONTRACT TERM

The Contract term is for three years from the effective date of this Contract. Possible renewals will be decided on a year-to-year basis for up to a total of two one-year optional renewals possible. If any option year is exercised, AAATA will issue a new contract for the year at least fifteen days prior to the new Contract effective date.

3.0 CONTRACT PRICE AND PAYMENTS

3.1 AAATA shall pay the Contractor in accordance to the Contractors price proposal.

3.2 Payments
Invoices shall be submitted monthly.

3.3 Payment Terms and Withhold

Payments will be made within thirty (30) days after a correct invoice has been received by AAATA, in accordance to the attached pricing:

Hours	Year 1		Year 2		Year 3		Total for 3 Years
480	\$ 46.00	\$ 22,080	\$ 46.00	\$ 22,080	\$ 46.00	\$ 22,080	
18,520	\$ 34.00	\$ 629,680	\$ 34.00	\$ 629,680	\$ 34.00	\$ 629,680	
		\$ 651,760		\$ 651,760		\$ 651,760	\$ 1,955,280

4.0 CONTRACT DOCUMENTS

This Contract includes a Contract signature sheet together that is incorporated into the contract and shall be construed together to form the contract between the two parties. In case of any conflict among these documents where the parties' intended resolution is not clear, the order of precedence shall be as follows and are listed as number one as the highest precedence.

1. Change Orders issued to this Contract, in order of date issued, most recent highest
2. This Contract signed by both parties
3. AAATA's RFP #2015-01
4. Contractor's Cost Proposal
5. Contractor's Proposal as accepted by AAATA

All the above-named contract documents are intended to be complementary. Work required by any one of the above documents shall be done as if required by all.

5.0 ASSIGNMENT OF RESPONSIBILITIES

5.1 Contracting Officer

The Contracting Officer is the AAATA purchasing official who is authorized to enter into and administer this Contract, and to be the AAATA's single authority for authorizing actions that reflect the formal business relationship between AAATA and the Contractor. The Contracting Officer for this project is:

Michelle Whitlow, CPPO, CPPB
Manager of Purchasing
Phone: 734-794-1813
FAX: 734-973-6338
Email: mwhitlow@theride.org

5.2 AAATA Project Manager

The Project Manager is the AAATA employee charged with the responsibility for providing technical oversight of the Contract effort, including making certain that the Contractor performs according to the technical requirements of the Contract.

The Project Manager for this project is:

Al Thomas
Specialized Transportation Coordinator
Phone: 734-794-1716
FAX: 734-973-6338
Email: athomas@theride.org

6.0 CHANGE ORDERS

- 6.1 A change order is a written order in the form of a purchase order signed by the owner and issued to the Contractor, authorizing a change in the work and the amount of adjustment to the contract sum or the contract time; or the terms and conditions of the contract. Changes may only be authorized by a change order. The only exception to this is emergencies, which threaten life, or property.
- 6.2 Any change order, which may be executed, shall be a part of the contract documents and shall take precedence over any other part of the contract

documents, including addenda, wherever there is a conflict.

7.0 PRICE ADJUSTMENT FOR REGULATORY CHANGES

If price adjustment is indicated, either upward or downward, it shall be negotiated between AAATA and the Contractor for changes that are mandatory as a result of legislation or regulations that are promulgated.

8.0 INSURANCE/INDEMNIFICATION

A. The Contractor shall procure and maintain during the life of this Contract, such insurance policies, including those set below, as will protect itself from all claims for bodily injuries, death or property damage which may arise under this Contract; whether the acts were made by the Consultant or by any subcontractor or anyone employed by them directly or indirectly. The following insurance policies are required:

1. Workers' Compensation, disability benefit and other similar employee benefit acts in the amount required under State of Michigan law. A nonresident Contractor shall have insurance for benefits payable under Michigan's Workers' Compensation law for any employee resident of and hired in Michigan. The Contractor shall maintain coverage for employees of other states as mandated.

2. Comprehensive General Liability: \$1,000,000

Bodily injury and property damage combined single limit including personal injury and completed operations.

3. Automobile Insurance for Vehicles: \$1,000,000

Liability, including standard no-fault

B. Contractor may not start work until evidence of all required insurance has been submitted and approved by AAATA. Contractor must cease work if any of the required insurance is canceled or expires.

C. All policies providing Contractor's insurance shall be endorsed to provide thirty (30) days written notice of cancellation or non-renewal to AAATA.

D. The limits of liability may be provided by a single policy of insurance or by a combination of primary, excess or umbrella policies. But in no event shall the total limits of liability available for any one occurrence or accident be less than the amount required.

E. All policies of insurance presented, as proof of compliance shall be on forms and with insurance companies approved by AAATA. All such insurance policies shall be provided by insurance companies having Best's ratings of B+ or greater and VI or greater (B+/VI) as shown in the most current issue of Best's Key Rating Guide.

Policies of insurance insured by insurance companies not rated by Best's or having Best's ratings lower than B+/VI will not be accepted as complying with the insurance requirements of the contract unless such insurance companies were approved in writing prior to award of the contract.

9.0 WARRANTIES BY THE CONTRACTOR

- A. The Contractor, in providing services under this Agreement, will endeavor to perform in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances.
- B. The Contractor warrants that it has the skills, experience, and professional licenses necessary to perform the Services it is to provide pursuant to this agreement.
- C. The Contractor warrants that it has available, or will engage, at its own expense, sufficient trained employees to provide the Services specified in this contract.

10.0 OBLIGATIONS TO AAATA

- A. AAATA agrees to give the Contractor access to the project area and other AAATA owned properties as required to perform the necessary Services under this agreement.
- B. AAATA shall notify the Contractor of any defects in the Services of which the Contract Administrator has actual notice.

11.0 ASSIGNMENT

- A. The Contractor shall not subcontract or assign any portion of the Services without prior written consent from AAATA. Notwithstanding any consent by AAATA to any assignment, Contractor shall at all times remain bound to all warranties, certifications, indemnifications, promises and performances, however described as are required of it under the Contract unless specifically released from the requirement, in writing, by AAATA.
- B. The Contractor shall retain the right to pledge payment(s) due and payable under this agreement to third parties.

12.0 OWNERSHIP OF DOCUMENTS

Upon completion or termination of this agreement, all documents prepared by the Contractor, including tracings, drawings, estimates, specifications, field notes, investigations, studies and reports shall become the property of, and, at the option of AAATA, be delivered to, AAATA. AAATA acknowledges that the documents are prepared only for the Project. Prior to completion of the contracted Services AAATA shall have a recognized proprietary interest in the work product of the Contractor.

IN WITNESS WHEREOF, the parties have duly executed three (3) identical counterparts of this instrument, each of which shall be for all purposes deemed an original thereof, on the dates set forth below.

Ann Arbor Area Transportation Authority

Blue Cab

By: *[Signature]*

By: *[Signature]*

John Etter

Dated: 1/29/15

Dated: 1-26-15

The packet has 38 pages including all of our emails to these commissioners.

Page 31 (right after all Steve's Amtrak sketches and power point) has a page which we all viewed before - but it is listed as "financial information regarding Redi Ride from Julie Brixie.

Brixie provided a July 7, 2017 page listing from years FY 2000 through FY 2016. 16 years no less.

The image is below this page but your PC readers may not be able to decipher these columns and it is diagram of sorts.

The three columns she provided:

Year - total vehicle hours - ridership - and (the most important item for Julie Brixie) CATA SUPPLEMENT.

OK team. Lets consider FY 2016

Vehicle Hours 7,959

Ridership - 19,874 (which we do not know how this is defined - single rider on a shared ride?)

CATA Supplement \$158,930

What Donna shared with me tonight is that Frank Walsh provided \$330,000 as the total sum the township paid CATA for Redi Ride (which is similar to what Alexander told us as well).

So add three numbers

- 1) Meridian paid \$330,000/year
- 2) Cata supplemented \$158,930/year
- 3) The riders paid .60 - \$1.20 - so lets average that at half .90 cents x 19,874 per ride = \$17,886

TOTAL CATA redi ride expenses for the year is \$506,816.00 **(or \$63.67 /per vehicle hour - that is VERY HIGH when providers can actually use a Dodge Grand Caravan like Spectran/Dean uses)**

Take that total and divide it by the 19,874 rides per year and you get : \$25.50 per ride.

Take the \$25.50 per ride and divide that by what Deb. Alexander told us - an average ride is 2-4 miles - but lets take the high side 4 miles average ride - that equates to \$6.38/mile

So lets thank Julie Brixie for providing this data to the Transportation Commission and ask - if a 4 mile taxi ride in our township is \$10-12 dollars and Dean charges CATA \$16 for a longer Spectran ride - so why are we being asked to pay \$25.50?

There are many more things wrong with these numbers.

If Redi Ride is assigned only three vehicles - which these hour appear to confirm then take the 7,959 divide by 19,874 rides - we get 40 minutes on average per SINGLE ride. THAT IS A LOT.

For an average ride that Alexander told us is 2-4 miles it takes 40 minutes? Is this efficient?

Even with re-positioning the vehicle between rides - our township is not that big and 40 percent of the rides are the school kids - so I truly question how much dead time or "dwell time" are consumed by these three vehicles. Reading dozens of comments on line by Uber and Lyft drivers they complain that they only get 2-4 rides per hour - but the shared Uber - one driver wrote is more like 6 rides per hours - each rider counts as a ride. So the common complaint is for Uber drivers "dead time" waiting for ride requests.

Anyway - these are the Brixie numbers in the packet along with Frank Walsh quote to Donna of \$330,000k per year.

Lets talk before Thursday.

thanks

Provided by Ody Norkin 9/28/17

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Friday, September 29, 2017 3:03 PM
To: Mark Kieselbach; chackbarth@mml.org
Cc: Dan Opsommer; Ronald Styka; Frank Walsh
Subject: For the Transportation Commission

Greetings,

Just a few things I would like you to consider regarding the meeting format.

1. I am hearing impaired and it is very difficult to hear people talking with their back to us. It would be helpful if you turned around and faced the audience and used the amplification system which is already in the room.
2. You agreed at the inception of this Commission you would finish by 8 PM so people using Spectran could get their rides. Unfortunately meetings keep getting extended passed that time. That isn't a problem if you could decide to change the time for a reasonable adjournment so we could schedule our rides accordingly. Tonight Karla and I had a ride home from Ody, but isn't usually the case. If we aren't outside for our scheduled ride, the rule is they can leave after five minutes. This could be a real problem for us in the winter because it takes time to get another ride and the building is locked. And we are given a no show.
3. Tonight was a perfect example of why we need a time at the end of the meeting to make public comment about what was presented. It's not just for our benefit as audience members. When we comment we are hoping you might learn by listening as well, and the presenters can hear our point of view. This is an important part of democracy.

My comments on the meeting are below.

1. It was refreshing to see Dan's presentation. Finally someone gives us some positive information to help our situation. It was a bit off-putting as well, because we have been working for over two years trying to get something done to help. Deb Alexander could have told us this grant money would be available, if not then, in the future. The funny thing is I am a CATA Board member and knew nothing about what Dan was going to present.
2. Unfortunately, grants such as Dan described in his presentation, provide a little more service, but still at a very high operating cost. If we care about individuals who need this service and our tax payers, shouldn't we try and get as many rides as possible for our millage? The hours of the service could be extended if we didn't have to pay this high price, and possibly provide a lot more service availability than these grants will provide. I feel CATA can come up with an even better plan. Looking around at other similar programs and their operating costs could be helpful. Other communities, like Ann Arbor, offer lower cost programs and still are compliant with the ADA. They have wheelchair accessible vans instead of buses for Night Ride and Holiday Ride. .
3. Same day service should be sought. It eliminates "no shows" and "cancellations". Ann Arbor's Night Ride and Holiday Ride are for everyone. You can call and your ride is there within 1/2 hour or less.
4. Some appointments must be made during afternoon hours. Those who are not able to get a morning appointment will still have issues getting home due to the school kids who ride in the afternoon. Most medical appointments have to be made between 8 - 5PM. We do have people attending the Senior Center activities as well and they need afternoon appointments as well. Most of them are not certified with Spectran.

5. We were told this evening we have as many as five buses here. The "as many as", not five. And why would buses be cut to two from 4PM to 5PM when this is part of the busiest time of the Redi Ride day due to the students? I have been told when trying to schedule a Redi Ride there are two buses occupied with kids and therefore there are no rides available. This has been before 4 PM. What are we going to do about this? If I take the figures and provided and divide them up by service hours and number of riders and so forth, it comes up to three buses per day. And Deb Alexander told us this was the number of buses used for our service. Please ask CATA to give you the schedule of buses for each day, so we can clarify.

6. The frequency with which I am not able to get a ride in the afternoons during the school year is quite high, and I know many other people describing the same situation, so I am a bit skeptical about the numbers of denials and refusals. It seems to be happening quite frequently to the people I know, and some who I do not. I feel we need to solve this issue of the school kids so everyone can get a ride when they need it. We should ask CATA to help us with this effort.

7. Our Redi Ride service doesn't begin until 9AM, so people needing to get to work cannot really use the service to get to work.

8. We are subsidizing Delhi Redi Ride. They have better service than we do, and do not pay a Redi Ride millage. I have no issue with helping other communities, but if CATA is going to use our money to shore up the system for other communities, shouldn't our service be at least as helpful to us as it is for them?

9. If the Redi Ride fare is raised to \$2.50, those who use Spectran will likely revert back to using that service, since denials with the service are not allowed under the paratransit regs. But not everyone is eligible for Spectran. I feel the purpose of the fare structure for Redi Ride was to compensate our community for the limited bus service we have available in our Township, and to offer a price equal to regular fixed route service because of this. Although we live in an affluent community, we need to remember we still have a number of individuals who are low income and they need transportation too.

I felt this meeting was a step in the right direction, but there are still a lot of loose ends which could be and need to be tied up. Thanks for your time and considering my views.

Donna Rose
6207 Cobblers Dr.
East Lansing, MI 48823
517-489-2233

"In the End, we will remember not the words of our enemies, but the silence of our friends."-- Dr. Martin Luther King, Jr

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Tuesday, October 03, 2017 11:51 PM
To: chackbarth@mml.org; Ronald Styka; Frank Walsh; Mark Kieselbach
Cc: 'Karla Hudson'
Subject: New CATA RFP for Spectran and Supplemental Services

Importance: High

Greetings,

CATA has announced their RFP for a Spectran contractor, and to my surprise within that RFP CATA is asking for bids on some of their supplemental services described in a portion of the RFP below. Mason Redi-Ride and CATA Rural Service), flexible route connector service from Lansing to Mason (Mason and Williamston/Webberville Connector. At the end of this is a sentence which basically says they reserve the right to keep providing these services themselves. Still, I guess they find it possible in these cases to see if they could get some decent bids. I won't editorialize here, but thought this was an important development. This RFP was not announced to the CATA Board, at least in its entirety, but is on the CATA web site below.

<https://www.cata.org/About/Doing-Business-with-CATA/BidId/258/view/BidDetails>

II-D Scope of Work-Supplemental Services CATA Supplemental Service provides a variety of demand response and flex-route transportation services as scheduled by CATA, primarily in Ingham County. Services include curb-to-curb service for the general population (Mason Redi-Ride and CATA Rural Service), flexible route connector service from Lansing to Mason (Mason Connector) and Okemos to Webberville (d). Operator awareness and sensitivity to customer needs is critical to these services. Operators must be physically capable of assisting customers to and from the vehicle if needed, properly securing manual and motorized wheelchairs and other mobility devices, and assisting in loading and unloading shopping bags.

Although CATA's service area is Ingham, Clinton, and Eaton Counties, the primary areas served by CATA Supplemental Services are: rural Ingham County with some overlap into the urban service areas of the Cities of Lansing and East Lansing and the Townships of Lansing, Meridian, and Delhi. The Contractor may be required to interface with transit systems in neighboring counties and to provide service added by CATA in Eaton and Clinton Counties.

CATA Rural Service

CATA Rural Service provides advance reservation trips between the rural communities of Ingham County and to and from the rural areas and transfer locations in the urban areas of Ingham County. The hours of service are between 7 a.m. and 6 p.m. on Monday through Friday. In order to be assured of a ride, customers must request trips by 5 p.m. the business day before the ride is needed. Rides are scheduled and dispatched by CATA. CATA will consider proposals for this service to be dispatched by the Contractor.

Mason and Williamston/Webberville Connector Service The Connectors are scheduled shuttles between Mason and South Lansing and between Webberville and Okemos. The routing of the Connectors is determined by CATA. The Williamston/Webberville Connector has eight scheduled departures from Webberville to the Meridian Mall and seven departures from the Meridian Mall to Webberville on Monday through Friday between the hours of 7:15 a.m. and 5:40 p.m. The Saturday Connector makes nine departures from the Meridian Mall and eight departures from Williamston. Saturday hours for the Williamston/Webberville Connector are 7:20 a.m. to 4:35 p.m. The Mason Connector has six scheduled departures from Mason to South Lansing and six departures from South Lansing to Mason on Monday through Friday. The Saturday Connector makes five departures from Mason and South Lansing. Service hours for the Mason Connector are 7:15 a.m. to 6:00 p.m. on weekdays and from 8:30 to 4:00 on Saturdays. Customers whose trips originate and end at the end of the line of either Connector Service are not required to make advance reservations. When arranged in advance, customers may be picked up or dropped off at a location that is within one mile of the

designated route on Mason Connector. Customers on the Williamston / Webberville connector may be picked up or dropped off at a location within the Williamston city limits when the ride is requested in advance. Advance requests are not required if there is no deviation as there are numerous fixed stops along both Connector routes.

Mason Redi-Ride Service

The Mason Redi-Ride Service provides demand-response rides within defined geographic areas. The Mason Redi-Ride service boundaries are Harper Road to the north, Ives Road to the East, Tomlinson Road to the south, and College Road to the west. Rides may be requested within 30 minutes of the requested pickVehicles and Runs

CATA Rural Service, Mason Connector, Williamston / Webberville Connector and Mason Redi-Ride currently operate with a minimum of eighteen (18) small lift-equipped (gas or diesel) buses with an average age of seven (7) years and average life mileage of 153,831. Rides are scheduled and may be dispatched by CATA. Operators must be able to efficiently provide each type of service.

Runs are created by CATA and are subject to change due to ridership demand. The contractor will be subject to penalties if the required number of runs are not opened on any given day.

Type of Service Days of Operations Hours of Service

CATA Rural Service Monday – Friday 7:00 a.m. to 6:00 p.m.

Mason Connector Monday – Friday 6:30 a.m. to 6:00 p.m.

Mason Connector Saturday 8:30 a.m. to 4:00 p.m.

Williamston/Webberville Connector Monday – Friday 7:15 a.m. to 5:40 p.m.

Williamston/Webberville Connector Saturday 7:20 a.m. to 4:35 p.m.

Mason Redi-Ride Monday – Friday 6:30 a.m. to 6:00 p.m.

Mason Redi-Ride Saturday 8:30 a.m. to 4:00 p.m.

CATA reserves the right to provide service directly and to use other service providers. Respondent should indicate their willingness to provide additional service or substitute service.

Donna Rose
6207 Cobblers Dr.
East Lansing, MI 48823
517-489-2233

Mark Kieselbach

From: Andrew Brieschke <ABrieschke@cata.org>
Sent: Wednesday, October 04, 2017 3:13 PM
To: Mark Kieselbach
Cc: Sandy Draggoo; Brad Funkhouser
Subject: Items for Transportation Commission
Attachments: CTF Comprehensive Transportation Fund.pdf; Meridian Redi Ride Ridership Chart - Saturdays Only FY 2017.pdf

Hi Mark.

Attached, please find two documents requested by the Transportation Commission at their meeting on September 28. One document reflects Meridian Redi-Ride data and the other outlines the state's Comprehensive Transportation Fund that Brad discussed.

Please let me know if you have any further questions.

Thank you,
Andrew

Andrew Brieschke

Director of Operations
Capital Area Transportation Authority – CATA
4615 Tranter Street | Lansing, MI 48910
Office: (517) 394-1100
Mobile: (517) 202-5419
abrieschke@cata.org



Comprehensive Transportation Fund (CTF)

The CTF is a state-restricted fund created in Section 10b of Public Act 51 of 1951 (Act 51). The fund is restricted for public transportation purposes.

Michigan's CTF is derived from a portion of state motor fuel taxes, vehicle registration fees, and state sales taxes on automobiles and other auto-related products.

CTF-funded programs include transit programs, intercity bus, rail passenger, and rail freight services as well as funding for MDOT's public transportation administrative and planning functions. However the largest revenue is apportioned for operating and capital assistance (i.e., Local Bus Operating Assistance) to transit authority's across the State of Michigan.

For transit, the CTF funding provides capital match dollars for federal funding for buses, facilities, equipment, and commuter rail infrastructure.

Local Bus Operating Assistance

State operating assistance to eligible transit agencies represents the largest annual apportionment of CTF revenue.

Local bus operating assistance is distributed among Michigan transit agencies based on provisions of Section 10e of Act 51 as amended by Public Act of 1997. These provisions direct that operating assistance reimburse of the following:

- Up to 50% of eligible operating expense for transit agencies that provide service in urbanized areas (with a population greater than 100,000) or
- Up to 60% of eligible operating expense for service provided by transit agencies to non-urbanized areas (with a population less than 100,000)

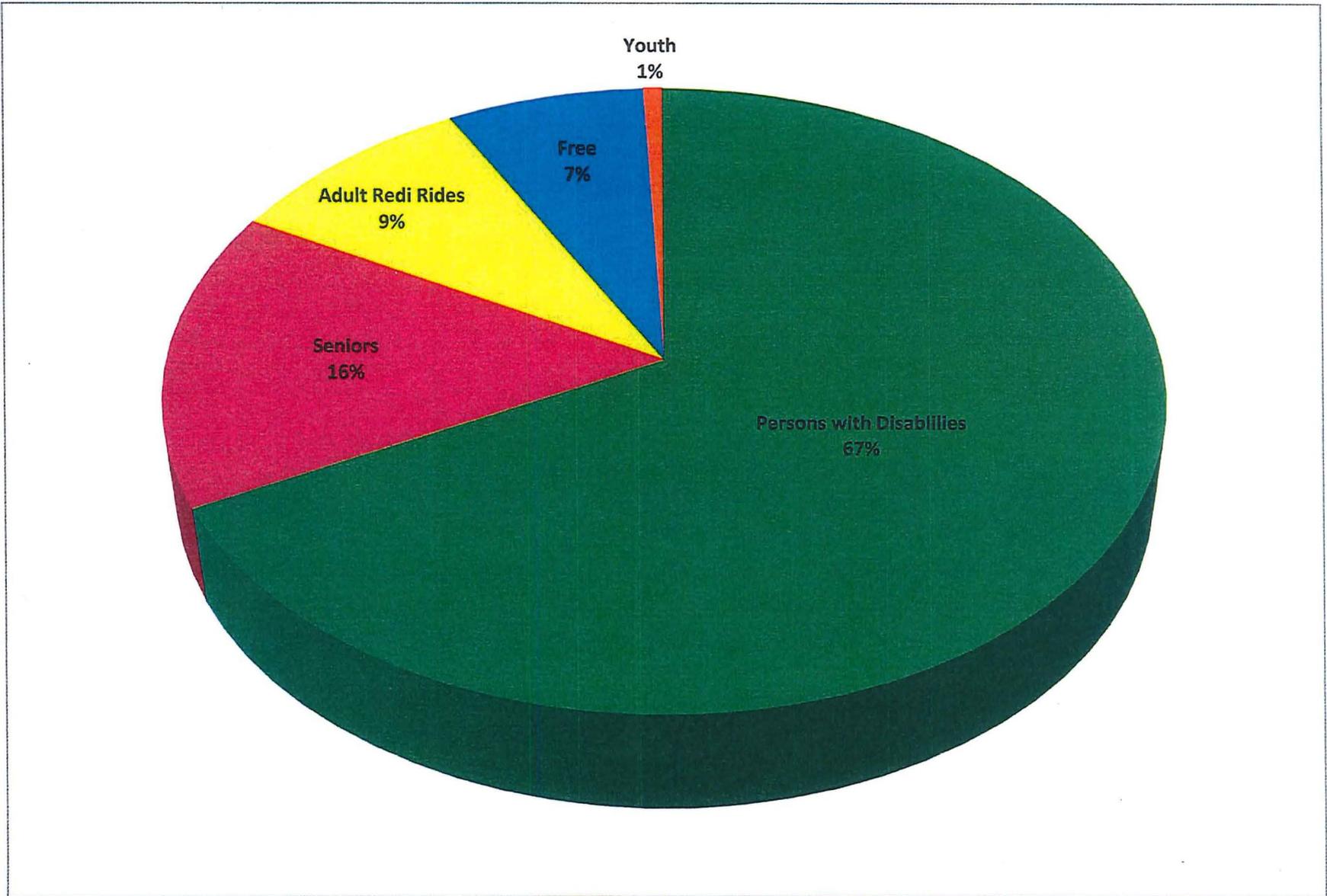
When the state appropriation is not large enough to fund transit agencies at the 50% or 60% levels, MDOT will prorate the distribution.

- Nonurban areas and urban areas under 100,000 population increased from 38.31 percent to 39 percent
- Urban areas over 100,000 population increased from 32.23 percent to 32.78 percent

FY 2017 Budget Local Bus Operating Assistance:

AGENCY	2017 TOTAL Budget EXPENSES	Distribution 32.7790% 38.9955%
50% Group		
Capital Area Transportation Authority	\$43,284,514	\$14,188,218
60% Group		
Capital Area Transportation Authority	\$1,974,462	\$769,951

Percentage of Saturday Meridian Redi-Rides by Type FY: 2017



FY: October 1, 2016-September 30, 2017

Meridian Redi-Rides Saturday Passenger Count FY: 2017

Passenger Type	Passenger count
Persons with Disabilities	1250
Seniors	287
Adult Redi Rides	169
Free	134
Youth	13

FY: October 1, 2016-September 30, 2017

Mark Kieselbach

From: Karla Hudson <hudson.kc@live.com>
Sent: Wednesday, October 11, 2017 5:32 PM
To: Mark Kieselbach
Subject: New door-to-door ridesharing service expands public transit options in Ypsi

Hi, please share with other commission members.

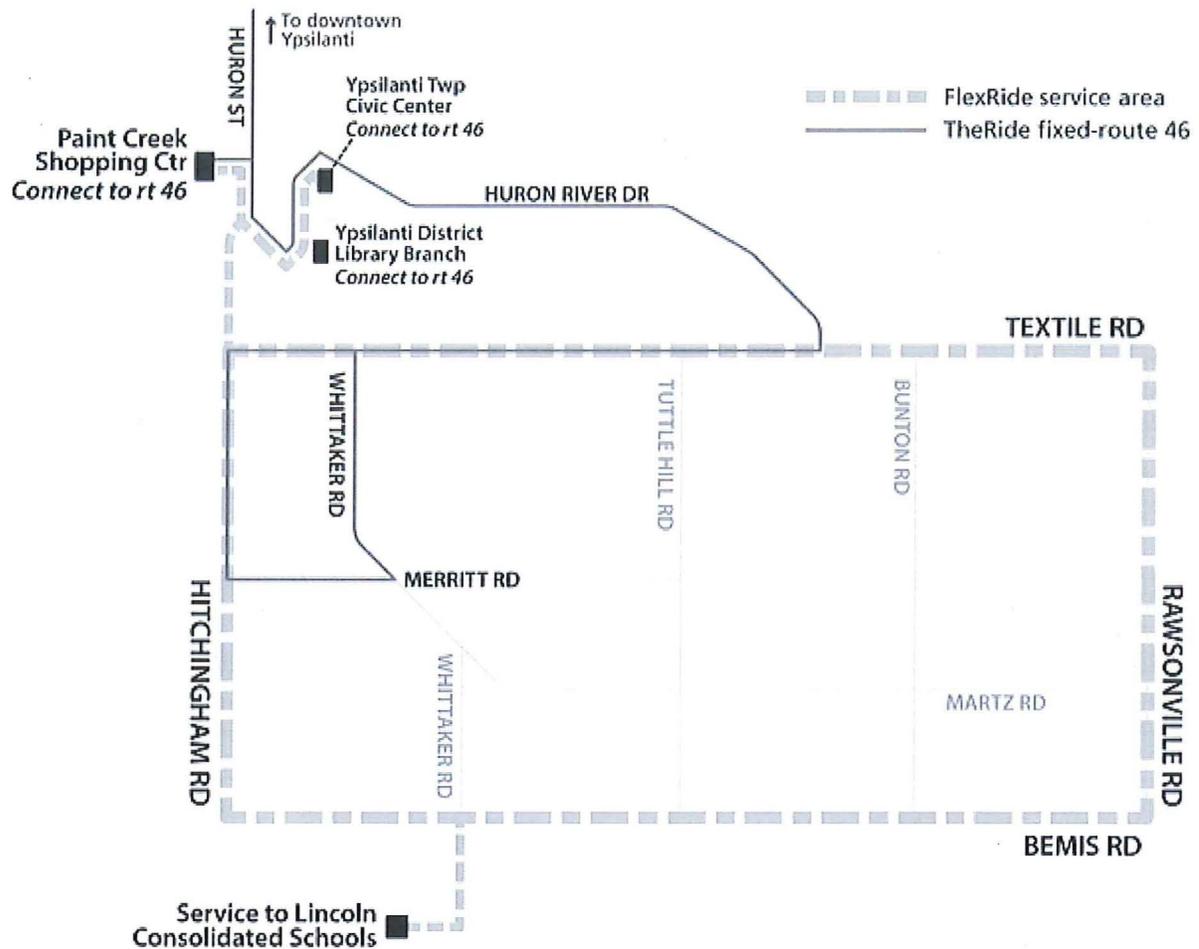
Karla

SARAH RIGG | WEDNESDAY, OCTOBER 04, 2017

New door-to-door ridesharing service expands public transit options in Ypsi Township



• *FlexRide logo.*



FlexRide service area map.



[!\[\]\(0d6a6f00060aaf300973bf619c8b7212_img.jpg\)](http://dsx.issuemediagroup.com/www/delivery/ck.php?n=35938a33d85c4dfc839b3e90014d33d4&cb=3347632942)

The [Ann Arbor Area Transportation Authority](#) (AAATA) has introduced a pilot door-to-door shared-ride program called [FlexRide](#), in addition to launching expanded bus service in Ypsilanti Township.

Mary Stasiak, manager of community relations for AAATA, says the portion of Ypsi Township served by FlexRide doesn't have the density to warrant a fixed route. So transportation officials needed to get creative in helping residents in that area get to the Paint Creek shopping center, the Whittaker Road branch of the Ypsilanti District Library, and other destinations in the area.

"There are a lot of residents in the area who need access to shopping or medical appointments or to get to work or school," Stasiak says. "It's a pilot service, and we may make adjustments as we go. The idea is to introduce it and see how people are using it."

After a bidding process, AAATA chose to partner with [Metro On-Demand](#) (MODE), a division of Golden Limousine, to operate FlexRide.

Currently, the service operates from 9 a.m. to 5 p.m. Monday through Friday, and for limited hours to Lincoln Consolidated schools when school buses are not running. The service costs \$1 per trip each way. Discounts are available for students, seniors, and disabled riders.

Riders can reserve a ride the day before a trip or at least 45 minutes in advance for same-day rides by calling (734) 794-0377, by visiting [MyFlexRide.org](#), or through the [MODE Car](#) app. Walk-ons may be accepted at the Paint Creek Shopping Center connection point if not all seats are full.

AAATA has also expanded traditional bus service on Route 46, which includes Huron River Drive and Textile Road, doubling service in the northwest corner of the pilot service area up to Whittaker and Merritt Roads in Ypsi Township.

Both the route expansion and the FlexRide pilot program were made possible by the approval of a 2014 transportation improvement millage.

Stasiak says the expectation is that FlexRide will continue to operate for the term of the millage, and possibly beyond, if voters choose to renew the millage in August 2018. As AAATA sees how riders use the service, the authority may tweak the hours and the pilot program could be expanded.

"We hope the service will do well and we can translate it to other areas as well," Stasiak says.

Stasiak says the transportation authority doesn't feel threatened by the rise of transportation options like Uber and Lyft, adding that she welcomes collaborations with other organizations.

"That's why we're working with MODE on this service," Stasiak says, adding that collaborations create "a future that has many new ways of providing transportation."

Sarah Rigg is a freelance writer and editor in Ypsilanti Township. You may reach her at sarahrigg1@gmail.com.

Mark Kieselbach

From: Karla Hudson <hudson.kc@live.com>
Sent: Wednesday, October 11, 2017 5:59 PM
To: Mark Kieselbach
Subject: CATA board meeting schedule

Hi,

Here is the schedule of upcoming CATA Board meetings. Note, there are different locations for some of the meetings beginning with October's. Meetings are scheduled to begin at 4PM, unless otherwise stated, with public speaking time at the beginning and end.

FY 2017-2018 CATA Board Meeting Schedule *Wednesday, October 18, 2017 City of Lansing - LBWL

1201 S. Washington Ave.

Lansing, MI48910

*Wednesday, November 15, 2017

City of East Lansing - Hannah Community Center Executive Conference Room

819 Abbot Rd.

East Lansing, MI 48823

Wednesday, December 20, 2017

CATA

4615 Tranter St.

Lansing, MI48910

*Wednesday, January 17, 2018 - The Board meeting will be held at 3:00 p.m.

in the CATA Board Room.

CATA

4615 Tranter St.

Lansing, MI48910

*Wednesday, February 21, 2018

Meridian Township Municipal Complex

Town Hall Room

5151 Marsh Rd.

Okemos, MI 48864

Wednesday, March 21, 2018

CATA

CATA Board of Directors Meeting September 20, 2017

4615 Tranter St.

Lansing, MI48910

*Wednesday, April 18, 2018

Delhi Charter Township

Board Room

2074 Aurelius Road

Holt, MI 48842

Wednesday, May 16, 2018

CATA

4615 Tranter St.

Lansing, MI48910

*Wednesday, June 20, 2018

Charter Township of Lansing

Board Room
3209 w. Michigan Ave.
Lansing Township, MI 48917
Wednesday, July 18, 2018

CATA
4615 Tranter St.
Lansing, MI48910
Wednesday, August 15, 2018

CATA
4615 Tranter St.
Lansing, MI48910
Wednesday, September 19, 2018

CATA
4615 Tranter St.
Lansing, MI 48910

Mark Kieselbach

From: Andrew Brieschke <ABrieschke@cata.org>
Sent: Thursday, October 12, 2017 11:15 AM
To: 'Karla Hudson (Hudson.KC@live.com)'
Cc: Mark Kieselbach; Brad Funkhouser; Sandy Draggoo
Subject: Delta and Delhi
Attachments: Delhi Redi Ride trips booked FY 2017.pdf; Delhi Ridership Pie Chart and Ledger FY 2017.pdf; Delta Township Hour to Hour Bar Graph FY 2017.pdf

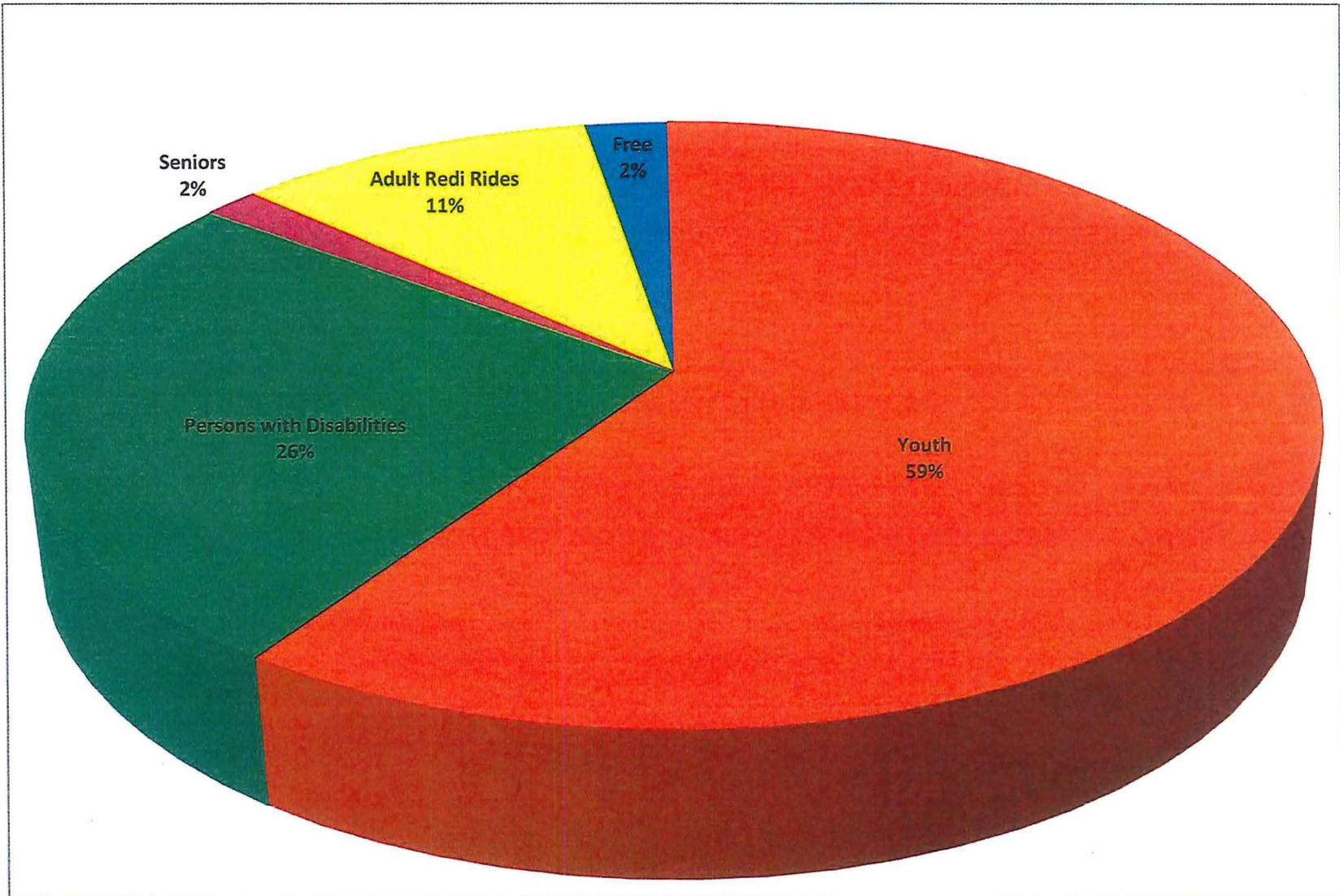
Good morning, Karla.

Attached, please find information on Delhi Redi-Ride bookings and no-shows, riders by type and evening ridership on the Delta Redi-Ride. I am still trying to see if we have trending information as to when people call to book a ride in Meridian.

Please let me know if you have additional questions.

Best,
Andrew

Percentage of Delhi Redi-Rides by Type Monday -Friday FY: 2017



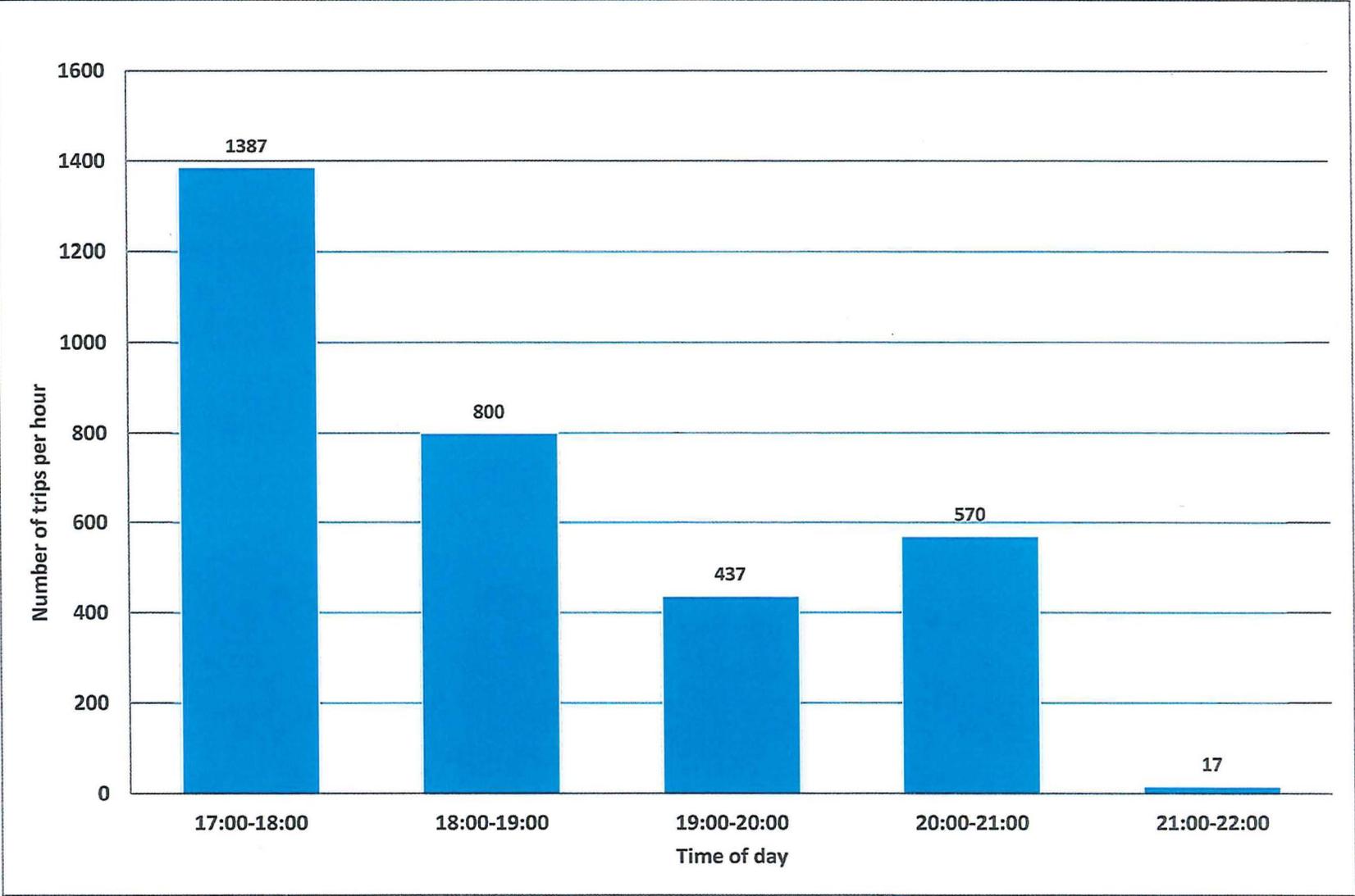
FY: October 1, 2016-September 30, 2017

Delhi Redi-Rides Monday-Friday Passenger Count FY: 2017

Passenger Type	Passenger count
Persons with Disabilities	4436
Seniors	283
Adult Redi Rides	1836
Free	421
Youth	10288

FY: October 1, 2016-September 30, 2017

Delta Township trips per hour 17:00-21:00 FY: 2017



Actual trips taken per hour FY: October 1, 2016-September 30, 2017

Mark Kieselbach

From: Nicole Baumer <movingmidmichigan@mitcrpc.org>
Sent: Friday, October 13, 2017 3:31 PM
To: Mark Kieselbach
Subject: You're Invited: Interactive Open House!



JOIN US FOR AN INTERACTIVE OPEN HOUSE!

Have opinions about how our transportation system should change and improve in the future? Curious about how the planning process works?

Stop by one of our free, informal open houses filled with interactive activities that will help you explore your priorities and learn what it takes to improve our transportation infrastructure! This is an opportunity to share your thoughts, concerns, and opinions on transportation in Clinton, Eaton, and Ingham counties. All are welcome.

WHEN: November 8, 2017
11AM-1PM or 6-8PM

WHERE: Tri-County Regional Planning Commission
3135 Pine Tree Road, Suite 2C
Lansing, MI 48911

HOW: Accessible by CATA Route #7

Topics include traffic safety, pavement condition, traffic congestion, and planning for public transportation, bicycle and pedestrian paths, air travel, rail services, freight routes, and the effects of transportation on the environment and our economy.

Submit an information card while you're there for the chance to win a \$100
Meijer gift card!
Conditions apply.

Food and refreshments will be provided. RSVP today with the number of attendees for food planning purposes.

RSVP for 11am-1pm

RSVP for 6pm-8pm

Can't make it but still want to provide input? Fill out a public comment form [here](#) or take a [survey](#) for the chance to win a \$50 transportation-related gift card.

Connect with us



Tri-County Regional Planning Commission | 3135 Pine Tree Road, Suite 2C, Lansing, MI 48911

[Unsubscribe kieselbach@meridian.mi.us](mailto:kieselbach@meridian.mi.us)

[Update Profile](#) | [About our service provider](#)

Sent by movingmidmichigan@mitcrpc.org in collaboration with



Try it free today

July 13, 2017

Meridian Transportation Commission Recommendation on Redi-Ride Service Program-DRAFT

Near-Term Recommendation

- Due to the impending 12/2018 CATA Redi-Ride millage renewal, certain suggestions are recommended to be acted on/implemented within the next 8-12 months
- Draft new, updated Service Agreement between Meridian Twp and CATA for Redi-Ride services to be provided with an agreement expiration date of 12/2018
- Utilizing relevant best practices from similar on-demand transit program contracts/agreements from other transit agencies within the state, this updated Service Agreement should include:
 - Regular reporting by CATA to Meridian Twp on the Redi-Ride program, including but not limited to ridership, fare box proceeds, costs/expenses, capacity/demand limitations, on-time and rider cancelation data, and recommendations for improving service and responding to resident feedback/input...accountability measures
 - Data collection and analysis to continuously improve Redi-Ride services
 - Regularly scheduled meetings between CATA and Meridian Township to promote a constructive relationship and direct involvement with CATA mobility manager/staff for improved scheduling and alternative ride options
 - Require technology upgrades or commitments for development of technology upgrades like bus tracking and online/mobile access to booking rides
- In addition to the development of an updated Service Agreement document and following receipt of tracked data and analysis from CATA on peak demand time frames, request cost estimates for:
 - Additional bus equipment to alleviate capacity problems – what are the high demand time periods and what is the cost for an additional bus to run during those peak times to accommodate demand
 - Additional/extended hours of service beyond current 5 PM limit – what is the cost per bus for each hour of service beyond 5 PM
 - Additional staffing for dedicated phone access and/or scheduling improvements/routing efficiencies
 - Online and mobile technology upgrades to improve efficiency and rider experience
 - Options for reducing current 4-hour advance booking window/options for “real-time” ride booking

Medium-Term Recommendation

- Suggest that the CATA Redi-Ride millage renewal in 2018 only be authorized for a 3-5 year time period, coordinated with other expected township ballot initiatives
 - Based upon some of the changing dynamics in area transit options, i.e., improved mobility management techniques, transportation network company involvement in the transit space, and the potential for a statewide roll-out of the new non-medical emergency care mobility management program could all

impact the effectiveness and/or redundancy of the Redi-Ride program in its current form

- Need for hard data on use and demand deficiencies within the current program and options/recommendations and costs related to alleviating those concerns, whether those be from tax, fare box, or vendor efficiencies...or a combination of those sources – allows time for resident input and education
- Provides opportunity to evaluate the effectiveness of the proposed new accountability and transparency measures with CATA

Long-Term Recommendation

- Following interim millage renewal period (3-5 years), plan for a long-term (10 year) millage vote
 - Evaluate service and technology improvements/responsiveness/accountability from CATA to determine provider effectiveness going forward
 - Decide on service enhancements/changes that require additional financial support that can be built into/added to millage request or adjustment to fares at that time
 - Determine any needed changes in service/program parameters based upon transit market/environment

Mark Kieselbach

From: Karla Hudson <hudson.kc@live.com>
Sent: Monday, October 16, 2017 3:12 PM
To: Mark Kieselbach
Subject: Edits to my goal list

Hi Mark,

I updated a few items on my goals sheet. An "*" shows the changes I made. Please add to the packet for Thursday.

Karla

Near Goals

1. CATA must be diligent on enforcing the rules it stated in its original agreement with our township to only transport school children home if they live ½ mile from school or who are being transported to other schools for special events. We should receive a periodic report and to make sure CATA continues to follow this agreement. Discuss overall policy of children using Redi-ride.
2. Residents need to know somehow when their bus is approaching, so they don't have to wait outside in inclement weather.
3. Township should expect accurate reports about ridership numbers, whenever a customer doesn't take a ride because times available don't work out for them, any time the buses are at full capacity, and so forth. When the rider requests a 4:00 ride and is offered a 2:00 ride instead that should be recorded as not meeting the riders transportation need not as a denial that the passenger did not want the ride.
4. We need to know the exact price to run the service with our current millage.
5. We need CATA and Township officials to help improve efficiencies. Recognizing that taking passengers across township from north end to Okemos Meijer is one example. Request that CATA leadership reach out to Clinton County in order that Meridian Redi-ride can travel to that communities Meijer. Developing creative ways to build connectivity across boundary lines such as increasing bus fees for those who cross boundary lines.
6. *Allow Redi-ride customers to make reservations on Sunday even though Redi-ride does not run on Sunday.
7. *What does it mean to be a "donor community" and discuss how that is impacting our service quality.
8. *Obtain data on the percentage of rides made days in advance versus "four ours" in advance.

Medium Range Goals

1. Have CATA tell us how much it would cost to extend service to 9 PM Monday through Saturday so we can determine how much we might need to raise the millage.
2. *Obtain service that is at least if not better than Delhi Township that currently runs from 7:00Am To 6:00Pm. Monday Friday and 9:00 to 5:00 on Saturday.

Long Range

1. Change the wording of the next millage to only reflect "transportation provider".

*Consider getting bids for the service similar to the way CATA contracts out services such as SpecTran paratransit. By bidding out the service the township will keep to the policy that all purchases over \$5k are to be bid).

2. Require a real contractual document from CATA which outlines everything we expect and need so everyone can get a ride when they need it.
3. Consider a same day Redi Ride Service. Encourage CATA to present such a pilot program to the transportation commission.
4. Rework the current bus routes, the #22 and the 23 so Costco can be served and routes are shorter, but meet somewhere. Perhaps we need two smaller loops that meet in the middle. It would be nice if CATA routes could go passed more schools so they could pick up some of the school kids.

October 12,2017

To: Mark Kieselbach,Director of planning and Community Developmenta

From: Christine G. Beavers,Transportation Commission

Re: Redi Ride Goals

The BRT Project has left many people in the township with not only a negative opinion of Cata but also questioning the close relationship between Cata and officials in the Township. Many people are looking much closer at how many mils we are paying CATA and why they receive more of our taxes than fire,police and library services which are used by more residents than Cata. The continued reluctance of the Township to follow their own policies and put Redi Ride out for bid adds to the impression that Cata is given a special status that other businesses do not enjoy.We do not know what other services are available,their cost and operations. While we had a Cata presentation and a presentation by a township Board member supporting Cata it means nothing since no else is presenting their services or cost. Having a Board member supporting only Cata, a person who will eventually vote on the Redi Ride contract, again makes me question the relationship between Cata and Meridian elected officials. In the end, failure by this Township to put Cata at arms length, put a redi ride system up for bid, may cause a defeat for Redi Ride and for the people that need these services. The impression of cronyism is damaging even if it does not exist .Therefore, it is imperative that the Township is completely transparent on this issue especially with the amount of mils you are asking residents to pay . If Redi Ride was doing a good job we would not be having this discussion so we need to know what other services are available .In the end Redi Ride may still prevail but since we are paying the bill we have to know that we are receiving the best services available.

Any door to door transport system should be tweaked for the township population and go a few miles beyond our boundaries .MSU,Clinical Center, Meijers in Bath Township would not be in conflict with business owners in the Township.We have a large number of MSU employees,retired personnel and visitors and it does not make sense not to include the Campus.In fact if we had Saturday service people could be transported to the games from the hotels if the hotel does not offer transportation. Marketing for both hotel and a transport system.While I do not think we should have to pay more for Saturday service if a ride system is available we should have enough business to make it cost effective.

I never bought into the premise that we needed a BRT system because of bus overcrowding.Having ridden the bus for many years we all knew what times were busy and would adjust our schedules. I would expect Cata to do the same rather than spend millions of taxpayer dollars under the premise that they" left people at the curb". If you are a manager of a ride system you should also adjust the transportation available at peak hours. I do not believe highly paid drivers should be sitting in parking lots during the day because they do not have any

calls. Given all the data the Cata seems to have or should have I am surprised people are turned down in the late afternoon because of student transportation. Again, managing transport hours based on peak and quit times. We also need service beyond 5:00 pm when people are returning from work. What about Sunday morning when people may want to go to church services? Has that ever been explored with clients? Any system should be driven by the client, not provider.

I believe we need better information from the people that use the service on a consistent basis. Their input would be invaluable. What hours do they need, where do they go and at what time. I would hope that Cata has already reached out to them but if they have not maybe the township should. However, it should be clients remarks not questions formulated by a hired consulting agency to elicit an answer agreeable to the township or Cata.

I am concerned that drivers sit in the road at the end of the drive. In winter or inclement weather that presents safety concerns for people using a walker, cane or are just unsteady on their feet. I understand insurance liability issues but there should be a way to park closer to the door especially in winter with ice and snow. Using a walker or cane would not automatically make you eligible for Spectran so how can a client's safety be improved. I have heard that some drivers stay in the road, others pull into the drive so that issue should be more consistent and within a program's policy.

What to do with students. I did not realize that Redi Ride was transporting students to and from school. I thought that was either the school's responsibility or the parents. What happened to car pools? Unless the child has an injury or disability why are we supporting their transportation. I understand the mile and half rule but are they located in areas that do not have regular Cata routes? People are turned down for rides because of transportation of students and that should not happen. Adults may not have other options for transportation, live alone or have physical limitations. I believe they should have priority not students who could walk, have family members or friends to give them a ride within that mile and half. The whole issue of supplementation of school transportation needs to be reevaluated.

We may also need to look at different types of transportation for different needs within the township. Failure to ever receive input from other business leaves up without options. Everything comes from Cata and their data. We keep doing the same thing over and over based only on their information. If people in the township want to financially support transportation for people unable to drive than we all deserve new ideas and price competition. If the same old same old goes on the ballot in 2018 it will not be an automatic yes vote as in the past. I want to know what is out there, what ideas do others have and seriously look at more than one business to fulfill our goal of good service to all residents.

Mark Kieselbach

From: Steve Vagnozzi <svagnozzi@comcast.net>
Sent: Sunday, October 15, 2017 3:17 PM
To: Mark Kieselbach
Subject: RE: Redi Ride Feedback

One more recommendation to the Township Board is to establish a contract with CATA for the remaining period of the existing millage.

Thanks!

Steve Vagnozzi
517-349-4809

From: Steve Vagnozzi [mailto:svagnozzi@comcast.net]
Sent: Friday, October 13, 2017 4:00 PM
To: 'Mark Kieselbach' <Kieselbach@meridian.mi.us>
Subject: Redi Ride Feedback

Here are my thoughts on Redi Ride recommendations to the Township Board:

- Ask the Board to approve further discussion with CATA on expanding hours and offset the additional costs to the Township with fare increases. Our current fare structure is significantly less than other comparable services and CATA SpecTran.
- There should be a financial penalty for no shows. I suggest that the missed ride(s) need to be paid for before another ride could be booked.

I would like the following info from CATA:

- Percentage of time are there multiple riders on a bus.
- An analysis of rides taken, denials and no shows by time of day.
- Feasibility of using standard CATA fare cards for Redi Ride.

Thanks!

Steve Vagnozzi
517-349-
4809